What the Camera Caught

Upper left, Baggage Master D. E. St. Pierre, Bangor and crew; upper center, Brakemen A. H. McDonald and A. R. Batley; upper right, Freight House Crew, Waterville; left center, Engineman Dave Staples; center, Rigby Yard and Shops; right center, Engineman Cy Shaw and Fireman J. W. Gould; lower left, Old Ferry Ferdinando Gorges; lower right, R. R. approach to New Bridge across the Kennebec from Bath side.
Railroad Telegraphy
(Concluded from page 11)

Messages have always been sent by using a telegraph key, with which the operator makes the dots and dashes constituting the letters and numerals, and until the year 1866, or thereabouts, they were received on paper tape, the receiving instrument being so constructed that this tape, wound on a reel, would pass through the instrument and a metal point would strike down on the paper imprinting the dots and dashes thereon, and at the completion of the message the receiving operator would read these dots and dashes and write the message in longhand on a telegraph blank and make delivery to the addressee. Soon after the year 1866 messages were received by sound, same as now. There are still a few paper machine operators in service, one in the State of Maine, namely Mr. Frank Dyer, about seventy-eight years of age and at present agent at Strong, Maine, on the Sandy River and Rangeley Lakes Railroad.

Later Telegraph Developments
At present all railroads in the world use the telegraph system, although many of the larger companies now use the telephone for train dispatching and conversation, and some for message traffic, but none have entirely discontinued the Morse system.

The Multiplex Printer—Telegraphy’s Latest Development

The Western Union Telegraph Company has developed what is known as the “Multiplex” machine, which operates a typewriter at the receiving end and the message is written in proper form without the aid of human hands. By the use of this machine it is possible to send four and receive four telegrams over a single wire at the same time, handling about nine hundred and sixty messages per hour. Some of the trunk line railroad systems, such as the New York Central, the Pennsylvania, Santa Fe, Missouri Pacific, are installing these multiplex machines, commonly known as “printers”.

Drop in on the Square
The Western Union Telegraph Company recently moved into their new Portland office, located on Middle Street near Monument Square, where all of the most modern equipment is installed and operating, including the multiplex and simplex machines. There is a standing invitation to the railroad boys to visit their plant, examine and get an understanding of the working of these wonderful devices, and meet and get acquainted with the boys with whom they work in handling commercial telegrams.

The Western Union owns and maintains all lines and other equipment located on the Maine Central Railroad, with the exception of the Rangeley and Kineo Branches (these being owned and maintained by the Maine Central Railroad), and their wire chiefs at Portland and Bangor are continually (twenty-four hours a day) on the alert to see that we have wire service. One wire on each line of track is set aside by the Telegraph Company for train dispatching purposes and another wire for message traffic (we have three message wires between Portland and Bangor).

Railroad Messages First
It is the first duty of wire chiefs to maintain service for the Railroad Company, preferential over Western Union traffic, giving over exclusive Western Union wires to railroad service if all railroad wires are out of commission, and in part returns the Railroad Company handles Western Union messages at telegraph offices located in stations on the system; so, when an office

is called by the wire chief it is, in most cases, for a wire test and should be answered promptly and his requests immediately. The wire chief has to do with some one, or more, of our systems in trouble.

The ground wire is an old friend of the wire chief, when someone applies it for (or otherwise) and forgets to remove it eventually causes the wire chief unnecessary work in locating the ground. The ground wire should never be used requested by wire chief, and then returned immediately. Don’t let go of the phone wire or close it; especially when a wire is open and remove it, for, say, half an hour, then it is good to make a test and report return of ground, but don’t let go of the phone wire.

Close cooperation with wire chiefs part of operators means just that better wire conditions and service.

"Mr. Norcross will have something more to say in regard to the use of our service on our Railroad in the next issue of our Magazine—The Editor.”
The Western Union Telegraph Company developed what is known as the "Mule" machine, which operates a type writer at the receiving end and the message is written in proper form without the aid of human hands. By the use of this machine it is possible to send four and receive four messages over a single wire at the same time, thus handling about nine hundred and one messages per hour. Some of the large line railroad systems, such as the New York Central, the Pennsylvania, Santa Missouri, and Pacific, are installing these complex machines, commonly known as "Mules'.

Drop in on the Square

The Western Union Telegraph Company recently moved into their new Portland office, located on Middle Street near Monument Square, where all of the most modern equipment is installed and operating, including the multiplex and simplex ma- chines. There is a standing invitation to railroad boys to visit their plant, examine and get an understanding of the working of these wonderful devices, and learn to get acquainted with the boys who work in handling con- trol telegrams.

The Western Union owns and maintains lines and other equipment located on the Central Railroad, with the exception of the Rangeley and Kineo Branches (these owned and maintained by the Maine Central Railroad), and their wire chiefs at Bangor and Bangor are continually on the alert to get the reports in. One wire on the line of track is set aside by the Telegraph Company for train dispatching purposes, and another wire for message traffic have three message wires between Bangor and and Bangor).

Railroad Messages First

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Tommy Back on the Job

F. M. Thompson, Transmitter in the Engineering Department, is back on the job again after a two weeks' vacation, during which he gave his farm and apple orchard at Gorham some attention, attended the Maine-Bates football game, and covered considerable territory around Pushaw Pond where moose and deer tracks are said to be quite plentiful, we are informed by an anonymous correspondent. According to "Tommy", there is not much satisfaction wasting time or ammunition on tracks.

A Bedtime Story

By E. I. HILL, Traveling Agent

"Twas Christmas Eve. The little girl ran to her father's knee and smilingly said, "Daddy, this is a special night, and I know tonight my bedtime story will be special good."

He took the little tot on his lap and to the door of the rocking chair she heard this wonderful tale:

"Once upon a time there was a large manufacturer who shipped a great many cases of goods over the railroad. His workmen were exceptional men, as they always packed the goods in the cases in the most perfect manner.

"Then the cases were closed and nailed and strapped in the best of shape.

"His truckmen were always careful and never caused any damage while handling them to the railroad station.

"The men in the station were just as careful to truck them from the sidewalk to the cars and load and stow them absolutely according to Hoyle.

"The train crews never handled the cars roughly and the men in the freight house at destination were even more careful than those handling the case before.

"The result was that the manufacturer never had to make any claims against the railroad."

The father gazed down and saw his little girl was fast asleep and then woke up himself: "Good Heavens! That's where I thought I was. This could possibly happen on earth but probably never will. It must be hell to be a freight claim agent."

"Mr. Norcross will have something more to say in regard to the use of wire service on our Railroad in the next issue of our Magazine—The Editor."

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MAINE CENTRAL
Employees’ Magazine

Vol. IV DECEMBER, 1927 No. 12

“For, By and About Maine Central Employees”
Published Each Month
by the Maine Central Railroad Company, and
devoted to the interests of the company
and its employees.

DUDLEY ALLEMAN, Editor
D. W. BISHOP, Associate Editor
MAGAZINE

STAFF CORRESPONDENTS
Portland Terminal
Miss A. Z. Donahue, Freight Office
C. D. Atherton, Freight Office
Joseph D. Houk, South Portland
John P. Dunn, Rugby
Eastern Division
J. L. Riggie, Superintendent’s Office
C. A. Jeffords, Bangor Car Dept.
P. N. Carsten, Bangor Ticket Office
V. A. Cunningham, Oldtown
R. H. Johnson, Woodland
E. P. Melin, Canton
S. A. Frost, Eastport
H. D. Davis, Vancelboro
T. S. Kelley, Kingsman
Portland Division
B. W. Tibbetts, Brunswick
E. E. Walker, Augusta
A. A. Thompson, Waterville
W. H. Marshall, Oakland
A. F. Smith, Lewiston
R. C. Brown, Lewiston Lower
P. J. Hasley, Rumford
S. O. Swett, Bemis
A. L. Eastman, Lancaster
J. E. Winch, Rockland
General Offices
A. W. Sawyer, Motive Power Dept.
E. I. Hill, Freight Claims

Communications by members of the Maine Central family, and by all others interested are earnestly solicited. They may be forwarded “R. R. B.” and should be addressed to magazine headquarters, Room 111, 222-224 St. John Street, Portland.

EDITORIALS

SMILES OF SERVICE
Our Railroad is classed as a public utility—a public service corporation. There is more in this title than a mere classification. It is pregnant with meaning. It contains a statement of purpose, the mention of a means to an end, the utterance of an ideal.

For the old phrase, “the public be damned,” sometimes credited to but not originated by the railroads, has been substituted the more modern and forward-looking thought—“the public be served.”

And how served? And by whom? Every member of the Maine Central Family is just as truly a public servant as the governor of this commonwealth, as a legislator, a police officer, a school teacher. The task before each of us, firing, or selling tickets or auditing accounts or walking track, is a public service—a public trust, that deserves and receives the best efforts we can put forth.

On those of us who come in direct contact with the public there lies a responsibility that goes even further. Not only must we render the public efficient service—we must do it with a smile.

We are approaching the two greatest days in the calendar—Christmas and the New Year. The first is the Great Season of Goodwill; the second the time of all the year most appropriate for a pause and a stock taking of our attitude toward life. At this season is not the necessity for more SMILES OF SERVICE brought home to us with especial force? Our duty towards others—“information with a smile,” “a ticket with a smile,” puts the recipient thereof in a more pleasant frame of mind and makes the service larger, more valuable to him. Our duty towards ourselves—the great virtue of a smile is that it benefits its maker more than its receiver. It aids digestion, ironing out wrinkles, both mental and physical, and brightens one’s whole outlook on life.

The public be served—with smiles!

NEW STAFF CORRESPONDENT
With great pleasure, we announce the appointment of Traveling Agent Edward I. Hill of Portland as new Staff Correspondent on the Magazine staff. Mr. Hill is widely known over the system and his original presentations of the old story of freight claim prevention have appeared frequently in these columns.

Freight rates on American railroads are the lowest in the world. For example, it is said to cost three times as much to retail a loaf of bread as the railroads get for hauling the wheat in it to the miller and the flour to the baker.

(16)
as truly a public servant as the governor of this commonwealth, as a legislator, police officer, a school teacher. The task of each of us, firing, or selling tickets, auditing accounts or walking track, is a public service—a public trust, that deserves and receives the best efforts we can forth.

For those of us who come in direct contact with the public there lies a responsibility that goes even further. Not only do we render the public efficient service, but we must do it with a smile.

We are approaching the two greatest days in the calendar—Christmas and the New Year. The first is the Great Season for good will; the second the time of all the year's most appropriate for a pause and a taking of our attitude toward life. This season is not the necessity for more PLES OF SERVICE brought home with especial force? Our duty to others—"information with a smile,""bet with a smile,""puts the recipient of it in a more pleasant frame of mind and makes the service larger, more valuable.

Our duty towards ourselves—the virtue of a smile is that it benefits one more than its receiver. It aids disguise wrinkles, both mental and physical, and brightens one's whole outlook.

public be served—with smiles!

---

NEW STAFF CORRESPONDENT

In great pleasure, we announce the appointment of Traveling Agent Edward L. Whitney of Portland as new Staff Correspondent on the Magazine staff. Mr. Hill is known over the system and his presentations of the old story of claim prevention have appeared frequently in these columns.

---

Light rates on American railroads are the cheapest in the world. For example, it is three times as much to retail bread as the railroads get for haul- ing wheat in to the miller and the baker.

---

IN MEMORIAM

He is survived by his wife, Annie, a son, Joseph, four daughters, Mrs. Thomas DeCourcey and Mrs. John McCuen and the Misses Mary and Dorothy McGonigle, all of Portland, two sisters, Miss Mary McGonigle of New York City and Mr. Elizabeth Kennedy of Portland and three brothers, William A. and James of Portland and Edward of Chicago.

MICHAEL J. HAGGERTY

Michael J. Haggerty of Oldtown, veteran railroad conductor, died at his home on November 7th from pneumonia. He was formerly in Maine Central service, rising from train boy to conductor, later entering the employ of the Bangor and Aroostook on its establishment and serving as conductor until the time of his death.

---

EDWARD L. WHITNEY

The above likeness of Conductor Edward L. Whitney, whose sad demise was reported in the November issue, was taken some years ago, but many of the old-timers will like this better than any recent photograph.

PATRICK McCONIGLE

Patrick McGonigle, 62, trackman employed by the Portland Terminal Company, died November 11th as a result of injuries received when struck by a locomotive as he was crossing the Fore River bridge near Tower 3.

Mr. McGonigle was born in Ireland, July 3, 1866, and entered Maine Central service April 6, 1921, and worked as spare man until July 13, 1925. From that date he had worked continuously until his death.

---

WILLIAM N. PRATT

William N. Pratt, 57, a carman, died November 16th in a Portland hospital. Death followed a surgical operation. Mr. Pratt entered the service in the Motive Power Department as carman August 8, 1922, and remained in that capacity until his death. He is survived by his wife, Frances S., two sons and a daughter. Interment was at Rumford.
Dennis J. Murphy

Dennis J. Murphy, 67, veteran conductor, died on November 20th at his home in Portland, following an illness of more than a year.

Mr. Murphy was born in Portland in 1860 and has always resided in that city. Following his education in the Portland Public Schools, he was employed as a printer in the composing room of the old Portland Daily Argus, which he later gave up for railroad work.

"Denny" entered the service July 2, 1881, and for 46 years had been running on passenger trains up and down the state. For 30 years, Mr. Murphy was conductor on trains in and out of Portland, the majority of this time being on Nos. 1-102. He resigned from the service October 10th, 1927, and benefited from the pension system.

During all these years, Mr. Murphy came in contact with thousands of people, with whom he had become known as a man most courteous to the general public. He was a member of the order of Railroad Conductors, a past chief conductor of the organization and several times a representative to the national conventions.

His wife died about three years ago and he leaves two sisters, Miss Elizabeth K. Murphy and Mrs. E. J. Lennon, both of Portland.

The loss of Mr. Murphy is mourned by many friends in the Maine Central family.

Insurance Companies and Savings Banks are particularly large owners of railroad securities. This means that the holders and beneficiaries of more than 17,000,000 life insurance policies; the holders and beneficiaries of over 54,000,000 industrial insurance policies; and the 46,000,000 savings bank depositors also are financially interested in the successful operation of the railroads.
Dennis J. Murphy, 67, veteran conductor, died on November 20th at his home in Portland, following an illness of more than a year.

Mr. Murphy was born in Portland in 1872 and has always resided in that city. After leaving the Portland Technical Schools, he was employed as a messenger in the composing room of the Portland Daily Argus, which he later gave up in favor of railroad work.

“Denny,” entered the service July 2, 1891, and for 46 years had been runningenger trains up and down the state. For thirty years, Mr. Murphy was conductor on trains in and out of Portland, and during this time he was in contact with thousands of people, many of whom he had become known as a man courteous to the general public. He was a member of the order of Railroad Directors, a past chief conductor of the organization and several times a representative at the national conventions.

His wife died about three years ago and leaves two sisters, Miss Elizabeth K. Murphy and Mrs. E. J. Lennon, both of Portland.

The loss of Mr. Murphy is mourned by many friends in the Maine Central family.

The many floral tributes from co-workers, formal and informal, and the many words of respect with which the genial engineer was remembered in this community.

Dennis J. Murphy

Maine Central Family

Traveling Public Told Who Carries Them

The traveling public used to think of our transportation systems in terms of steel and coal and ties, but if the management of American railways is successful in its endeavors, the public will come to think of transportation in terms of flesh and blood—of Railroad Men.

The following is reprinted from a dining car menu used on the Pennsylvania Railroad, brought back by Fred L. Strange, Superintendent of Car Service, after a recent trip. It was written by G. M. Adams and appeared originally in the New Orleans Times-Picayune.

Transportation Means Comfort

“Few of us stop to think about the ordinary activities of many of the great enterprises that make life happy for us.”

“Take the lines and lines of railroads that are scattered over the country like a web. Think of the thousands upon thousands of human beings employed to make this vast system possible. And it all means that much more comfort to you.”

“Just tie up the railroad system of any country for a few days and imagine what would happen.”

Courteous in Every Place

“The railroad man is a very useful member of society. And by the railroad man I mean every man who gives his life to the railroad system. He may be an engineer, a brakeman, conductor, porter, ticket agent—or be employed in a score of other capacities. But he is a railroad man—a man we should think of often and be grateful to for his service to us.”

“Thousands of these men are taken away from their homes and from the enjoyment of many pleasures that we who are freer may enjoy at any time. They go through great hardships at times. They get very lonely.”

“And yet I find great courtesy and consideration among workers for the railroad nearly everywhere I go—and I go a great deal!”

The Traveler’s Best Friend

“It seems to me that we should always be glad to say a good word for the railroad man and to give him cheer and encouragement at every opportunity.”

“Day or night, the trains move. And the precious cargo gets the best of protection.”

“You take your train, go to your meals and to your bed at night and enjoy comforts that were not dreamed of but a short time ago—and all because of the thought and money put into the perfection of the railroads and service by those who had vision and courage.”

“I like to think of the railroad man as one of my best friends.”

General Office Notes

A farewell party was held at the home of Mr. and Mrs. Harold Foster recently for Mrs. Grace Wells, for many years in the A. F. A. office, who left New York on November 10th for Pasadena, Cal., via the Panama Canal. Those present included Mrs. Well’s associates in the Machine Room.

During the evening, the engagement of Miss Thelma A. Melchoir to Leo J. King of Woodfords was announced. Miss Melchoir is also employed in the A. F. A. office.

A. F. A. Office Notes

Mr. and Mrs. Roy Shaw are receiving congratulations on the birth of a daughter. Mr. Shaw is a member of the A. F. A. forces.

Miss Reta Shaw of the A. F. A. office has returned from an extended leave of absence and is much improved in health.
Why Not Be Proud of It?

George A. Dibblee, Jr., of the Auditor of Agencies office, was married on August 20th to Miss Rhoda Whitney. The news has finally leaked out much against George’s wishes.

Mrs. Grace (Noyce) Charles has recently resigned her position in the Car Service Department where she has been employed for several years.

Lime City Locals

A. R. PUGH, Rockland

By the time these notes reach the eyes of the interested world, Gen. Agent Hen Comins will be toasting his shins in the balmy Florida sunshine. Thither he will he himself on Dec. 1st to spend his vacation. Si Anderson admonishes him to take along his white flannels and bathing suit because he is going where these things are in demand.

Business Is Good

Things have changed considerably around this joint since the opening of the Bath Bridge. Wild Bill Stearns has left the yard switcher and is running the Brunswick end of 324 and the extra. Costello Hall, with Brakeman Walsh and Harmon of the old Bath switcher, have been transferred here, and have been on the jump continually since they arrived. Business is sure good down this way.

More About the Moose

Was interested in V. A. C.’s comment re the moose in last month’s issue. He stole my thunder, as I was about to take Dud to task for any such dimensions for a moose. I’ve heard P. A. W. at Bingham tell about game in the woods but even his never went quite as high as that.

A Maine Central General Agent named Fuller has offered to provide our ditto with an airplane to travel over the territory here which must be travelled to watch things in the interest of the Company. His offer is graciously accepted and preparations are under way for the construction of a hangar. We will expect personal delivery and a demonstration as to its proper use.

Snapped at Portland Union Station

Upper Picture: Carl Bruns (left), Auditor of Passenger Accounts Office, Edward Westcott (right), Traveling Agent, as usual made their annual grimage into the woods, thirty miles of Kineo. As usual, too, they brought their deer. “Eddie” was fortunate enough to bag a 14-point buck, with as fine one as could be asked for. A 35 Rem.

Calais Hunting Notes

By E. F. McLAIN

“Timmie” Robinson, who met with a very painful accident while working on the new theatre, is coming along fine.

“Pink” Eary is improving day by day—and it won’t be long now.
have been on the jump continually they arrived. Business is sure good this way.

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is interested in V. A. C.'s comment re moose in last month's issue. He stole in under, as I was about to take Dud for any such dimensions for a moose. heard P. A. W. at Bingham tell about in the woods but even his never went as high as that.

Maine Central General Agent named or has offered to provide our sister with machine to travel over the territory here must be traveled to watch things in interest of the Company. His offer is costly accepted and preparations are way for the construction of a hangar. will expect personal delivery and illustration as to its proper use.

Napped at Portland Union Station

Upper Picture: Carl Bruns (left) of the Auditor of Passenger Accounts Office and Edward Westcott (right), Traveling Car Agent, as usual made their annual pilgrimage into the woods, thirty miles north of Kineo. As usual, too, they brought out their deer. "Eddie" was fortunate enough to bag a 14-point buck, with as fine a head as could be asked for. A 35 Remington stopped Mr. Buck right in his tracks.

Lower Picture: Carl Barrett (right) of the Passenger Traffic Department, also felt the call and went into the woods six miles from Forest Station on the Eastern Division. A fine plump doe was his reward. His cousin, Edgar S. Barrett of East Summer, Maine, is shown in the picture on the left.

Calais Hunting Notes

By E. F. McLAIN

"Timmie" Robinson, who met with a very painful accident while working on the new theatre, is coming along fine.

"Pink" Early is improving day by day and—it won't be long now.

Andy "Daniel Boone" Bayless got a couple of good deer. (His son got one of them—probably both.) Andy complains of the cost of hunting. He claims it is really too expensive to hunt nowadays. No—he didn't buy the deer. But anyway his deer were dear.

Tugger Tracy and Doc Miner are in training for their annual marathon. With
a rifle as a swagger stick they now haunt the woods. No, I don't think they pay any attention to deer any more than to fire the guns in the air if they get too thick.

Below is the result of the General Office Bowling League for the week ending November 18 at the Congress Square alleys:

<table>
<thead>
<tr>
<th>Standing</th>
<th>Won</th>
<th>Lost</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fryeburgs</td>
<td>14</td>
<td>10</td>
<td>584</td>
</tr>
<tr>
<td>Concordes</td>
<td>13</td>
<td>11</td>
<td>542</td>
</tr>
<tr>
<td>Rangeleys</td>
<td>13</td>
<td>11</td>
<td>542</td>
</tr>
<tr>
<td>Fabyans</td>
<td>12</td>
<td>12</td>
<td>500</td>
</tr>
<tr>
<td>Kennebagoes</td>
<td>12</td>
<td>12</td>
<td>500</td>
</tr>
<tr>
<td>Kineos</td>
<td>12</td>
<td>12</td>
<td>500</td>
</tr>
<tr>
<td>Somersets</td>
<td>11</td>
<td>13</td>
<td>458</td>
</tr>
<tr>
<td>Megantics</td>
<td>9</td>
<td>15</td>
<td>375</td>
</tr>
<tr>
<td>High Average</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Individual String</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Three Strings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Team String</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Team Total</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Averages
May, 100; Smart, 100; Sproul, 99; L. Hawkes, 98; Corcoran, 98; Hennigar, 96; Pearson, 95; H. P. Hawkes, 94; Bean, 94; Parks, 94; Stover, 92; Allen, 92; Plummer, 91; McCullum, 91; Dole, 90; Mills, 90; Goud, 89; Haggerty, 89; Brown, 88; Bar- ron, 88; Wharford, 88; Oberg, 88; Malloy, 88; Nagle, 88; W. Paine, 87; Caldwell, 88; Heiskell, 88; Jellerson, 87; Bishop, 84; Dunn, 85; Reagan, 82; Bird, 82; C. P. Hawkes, 82; Phillips, 82; Dodge, 81; Adams, 80; Morton, 80; Goddard, 80; Shaw, 76; Stuart, 77; H. Paine, 76; Springer, 73; Folsom, 64.

Promotion for Jeffers
By LENA GOLDEN, Bangor
The many friends of popular former time clerk, C. A. Jeffers, will be interested and pleased to learn that on Nov. 10th, he was appointed Chief Clerk in the office of A. H. Bonney, General Foreman Car Repairs, where for the past fifteen years he has been a genial and efficient clerk. Mr. Jeffers succeeds former chief clerk A. J. Weatherbe, who resigned from our service, and he has the hearty endorsement of his co-workers and friends, who wish him the best of luck and success in his promotion. Mr. Jeffers is married and resides in Brewer.

The Thing To Hang Up Christmas Is A Record
By V. A. CUNNINGHAM, Oldtown

So Be Careful
Operator O'Connell: What is it a sign of when a girl begins to call you by your first name?
Baggage Agent Messer: That she is after your last one.

That Will Stop Them
Clerk Ashby: I understand that your hens have stopped laying.
Clerk Preble: Yes, two of them have.
Clerk Ashby: What is the cause?
Clerk Preble: Company for dinner Sunday.

A Real Danger
Insurance Agent: You understand what a hazardous occupation is?
Brakeman Henry: Sure, setting a rat trap in the dark is one.

A Real Actor
Clerk Applebee: Are you going to take a part in the show?
Clerk Tourtilotte: Yes, I am the answer to a flapper's prayer.

We Should Be Better Armed
Traffic Cop: Hey, use both hands.
Operator Costain (out with his girl): I can't let go of the wheel.
They Need a Traffic Manager
Customer: What makes this freight higher, it's the same thing, from the same place, in the same box.
Agent Dennis: Perhaps the marking was a little heavier on this box.

Scotch Music
Operator Prouty: I know that was a real Scotch song you just sang, because it was so economical.
Clerk Preble (beaming with pleasure): But why economical?
Operator Prouty: Because a little of it goes a long ways.

We Remember That One
Operator Bowley: What old proverb do you remember the best?
Conductor Haney: “There's many a sip between the hip and the lip.”

The First Bowlegged Man
What Ho! What manner of man is this, who carries the taint of his coat in a parenthesis?

Group Insurance in Force Whole Year

The group insurance of the Maine Central Family has now been in force one whole year and its benefits will be continued for the next twelve months, as Vice President and General Manager D. C. Douglass has renewed the contract with the Travelers Insurance Company for another year.

The payments for the month ended November 21, 1927, were the largest since the insurance has been in force, and included two accidental deaths, those of Sectionmen Patrick McGonigle and Engineer Fred A. Taylor.

During the past year claims were paid in full as follows:

Accidental Deaths, on the job... 5
Accidental Deaths, not on the job... 1
Loss of eye, on the job... 2
Accidents... 102
Sickness... 575

Total... 685
Unsettled claims on hand... 67

The number of certificate holders has decreased but very little since the group policy went into effect.

The following claims have been settled in full by the insurance company for the period October 22 to November 18:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bailey Dyer</td>
<td>Franklin</td>
<td>Sickness</td>
</tr>
<tr>
<td>W. H. Fowle</td>
<td>Rockland</td>
<td>Accident</td>
</tr>
<tr>
<td>Winfred B. James</td>
<td>Gardner</td>
<td>Sickness</td>
</tr>
<tr>
<td>Gordon Kelley</td>
<td>Westbrook</td>
<td>Accident</td>
</tr>
<tr>
<td>John P. Long</td>
<td>Enfield</td>
<td>Sickness</td>
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<tr>
<td>Frank L. Johnson</td>
<td>So. Gardner</td>
<td>Accident</td>
</tr>
<tr>
<td>Patrick McGonigle</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Roland B. Moore</td>
<td>Clinton</td>
<td>Sickness</td>
</tr>
<tr>
<td>Henry Samways</td>
<td>Brewer</td>
<td>Sickness</td>
</tr>
<tr>
<td>John E. Spight</td>
<td>Gorham</td>
<td>Sickness</td>
</tr>
<tr>
<td>Ernest Stoddard</td>
<td>Eaton</td>
<td>Sickness</td>
</tr>
<tr>
<td>Peter Veddeux</td>
<td>Thompson's E.</td>
<td>Sickness</td>
</tr>
<tr>
<td>Craig</td>
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</table>

Motive Power Department
Edward Dougherty | Portland | Sickness |
John M. Porestell | Portland | Sickness |
Thosaid Johnson | Portland | Sickness |
Patrick Joyce | Portland | Sickness |
Frank M. Kane | Portland | Sickness |
Alex. MacKenzie | Portland | Sickness |
John F. Martell | Portland | Sickness |
Fred A. Rich | Portland | Sickness |
Coleman Wallace | Portland | Sickness |
Wm. C. Labreque | Waterville | Accident |
Owen J. Thompson | Waterville | Sickness |
Wm. V. Nelson | Waterville | Sickness |
Allee F. Vigne | Waterville | Sickness |
Lewis E. Bates | Rockland | Sickness |
Llewellyn A. Farrar | Portland | Sickness |
James P. Cullen | Lewiston | Accident |
Charles Elliott | Thordike | Sickness |
Hugh D. MacNeil | Bangor | Sickness |

Portland Division Stations
W. W. Burnell | E. Baldwin | Accident |
Wm. R. Cudde | Rumford | Sickness |
Frank L. Plant | Skowhegan | Sickness |
Ernest C. Herrick | New Gloucester | Sickness |
B. J. Sirois | Clinton | Sickness |
E. C. Stenson | Monson | Accident |

Eastern Division Stations
Robert A. Howland | Danforth | Sickness |
John Jameson | Basin Mills | Sickness |
Marvin P. Melver | Vanceboro | Sickness |
Louisville P. McGowen | Ellsworth | Sickness |

Trainmen
George S. Bell | Veazie | Sickness |
Fred A. Brown | Bangor | Sickness |
Donald E. Nowell | Portland | Sickness |
C. W. Raynond | Portland | Sickness |
W. H. Roach | Portland | Sickness |

Engineers
Sam. H. Lancaster | Portland | Sickness |
Fred A. Taylor | Portland | Sickness |
S. L. Thompson | Portland | Sickness |
Harry Warren | Foxcroft | Sickness |

Portland Terminal Transportation
B. B. Brockcett | So. Portland | Sickness |
Thomas Curran | So. Portland | Accident |
Patrick J. Flynn | Portland | Sickness |
Ambrone McMillan | Portland | Sickness |
Walter W. Sawyer | Portland | Sickness |
James G. Tuttle | Portland | Sickness |

(23)
REBUS PUZZLES FOR EVERYONE

Do a kindness every day,
Help someone along
their way.

Clean hands and a
smiling face,
Win respect in any place.

CHRISTOPHER ROBIN'S SNEEZLES

Christopher Robin
Had wheezles
And sneezles,
They bundled him
Into
His bed.
They gave him what goes
With a cold in the nose,
And some more for a cold
In the head.

Christopher Robin
Got up in the morning,
The sneezles had vanished away.
And the look in his eye
Seemed to say to the sky,
"Now, how to amuse them today!"

—From "Now We Are Six" by A. A. Milne. Published by E. P. Dutton & Co., New York.