Maine Central Employees' Magazine
January 1929
Fifteen Bridges Completed in Year

By Bridge Engineer W. H. Norris, Portland

Fifteen bridges and one turntable have been erected this year by the Bridge and Building Department under the direction of Superintendent B. & B., Elbridge A. Johnson.

Seven of these bridges are on Division “A”, with Supervisor of Bridges and Buildings Wilbur Lampson in charge, and include the following:

Passumpsic River Bridge at St. Johnsbury, a steel truss bridge 168 feet long, which replaced a wood lattice span that was burned at the time of the flood of November, 1927. The flood had undermined one of the abutments and there was danger of the railroad bridge falling into the river and being carried down stream against the steel highway bridge just below. To avoid this danger, the town authorities burned the railroad bridge and saved their own. A splendid record was made in temporarily replacing this bridge last fall. Handicapped by swift water, darkness and ice, our forces in six days of continuous work under great difficulties erected a bridge 200 feet long which was the first and only connecting link that tied up Northeastern Vermont with the outside world. The new permanent bridge was erected in record breaking time, being started January 9 and finished March 14, 1928.

Moose River Bridge, 1 mile east of St. Johnsbury, is a deck plate girder 70 feet long and replaces a wood truss span. This work was started September 3 and finished September 14, 1928.

Crawford House Bridges No. 1 and End View of New Lunenburg Bridge
The Railroad Shops

By SIDNEY WARREN MASE

In the shops is clash and clamor
And the clatter of machines,
All the endless din and hammer
That pervades those busy scenes;
Scenes that bid us pause and wonder,
As amid the grim turmoil
Forces crash with notes of thunder
In the ardor of their toil.

There with smudgy hands and faces,
Stained with grease and dust and grime,
Men in their accustomed places
Toil their daily hours of time;
With great drills and lathes and presses,
Planes and cranes they wrest amain,
Each of talent he possesses
Yields by dint of brawn and brain.

Vulcans they and Cyclops brawny,
Strong-limbed, clear-eyed, deft and keen,
Bodies sweat-begrimed and tawny,
Each one plying his machine;
Through the hours they delve unswerving,
There amid the clash and roar,
Each some special purpose serving
Day and night and evermore.

Here are hosts combined in action,
Ever equal to their load,
A component, vital faction
Of the legions of the road;
They who wage an endless clamor
Of turmoil that never stops,
As they drill and grind and hammer
In the busy railroad shops.

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Crawford House Bridges No. 1 and...
2 between Miles Pond and East Concord have been rebuilt of heavier timber.

The Last of the Old Type

Connecticut River Bridge just east of Lunenburg is a three-span riveted through truss structure 376 feet long and replaces a wood lattice through covered bridge which was the last wooden truss span on the Maine Central System. It was built in 1887 by David Haselton, an old-time master bridge builder, this type of bridge being extensively used throughout New England at that time, because labor and good lumber were plentiful and cheap while iron and steel were both expensive.

It was made wholly of 3 x 12 spruce plank fastened together with 8,000 2-inch oak pins or trenails. All holes were bored by hand. In 1901 the bridge was strengthened by the addition of arches made of plank. The new steel bridge was fabricated and erected under contract by the American Bridge Company. Work started September 24 and completed December 4, 1928.

Dalton Road Underpass, 22 feet long, at the east end of Connecticut River Bridge, was rebuilt of steel, replacing a lighter steel bridge, 22 feet long. This work was done by the American Bridge Company in connection with the Connecticut River Bridge at Lunenburg.

At Whitefield, Cemetery Road Bridge was replaced by heavier steel girders 34 feet long. This work was started November 10 and finished November 22, 1928.

Turntable for Lancaster

The 85-foot turntable from Thompson's Point has been installed at Lancaster in a new concrete pit, work being started September 10 and finished October 17, 1928.

On Division "B," under Supervisors B. & B. Lester P. Chick, Sewalls Creek Bridge, two miles east of New Meadows, has been replaced by two plate girder spans, one 70 feet and the other 30 feet long. It was necessary to remodel the abutments and add a new concrete pier, to carry a steel tower supporting the ends of the spans. This was started October 6 and completed November 7, 1928. The new bridge was assembled on rollers along side of the old bridge and on Sunday, October 28, the old span was "rolled" out and the new one "rolled" in without interfering with traffic. Mr. Chick could tell you if it rained hard that day.

At Lewiston Lower the old trusses carrying the main line and sidetracks over Bates Canal have been replaced by new steel girders 45 feet long. This work was done between November 7 and November 27, 1928.

Several Smaller Jobs

The wood stringers in Sabattus Trestle have been replaced with steel ones, a total length of 430 feet. Work was started March 14 and finished April 4, 1928.

Dresden Road overhead bridge at Nequasset has been rebuilt using steel girders and wood floor.

Marston's Road overhead bridge between Oakland and Waterville has been rebuilt with steel girders and wood floor.

The ends of East Wilton bridge are being changed from timber trestle to steel spans on new concrete piers.

Sixty Carloads of Steel

On Division "C," with Supervisor B. & B. Lester D. Smith in charge, the old steel-truss spans at Pleasant River, Columbia Falls and Chandlers River at Jonesboro have each been replaced with plate girders 90 feet long. Pleasant River was started October 8 and finished November 7. On November 7 the bridge crew started on Chandlers River and finished December 7, 1928.

The steel used in the above structures totals to more than 2,250,000 pounds and required sixty freight cars to haul the material and more than 30,000 rivets were driven by pneumatic hammers.
Portland Dispatchers in New Quarters
How They Work to Get Trains Over the Road
By Chief Dispatcher H. M. TREAT, Portland

BETWEEN six and seven P. M. on December 10th the Portland train dispatchers office “KR” and the operators “WR” moved into new quarters which had been prepared and equipped for their duties, in a larger and better lighted and better ventilated room than that which they had occupied for the past 18 years. The old room was a north side room on the first floor of the north wing of the General Office Building, and was about 15 x 25 feet, having three north windows. The new room, occupying the northwest corner on the same floor, is approximately 25 x 30 feet, and contains two very large north windows, as well as five west windows which overlook the tracks at the west end of Union Station train shed.

A Never-Ceasing Task
This splendid room is equipped with strong, handsome art-metal desks most conveniently arranged for this line of work, which never ceases day or night, year after year, and this seems a proper moment to dwell briefly upon our train dispatching operations, a subject which is little known or heard of, and carried on by a few men who are seldom seen by their fellow employees.

This office takes care of more single track mileage than perhaps any other in the country, covering as it does a total of approximately 630 miles of which 565 are single track. Three trick dispatchers and a chief handle each eight-hour trick without intermission or break. One dispatcher handles the line Deering Junction to Bangor via the Lower Road, also the Harmony and Foxcroft branches, 180 miles. Another handles the Back Road, Rockland Branch, branches between Brunswick, Lewiston Lower and Leeds Junction and the Skowhegan branch, 180 miles. The third handles the Mountain Road and the Kineo Branch, 270 miles. These three positions are designated as “The Lower Road,” “The Back Road,” and “The Mountain,” respectively.

How Records Are Kept
A separate train sheet is provided for each position and these sheets are about 18 x 43 inches, made of a certain grade of light yellow paper which absorbs artificial light without glare and reflection. These sheets are dated from midnight and carry every move of train or engine which is made on the current day, even though it may not reach its terminal until hours after midnight following the date of its starting out. Down the center of the sheet are the names of certain stations, their distance from Portland, or other terminal of the territory covered and the office calls. In spaces at the left of this list of stations the record is kept of trains moving away from Portland.

First come the passenger trains, then the regular scheduled freights, then such extras as are run, separating each group sufficiently to allow for sections of regular trains, while at the right hand of the stations are recorded the trains moving toward Portland in the same grouping as on the left side. At the top of each column are spaces for the number or kind of train, name of conductor, name of engineman, time each commenced duty, number of engine, number of cars leaving initial station and tons, if and when a freight train, also number of cars handled on the trip, time due to leave in case an extra and at certain important stations and junction points are spaces to show cars and tons in and out of said stations.

Nothing Left to Memory
On other portions of the sheets are spaces for recording weather at certain stations every six hours commencing at midnight, spaces for each dispatcher to sign his name and the period on duty, spaces for entering delays to trains as transmitted by conductors, and a space for dispatchers to make notes of any unusual occurrences which affect the moving of trains.

In addition to the train sheet each dispatcher has a train order book in which he keeps exact record of all train orders which he transmits, as well as register clearances, all numbered consecutively according to a certain plan which is as follows: The Lower Road position uses even numbers.
commencing with No. 2, the Back Road uses odd numbers commencing with No. 1, while the Mountain position uses series 400, so that when any train crew is running over territory handled in part by different dispatcher positions, there is no confusion or duplication of train order numbers. Cases to illustrate this are to be seen in train 349 or 55.

The dispatchers transmit their orders to meet the needs of the situation. They copy them in the order book when repeated back by the first operator who repeats, then underscore each word and figure as repeated by the remaining operators involved in the process. The time sent, repeated, and the names of those to whom “complete” is given, is of course carefully entered together with the time.

A Responsible Job

All things taken into consideration it can be readily seen that our dispatchers must be efficient, careful, conservative yet rapid thinkers, able to size up situations quickly, work and think some distance ahead of the game. They must be very familiar with the layout of the lines, grades, capacity and positions of the sidings and the approach thereto, understand thoroughly the different types of locomotives, and what they can do, especially after being stopped with a train. Because of the expense and delay caused by stopping trains, dispatchers make every attempt to avoid any stops which are not necessary for traffic or for meeting other trains. The 19 order has been the means of much satisfaction in this respect.

I have worked with over 50 dispatchers and they have all been alike in their desire to not stop trains, and I would like to impress upon our men in train service that whenever they are obliged to stop for some reason which they may feel is due to the dispatcher, just be mindful that quite likely some other train near by has suffered some unlooked for delay, or perhaps an operator could not, or did not answer his call from the dispatcher soon enough, or possibly the dispatcher was obliged to attend to a more important situation which had arisen on another portion of the line or lines which he was handling.

Cooperation Needed

As a case in point, I experienced a great deal of this business of having to leave one line for another, when the ferry was in service between Bath and Woolwich, and oftentimes in winter the dock would be filled with anchor ice, and I would be very busy on the back road when suddenly Jim Colby at Woolwich would call hurriedly and say that at last No. 55 was docking and then I would instantly begin calling Wiscasset to get an “SD” on No. 74 and see if I could get 55 to Wrights on 74 and save 12 or 15 minutes’ delay to 55 after they had been out on the river for 40 or 50 minutes.

The dispatchers appreciate prompt information and cooperation from all those engaged in moving trains, and are very glad to do everything possible to promote and increase safety and efficiency and to maintain a high degree of service.

Lewiston as Seen from the Air

This airplane view of Lewiston taken last summer shows the Maine Central Upper Station and Freight yards.

On the left is the Androscoggin River and in the distance can be seen the Round House, Coal Pocket and the Maine State Fair Grounds. Picture contributed by S. W. Hapgood, Traveling Passenger Agent.
JOHN J. MOONEY

John J. Mooney, locomotive fireman, died October 10th at his home 405 Main Street, Bangor. Mr. Mooney entered Maine Central service, February 25, 1918. He is survived by a wife, Annie.

FRANCIS BEAUREGARD

Francis Beauregard of Brunswick, age 21, a signalman's helper was instantly killed December 12th at the Spruce Street crossing, Richmond.

The signal at this crossing was out of order and Mr. Beauregard was employed in fixing it. He had walked some distance up the track when he was struck by train No. 1 and thrown a distance of about 150 feet. His head was badly mangled and one leg was broken. He entered Maine Central service May 5, 1926, and is unmarried.

THOMAS J. KEOUGH

Thomas J. Keough, yard trainman, Portland, died October 21st. On April 23, 1918, Mr. Keough entered Maine Central service. He is survived by a wife, Jeannette W., and two children.

WALTER S. TIBBETTS

Walter S. Tibbetts, signalman, died October 4th at his home in Topsham. Mr. Tibbetts entered Maine Central service April 16, 1923. He is survived by his mother, Eva.

LEWIS E. FOSS

Capt. Lewis E. Foss, 63, veteran employee in the Marine Department and for years in command of the Steamer Pemaquid and known to hundreds of the Maine Central Family and to residents on the Maine coast between Bar Harbor and Rockland as well as to scores of summer travelers of all parts of the country through his years of service as deck officer and master of passenger steamers, died November 27th at the Marine Hospital in Portland. His death was due to a complication of diseases and the immediate cause was the shock caused by the necessary amputation of one foot which the patient was unable to survive in his weakened condition after some seven weeks in the hospital. Capt. Foss was born September 27, 1865, and had been in the employ of the Road since 1902.

He was a native of Winter Harbor and had made his home there until within recent years when he had lived in Rockland. He had followed the sea practically all of his life and previous to entering Maine Central service had commanded sailing vessels in the West African trade, spending several years as skipper of ships along the African coast. As Captain of the Pemaquid, he was very popular with summer tourists and one of the best known and loved figures in that section of our System.

It was Capt. Foss who some years ago saved the town of Castine from complete destruction by fire and one of his treasured possessions had been a testimonial of appreciation signed by the grateful citizens of that community. He also achieved renown when he heroically rescued a half drowned man in a terrific gale off the coast.

At the time when his final illness began, he had just completed a summer tour of duty as captain of the Pemaquid in Penobscot Bay service and would have joined the Frenchman's Bay boat this winter as he had done for a number of years if his health had permitted. Every year he made a trip to Washington or New York and was a guest of one or another friend whom he had won in his work on the boats.

Capt. Foss is survived by a widow, who was Susan Gerrish of Winter Harbor, a daughter, Mrs. Vivian Hewitt of Rockland, and a brother. He was a prominent highly respected member of the Odd Fellows and a 32nd degree Mason. Interment was in the family lot at Winter Harbor.

FLORENCE F. TWOMEY

Florence F. Twomey, Checker, Portland Terminal Freight Department, died at his home in this city Wednesday morning, December 19th, after an illness of over two years. He had been a faithful employee of the Company over 25 years, having charge of handling the autos and freight at the Emery Street Bulkhead. "Florry" was a very agreeable fellow and was well liked by his fellow workers and by all who came in touch with him.
A FEW OF THE NEW BRIDGES COMPLETED IN 1928

Upper Left: Pleasant River Bridge, Columbia Falls.
Upper Center: Sewall’s Creek Bridge, New Meadows, Showing Steel Support and East Abutment.
Upper Right: General View of Sewall’s Creek Bridge and Class W Engine 512, Westbound, Nov. 22.
Middle Left: Pleasant River Bridge, Columbia Falls, Looking East.
Middle Center: Connecticut River Bridge at Lunenburg, Vt.
Middle Right: Chandler’s River Bridge at Jonesboro during Erection.
Lower Left: Cemetery Road Bridge, Whitefield, N. H., Looking West.
Lower Right: Cemetery River Bridge, Whitefield, N. H., Looking East.
THE EMPLOYEE'S INTEREST

No one is more interested in promoting general prosperity than the wage-earner. Granting this, it would seem logical for both employers and employees to support emphatically all policies which would develop railroad earning power, instead of passively supporting policies which put the Government into direct competitive business with the railroads whether rate or wage regulation, and without being required to pay taxes or interest. Such, for example, are the proposed developments of the inland waterways of the country, and the use by trucks and buses of public highways built and maintained at public expense for hauling freight and passengers for hire.

SORE SPOT CURED

An ancient sore has been cured. Almost rivaling the famous mother-in-law jokes, are stories about old-time freight jokes, are stories about old-time freight charge adjustments for various reasons cannot be reported in this issue. The complete story will be told in the February number.

IN THE NEXT ISSUE

Several important changes in the official Family occurred during December, which, for various reasons cannot be reported in full in this issue. The complete story will be told in the February number.

(14)
But this article is written to bring before the waiting public an account of Joe's latest and greatest achievement; an effort which he himself modestly acknowledges is his masterpiece, which he probably never will be able to surpass. The full title of the invention deserves capital letters and a paragraph to itself—

**SAYWARD'S MAJESTIC INVINCIBLE COMBINATION AUTOMATIC RADIO SWITCH, WINDOW OPENER AND CAT EJECTOR**

There is a reason for everything in this world. Some great inventions have been born of inspiration; some only after long work for the mind of an inventor. How well it was accomplished is now made public for the first time.

The drawing accompanying this article speaks for itself, but that it may be more clearly understood, the following description of the operation of the marvellous device is given:

**Explained Step by Step**

It will be noted that directly over the head of the sleeping gentleman in the picture, is a small revolving fan, marked A. The draft of air caused by the snores of the sleeper actuates this fan, which winds up string and draws a bow across the strings of violin, B. This produces a squeak like a mouse, and arouses the sleeping cat, C. The cat jumps onto a bellows, D, and its weight releases a spring which throws the cat into chute E and thence out of doors. At the same time, the pressure on the bellows sends a current of air through the pipe F and ruffles the feathers of the canary, G. The bird, to escape the draft, jumps onto the upper perch H, and its weight releases a trigger, I which permits flat-iron J to drop. This raises the window, K. The sash strikes a lever, L, which sets in motion rocking chair M. Attached to the rocker is a cord, N, which pulls open switch O and shuts off the radio. The room is then quiet, the cat is out for the night and the window is open for ventilation, leaving the sleeper to rest in peace.

**Members of Portland Terminal Bowling League**

Front Row, left to right—Miss V. Macomber, Miss A. Stevens, Miss F. Bass, Miss F. Moran, vice president; Miss H. Marshall, president; Mrs. G. Bunker, treasurer; Miss Platt, Miss C. Fowler. Second Row—Miss D. Hollywood, Miss S. Flaherty, Miss B. Lowe, Miss M. Hollywood, Miss M. Hinds, Miss A. Cowley, Miss G. Dunbar, Miss R. Kelley. Third Row—H. Caldwell, secretary; W. McCallum, D. Heiskell, H. Bodd, P. Bird, P. Smart, H. Dodge, C. Barro, Back Row—H. Bean, C. Oberg, J. Corcoran, W. Paine, J. Dole, C. May, manager.

**Maine Centrals Trim N.E.T.&T. Co. Team**

On December 14th a picked team from the General Offices, Portland, clashed with the boys from the telephone company on the Bowlodrome alleys and easily trimmed them by 38 pins.

The match was not spectacular in any way, but the victory due to consistent bowling on the part of the pin pickers from the offices. Halpine was high individual bowler of the phone league and John Corcoran was high scorer for the Family. Box score herewith.

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**Maine Centrals**

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Santa Claus Would Have Been Out of Luck Without Our Help Before Christmas


Again the Maine Central has a right to the title "Santa Claus' Assistant," for Christmas would not have been a Christmas to several million youngsters in the Eastern part of the United States without our big job of hauling trees to market.

A total of 729 ears of Christmas trees originated in Maine Central territory and 158 cars received from connecting roads were handled this year in the latter part of November and the early part of December. As each of these cars holds on the average about 1600 trees, most any mathematician can figure that we hauled well over 1,400,000 Christmas trees on their way to help Santa Claus spread Christmas cheer.

Massachusetts, with 116 cars and New York with 107, were the biggest receivers of Christmas trees from Maine Central territory. Besides all the New England and the Middle Atlantic States, our shipments were destined to points in Florida, Illinois, Indiana, Michigan, Missouri and Wisconsin.

Beecher Falls, Vermont, with 68 cars, held the honor of being the largest loading station on our lines, with Colebrook and West Stewartstown, N. H., other important shipping points on the Mountain Road. In Maine, Columbia Falls led with 48 cars, while East Machias, Bucksport, Perry, Pembroke and Waldoboro were other important loading stations.

Veteran Conductor Holds Beecher Falls Run

"All aboard for Lancaster, Colebrook and Beecher Falls!" Thus is the traveler greeted on alighting from No. 154 at Quebec Junction on the Mountain Road and changing to No. 224 for points north.

Among the many veterans on this division, Conductor L. E. Bernier comes in for his share of honors. He entered Maine Central service on a construction train on the old Hereford Railroad between Beecher Falls and Lime Ridge. He first started work on log trains when the engines all burned wood for fuel and used big smoke stacks.

In the olden days all the old engines were named; some of these engines familiar to veterans were "Stratford," "Stewarts-town," "Colebrook," "Cookshire" and "Sawyer ville." Mr. Bernier has seen service behind them all. In years past, Mr. Bernier has covered all sorts of runs between North Conway and Lime Ridge. Since that part of the Company's road in Quebec was abandoned, Conductor Bernier has been handling passenger trains between Quebec Junction and Beecher Falls.

Agent E. W. Fiske at Lancaster is the only agent working at the present time on the Mountain Road who was working when Mr. Bernier entered the service and Mr. Fiske's records date back to 1891. Another old-timer is L. G. Garon, second-trick operator at Lancaster, whose seniority also dates back to 1891, but not all of his time has been spent at Lancaster as has Mr. Fiske's.

From 1891 to 1926 when the Maine Central operated the Hereford Railroad to Lime Ridge, a large part of his time was spent on the Canadian side of the Border line.

Mr. Bernier is now enjoying excellent health and one of the most popular men on the System. He claims he is still good for many more years of faithful service to our Road and we sincerely hope so.

Retires After 52 Years of Faithful Service

By G. M. KATON

Elihu H. Rice, Supervising Cashier at the Terminal, retired from active duty Saturday, December 15th, after about 52 years of service with the Company. He was first employed by the old Portland & Ogdensburg Division of the Boston and Maine Railroad and when the Terminal was formed was appointed Chief Clerk to the Agent.

On February 19th, 1919, he was transferred to Deering Junction as Agent and when the change was made at that station was appointed Supervising Cashier at the Freight Station, which position he has held since.

He was given quite a party by his associates the day of his leaving. They presented him with a bathrobe and pipe as tokens of esteem, to which he responded with appreciation.

He is leaving Portland to make his home with his son at Newtonville, Mass., and we all wish him good luck in the future.

Portland Terminal Notes

By G. M. KATON

Superintendent Priest of the Terminal has returned from a vacation passed at Burlington, Vt., and on a hunting trip at Forest Station, Maine. While at Forest
it is rumored that he captured a huge black bear but we were unable to obtain a picture of the same. We will try to do so for the next issue.

Thomas J. Foley and Clifford Foss, who have been confined to their respective homes account illness, are reported as improving and we trust will soon be able to return to work.

George T. Delano, Freight Clerk, has left for a three-months' leave of absence to be passed at Daytona, Fla.

The employees of the Superintendent's Office had their usual Christmas tree after working hours Wednesday evening, December 26th. And a good time was enjoyed by all.

**Carman at Bangor Yard Resigns**

The "young chap" on the left of the above picture, holding the gun, was the successful hunter to obtain the nine-point, 250-pound buck hanging beside him. The "young man" in question is Atwood T. Brackett, pensioned Freight Clerk of the Terminal forces, who in company with Herbert L. Ross, also of the Terminal, and George and John Morrill, have been at Nason's Camp, Littleton, Maine, for a profitable and enjoyable stay.

George H. Skillings, pensioned time-keeper of the Terminal Freight shed, left Saturday, December 8th for Texas, to spend the winter with his daughter.

Miss Winnifred A. Mohan and Miss Margaret Coyne have resumed their duties after a vacation at New York City.

**"Pop" Rideout**

Charles W. Rideout, known by everyone in Bangor Yard as "Pop," recently resigned his position as carman. He is 75 years of age and has completed a number of years of faithful service. He was very popular and well liked by all his fellow workers in the car department.

C. H. L.

**Claim Generalities**

Agent: We have recently had several barrels of oil and liquids arrive in leaking condition.

Claim Agent: Did you make a proper notation?

Agent: Oh, yes. We recorded leaking condition.

Claim Agent: How much leakage?

Agent: Oh, awful! Everything was covered with oil.

Claim Agent: Do you know how much liquid was left in these barrels?

Agent: Oh! Very little.

Claim Agent: Did you weigh the barrels to know precisely how much liquid they contained?

Agent: Oh! Why speak about that.
Where the Icicles Hung
Low and Numerous

Where None Grew Before

An exceedingly ingenious cuss is this here Arthur P. White, Chief Clerk in Passenger Traffic Department. (No, no, brother, I didn't say ingenuous, far from it.) Not satisfied with marshalling the progress of just short of two million people who ride each year on our trains, he works off his surplus energy by excursions into physiology, metaphysics and applied psychology. Not the least interesting of his experiments is a new elixir upon which he has been recently experimenting, designed to make two grow where none grew before.

This new hair restorer, for such is the specific object of this important concoction, was first experimentally applied to the bare surface of eggs in a nest at his summer camp at Litchfield. We sympathize with the hen which returned to the nest and found six furry creatures, resembling baby rabbits, therein. Such was her shock, she hasn't laid an egg since. When applied to door knobs the resultant hirsute growth was such that the hair on all the knobs in Arthur's house is now braided. This enables him to tie the doors back and keep them from slamming and banging.

The first experiment upon the human cranium—this being the scientific name for coco—was tried out above the massive features of George F. Hichborn, with the result that the ex-mayor of Old Orchard is now passed on the street without a nod by his closest acquaintances, who idly wonder why that young feller they just saw looks somehow so familiar.