The Man
Who Fires The Engine

By SIDNEY WARREN MASE

The man who fires the engine,
A sterling chap is he,
Who feeds a greedy furnace fire
And labors busily.
He stands upon a swaying deck
And is a nervy soul,
Whose job it is to shovel in
A few odd tons of coal.

The man who fires the engine
Is smeared with grease and grime,
And while at work you'll find him black
And dirty all the time.
He never minds about the dirt,
No he-men ever do;
He's there to keep the engine hot,
And surely does it, too.

The man who fires the engine
He is an able guy;
He's big and strong and hard as nails,
And has an eagle eye.
He keeps an eager watch ahead,
And ever toils with willing hands
In common with his kind.

The man who fires the engine
Has sundry things to do,
And is the busiest of men
Of all among the crew;
So many chores he has to tend
And mind upon the whole,
And still find time to shovel in
A few odd tons of coal.

Employees' Stake in Public Relations

By JOHN M. FITZGERALD
Assistant to Chairman, Eastern Committee on Public Relations

There never was material progress in this country until the production of each day exceeded the consumption of each day, and this surplus would have little value unless we could move it to market. Our progress has been largely a matter of transportation and our most important medium of transportation is the railroad.

Interest in the Other Fellow

The success of all business is based on service and the present improved position of railroads is due to the service they are rendering. Service is a simple word and we use it freely, but we sometimes fail to realize that it means benefits conferred, that it calls for a genuine interest in the other fellow.

The management of any railroad will be judged by the attitude of the employees who conduct actual business transactions with its patrons. Public relations are now, and always will be, only as effective as railroad employees choose to make them.

What Constitutes Service?

Rails, cars, ties and locomotives do not constitute service. They represent mechanical power which the railroads, or any one else, can purchase. Real service is the combined product of personnel; it means an honest effort of employees to please patrons.

Loyalty and interest cannot be bought, they must be created within the organization, and when these principles are present they constitute good public relations.

A Real Profession

Railroading is not a job, nor an outdoor sport. It is a profession, a life work in which men must specialize until they reach the highest degree of proficiency. That is why the railroad profession is endowed with a distinct spirit; that is why railroad employees wear a badge of distinction.

Railroads with the highest standards of efficiency and the best public relations are railroads that realize that leadership and fellowship are of equal value. Their organizations are based upon mutual understanding, confidence and respect. Their employees are loyal, efficient and energetic; they are well informed and competent to impart real facts in connection with the railroad industry.

Public Should Be Informed

There is nothing confidential regarding railroad operations. Railroads manufacture and sell transportation. They have only one market for their product—that is, the public who use the service, and are therefore entitled to all information regarding these carriers.
Governmental regulation, when free from political influence, should be constructive regulation. It can and should protect both the public and the carriers. Determination of matters of regulation by legislation will make them political questions; such a policy will be a menace to constructive regulation.

Failure of the public to appreciate fully the service rendered by the railroads is usually the result of misinformation, or lack of the real facts. It is the duty of every railroad employee, of every individual associated with the railway industry to inform himself thoroughly on all railroad questions. It is his duty to defend these roads against indiscriminate and unjust criticism. It is his privilege to resist every attempt to impair an earning power, which does not yet constitute a fair reward for service rendered.

Proud of Our Achievement
It is true that the old antagonism of the public has passed away. But that is not enough! These railroads should be one of the proud possessions of the American people. The public should take pride in their achievement and evidence a solicitude for their welfare. No great industry has ever been created or maintained on a minimum or confiscatory basis.

No one claims that railroads are perfect, but we may all be proud of their achievement. They justify their existence by an essential contribution to human progress. They are not seeking special favors or preferred treatment. Given a fair opportunity, permitted to earn a living wage, they will not only maintain the efficient transportation of today, they will create still more efficient railroads for the future.

Boss: "What time do you wake up?"
Clerk: "Oh, about 10 o'clock."
Boss: "I thought you said you started to work at 7."
Clerk: "I do, you mean when do I get up? About 6."

What a Whale of Difference—etc.
He (in absent minded mood): "You're a dear, sweet girl, Anna."
She: "But my name is not Anna."
He (recovering): "I say, you're a dear, sweet girl, an' I love you with all my heart."

“The Gull” Gets New Coach Equipment

Since the inauguration of the new fast service between Boston and the Maritime Provinces on our Nos. 71 and 8, several changes have been made in the Maine Central coach equipment. As these trains are our best both from a revenue standpoint and the service they give to patrons, it seemed wise to equip the present steel coaches with modern washrooms and smoking compartments designed to provide the maximum of comfort and convenience for passengers.

The coaches in which the new smoking compartments have been installed are 70 feet 3 inches long, constructed of steel throughout, deep plush seats (leather in the smoking compartment) electric lighted, vapor heated and properly ventilated. The roof is of the clear story type.

The cars have a seating capacity of 78. The main compartment which is about 60 feet long, has a seating capacity of 70 and the smoking room has a seating capacity of 8.

The new smoking room occupies space of about four seats in one end of the car and is constructed after the fashion of a Pullman car smoking
room, although there are no curtains. Adjacent to the smoking room, there is provided a men's toilet. The wash room however, is in the opposite vestibule end of the coach across the aisle from the ladies' lavatory.

The new equipment is much appreciated by patrons and many favorable comments have been made regarding the service.

The Railroad Dollar - Whence It Comes and Where It Goes

Data from Bureau of Railway Economics, Washington, D.C.

### I. OPERATING RECEIPTS

The public paid the railroads:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>For FREIGHT transportation</td>
<td>$4,641,908,881</td>
</tr>
<tr>
<td>For PASSENGER transportation</td>
<td>976,120,139</td>
</tr>
<tr>
<td>For EXPRESS transportation</td>
<td>143,361,933</td>
</tr>
<tr>
<td>For MAIL transportation</td>
<td>95,943,826</td>
</tr>
<tr>
<td>For ALL OTHER SERVICES</td>
<td>277,202,745</td>
</tr>
</tbody>
</table>

**TOTAL OPERATING RECEIPTS FROM ALL SOURCES**

$6,134,537,524

### II. OPERATING EXPENSES

Total Operating Receipts to be accounted for: $6,134,537,524

Out of these receipts the railroads paid:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>For SALARIES and WAGES</td>
<td>$2,689,571,858</td>
</tr>
<tr>
<td>For Locomotive FUEL</td>
<td>385,521,061</td>
</tr>
<tr>
<td>For MATERIALS and SUPPLIES</td>
<td>1,159,736,722</td>
</tr>
<tr>
<td>For LOSS and DAMAGE, INJURIES and INSURANCE</td>
<td>100,083,602</td>
</tr>
<tr>
<td>For RENT of CARS and COMMON FACILITIES</td>
<td>116,408,105</td>
</tr>
<tr>
<td>For DEPRECIATION and RETIREMENTS</td>
<td>239,210,588</td>
</tr>
</tbody>
</table>

**TOTAL EXPENSE TO KEEP PROPERTY PHYSICALLY GOING**

$4,690,631,934

### III. FIXED CHARGES

Balance of Operating Receipts to be accounted for: $1,067,915,340

Out of the above balance (known as "net railway operating income") the railroads had to pay:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>For RENT of LEASED ROADS</td>
<td>$164,873,377</td>
</tr>
<tr>
<td>For INTEREST on BORROWED MONEY</td>
<td>441,661,561</td>
</tr>
<tr>
<td>For MATERIALS and SUPPLIES</td>
<td>1,159,736,722</td>
</tr>
<tr>
<td>For LOSS and DAMAGE, INJURIES and INSURANCE</td>
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<tr>
<td>For DEPRECIATION and RETIREMENTS</td>
<td>239,210,588</td>
</tr>
</tbody>
</table>

**TOTAL FIXED CHARGES**

$606,534,938

### IV. DIVIDENDS AND SURPLUS

Balance of Operating Receipts still to be accounted for: $1,067,915,340

Less CASH DIVIDENDS on RAILROAD STOCK

$411,581,093

An average return of 5.3 per cent on the total railroad stock outstanding—a moderate return on securities representing nearly half of the invested capital of the railroads, owned by nearly 900,000 stockholders.

Some railroads own stock of other railroads, and the dividends received on these stocks amounted to more than $100,000,000. To this extent the total of $411,581,093 includes duplications represented by intercompany transactions.
Relentless Drive to Ban Accidents Allows Us No Chance to Let Up

GENERAL results in reducing nonfatal injuries to employees since the opening of the American Railway Association’s “All the Year, Every Year, Safety” program have been very gratifying, says the Santa Fe Magazine. This may be seen from the statistical insert on this page, which shows a reduction of 45.5 percent in the number of such injuries per million man-hours. It is most regrettable, however, that the fatality rate has not declined, either as rapidly or as consistently, and that the improvement in this respect is only 15.8 percent.

The opinion of the committee on education is that we railroadmen should concentrate our efforts on those causes of accidents which most often result in employees being killed on duty, striving to place emphasis on these causes and results and inspiring both officers and employees of all railroads to take such measures as may be needed to correct the causes and minimize the results.

Struck or Run Over

During four years ending on December 31, 1926, 1,808 employees were killed on duty when struck or run over by locomotives or cars at places other than highway grade crossings. The tremendous importance of this item is apparent in the fact that this is almost 28 percent of the employees killed from all causes.

Nine hundred and seventy of these accidents were sustained by employees of the maintenance of way and bridges and buildings departments. The following is an example of the manner in which such accidents occur:

A maintenance of way force on double track stopped work temporarily to clear a passing freight train. One of the men, working a short distance away, became confused and, finding that he did not have time to get over to the other side with the rest of the force, stepped backward and was struck by a passenger train on the opposite track, which he did not hear on account of the noise of the approaching freight train.

Trainmen

Four hundred and seventy-three of these accidents overtook trainmen on duty. While trainmen are subject to being struck by locomotives or cars to a greater extent than some other employees, this but emphasizes the necessity for greater care on their part, and perhaps better than any other class of men, know of the dangers and means of combating them. The following is an example:

A freight train was pulling in on a yard track paralleling a main line track. The brakeman, without looking in either direction, jumped off the engine, stepped over to the main line and was killed by an approaching passenger train. This accident would not have occurred had he taken just a moment to be sure of his safety.

Shopmen and Storeroom Men

One hundred and eighty-two men of the shops and stores departments were killed in this four-year period when struck or run over. Readers will recognize in the following description the cause of many such accidents on their own properties:

A car inspector, after coupling air hose, stepped off from between the cars and, without looking, placed himself too close to a passing track upon which he knew that a yard engine was liable to be moving. He was struck by the yard engine and received...
Engine Service Employees
During the four years in question, forty-six engine service employees were killed when struck or run over by locomotives or cars. An example of such accidents, which all will recognize as prevalent, occurred recently as follows:

An engineman was crossing the yard tracks on his way to the roundhouse for his regular run. His thoughts were evidently elsewhere than on his own safety, with the result that he was struck by a yard engine with the usual fatal result.

Perhaps more enginemen and firemen meet with such accidents when leaving work than when going to work, and this emphasizes the need for mental alertness and keen vision at all times.

One hundred and thirty-seven employees of other departments were killed in similar manner during the four year period, simply because they failed to use ordinary precautions to protect themselves against moving locomotives and cars.

Conclusion
There would be no employee struck and run over by locomotives or cars if all employees would keep out of their way. There is one sure way to do this and that is to look both ways before stepping on to tracks.

WHAT OUR PATRONS’ SAY

Mingo Springs Hotel
Mingo Springs, Maine

August 5, 1928

Mr. M. L. Harris,
General Passenger Agent,
Maine Central Railroad,
Portland, Maine.

Dear Mr. Harris:

A guest, Mr. Eckstein of the Gustave Eckstein Company of Savannah, Ga., arriving today, said that he enjoyed his breakfast on “The Rangeley” diner the most of any in all his travels. I know words of appreciation are always acceptable.

Yours very truly,
(s) J. B. Cottrell.

Perry and Whitney Company
148 State St., Boston, Mass.

August 14, 1928

Freight Traffic Manager,
Maine Central R. R.,
Portland, Me.

Dear Sir:

Your wire of the 14th received with reference to car C. P. 209045 and we certainly appreciate the service you are giving us on this shipment.

Yours truly,
(Signed) Perry and Whitney Company
LWP/D

CHARLES S. GIVEN

Charles S. Given, 64, former member of our Family and for many years well known writer of Maine Central Railroad articles, died January 7 at Cathance in the home where he was born September 3, 1865.

Mr. Given started railroading first as a newsboy, later becoming a brakeman. While in the performance of his duties he was injured and was assigned to the position as crossing tender in Portland. In 1900, he returned to his old home where he had since lived. For many years up to the time of his death he had spent much of his time writing articles on railroad men and incidents for newspapers and magazines. His wide acquaintance among railroad men and a retentive memory of incidents which he had heard related in his early boyhood made him a very interesting writer and his weekly columns running in the Portland Sunday Telegram and Lewiston Journal were keenly enjoyed by many ardent readers.

He was the son of Samuel and Ellen Given and is survived by his wife, two daughters, a son and an adopted son.

GEORGE P. STETSON

George P. Stetson, 59, of Bangor, died on January 21st. After ten years in the employ of the American Express Company, he entered Maine Central service about 26 years ago as freight checker. During the summer season, he had been connected with SamOset Company’s through line to Bar Harbor.

Mrs. Effie Stetson, his wife; Gladys M., a daughter; Kenneth P., a son; Mrs. Alice Stetson, his mother, all of Bangor, and a sister, Mrs. Mae Eaton of Boston, survive him.

OTHER DEATHS

It becomes our sad duty to record the recent death of Frank C. Willetts of Bangor, Michael E. McDonald of Portland, E. E. Pendexter of Richville, E. J. Chandler of Portland and A. S. Rolfe of Waterville. In next month’s issue more complete details will appear.
Hither and Yon on the System

(1) Section Crew at Whitneyville, Edward Palmer, Foreman.
(2) Conductor George Norton on Mountain Road at Bartlett, N. H.
(3) Ditcher 2 miles east of Norridgewock (Photo courtesy Section Foreman L. Robinson).
(4) Charles Wolman, Waterville Round House.
(5) Frank J. Nichols, Waterville Ticket Office, and big deer shot last fall.
(6) Bridge Crew Foreman Alec Cunningham at new Chandler's River Bridge, Jonesboro.
(7) Plow train ready to Keep Open the Right of Way (Photo courtesy Dispr. F. E. Fowles).
(8) Vanceboro Station from the South Side.
(9) Scene at Oakland winter of 1920 (Photo courtesy Dispr. F. E. Fowles).
(10) Bridge Inspector Wilbur Sherman at Lunenburg, Vt.
(11) Steam Shovel working at Walnut Hill Pit (Photo by Conductor A. E. Bickford).
(12) Agent R. S. Weare, Scott's Junction.
(13) Section Foreman Joseph Sweney at Whitefield, N. H.
(14) Parcel Room Agent Clifford Batchelder, and Train Announcer Clarence Trott, Portland Union Station.
(15) Gravel Train on New Bath Bridge (Photo courtesy Conductor A. E. Bickford).
MAINE CENTRAL
Employees' Magazine

Vol. VI FEBRUARY 1929 No. 2

"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
Grace M. Katon, Superintendent's Office
C. D. Atherton, Freight Office
Joseph D. Rourke, Roadmaster's Office
John F. Dunn, Rigby

J. L. Riggie, Superintendent's Office
W. H. Marshall, Oakland
J. C. Beardsley, Waterville
J. G. Leavitt, Augusta

E. E. Walker, Bangor Car Dept.
P. N. Carson, Bangor Ticket Office
V. A. Cunningham, Oldtown
R. H. Johnson, Woodland
E. F. McLain, Calais
S. A. Frost, Eastport
H. D. Davis, Vassalboro
T. S. Kelley, Kingsman

Portland Division
E. W. Tibbetts, Portland 
E. E. Walker, Augusta
A. A. Thompson, Waterville
W. H. Marshall, Oakland
R. C. Brown, Lewiston
P. J. Hanley, Lewiston, Lower
S. O. Swett, Rumford
J. L. Simpson, Bemis
Alfred R. Pugh, Rockland

General Offices
Mrs. B. T. Preston, Publicity Bureau
E. T. Hill, Freight Claims

MAINE CENTRAL FAMILY

Recent Changes in Freight Traffic Department

To carry on the unbroken continuity of the important work done in the
Freight Traffic Department, in the
absence of former Freight Traffic Manager
George H. Eaton, who has been granted an
extended leave of absence on account of ill
health, several changes have recently been
made in official assignments.

Lucien Snow

These appointments include that of Lucien
Snow as Assistant Freight Traffic Manager, Charles
K. Hall as Assistant Freight Traffic Manager,
Frank A. Murphy as General Agent
at Presque Isle and Thomas E. Donlan
and E. J. McInnis as Traveling Freight Agents,
with headquarters in Portland and East
port, respectively.

Mr. Snow was born in Portland, December
4, 1885, and entered railroad service as
desk in Auditor of Freight Accounts Office,
November 24, 1909, and was transferred
the office of second vice president on
January 1, 1912; on August 1, 1916, was ap
ated Chief of Tariff Bureau; on June 1,
1927, was appointed Assistant to Freight
Manager and on May 1, 1928,
was appointed Assistant Freight Traffic

WE ARE IN STEP

Recently one of America's finest railroads
celebrated its centennial. The first railroad
operated over a few miles of track, and to
the people of the time it seemed the ultimate
that inventive and mechanical genius
could provide. Slow and inefficient as it
was, it marked a new era of national life.

The roaring locomotives of today are the
great descendents of the first train and they
are an imperishable tribute to the spirit
and vision of America.

We must not think that the limit has
been reached, that our modern methods and
equipment are the last word. Our yard
sticks are elastic, and our Road is ever on
the march to new records of efficiency and
service—in step with modern transportation
methods.
Manager. He held this position up to the time of his recent promotion which became effective December 20th.

HALL ADVANCED

Another important appointment was that of Charles K. Hall to Assistant Freight Traffic Manager. Mr. Hall was born in Portland June 1, 1883. He attended the public schools of Portland and entered railroad service as clerk in General Freight Agent's Office on November 16, 1901. On July 1, 1914, he was advanced to the position of Traveling Agent; in March, 1920, he was advanced to Assistant to General Freight Agent; on April 19, 1923, was appointed Commercial Agent at Portland and on July 6, 1928, was appointed General Agent at Presque Isle. He held that position up to the time of his recent appointment which became effective December 20.

Frank A. Murphy

Frank A. Murphy of Calais, former Traveling Freight Agent, was recently appointed to the position of General Agent at Presque Isle. He fills the position made vacant by the transfer of former General Agent Charles K. Hall.

Mr. Murphy has been in the employ of the road since 1909, beginning his career on the Washington County Branch at Calais. In 1921, he was transferred to Skowhegan, acting as freight cashier for a period of two years. On January 1, 1924, he was promoted to Traveling Freight Agent with headquarters at Calais and held that position until his further promotion which became effective December 20th. Mr. Murphy is 39 years of age and assumes his new duties well qualified to handle the large amount of business originating in Aroostook County as well as having jurisdiction over the business in the Maritime Provinces and the Eastport District.

Two New T. F. A's.

Earl J. McInnis of Eastport, appointed Traveling Freight Agent with headquarters in that city, fills the position made vacant by the transfer of Mr. Murphy to Presque Isle. He was born in 1895 at South Gardiner and entered the service in 1913 as baggage master at Cherryfield. In 1915 he qualified as a telegrapher and held positions at various stations on the Washington County Branch, Eastern Division. Prior to his recent appointment he had been at Eastport Freight Office as clerk and operator.

Thomas E. Donlan, employed since 1909 in the Portland Terminal Freight Office on Commercial Street, was on January 1st, appointed to the position of Traveling Freight Agent with headquarters in Portland. Prior to Mr. Donlan's recent appointment he had held various positions in the Freight Office. His wide acquaintance and knowledge of Terminal traffic matters well qualify him for his new position.

You can never tell a joke at a Scotsman's expense and get away with it.

—Mutual Magazine.

Godliness vs. Cleanliness

Sunday School Teacher: "We should never do in private what we would not do in public."

Bad Boy: "How about taking a bath, teacher?"—Pullman News.

F. H. Ramsdell Retires—Succeeded by Bennett

On January 31st, Master Mechanic Fred H. Ramsdell retired from the service of the Company, having completed over 26 years of faithful service with the M. C. R. R. and nearly 50 years in locomotive construction.

F. H. Ramsdell

Mr. Ramsdell was born in Lincoln, Maine, on August 11, 1861, and remained there until September, 1879, when he went to Providence, R. I., to satisfy a desire to work on locomotives. He entered the employ of the Rhode Island Locomotive Works, "binding" himself to a four-year apprenticeship. When this was ended he went to Rome, N. Y., where he entered the employ of the New York Locomotive Works. After two years with this concern, in 1885, he entered the employ of the Boston and Maine Railroad and in 1890 was advanced to Foreman, which position he held until November 1, 1902, when he accepted the position of General Foreman Locomotive Repairs with the Maine Central at Waterville Shops. In 1906 he was given charge of the Shops and the title of Master Mechanic.

His many friends wish him a long period of health and activity to enjoy his home and cottage.

"Fred Ramsdell is a fine man who has given splendid service to the Company and it is the sincere hope of the Management that he will have many years to enjoy the rest that he has so richly earned," declared Vice President and General Manager D. C. Douglass.

"It is a pleasure," said Superintendent Motive Power P. M. Hammett, in commenting on Mr. Ramsdell's retirement, "to express appreciation of the loyal devotion to the interests of the corporation, and of the constant cooperation given by him throughout our long period of association, dating from 1896."

Mr. Ramsdell's many friends unite in wishing him a long period of health and activity to enjoy his home and cottage.

Frank H. Bennett

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Bennett Advanced

Mr. Ramsdell is succeeded by Frank H. Bennett, who became Master Mechanic in charge of the Waterville Shops on February 1st. Mr. Bennett was born at Wentworth Location, N. H., on March 17, 1877, and entered Maine Central service on July 18, 1907, as enginehouse laborer at Rumford. Since that time he has served successively as Machinist from July 21, 1907, Foreman Lewiston Engine House from January 10, 1916, Erecting Foreman, Thompson's Point from April 24, 1917, General Foreman, Thompson's Point from December 16, 1923, Foreman Thompson's Point from October 1, 1925, General Foreman, Rigby from August 5, 1926, General Foreman Locomotive Department, Waterville, from April 19, 1928, which position he has held up to his recent appointment.

Other Promotions in Motive Power

Malcolm D. Billington

On January 3rd, Malcolm D. Billington was promoted to the newly created position of Supervisor of Locomotive Performance. Born September 15, 1896 at Plymouth, Mass., and educated in Lynn, Mass., Mr. Billington joined Maine Central service on August 3, 1921, as enginehouse laborer at Rumford. In October, 1923, he became Smoke Inspector, and served successively as Assistant Air Brake Inspector from March 1, 1924, and Special Inspector of Locomotives from March 1, 1927, until his recent promotion.

Mr. Billington will make his headquarters in Portland and will take over some of the duties heretofore exercised by Assistant Superintendent of Motive Power H. F. Noyes.

Another promotion effective on the same date was that of William B. Reed, who was promoted to the newly created position of Superintendent of Motive Power H. F. Noyes.

(Concluded on page 22)

Woodbury Haskell, Once the Boy Engineer of the Portland & Kennebec R. R.

Written for the Magazine by the late CHARLES S. GIVEN, Bowdoinham

THE late Woodbury Haskell was born in Boston, Mass., Jan. 17, 1849.

When a small boy, his parents moved to Portland, Me., and when “Wood,” as all his friends called him, was 14 years of age, he began to fire one of the old wood-burners in Portland yard. After six months in the yard, he began to fire on the Portland-Skowhegan passenger run for Engineer Sam Carter, engine No. 11 “J. D. Lang.”

He remained on this run a year and a half, and when 16 years of age was promoted to engineer. The youngest engineer on any Maine railroad, and probably the youngest in New England. He was given the local freight run between Portland and Skowhegan, a 106 mile run, doing all his own switching as at that time there were no switchers at the large stations between terminals.

Most boys would no doubt have tried to speed them more or less, but it is a fact that “Wood” handled his engine like a veteran, and did not try to pull off any boyish stunts. When the P. & K. was consolidated with the Maine Central in 1870, “Wood” was transferred to a back road freight for a year or so, then the Portland and Bath freight. A year or two on Brunswick work train, and then he took the Brunswick-Lewiston freight run, and remained on this run a long time.

About 1895, during the summer change of time, “Wood” hauled 44 between Brunswick and Portland, returning to Brunswick on No. 57. He did this for two seasons. With that exception he hauled the Lewiston freight from about 1874 until 1900. In 1900 the same time he went on the Bath and Lewiston passenger run, and continued on this run until he was forced to resign on account of ill health in 1908, and shortly after passed away, after serving 42 years as an engineer on the P. & K. and Maine Central R. R.’s. It is said his first locomotive was the “Reuel Williams.” If this is true he must have run her in the yard a few days, as she was too light for freight work.

His regular engine on the Skowhegan run was the “Gardiner” a remarkably smart engine. On the Brunswick work train he had the second “Androscoggin.” On the Lewiston freight he had the “D. Alden” a few years, then the “Fairfield” followed by the 67, 70, 88 and 114.

“Wood” always managed to have a good engine on that hilly freight run. On the Bath Passenger he had the 2nd 52, 2nd 58, 3rd 64, 3rd 80, 3rd 81, 95, 97 and 2nd 78. Among his firemen I remember Joe Labbee, R. R. Richardson, Tim Knight, Gene Shorey, Charlie Watson, Bill Savage, Bill Portner, Geo. Waldron, “Hatchet” Rodic, Percy Weeks, Seth Smith and George Groves, and I think Bert Robbins fired for him when he had the “Fairfield” about 1878.

Some of the old freight conductors were Joe Chandler, Charlie Anable, Harding Dunlap, and on the Bath passenger run Ed Bacon. There were others whom I do not remember, in his early days on the road. On the Brunswick work train conductor Watts.

Always “Wood” played in good luck. His accidents were very few, and during his 42 years at the throttle, he never was “called on the carpet.”

(19)
Woodbury Haskell

One narrow escape when he was only a boy on the Skowhegan freight run.

He was hauling out of Brunswick on the east bound run, and going around the curve just east of the Federal Street overhead bridge. Riding on the outside of that sharp curve he could see only a short distance ahead. His fireman was busy slinging wood, and not looking ahead.

The section men had their hand-car on the main iron, and they waited until they heard "Wood" start out of Brunswick before running their car on to the "Y." They waited too long, and had just opened the switch when "Wood" was upon them, there was no time to run the car in, and the man in charge bolted.

"Wood" did not see the car or open switch until he was within about 100 feet. There was no time to stop his train, and as there was a high embankment on both sides beyond the switch, he and his fireman jumped. The "Gardiner" went off the iron, and down over the embankment, landing in the street.

It was days before they got the "Gardiner" on the iron once more. His freight crew always insisted that "Wood" could haul a heavier train up the branch than any other engineer. As a passenger runner, he handled his train the smoothest of any man I ever rode behind.

He was an expert in repairing engines, as for many years he had to do all the light repairs to his engines.

It is said he had no enemies. He certainly did not among his fellow railroaders who loved and respected him.

His son Ray entered the service about the time "Wood" passed on, and is one of the Maine Central's most reliable engineers. Another son, the renowned surgeon, Dr. Wm. Haskell of Lewiston, was at one time in the Company's service, and so there has been some member of the family in service ever since 1864.

One of "Wood's" old firemen once told me, "I did my first firing for "Wood" Haskell. He was a man you could not praise too much, a mighty fine engineer, who used his firemen white, and played the game square."

Thirty-two Dollars Was Big Money Sixty Years Ago

(20)

Mitten, Mitten, Who's Got The Mittens?

That familiar story of childhood, about the naughty kittens who lost their mittens, has a counterpart in the recent experience of Charlie Willey, assistant roadmaster at Lancaster.

Unaccountably, Charlie's brand new mittens disappeared, nor could they be found after assiduous search. Broadcasting his loss, he found that he has many friends on the Division, as mittens of every kind and size, old and new, began to come to him to replace the missing pair. So numerous were the donations that he contemplated instituting a rummage sale.

Readers of the Magazine will recall an incident, not long ago, of a political plate which was attached to the Willey Roll-Rough; and of his unexpected ability as a sleuth in running down the malefactor. The same ability has been severely taxed in the present instance, and to date Charlie has been unable to learn the whereabouts of the missing apparel. He is now considering asking Joe Sowyard, whose name as an inventor was recently mentioned in the Magazine, to bring his keen mind to bear upon the problem, in hopes a solution will result.

Good times are still being had in the Portland Terminal Bowling League which meets every Friday at the Bowlodrome Alleys. A cordial invitation is extended to all members of the Family to come down and "look them over." The standing, records and averages are printed below:

<table>
<thead>
<tr>
<th>Team</th>
<th>Won</th>
<th>Lost</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Ave., men</td>
<td>55</td>
<td>22</td>
<td>67.2</td>
</tr>
<tr>
<td>High Ave., women</td>
<td>66</td>
<td>33</td>
<td>75.0</td>
</tr>
<tr>
<td>High Single, men</td>
<td>35</td>
<td>10</td>
<td>75.0</td>
</tr>
<tr>
<td>High Single, women</td>
<td>30</td>
<td>15</td>
<td>66.7</td>
</tr>
<tr>
<td>High 3 Strings, men</td>
<td>30</td>
<td>15</td>
<td>66.7</td>
</tr>
<tr>
<td>High 3 Strings, women</td>
<td>30</td>
<td>15</td>
<td>66.7</td>
</tr>
<tr>
<td>High Team Single</td>
<td>44</td>
<td>22</td>
<td>66.7</td>
</tr>
<tr>
<td>High Team Total</td>
<td>113</td>
<td>55</td>
<td>66.7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Average—Women</th>
<th>Name</th>
<th>Ave.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mrs. Bunker</td>
<td>86</td>
<td></td>
</tr>
<tr>
<td>Miss D. Hollywood</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>Miss Girard</td>
<td>83</td>
<td></td>
</tr>
<tr>
<td>Miss Marshall</td>
<td>83</td>
<td></td>
</tr>
<tr>
<td>Miss Moran</td>
<td>82</td>
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</tr>
<tr>
<td>Miss Bass</td>
<td>81</td>
<td></td>
</tr>
<tr>
<td>Miss Flaherty</td>
<td>81</td>
<td></td>
</tr>
<tr>
<td>Miss Macomber</td>
<td>81</td>
<td></td>
</tr>
<tr>
<td>Miss Keefe</td>
<td>80</td>
<td></td>
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<tr>
<td>Miss Fowler</td>
<td>78</td>
<td></td>
</tr>
<tr>
<td>Miss Platt</td>
<td>76</td>
<td></td>
</tr>
</tbody>
</table>

Mitten, Mitten, Who’s Got The Mittens?

We were represented again this year at the Sportsman’s Show held January 16th to the 26th at Mechanics Building, Boston. Although we did not have an exhibit of our own, we participated in the show as a part of the State of Maine exhibit, the Bangor and Aroostook, the Boston and Maine and the Maine Central each having representatives on duty at all times during the show. Information and assistance was given to all prospective vacationists planning trips in our territory. It was estimated that 75,000 attended the show.

Those attending the show in the interests of our company were: W. H. Hunton, Industrial Agent; S. W. Hapgood, Traveling Passenger Agent; A. P. White, Chief Clerk Passenger Traffic Department, and D. W. Bishop, Asst. to Publicity Manager, all of Portland.
Simeon Beane, for sixteen years a familiar figure around Portland Union Station, resigned on December 31st to accept a position as Manager of the North River Ferry Company at Nyack, N. Y. This company operates three ferry boats whose business is to transport autos between Nyack and Tarrytown.

All of "Cy's" many friends wish him the best of luck and success in his new adventure. He had been with the Company since 1912, entering the service as ticket seller. In 1923, he was appointed Assistant Ticket Agent and had held that position up to the time of his resignation.

George Libby, Cashier in the ticket office at Union Station, has been appointed Assistant Ticket Agent and Fred McGee has been appointed Cashier.

**Other Promotions**

(Concluded from page 18)

was last month appointed Fuel Supervisor, vice Carroll Frank, resigned. Mr. Reed was born December 12, 1887, and entered Maine Central service as fireman November 1st, 1911. On December 28th, 1920, he became an engineman and served as Assistant Fuel Supervisor from March 1, 1927, until his present promotion. His headquarters will be in Portland, as formerly.

**The 'Flu Epidemic Jumps Number of Settlements**

An unusually large number of claims were settled by the Travelers Insurance Company with members of the Maine Central Family under the group insurance policy. For the period ending January 21st, settlements were made for disability arising from eleven accidents and 67 cases of sickness. The Motive Power Department was the hardest hit, with 23 claims, including four accidents, followed by the Engineering Department with 18 claims, of which three were accidents.

Present indications are that the number of settlements to be reported next month will be even greater than are here recorded. Most of the time was lost from cases of the "grippe," or influenza. It is a funny "bug" that is going the rounds this season. Neither the doctors nor the patients seem to know what it is. If you keep on working, you have a cold; if you are out a few days, you have the "grippe." If you are out quite a while, you have the 'flu—that's the only way we can figure it out. The editor had the 'flu.

Again we are asked to call the employees' attention to the contract under which the insurance is paid, as outlined in their insurance policies or more properly, certificates. These specify that it is necessary to be attended by a doctor to receive insurance benefits. Employees who are off sick or as a result of an accident over one week should notify their superior to file claims. Not only is this the proper thing to do, and, even more important, it will result in getting your money quicker if you have a claim.

Claims are settled as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin J. Conley</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Thomas F. Conley</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>George H. Cutler</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Warren E. Dixon</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Sheridan M. Dyre</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Ernest C. Ehrensen</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>E. C. Gordon</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>George H. Johnson</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Grace P. Haycock</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Leon C. Hannon</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Louis A. Pearson</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Donald E. Rice</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Wm. J. Smith</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Wm. J. Smith</td>
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<td>Sickness</td>
</tr>
<tr>
<td>Harry A. Gordon</td>
<td>South Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>George A. Henderson</td>
<td>South Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>John J. Conley</td>
<td>South Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Louis J. Conley</td>
<td>South Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Fred S. Munson</td>
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<td>Sickness</td>
</tr>
<tr>
<td>John A. McCloskey</td>
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<td>Sickness</td>
</tr>
<tr>
<td>Fred A. Baker</td>
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<td>Sickness</td>
</tr>
<tr>
<td>Daniel E. Duvall</td>
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<td>John J. Conley</td>
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</tr>
<tr>
<td>Simon D. Lewis</td>
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<tr>
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<td>Sickness</td>
</tr>
<tr>
<td>Fred S. Munson</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>John A. McCloskey</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
</tbody>
</table>

(23)
To My Valentine

Make Your Own "Good Health" Valentine!

Take your crayons and see how nicely you can color the pictures inside of the big heart. Then cut it out carefully along the "lace" outlines. Mount it on a larger piece of colored paper. Next, cut out the smaller heart (B) and paste the flap on space A in the large heart so you can lift it up to read the puzzle message. Do this by holding the paper almost on level with the eyes.

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