Cash Pay Drafts Promptly

Pay Drafts issued to employees are limited as to the time within which payment will be made and will not be honored after thirty days from date of issue.

Quite a number of drafts are not being presented for payment within the thirty day limit and for this reason are being returned by the bank unpaid. This not only causes inconvenience to the employees in securing reissue, but additional work for both the bank and our Treasurer’s office.

The thirty day limit does not mean that party to whom draft is made payable can retain same the entire thirty days, but that draft must reach the bank of payment (The First National Bank, Portland, Maine for the Maine Central and the Casco Mercantile Trust Company, Portland, Maine for the Portland Terminal) prior to expiration of the thirty days.

It will be appreciated if all employees will make a special effort to cash Pay Drafts as promptly as possible.
Freight Claims a Constant Problem

By Freight Claim Agent M. C. MANNING, Portland

In 1928 the Maine Central paid .00373 mills of its gross freight revenue and switching dollar, .00394 in 1927 and .00344 in 1926. 1926 was the lowest proportion for many years. We had more claims in 1928 than we have had in any year for the past five years, but the average claim was smaller last year than it has been in the past. Causes attributable to defective equipment, delay, wreck, robbery and unlocated loss, all show a substantial improvement over the previous year. Rough handling, on the other hand, is a bad factor and represents a cause upon which efforts should be made to suppress. We admonish and request everyone to help and assist in the reduction of this cause. Generally speaking, claim performance for 1928 was a success. 

Fast Work, but Faster Needed

Recently I had occasion to call at several of our Agencies and talked with our Agents and their staffs. What was said was very complimentary to our methods of claim handling. At none of these Agencies was there a direct complaint from the public in regard to claim settlements.

We cleared in January and February of this year 83 per cent of the claims received in this office within 30 days and about 30 per cent of the claims within ten days. Considerable of this record is spoiled by claims not being promptly forwarded to this office. I have before me instances where it has taken from 30 to 60 days for an Agent to forward claims.

If the public is to be served as it is desired they shall be served, claims should be handled at once and sent to this office daily as received, unless it is necessary to retain papers to procure necessary attachments. When claims are received, the office dating stamp should be placed on same in accordance with Circular instructions. A dissatisfied claimant is a dissatisfied patron. Therefore we must do everything possible to serve the public with promptness and dispatch.

As Easy Today as Next Week

If we are to eliminate complaints of delay in claim handling, we must make certain that claims are promptly forwarded.

It takes no longer to forward claim papers at once than it does 30 days later. The consequences of such delays are far reaching, and we counsel all handling claims to see that they are handled at once. The majority of claims are promptly handled and forwarded but we desire that they be all so handled. Give them the right of way and high ball them. Search yourselves and find out if you are among those who are not forwarding claims daily or within 24 hours of the time received.

We can all contribute our efforts and endeavor to fill the unforgiving minute with 60 seconds worth of distance run. The Persian proverb in the March issue incites us to one: 'No man can ever be told the truth, which either is in him, or is not in him. If it is, he will see the truth. If not, he will see delusion and confuse himself with surmise. He who looks for negation beholds it. He who looks for truth beholds negation also but perceives the truth beyond.'

Work on Railways Safer Than Ever

By SAMUEL O. DUNN, Editor of the Railway Age

The work of the employees of American railways was safer in 1928 than in any previous year in history. This fact is disclosed by the statistics of railway accidents for last year recently issued by the Interstate Commerce Commission. Travel upon the railways also was safer than in any previous year, excepting 1927.

Employees Benefit Most

Probably the greatest achievement on the railways in the last two decades, and especially in the last decade, has been the increase made in their safety of operation. The credit for this achievement belongs to both management and employees. The management have invested many hundreds of millions of dollars in improved facilities that have contributed toward making it possible to operate with more safety. The problem of reducing accidents never was, however, and is not now, principally one of improving equipment and other facilities. Most accidents always have been due to "man failures." Therefore, some twenty years ago, when our railway accident record was at the worst, all who studied the problem it presented were forced to conclude that its solution must be found principally in cooperation between officers and employees which would result in the adoption of methods and practices that, as far as practicable, would eliminate human mistakes and carelessness.

Plans for bringing about this cooperation were adopted on practically all roads, and officers and employees have worked loyally together for years to increase safety. Their success has been remarkable. It is doubtful if there has been such an increase in safety in any other American industry. The employees have been the principal beneficiaries. The number of railway employees killed has been reduced more than one-half during the last 10 years, and more than two-thirds during the last 20 years. Nobody can estimate how much grief and suffering this has saved in railway families.

Safest in History

The Interstate Commerce Commission has made some changes in its accident statistics, and those it has issued for 1928 are not fully comparable with those available for any previous year excepting 1927. When, however, we compare the figures for these two years we find that those for 1928 show a substantial improvement as respects the safety of employees. The number of employees on duty killed in 1927 was 1,490, and in 1928 only 1,243. From facts previously available we knew already that rail-
way operation in 1927 was relatively more safe for passengers than in any previous year, and more safe for employees than in any previous year, excepting 1921 and 1924. In view of the very substantial reduction made last year in the number of fatalities to employees, we are justified in concluding that railway operation was the safest in history, even though statistics strictly comparable with those of any year prior to 1927 are not yet available.

Railway accidents are not a pleasant subject. Everybody connected with the railroad industry would be glad if there were none of them to talk about. Unfortunately, however, although the number of them is much smaller now than formerly, they still occur, and it is necessary to keep on talking about them to intensify realization of the fact that efforts must still be made to reduce them.

Steady Gain Since 1907

The year 1907, from the standpoint of railway accidents, was the worst in history. The total number of persons killed on railway property in that year was 11,839. Less than half of them were passengers, employees and other persons for whose safety the railways had any real responsibility, while more than one-half were trespassers or persons crossing the tracks. But when railway managements were faced by the ugly fact that in 1907 more than 5,100 of their employees and passengers were killed in accidents they began seeking in every direction for means for improving the conditions responsible for these results. Within ten years the number of fatal accidents to employees was reduced one-third and to passengers one-half. The progress thus begun has since continued at an accelerated rate, and now the railways are making each year a record of safety of which their officers and employees may well be proud.

It is usually assumed by those who read in the press the statistics regarding the number of persons killed on railway property that these were all persons for whose safety the railways and their employees were responsible. As a matter of fact, it always has been true that most of those killed were persons for whose safety the railways and their employees were not responsible, and the proportion of those killed on railway property for whose safety railways and their employees are responsible is now smaller than ever before.

There are given in an accompanying table some statistics regarding the number of different classes of persons killed in the years 1907, 1917 and 1927. Anybody who studies these figures must be profoundly impressed with the increase that has occurred in the safety of operation, and especially in the safety of working for the railways and traveling on their trains.

**Railway Accidents 1907-1927**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Number of Persons Killed</th>
<th>Number of Employees Killed</th>
<th>Number of Passengers Killed</th>
<th>Number of Trainmen Killed</th>
<th>Number of Trespassers Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1907</td>
<td>11,839</td>
<td>4,534</td>
<td>5,612</td>
<td>125</td>
<td>5,612</td>
</tr>
<tr>
<td>1917</td>
<td>10,087</td>
<td>3,199</td>
<td>4,243</td>
<td>242</td>
<td>4,243</td>
</tr>
<tr>
<td>1927</td>
<td>6,992</td>
<td>1,569</td>
<td>2,726</td>
<td>487</td>
<td>2,726</td>
</tr>
</tbody>
</table>

**Per Cent of Total Deaths:**
- Passengers: 5.1, 3.0, 1.3
- Employees: 38.3, 31.7, 22.4
- Trespassers: 47.4, 42.1, 30.0
- Persons killed at grade crossings: 5.9, 18.2, 32.3
- Other persons: 3.5, 5.0, 5.0

**Total:** 100.0, 100.0, 100.0

**The Safest Place in America**

The number of passengers killed declined from 610 in 1907 to 301 in 1917, and to 88 in 1927. The full significance of these figures can be appreciated only when they are considered in relation to the number of passengers carried. In 1907 the railways carried only 1,433,000 passengers for each one that was killed; in 1917 they carried 3,688,000 passengers for each one that was killed, and in 1927 they carried 9,554,000 passengers for each one that was killed. In other words, the danger of riding on a train in 1927 was only about one-third as great as in 1917 and one-seventh as great as in 1907. The time has come when probably there is no place where an American citizen is safer than on one of our railway hossenger trains, unless it is at his home in bed.

The number of railway employees killed declined from 1,838 in 1907 to 1,838 in 1917, and to 2,262 in 1927. In 1907 one employee in each 369 was killed; in 1917, one in each 573, and in 1927, one in each 1,136. The record made in 1927 was the best in history, excepting in 1921 and 1924, and, as already indicated, when all the facts are available they undoubtedly will show that railway employment in 1928 was safer than in any previous year.

The Grade Crossing Hazard

There has always been a vast amount of trespassing upon the property of our railroads. This has been done largely by tramps for the purpose of stealing rides, but many thousands of persons still walk on tracks and around yards without apparently realizing the danger they incur. In 1907 the number of trespassers killed reached the record-breaking figure of 5,612. This was reduced in 1917 to 4,243, and in 1927 to 2,726. Mean-
while, however, the number of persons killed at highway grade crossings (exclusive of trespassers) increased from 697 in 1907 to 1,838 in 1917, and to 2,262 in 1927. This large increase in the number of persons killed at grade crossings has been directly due to the increased use of automobiles. Nineteenth of the fatalities at highway grade crossings are now due to trains striking or being struck by motor vehicles.

It is the moral and legal duty of railway officers and employees to do all they reasonably can to protect passengers and employees. They owe no similar duty to trespassers and drivers of automobiles, who are not subject to railway operating rules and orders. The trespasser goes upon railway property contrary to law and at his own risk; and the Supreme Court of the United States has held that it is a reasonable presumption that if a train and an automobile collide at a highway crossing the driver of the automobile is responsible.

To Educate Motorists

It is interesting to compare the changes that have occurred in the relative numbers of accidents occurring to these different classes of persons. Within the last ten years the number of fatal accidents to passengers and employees has been reduced 50 per cent, and within the last twenty years it has been reduced 68 per cent. On the other hand, while there has been a large reduction in fatal accidents to trespassers, there has been an even relatively larger increase in fatalities to persons crossing the tracks, and in consequence the reduction in fatalities to all persons other than passengers and employees within twenty years has been only about 20 per cent. In 1907, 43½ per cent of all the persons killed on railway property were passengers and employees. In 1917 this had been reduced to less than 35 per cent, and in 1927 it was less than 24 per cent. In other words, in 1927 over 76 per cent of all the persons killed on railway property were neither passengers nor employees 39 per cent of them being trespassers and 32 per cent persons who were crossing tracks.

The campaign which the railways and their employees have been carrying on for years to reduce accidents has been, as the facts given show, very successful. Excepting for the increase in accidents at highway grade crossings, the record of progress made would be a satisfactory one in every respect. The American Railway Association has carried on a campaign throughout the United States for some years to educate motorists to "Cross Crossings Cautiously." but unfortunately the number of persons killed at highway crossings in 1928 was 2,568, which was the largest number in history. Twenty years ago only about six per cent of the fatalities on railway property occurred at grade crossings. Ten years ago this figure had increased to 20 per cent. In 1928 it rose to about 40 per cent.

More Crossings Than Ever

The increase in highway crossing accidents being due to the increase in the use of motor vehicles, it should be obvious to everybody that the responsibility for reducing them must be assumed by the motoring public and highway authorities if satisfactory progress in that direction is to be made. The remedy most commonly advocated, however, is the elimination of grade crossings, which it is usually proposed shall be done chiefly at the expense of the railways. The railways already have eliminated many grade crossings at huge expense, and yet the number of grade crossing accidents continue to increase. This is not entirely due to the continued increase in the number of automobiles. It will surprise many persons to learn that it is partly due to the fact that, although many grade crossings are eliminated every year, the total number of them in the country is constantly increasing. At the beginning of 1927 there were 235,331 of them, and at the end of 1927, 236,283, an increase of 952. This increase in the number of grade crossings is due to the fact that the very public authorities that should be endeavoring to reduce the number of accidents at such crossings open a large number of new streets and highways at grade over the railways every year.

That the railways are responsible in only small measure for the accidents that occur where highways cross their lines is shown by the number of accidents to motor vehicles that occur at other places. The number of persons killed in automobile accidents in the United States, exclusive of fatalities resulting from collisions with railroad trains and street cars, increased from 10,168 in 1921 to 18,871 in 1926, or 85 per cent. The increase within the same five years in the number of fatalities at highway grade crossings was only 40 per cent, or less than onehalf as great in proportion. Since fatal automobile accidents have been increasing relatively more than twice as fast within recent years at other places on the highways as at points where the highways cross railways, it is evident that the increase in accidents at railway crossings is due less to the conditions existing there than to the way in which motor vehicles are driven both there and everywhere else.

It’s Your Own Problem

The immediate elimination of all grade crossings of highways with railways would cost about twenty billion dollars, and would reduce the total number of persons killed in automobile accidents no more than 10 per cent. Is it not strange that people will advocate such a vast expenditure to prevent 10 per cent of the deaths due to automobile accidents, while ignoring the fact that the remaining 90 per cent would continue to occur anyway, unless measures were adopted that
would result in a general reduction of careless and reckless driving? Any measures that will cause automobile driving in general to be made more careful will reduce the number of accidents at highway crossings, as well as elsewhere, and unless measures are adopted to increase safety everywhere upon the highways, any special measures that may be adopted regarding railway grade crossings will have almost no perceptible effect upon the total number of people killed in automobile accidents.

The progress that has been made in reducing accidents should be extremely gratifying to every railway officer and employee. There are still too many of them, however. Eternal vigilance on the part of every railway officer and employee is the price of safety, and any relaxation of the efforts being made to increase safety would inevitably result not only in arresting the progress now being made, but in an increase of accidents. Experience has shown that the only way to prevent accidents from increasing is for everybody who is concerned with the problem they present to make tireless and incessant efforts to reduce them.

**Traffic Tips Can Boost the Ticket Sales**

We honestly believe that the next few months offer the members of the Family the best field of the entire year to pick up business. Think of the thousands of summer visitors who are going to be in “Vacationland.” They are each and every one of them connected with some sort of business.

The alert employee who is looking out for the interests of the Company can pick up many a valuable tip or lead that can be made into profitable business which will benefit us all. We will be watching with interest for many of the Traffic Tip cards to come in and will be pleased as to receive them as you are to send them.

Since the last report Traffic Tips have been received from: H. H. Hanson, Lewiston; E. I. Hill, Traveling Agent, Portland; C. H. Leard, Engine House, Bangor; H. M. Treat, Dispatcher, Portland; J. E. Crepeau, Agent, Whitefield; R. Palmer, Operator, Burnham Jet; J. W. Welsh, C. C. Auburn, C. G. Messer, Baggage Master, Oldtown; Thomas H. Pell, Operator, Bangor; M. C. Leonard, Engineer, Portland; A. R. Bateley, Conductor, Portland; W. A. Redman, Agent, Leeds Jet.; Mrs. Alice Hanson, Lancaster; C. P. Cook, Agent, Wamkeag; F. Clyde Cooper, Freight Clerk, Winthrop; J. B. A. Garon, Clerk, So. Windham; A. W. Dean, Agent, Leeds Ctr.

D. W. Smith, Passadumkeag; W. P. Gallagher, Agent, Troutdale; E. E. Sanborn, No. Maine Jet.; E. C. Haines, Union Station, Portland; W. E. Bridgham, Agent, Jonesboro; H. A. Barton, Clerk, Columbia Falls; Frank E. Trafton, Agent, Danforth; R. W. Moore, Agent, Greene; Chas. W. Benson, Lewiston; H. O. Morrison, Bingham; C. E. Richardson, E. Livermore; and A. H. McCorrison, Newport Jet.

**Identified by Messer**

*By J. L. Riggie, Bangor*

On page 23 of the April issue of the *Magazine* appeared a photo taken at Vanceboro in 1888. The unnamed persons in this photo have been recognized by Charles A. Messer, who reports that the newsboy was Lemuel Nichols, now deceased, and the other person Lery Pinkham, now farming in the vicinity of Holden.

**Conductor John A. Mace Ends 59 Years Service**

It was always a “Good morning, my friend” or “Glad to see you again” greeting if you were on Conductor John A. Mace’s train. He always smiled a good-natured, sincere smile, was always trim and rig with a white carnation in his lapel, touched his uniform cap to the ladies and greeted the majority of the passengers by their first names.

He was glad that you were on his train and so were you. He put his heart, soul and body into his work. It was his nature. He couldn’t have done otherwise, no matter how hard he might have tried. Thousands and thousands of whom he came in contact during his 59 years of service loved and respected him.

**His Father a Pioneer**

Passengers on railroad trains do not usually become chummy like folk aboard ship. But on Johnny Mace’s train things assumed a different aspect. From the time you put your foot on the bottom step until you detrained at your station you felt you were being treated as a guest in his own home. He made your presence seem a personal gratification.

Mr. Mace was born in Portland in the year of 1856 and is now 72 years of age. His father, whose name was also John Mace, was one of the pioneers on the Old Belfast Branch between Burnham Junction and Belfast. It was under his father’s tutelage that he got his start in railroading. At the time of his retirement from active duty, on April 1st, Mr. Mace headed the seniority list of all conductors passenger and freight in point of service, having been employed for almost 59 years.

**Saw Them Come and Go**

During his unprecedented service with the Road, starting in the days of wood-burning locomotives, Johnny Mace was employed under six successive superintendents and six general managers. He entered the Road’s employ in his early teens, May 5, 1870, as brakeman. His duties included cleaning cars, sawing wood and caring for stoves in passenger cars.

It was in 1881 that Johnny qualified as a conductor and began running trains. After that date, practically all of his service was on passenger runs on the Portland Division.

Mr. Mace’s popularity was not confined to this one state alone but extended far beyond the limits of Maine and New England. An example of this was two years ago when Mr. and Mrs. Mace made a trip to the Pacific Coast. Everywhere they went friends were met who first made his acquaintance on the Maine Central.

**Always Wore Carnation**

The famous white carnation, as much of an institution as the veteran conductor himself, was worn in the lapel of his uniform for so many years, so it is said, as a token of good luck. Strange enough, too, for as the story goes, one day when he was running a special for the Governor’s reception, Portland to Augusta, he neglected to wear...
well-earned rest

Mr. Mace could not remember of ever going out on his run without the carnation other than that day.

Mr. Mace was the son of a railroad man and is the father of a former freight conductor, Ralph, now of the firm of Allen and Mace, grocery dealers in Portland.

new ditcher begins to make dirt fly

along the right of way

quite a lot of Maine Central machines might be compared to Casarettas, because they work while you sleep. By the same token our new American Locomotive Ditcher, M.E.C. No. 141, should be christened "Old Dutch," because it makes the dirt fly. Right now it is out on the line, ditching, underdraining, handling material, etc., replacing the old Browning Ditcher, retired.

a self-propelled unit

the new machine will be employed from the time the frost goes out in the spring till it freezes up in the fall, almost exclusively in ditching and underdraining. It is distinct from other types of ditchers, in that it is a self-propelled unit. Using steam for power, it is capable of handling several air dumps, a tender car, and to some extent a Jordan spreader.

the operation of the ditcher itself and of the boom and bucket is controlled by a set of levers located on the right hand side of the forward end of the machine, where the operator stands. This capable individual is Ditching Engineer C. H. Pratt of Leeds Center and the fireman is Millard Kennedy.

swings a complete circle

in ordinary ditching operations a bucket of 7-8 cubic yard capacity is used, this bucket being attached to the end of the dipper stick. The bucket, in operation, quickly gouges out a load, is swung around over a dump car and tripped by the ditching engineer. The machine can work in a complete circle and has a reach of better than 30 feet from the rail. A clam-shell attachment is easily applied in place of the ditching bucket for use in digging trench for underdrains.

the new Ditcher has a weight of 173,400 pounds with load of coal and water. Its overhead clearance varies from 15 ft. 4 in. with stack and bonnet removed to 17 ft. 6 in. with stack on; coal capacity is 2 1-2 tons and water, 830 gallons.

right on the job

the machine cannot be operated in the following portions of the system: Cobbosseebranch, Harmony Branch, Austin Jet, to Kineo, Orono to Stillwater, Enfield to Howland, Bucksport Branch, or east of Ayres Jet. Only by special permission and when accompanied by a locomotive, may it operate between Crowley's Jet, and Leeds Jet, east of Rumford, or west of Bartlett.

the outfit is now ditching east of Brunswick and will soon be employed on an underdraining job and the installation of crushed rock ballast at Cliffords Bridge, West Falmouth. Thence it will move to Waterville and be used in the same work, North Street Bridge, east, Back Road.

the new ditcher is a valuable addition to our equipment and is proving most effective in the work assigned to it. It is the first of its kind to be used in Northern New England and is attracting the attention of the Engineering Department of several neighboring roads.

rail replacement

program under way

our 1929 rail replacement program got under way late last month on both the Portland and Eastern Divisions. New 100-pound rail will be laid on double track Royal Junction to Yarmouth Junction, a distance of 1.73 miles, and Royal Junction, East, on the Back Road, a distance of two miles; on single track a distance of 6.69 miles, Freeport, East. On the Eastern Division, the same weight rail will be laid 3.7 miles West of Mattawamkeag and 3.5 miles East of Drew. New 85-pound rail will also be laid 2.81 miles East of Hebron.

the 1928 rail program includes the laying of approximately 24 miles of new rail and about 13 miles of relay-rail, Lisbon Falls to Brunswick, Quebec Junction to Baileys, at Deadwater and East of Moors.

in addition, about 45 miles of road will be ballasted during the season, this work having started on the second Track Division with a 3 1-2 mile stretch east of East Newport. Gravel for this job is obtained from Lindsey's pit on the Harmony Branch about 1 1-2 miles east of Pittsfield.
Meeting the Cameraman

(1) Engineman Dave Staples, Portland Division.
(2) Section Foreman J. M. Monahan, Willey House, N. H., and grand daughter, Eleanor Pinaud.
(3) U. S. Customs House at Yanceboro.
(4) Engineman Robert Lombard and engine 470.
(6) Conductor Arthur E. Buton Auburn platform.
(7) Belgrade Station and No. 5.
(8) View of Yard and Portland Union Station from east.
(9) Madison Station on Kineo Branch.
(10) Conductor Fred Eaton, Portland Division.
(11) Baggagemaster Harrington at Rockland.
(13) Ticket Agent George Parker, Lewiston Upper.
(14) News Agent Scott Austin, Portland Division.
(15) Agent D. C. Warman, Madison.
"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.

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D. W. BISHOP, Associate Editor

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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, 222-242 St. John Street, Portland.

EDITORIALS

THE VALUE OF SPEED

There are those who regret that this is the jazz age, that life today is moving at concert pitch, and that we no longer take time to get the utmost satisfaction out of life. While we are ready to debate this subject, we will pass over the ethical side of the question and state without fear of successful contradiction that in the business world today "Time Is Money," more than it ever was before and certainly more in America than in any other part of the world. Without regard to the possible effect on their souls, people today demand speed in the movement of traffic. And we, as railroad men, are certainly giving it to them.

What is the money value of speedy transportation to the modern business man? The United States Department of Commerce estimates "that the time required for a given shipment is now at least one-third less than at the close of the war. This improvement in railway service has reduced the costs and risks of industry and distribution. It has made it possible to do business without carrying excessive stocks of commodities."

When we get our trains over the road in a hurry, not only the train crews but everyone who works on the System and thus contributes to this movement, is making America a better place to live in.

In one grade crossing accident out of every five, the automobile hits the train, instead of the train the automobile. This is an unbeatable problem but we are making some progress.

Co-operation
An Editorial Without Words

Communications by members of the Maine Central family, and by all others interested are earnestly solicited.

THE WAY TO HAPPINESS

I met a man the other day
Whose sunny manner seemed to say
That he had found the Happy Way.

I asked the secret of his smile,
He gave a thoughtful look the while
And answered somewhat in this style.

Six things have I that spell content,
Six things that mean a life well spent,
That make for real accomplishment:
A Peaceful Mind,
A Grateful Heart,
A Love for all that's true,
A Helpful Hand,
Real Tolerance
And Lots of Things to Do.

Then let us try his simple plan
Of faith in God and Love to man,
And imitate him if we can.

—S. W. Grafflin.
Maine Central Family

Urges Attack on Passenger Traffic Losses

By GEORGE G. CALDWELL, Ticket Stock Clerk, Passenger Traffic Department

COOPERATION is not a very hard word to get your tongue around, but what a meaning it has in this game of selling service! It cuts a wide swath in the proper conduct of transportation business. Railroad Passenger Service begins at the ticket office when the railroad patron buys his ticket. It ends at the outer door of the station where he alights.

What Can We Tell Them?

It is the duty of every employee to cooperate in securing new business in our territory. We can do this by being always alert and on the lookout for prospective patrons. You might ask, what have we to talk about, or sell, that the public doesn't already know about?

We in the service are apt to be too close to the picture. We all know of the reduced rate or bargain tickets that can be purchased. But time and again prospective travelers have never heard of such reductions. It is our problem to let them know.

Advertising, broadcasting by the printed word, accomplishes this end to a certain extent, but what we need is the 100 per cent cooperation of this Family to put it across with a bang. If 7000 employees get behind this thing something is bound to be accomplished.

We operate excursions to Boston, a fare plus a quarter approximately for the round trip, at certain holiday periods of the year. They are successful. Why? Because all concerned work and work hard to inform the traveling public. Only recently, to decide the basketball championship of high schools in the State of Maine, a special train was operated from Oldtown to Lewiston and return. More of that kind of business is needed if we are to regain what we have lost to the automobile.

Many "Rate" Reduced Rates

Whenever the opportunity presents itself let us acquaint our public with the fact that they can purchase 12-ride tickets at reduced rates for individual travel within thirty days between any two stations at less than regular fares and that students' monthly commutation tickets are also sold to pupils under 21 years of age between any two stations at less than the regular fares.

In each agent's territory there is probably some club, organization or school that perhaps is going to visit some other town or city and if the required number are in the party, reduced rates may be granted. Perhaps you may know some prospective patron who is planning a trip in the near future and he may want information regarding rates and routes.

If you cannot furnish such a passenger with this information, you should at once communicate with the Passenger Traffic Department, who will explain to you best train service, furnish rail tickets and also secure for passenger, if sufficient time is given, whatever Pullman accommodations are desired. A "Traffic Tip" card will do the trick.

Working together we can work wonders; and even then we must keep on our toes, for, today as never before, eternal vigilance is the price of success.

GEORGE G. CALDWELL, Ticket Stock Clerk, Passenger Traffic Department

This Consolidation Game Was Played Years Ago

The accompanying photograph was taken in front of Calais station about 35 years ago. The "PRINCETON" was built by the Hinckley Locomotive Works, Boston, Mass., for the Lewis Island R. R., which operated between Baring and Princeton. This road and the Calais & Baring R. R., operating between Calais and Baring, later combined and became the St. Croix & Penobscot R. R. The Washington County Railway was opened in 1896 and took over the operation of the St. C. & P. R. R. In turn, this later became part of the Maine Central System.

In 1899 the "PRINCETON" was scrapped. This locomotive was one of the then-modern wood burners, 14" x 22" cylinders, with four driving wheels and "no brakes"; the only braking power consisting of the ordinary hand brake on tender.

Names of men in the picture follow in order from front to rear of engine: Albert Lucas, Brakeman; William Lucas, Conductor; Alexander McKenzie, a neighbor; Charles (Bun) W. Christie, Engineer; Wallace R. (Kim) Haycock, Fireman.

Donlan-Perry

Traveling Freight Agent Thomas Donlan and Miss Alice Perry of the Portland Terminal Company were married on April 18th. They will make their home in Portland.

Events in Ellsworth

By Agent C. D. WIGGIN, Ellsworth

We have had an unusually busy winter, showing an increase in every line. Without doubt part of the increase is due to the very good facilities we now have. The passenger station and freight station, together with the freight yard is certainly appreciated by the patrons. Passenger business here has increased by leaps and bounds in the last few years and will undoubtedly continue to grow now that the cement road is completed to Mt. Desert Island.

Another radical change that we have had at this station in the last few years, probably unknown to the general public and most of the Maine Central Family, is the amount of mail matter handled here. All the year round we receive mail for 42 different Post Offices and in the summer and fall from June to November this number is increased to 54 offices. The distance across country to Sedgwick is 28 miles and to all points on Mt. Desert Island with the exception of Bar Harbor, and there is a petition in Washington at the present time to have mail for Bar Harbor put off here. Also during the summer months, Sundays only, an auto stage connects with No. 127, taking first class pouches and newspapers for Eastport and Calais and intermediate towns.

Advertisement says that the secret of balance is money in the bank. At least, it's the secret of balance.—Arkansas Gazette.
River Is Still There But the Old Bridge Is Gone
Who Can Tell Where It Was?

Some of the old timers ought to be able to recognize this antique photo right off the bat. Of course the old spans have been replaced by new but the same river is there, but the question is, what river is it? Maybe the Androscoggin between Auburn and Lewiston, maybe the Kennebec between Fairfield and Benton—no, on further thought it’s too straight across for that railroad bridge, one more guess and if don’t hit it am going to send it to the editor of “Ask Me Another.” Will say it’s an old bridge across the Penobscot between Bangor and Brewer.

Warren King, now custodian of Safe Deposit Department, Union Safe and Deposit Co., Portland, says his father made the negative when he was the company’s official photographer way back about 1880. In fact he made all the pictures of old engines and bridges at that time. Mr. King is now 63 and remembers helping his dad take several old bridge pictures but has been out of the game so long now that even he cannot remember where this particular picture was taken. C’mom now, honored veterans, let’s have it.

“Memories”

Remember when a blue flag or lantern was used for train-order signal?
Remember when white flags or lights on an engine denoted an extra train in opposite direction?
Remember when an extra train or engine was called “wild”?
Remember when train orders directed trains to “cross” instead of meet?
Remember when train 16 was popularly known as “Jewett’s train”?
Remember when the Maine Central operated a steamboat line between Portland and Machiasport?

Remember when the Bangor engine house was east of what is now Union Station?
Remember when the train shed at Brunswick had doors which were closed at night?

MEMORIES—what a wealth of meaning is packed into those eight letters. Let’s start a “Remember when” column—open to the world. It’s only requirement will be that the name, incident or custom referred to is not in effect today. All “remember when” items will be run unsigned. Who’ll be the first to contribute?

By V. A. CUNNINGHAM, Oldtown

Trueworthy: What is the telephone girls’ favorite song?
McCourtney: I think it must be, “I hear you calling me”.

Tobacco Statistics
Pray: This is a quarter cigar.
Trueworthy: You didn’t pay 25 cents for that cigar?
Pray: No, the boss smoked three-quarters of it.

Jenkins: I think a good glass of beer assists nature.
Trueworthy: It makes a perfect fool out of me.
Jenkins: That’s what I said; it assists nature.

Those Careless Enginemen
Brakeman Merry: Why should we cross crossings cautiously?
Conductor Phillips: Because the engineer might not hear your horn.

Operator O’Connell: Did you ever see a sky-scaper?
Operator Bowley: Yes, but I never saw one work.

Baggageman Messer: Do you think saxophone players can be good Christians?
Agent Dennis: Yes, but their neighbors can’t.

Operator Prouty: Are cosmetics dangerous to men?
Conductor Haney: Not if they wipe it off their coat before they go home.

Hold Everything!
Brakeman Henry: How did your neck get scalded?
Conductor Haney: I went down town to get a new hat, and just as I was getting it a waiter spilled soup on me.

Bold Brakeman: I should have kissed you going through that tunnel.
Fair Sheba: Heavens, wasn’t that you?

Questions and Answers
To the Oldtown Optimist:
What is Political Economy?
— Y. Know.

Y. Know:
It is the science that teaches you to get the greatest possible benefit with the least possible amount of honest labor.
O. T. Opt.

To the Oldtown Optimist:
What is the difference between a window and a widow?—Helpless.
Helpless:
You can see through a window.
O. T. Opt.

More Q and A
To the Oldtown Optimist:
What is your objection to the short skirt?—Digby.

Digby:
The length of it.—The Opt.

To the Oldtown Optimist:
What is the difference between a man and a worm.—Tell Me.
Tell Me:
There is no difference, they both think with their stomach.—The O. T. Opt.

Who Can Guess It?
My First is in iron, not in steel,
My Second in truck but not in wheel,
My Third is in cinder, not in gas,
My Fourth is in ticket, not in pass,
My Fifth is in stay but not in go;
My Whole is an officer you all know.

(For answer see bottom of next page.)
The M.C.R.R. General Office bowling teams and the Bangor pin pickers clashed at the Bowlodrome alleys at Portland March 30th, and when the smoke of a red-hot battle had cleared away, it was found the General Office 1st and 2nd teams had won and the 3rd team had fallen before the Bangor sharpshooters.

The features of the match were Bean's high three-string total of 324, the string total of 542 for the General Office, and Ryan's high string of 123 for Bangor. Mrs. Nowell gave a fine exhibition of bowling and defeated the veteran John Goud of Portland in a close finish.

Following is the score of the contest:

Bangor 1st Team

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<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Ryan</td>
<td>95</td>
<td>86</td>
<td>123</td>
</tr>
<tr>
<td>Comber</td>
<td>112</td>
<td>79</td>
<td>87</td>
</tr>
<tr>
<td>McAllian</td>
<td>93</td>
<td>118</td>
<td>87</td>
</tr>
<tr>
<td>Dodge</td>
<td>106</td>
<td>102</td>
<td>111</td>
</tr>
<tr>
<td>Sullivan</td>
<td>82</td>
<td>104</td>
<td>109</td>
</tr>
<tr>
<td>Total</td>
<td>488</td>
<td>489</td>
<td>517</td>
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Bangor 2nd Team

<p>| | | | |</p>
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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Mrs. Nowell</td>
<td>81</td>
<td>106</td>
<td>91</td>
</tr>
<tr>
<td>V. Nowell</td>
<td>79</td>
<td>81</td>
<td>77</td>
</tr>
<tr>
<td>G. White</td>
<td>82</td>
<td>85</td>
<td>75</td>
</tr>
<tr>
<td>Merrill</td>
<td>83</td>
<td>80</td>
<td>73</td>
</tr>
<tr>
<td>Mills</td>
<td>98</td>
<td>85</td>
<td>102</td>
</tr>
<tr>
<td>Total</td>
<td>423</td>
<td>437</td>
<td>418</td>
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Bangor 3rd Team

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<tbody>
<tr>
<td>G. Kitchen</td>
<td>96</td>
<td>105</td>
<td>90</td>
</tr>
<tr>
<td>J. Diviney</td>
<td>95</td>
<td>84</td>
<td>80</td>
</tr>
<tr>
<td>W. Mahoney</td>
<td>106</td>
<td>94</td>
<td>78</td>
</tr>
<tr>
<td>C. C. Haynes</td>
<td>100</td>
<td>100</td>
<td>83</td>
</tr>
<tr>
<td>L. H. Kitchen</td>
<td>87</td>
<td>79</td>
<td>88</td>
</tr>
<tr>
<td>Total</td>
<td>484</td>
<td>462</td>
<td>419</td>
</tr>
</tbody>
</table>

Portland 1st Team

<p>| | | | |</p>
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<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Bean</td>
<td>118</td>
<td>117</td>
<td>89</td>
</tr>
<tr>
<td>Pearson</td>
<td>95</td>
<td>120</td>
<td>97</td>
</tr>
<tr>
<td>Total</td>
<td>324</td>
<td>312</td>
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He Knows His Chickens

Mr. Prince, Clerk and Baggagemaster, Rumford Jet., is somewhat of an expert with hens. He says that a great many people don't understand "hens". He says you get out of a hen just what you put into them, or in other words you have got to work with your hens and be there with them, talk to them, tell them what a good hen they are to make them lay for you. Results speak for themselves, says Prince.

Did You Guess It?

Here is the answer to the anagram on the preceding page:

Runey

Notice the little inscription in the right hand corner. That, translated, means by the brush of a famous engineer, and not an artist. "Honey" or "Gus" Horeyseck, engineer on trains 43 and 64 between Portland and Bangor, was off his regular run on account of sickness a while ago and it was while recuperating that he made the above painting just to "kill a little time," he said.

Between Gardiner and South Gardiner along the Kennebec was the ideal spot for the background, a couple of block signals, a mile post, a curve and the sparkling river, —everything that an artist could wish for. "Honey" is a New Yorker, you know. Born and bred in the metropolis and used to work for the Canadian National before he came to the Maine Central. For the past 29 years he has been running passenger trains, mostly on the main line. He is very popular and efficient. He takes a trip over to the Big City every once in a while and hobnobs around with the politicians and is a good friend of Mayor Jimmy Walker. In fact, when "Honey" gets ready to go anywhere other than work, he could easily pass for the esteemed Mayor Walker, so near alike are the two gentlemen.

He is a member of the Brotherhood of Locomotive Engineers and of the Veteran Association and is a real "good fellow."
Calais Notes
By E. F. McLAIN
John E. Eagen has left for Boston for examination by specialists. He has been a victim of ailing health for some time. Another member of the Family who has left for Boston to be treated is Engineer W. K. Haycock.

Dana Boone, Carman, has accepted a commission with the Prohibition force. Mr. Boone will probably work out of Boston.

Mrs. J. B. Kenison and daughter, Lucy, left for a short visit with relatives in New York.

Haven't seen any robins yet, but Charlie Smith has his sheep-skin off so "it won't be long now."

"Allie" Trafton is back to work after an extended sickness.

"Passed His Screen Tests"
Operator L. D. Ryan is holding down "Pop" McCurdy's job in the ticket office during Pop's tour of the West. Our latest report from Pop found him in California, but what he's doing there is yet to be determined. Don't be surprised to see him on the silver screen along with Mack Sennett's Bathing Beauties. Reports from the front have it that this was his real reason for going out that way. He has taken several screen tests and declared to be eligible to pose with the one-piece-suit artists, so we are greatly concerned here as to whether he will return to us or not.

Ryan, himself, is not far behind Pop when it comes to being there with the ladies, according to our detectives who have him covered. His suave mannerisms and that "line" he hands out to them has captivated and his greatest worry is that Pop really will return and he will be relegated to the "also-rans" and have to go somewhere else to curry favor with a line like his, we can't see any cause for worry. What he didn't already know has been confided to him by Car Clerk Chaples, who has a line that won't curl up or crack and carries a 50-year guarantee.

Not Great Cut-Ups
Our under-cover men who have been observing Lillian McCurdy and Miss Pratt report that they can find nothing to complain of in their behavior, which is very pleasing to us all. But we hope they will do something desperate, like staying up till half past eight or nine, or knocking over an ink well or something so as to get their names in the Magazine. They got their faces in last month, and you can see at a glance that they are not the kind to do a great deal of cutting up.

Cashier Leach qualified as a fisherman a few days ago when he caught a few gold fish right in his own home. To do this however, he had to knock over the stand that held their bowl and scatter them and the water they dwelt in all over the house. He was "rassling" with a contrary mattress when it all happened and succeeded in getting the mattress in through the door, after upsetting everything movable within a radius of 20 feet of the door. The beautiful blue atmosphere that existed during the operation has now faded to a sickly yellow, but the gold-fish are still laughing.

A. W. Crosby is System's Oldest Freight Conductor

Mr. Crosby, whose home is in Fairfield, "63 years old, tough and rugged as a bear, eat three squares a day, and sleep well," was the answer snapped back to the writer in the answer to a query recently asked on the station platform at Madison.

Mr. Crosby, whose home is in Fairfield, is now running the Bingham Local and leaves Waterville Yard every other morning at nine o'clock. When he started in branking on his first job 46 years ago the old link-and-pin method was all the vogue. His first job was on Nos. 135 and 136 between Waterville and Belfast.

From that time on he ran Nos. 22-35 Portland to Skowhegan, holding the Skowhegan end of that job. For a while he was on the Lower Road running between Waterville and Portland, during the period of the "diamond smoke stacks."
A PAGE for the CHILDREN

HEALTH TIME TABLE

SAYS

BY FATHER TIME

AM

7:00 a.m. - sun, ur, and

8:00 - fast. b sure 2 have L-l+k and f+

10:00 b at on -e+me

11:00 a of -l+k

PM

1:00 p b sure 2 have veget

2:00 - p b sure 2 have

3:00 out

4:00 -e+ast -r+m and of L-l+k

5:00 -nner

6:00 2 with plen+ of fresh

7:00

C A P H A

967

89