The Stuff in a Man

The test of a man is the fight he makes,
   The grit that he daily shows;
The way he stands on his feet and takes
   Fate's numerous bumps and blows.
A coward can smile when there's naught to fear,
   When nothing his progress bars,
But it takes a man to stand up and cheer
   While some other fellow stars.

It isn't the victory after all,
   But the fight that a brother makes;
The man, who driven against the wall,
   Still stands up erect and takes
The blows of fate with his head held high,
   Bleeding, and bruised, and pale,
Is the man who'll win in the by and by,
   For he isn't afraid to fail.

It's the bumps you get, and the jolts you get,
   And the shocks that your courage stands,
The hours of sorrow and vain regret,
   The prize that escapes your hands,
That test your mettle and prove your worth;
   It isn't the blows you deal,
But the blows you take on the good old earth
   That shows if your stuff is real.

—Selected.
Railways a Great Civilizing Force

Railway transportation is the agency that for the century past has done more than any other single one of man's inventions to transform human life, especially in the way of pushing backward people forward and lifting submerged classes. The old-fashioned peasant, clinging closely to the ways of his fathers, and accepting a status of inferiority, has disappeared here before the whistle of the locomotive and the rustle of the newspaper. Local costumes and customs have had to yield here to the garments and manners of wider areas. The rural dweller here is familiar with the ways of the townsfolk.

Mobility transforms and ennobles peoples. It has always been so. Mobility along the Nile made old Egypt significant. Mobility on the sea distinguished in turn Phoenicians, Venetians, Norsemen, Dutch, and English. Sea-mobile Carthage compelled sedentary Rome to take to the Mediterranean and greatness.

A Railway-Created Country

The United States has been aptly called a railway-created country. Railways here enabled men to carry civilization, a civilization that was undoubtedly European, into what had been a trackless wilderness and create there widespread prosperity.

It is not that the railways happened to come along just as the country was being settled. The country did get settled then because the railway was available to do the work. Without the rails there would be no such country today. Settlement would have crept slowly along the rivers; numbers would still be small and wealth far less. Canals would be more numerous and fewer of those once built would have fallen into decay. All the waterways would be in use, but the total movement would be, by our present lights, insignificant. The railways made the United States, and the present generation has its whole life tied up with the effects of railways.

Nearly Half World's Mileage

Future new building of railroads in the United States and Europe may be in good part offset by taking up unprofitable lines.

In this connection it is worth noting that the United States had about 46 per cent of the world's total mileage of railroads in 1890, 43 per cent in 1900, the same in 1910, and 38 per cent in 1920. As Europe's mileage too has fallen from 34 per cent of total in 1905 to 31 per cent in 1925, it appears evident that the remaining third of the world's railroads, the railroads of the less developed regions, are now increasing mileage more rapidly than are those of Europe and the United States.

Rumford A Busy Railroad Town

I THINK I am safe in saying that there is no other place in this fascinating game of railroading quite so bleak, cold and dreary as railroad yard on a winter's day. If you are not dressed to combat the blustering winds, which have a way all their own of whirling by the end of box cars, take my advice and stick close to the fireside.

Fingers and Nose Nearly Froze

Your humble correspondent nearly froze both ears and a couple of fingers poking around (if you know what I mean) the Rumford Yard one day not long ago. But the warm reception and cooperation extended by the yard conductor, round house hostlers, trainmen and engine crews more than offset the frigid weather.

Rumford is not the largest railroad center in the world, neither is it a parking ground for empties and snow plows. There's something moving every minute of the day and the working days there are 24 hours long.

House Has Twelve Stalls

The round house in the paper town has a capacity of 12 engines with an 85-foot turntable large enough to turn our largest Mikados. A cross section of the house with four "hogs", Nos. 522-627-355-365 protruding is reproduced for evidence.

Through the courtesy of Yard Conductor Harry Ruff, former lieutenant in the World War, and Hostler Fred E. Douglass of Lewiston, Engine 606 was run onto the table for a special Kodak shot, and she's a right smart "Micky" too. It was only recently that with the aid of a little "W" helper, she walked off with a train of 95 cars from the yard, picked up 15 more cars at Park (Can-
ton), paper from the Livermore Falls Branch, and hauled them into Rigby on good time.

Rumford being a mill town, much of our freight traffic originates from the mills of the Oxford Paper Co., the International Paper Co. and the mill of the Continental Paper Bag Co., all within a stone's throw of our station on the banks of the Androscoggin.

Besides a 500-ton coal pocket and a 50,000-gallon water tank in Rumford Yard, spur tracks and sidings at the mills, repair shops and efficient crews, Rumford boasts of one of the nearest up-to-date stations on the System.

The architecture of the station is the same plan as the Lewiston Upper Station. In fact one cannot but help note the resemblance, so near alike are the two buildings.

Mutual Understanding, Confidence and Respect

By Agent J. C. ESTEY, Franklin

In our February Employee's Magazine, we read under the heading, "Employees' Stake in Public Relations," the following: "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."

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

Further on we read: "Railroads with the highest standards of efficiency and 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."

If we read carefully, and thoughtfully, we can discover that changes are constantly being wrought in this great game of Railroading. We will discover, also, that our management, not only believes this, but is actually putting it into practice. It would seem, after reading these various articles as they appear, that our co-workers would sense the ever-changing conditions. We should bear in mind that years ago this message to the men could not have been printed or thought of.

It was with some regret that after the various articles on claims, ably written by our Claim Agent, Mr. Manning, that there was not the response that should have been forthcoming. This lack of interest can be traced, I think, to the old conditions. I am wondering how long it is going to take for this new order of things to work through.

I firmly believe that our management is doing everything that is reasonably possible to bring about a condition of perfect trust and confidence, and I am sure that along with this will come the respect that is due to each other.

In closing I wish to call attention to the editorial, "New efficiency records," (in the March edition, page 13). We can all do our bit to make this year a better year than last, and in that way help OUR management to show records over last year.
Fred A. Little, Veteran Engineman, Retires

Fred, as the railroad family know him, served his apprenticeship as a fireman for only three years and three months before he was set up as an engineer. Entering railroad service at the age of 16 on the old European and North American R. R., his first experiences in a cab date back to the time of wood-burners.

From a Railroad Family

Born in West Paris, Maine, in 1860, he came from a railroad family. His father, William G., was an engineer on the Grand Trunk for thirty odd years and also a roundhouse foreman on the old E. & N. A. R. R. before it was taken over by the Maine Central. His brother Albert, also rode the head end for more than 35 years on the Boston & Maine, and a sister was a telegraph operator for several years.

His first running job was on a construction train Vanceboro to Winn and at the time he was one of the youngest engineers on the board. This was on July 12, 1880. He did spare work running work trains and freight trains until he qualified for passenger service. After that practically all his service was in the passenger end.

The record run that he made Vanceboro to Winn in two hours and forty minutes off a schedule in those days was his first Maine Central train to operate on E. and N. A. iron. On board the special was President G. E. B. Jackson, General Manager Payson Tucker and Treasurer J. S. Cushing.

Fifteen Years on 29 and 102

For fifteen years, he hauled 20 and 102 and they usually were loaded to capacity, as the Maritime Province traffic at that time was at its peak.

In '93 (in Payson Tucker's time) Fred figured in an accident at Greenbush in which he suffered a broken arm which necessitated his laying off for three months. Charlie Whitehouse was conductor and "Eddie" Hurd was fireman.

Recovering from his injuries, he went back on the job taking his regular run. At that time he was running Nos. 71 and 2, Bangor to Vanceboro.

Along in 1912 through no fault of his own, Fred had been the recipient of several injuries received in accidents at Winn, Orono and Greenbush, which old-timers will remember. He took a leave of absence from the service.

It was at this time that he went to Pittston Farm, for the Great Northern Paper Co., as superintendent. For seven years, 1912-1919, he remained in charge of this 110-acre farm. This in itself was no small undertaking, at one time there being 71 men at the farm under his jurisdiction. To take care of 150 horses, 300 hogs and look after 17 buildings will portray in a small way the position he held.

Locomotive Inspector in 1919

In 1919, he returned to Maine Central Service as locomotive inspector at Waterville Round House, position he held until the time of his retirement.

He was one of the first to join the M. C. Relief Association, had been an active member of the Brotherhood of Locomotive Engineers, Division 40, since 1883, and wears its 40-year badge.

He is a member of the New England Association of Railroad Veterans and an ardent booster for all Maine Central interests. On July 3rd, Fred will be 69 years old. With his wife, Katherine, they make their home at 4 Elm Terrace, Waterville.

WHAT OUR PATRONS SAY

Maine & New Hampshire Granite Corp'n.
North Jay, Maine,
March 22, 1929
Lucien Snow,
Frt. Traffic Manager,
Portland, Maine.
Dear Sir:
Yesterday morning the writer called your office on the phone in relation to two cars of machinery which we were shipping at that time to our Redstone, N. H., plant to replace material that was burned in the fire of March 16th.
Your office has just advised us by phone that these cars arrived in Redstone last night, making the entire distance in one day. This is certainly good service and we want you to know that we appreciate it, especially at this time when the machinery was so urgently needed.
Yours very truly,
Maine & New Hampshire Granite Corp'n
(Sgd) R. E. Timberlake
Asst. Treasurer.

More About the Engines on the Old Belfast

To the Editor:

I am always interested in your monthly publication, especially in the articles that appear from time to time regarding the what might be termed the historic period of the Road and the men and equipment of those, the early days of progressive railroading.

In the March number I noticed an article regarding Brooks Station, and in your mention of the engine No. 36 you note that it was a wood burner and that the picture was taken 37 years ago. In this you are in error as I made a trip on this engine as a fireman 47 years ago and it was a coal burning machine at that time.

There were three of these engines of the pattern of the No. 36, all built about the same time by the Baldwin Locomotive Works; No. 36 (Union), No. 37 (Gov. Merrill), No. 38 (Gov. Coburn), and as I recall their specifications were alike in appearance but the No. 36 was one inch less in cylinder diameter than the No. 37 and No. 38, being 15x24 and the other two 16x24.

They must have been bought in the very early seventies as No. 38 was hauling the day passenger train that went through the bridge over the Hampden road in Bangor in the year 1871, this fact having been told to me by Engineer E. A. Kelsey, now deceased, as he was the fireman on that trip and it was not ancient history when I was with Kelsey in 1882.

The above is not written with an intention that I can tell you what cannot be found among the archives of the Company but with the thought that in your position you might be interested in further information regarding this old engine of the days when we looked on them more as living objects than as a piece of machinery.

C. L. Cummings
Office of the Deputy Collector
Treasury Dept., Vanceboro, Me.

Many thanks, Mr. Cummings, we always welcome help in keeping the record straight. —The Editor.
IN MEMORIAM

He was hired as locomotive fireman in 1877 on the old European and North American Railroad, which was later absorbed by the Maine Central. He was promoted to engineman in 1880 and had been running trains continually up to the time of his retirement. At the time of his death, with his wife and sister, he had been spending the winter in the West.

His remains were brought to Bangor and funeral services were held from his residence, 115 Union Street, Bangor. The bearers were members of the Brotherhood of Engineers, W. A. Mooney, H. F. Gove, C. H. Kingsbury, A. J. Robinson, A. R. Rush and F. A. Little. He was a member of the Brotherhood of Locomotive Engineers, Lodge No. 508, Bangor, and an honorary member of the Grand International Division. He had taken an active interest in its affairs for more than 40 years.

WALTER T. KELLEY

Walter Thomas Kelley, 55, for 35 years popular and efficient cashier of the Portland Terminal Company, died March 12th at his home in Portland of bronchial pneumonia. Mr. Kelley was one of the most courteous and efficient employees in his dealings with the public that we have ever had. His railroad career had practically always been in the cashier's end. His relations with all he met were most harmonious and his personality ideal for the position that he held.

Mr. Kelley was an enthusiastic sport fan and rarely missed any sporting contest of any importance. His other hobby was his summer cottage at Peaks Island where he had been a regular visitor for 20 years or more.

He entered Portland Terminal service May 5, 1893, and started in the old Pacific and Maine billing office at the corner of Maple and Commercial Streets. He received his education in the Portland Public Schools and Gray's Business College. His railroad career started immediately after his education was finished.

He was a member of the Brotherhood of Railroad Clerks, of the Portland Lodge of Elks, and took an active interest in Democratic politics. He is survived by two sisters, Mrs. Joseph L. Donahue and Mrs. John Barrett and an aunt, Mrs. Elizabeth Clutchey, all of Portland.

EDWARD E. BURKE

Edward E. Burke, 32, first-trick operator at Chisholm Yard, died March 12th while on his way to his duties. Death came instantly as a result of an heart attack. He was born in Somersworth, N. H., April 11, 1877, the son of John and Leah Burke and had lived at Livermore Falls for 29 years.

Mr. Burke entered the service as baggage man at Chisholm May 1, 1907. Two months later he went to Rumford Falls as Ticket Agent. September, 1909, he was agent at Bemis. In November, 1910, he was agent at West Minot and the same year he went to Hartford as agent. On January 17, 1911, he bid off position as clerk and operator at Livermore Falls and was made agent October 2, 1923. He held this position for five years until Nov. 29, 1928, when he went back to Chisholm Yard as first-trick operator, the position he held at the time of his death.

He is survived by his wife and son, Elmore, his mother, Mrs. John Burke of Asbury Park, N. J, three sisters, Mrs. Annie Houle, Mrs. Mary Cosgrain and Mrs. Emma Carrigan, all of Asbury Park.

HENRY F. DOWST

The sincere sympathy of the members of Maine Central Family is generally extended to the close friends and relatives of Henry F. Dowst, former Superintendent of our Road, and at one time General Manager of Washington R. R., who died recently at his home in Bangor.

Mr. Dowst in his railroad career held positions as agent at Clinton, and Westbrook Junction, (now called Deering Jet.) and was for a time freight agent at Bangor. On Dec. 20, 1897, he was transferred out of this position, being succeeded by Walter Cobb, now Treasurer of Eastern Pulp Co. and made Superintendent of the Eastern Division.

When the Washington County Railroad was opened in 1888, Mr. Dowst was made General Manager with headquarters in Calais. For two years he held this position until in 1900 he resigned and with W. E. Dixon, former agent of Eastport, entered the lumber business, operating a portable mill at Allans' Siding, Dennysville.

His ability was early recognized and quick promotions followed. His traits of mind and heart endeared him to his associates with whom he had business relations.

He was a man of high ideals, loyal and possessed of the qualities of fidelity, kindness and marked executive ability.

EDMUND C. GRAHAM

As Edmund C. Graham, Assistant Yard Master at Bangor, was alight from a street car near his home, on March 7th, about 6:15 P. M., he was struck by a motor car driven by Dr. E. H. Bubar, also of Bangor and sustained serious injuries which resulted in his death about midnight of the same day.
At the time of the accident there was a blinding snow storm and it is evident that the driver of the motor car did not see Mr. Graham until it was too late to avoid hitting him. Mr. Graham's acts after the deplorable accident were considered as most remarkable and go to prove that Mr. Graham had an indomitable will and great amount of grit, as he was terribly injured and must have been suffering untold agony. He got out from under the automobile and gave his name and address and also made the request that he be taken to his residence. However, he was prevailed upon by his family who were quickly notified and those present to go to the hospital and even rode on the seat of the ambulance to the hospital for some time and about mid­night he passed away.

It was found by the attending physicians that he had suffered a multiple depressed fracture of the skull, a broken collar bone, as well as eleven ribs being broken.

Mr. Graham was very prominent in Masonic circles and was highly regarded by a large number of friends and fellow­workmen and his sudden and tragic death came as a great shock to his family and acquaintances. He was a 32nd degree Mason, a member of St. John’s Commandery of Annah Temple. He was also a member of the Brotherhood of Railway Train­men, and belonged to the Maine Central Relief Association. He had been a resident of Bangor for the past 31 years and was born in Perth, N. B. He is survived by his wife, Joseph Sylvester, who is now living in Florida.

CARDS OF THANKS

I would like at this time to thank the members of the Maine Central Family on the Kineo Branch for their kind help to me during my recent sickness.

Sectionman Alonzo A. Otis, Madison.

I wish to thank the employees of the Local Branch, also the Rumford and Farmington Branches for the beautiful flowers sent to us in our bereavement.

Mrs. Ruth M. Burke and Son, Liv. Falls.