He's a little dog, with a stubby tail, and a much eaten coat of tan,
And his legs are short, of the wobbly sort; I doubt if they ever ran;
And he howls at night, while in broad daylight he sleeps like a bloomin'og,
And he likes the feed of the gutter breed; he's a most irregular dog.

I call him Bum, and in total sum he's all that his name implies,
For he's just a tramp with a highway stamp that culture cannot disguise;
And his friends, I've found, in the streets abroad, be theyurchins or dogs
or men:
Yet he sticks to me with a fiendish glee. It is truly beyond my ken.

I talk to him when I'm lonely, and as sure that he understands
When he looks at me so attentively and gently licks my hands;
Then he rubs his nose on my faded clothes. But I never say aught there.
For the Good Lord knows I can buy more clothes, but never a friend like that.

So my good old pal, my irregular dog, my fee-bitten, stub-tailed friend,
Has become a part of my very heart, to be cherished till lifetime's end;
And on Judgment-day, if I take the way that leads where the righteous meet,
If my dog is barred by the heavenly guard—we'll both of us brave the heat!

From the writings of W. Dayton Wegefarth.
Endorsed by the Penna. Society P. C. A.
Accident Record of 1927 Demands That Carelessness Be Banished

By D. C. DOUGLASS, Vice President and General Manager

Our accident record for 1927 is a subject which calls for serious consideration at this time. During the past year seven employees were killed and two hundred and sixty-six injured in reportable accidents on the Maine Central Railroad and Portland terminal, as compared with four killed and two hundred and thirty-six injured in 1926, an increase of 75 per cent in fatalities and 13 per cent in the number of injuries. This only includes such accidents as incapacitated the injured person from performing his duties for more than three days during the ten days following the accident.

The fatal accidents were as follows:
- A deck hand fell from steamer and was drowned.
- An engineer and fireman were killed on account of an explosion in firebox of engine.
- A section man was struck by a train while removing hand car from track.
- A section man was killed in the derailment of a motor car.
- A section man stepped in front of a train.
- A section man was struck by a train while on his way to work.

It will be noted that the seven fatalities included four section men.

Casualties to Employees are classified into the three following groups:

<table>
<thead>
<tr>
<th></th>
<th>1927</th>
<th>1926</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train accidents</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>Train service accidents</td>
<td>3</td>
<td>44</td>
</tr>
<tr>
<td>Non-train accidents</td>
<td>3</td>
<td>211</td>
</tr>
<tr>
<td>Total</td>
<td>7</td>
<td>266</td>
</tr>
</tbody>
</table>

Non-train accidents in 1927 show an increase of 16⅔ per cent over the previous year.

It may be stated by way of explanation, that train accidents include those resulting in casualties to persons and damage to property.

Train service accidents include

...
those which occur in connection with the operation of trains and engines, causing injury to persons, but no damage to property, and non-train accidents cover casualties to persons in which the operation of trains and engines is not involved. The year 1927 shows up badly.

<table>
<thead>
<tr>
<th>Non-train Accidents classified according to Departments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
</tr>
<tr>
<td>Killed</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td>Clerical and General</td>
</tr>
<tr>
<td>Maintenance of Way and Structures</td>
</tr>
<tr>
<td>Maintenance of Equipment</td>
</tr>
<tr>
<td>Transportation</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

Employees in the Maintenance of Way Department suffered the largest number of non-train accidents, with the Motive Power Department a close second.

As the number of man hours worked was approximately the same as in 1926, the reason for the large increase in casualties to employees in these departments is not apparent.

<table>
<thead>
<tr>
<th>Distribution of non-train casualties according to Classes of Accident</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
</tr>
<tr>
<td>Killed</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td>Shop machinery, stationary engines and motors</td>
</tr>
<tr>
<td>Transmission apparatus, belts, gears, shafting</td>
</tr>
<tr>
<td>Use of hand tools and apparatus</td>
</tr>
<tr>
<td>Flying particles</td>
</tr>
<tr>
<td>Explosives, inflammable, hot or corrosive substances</td>
</tr>
<tr>
<td>Collapse or fall of objects</td>
</tr>
<tr>
<td>Handling rails, ties and bridge timbers</td>
</tr>
<tr>
<td>Maintenance of Way hand cars</td>
</tr>
<tr>
<td>Maintenance of Way motor cars</td>
</tr>
<tr>
<td>Handling freight or supplies</td>
</tr>
<tr>
<td>Falls of employees</td>
</tr>
<tr>
<td>Miscellaneous non-train accidents</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

More than one-half of all non-train accidents in 1927 were due to employees, collapse or fall of objects, and handling rails, ties and bridge timbers. Some of these accidents have been unavoidable, but undoubtedly the majority of them could have been prevented if proper care and safety precautions had been used.

Foremen and other supervisors and officers are urgently requested to use close attention to the manner in which new men under their charge perform their duties, being particular to see that they are doing their work, and to warn them not to use unsafe tools and to stop dangerous practices.

This Company wishes to keep the number of preventable accidents to a minimum.

Mountains of Gold

Declared

By A. P. WHITE, C. G. M.

YOU are starting a new year.

Let us make this a notable year for the care of "their public" - the agents, to whom particularly I address these words. Note this term which implies "your public", for the people in the community served by your station are as much "your public", and you have as good a right to consider them "your public" as any movie actor has to consider the fans particularly fond of his pictures as his public.

Personal Touch Important

Make it a rule this year th
More than one-half of all non-train accidents in 1927 were due to falls of employees, collapse or fall of objects and handling rails, ties and bridge timbers. Some of these accidents may have been unavoidable, but undoubtedly the majority of them could have been prevented if proper care had been used.

Foremen and other supervising officers are urgently requested to give close attention to the manner in which men under their charge perform their duties, being particular to instruct new men in the proper method of doing their work, and to warn them not to use unsafe tools and to avoid dangerous practices.

This Company wishes to reduce preventable accidents to a minimum and the Safety Bulletins and Circulars which are being issued each month should be conspicuously displayed and carefully studied and the suggestions acted on, in order that the goal of a 35 per cent reduction in such accidents may be reached by the end of 1930. Close supervision and an active interest in accident prevention will accomplish this result, and the cooperation of officers and employees is earnestly solicited with this end in view.

If we all work together for this end, if we agree to banish carelessness, if we do our thinking about accidents before they happen instead of waiting till we are laid up—then there can be about 260 less accidents on the System in 1928 than in 1927.

Mountains of Good Will Can Be Built Declares an Ex-Agent

By A. P. WHITE, Chief Clerk, Passenger Traffic Department

You are starting a new year, 1928. Let us make this a notable year for care of "their public" by our agents, to whom particularly I address these words. Note this term which implies "your public", for the people in the community served by your station are as much "your public", and you have as good a right to consider them "your public" as any movie actor has to consider the fans particularly fond of his pictures as his public.

Personal Touch Important
Make it a rule this year that you will always be in touch with "your public" and with their wants, administering service to their needs in all cases. Get the habit of being the Maine Central Railroad as far as "your public" is concerned and the individuals who make it up will soon begin to think of you as the Maine Central Railroad, will instinctively turn to you in all matters of transportation, and will ask for rates and routes for all passenger or freight business that may come to their attention. They will also refer friends to you.
Do not let any outsider come in and get your business away from you any more than you would if you were running a store. Should any business appear in your vicinity on which you do not feel sufficiently well informed to authoritatively quote rates and routes, tell your prospective patron that you will give him the information in a day or two, and then apply to your Traffic Department, stating the situation fully, and ask for information. When this information is received, interview the patron yourself and give him the information. A personal interview is better than a telephone conversation.

To Your Personal Credit
You will readily see that this places you in a position to supply anything that “your public” may want, which will react to your personal credit with them. Handle the transportation business much as an insurance agent would handle his business, fighting for every bit that is in your community, always bearing in mind that there is a possibility of developing a little more business. Don’t wait for the business to be brought to you, but go after it, as there is a possibility that it may fail to develop, or that someone else may get it.

It is fully appreciated that many agents are working along these lines at the present time. This attitude stands out quite distinctly, both in the mind of “their public” and the eye of the management, from that of merely selling a ticket when it is asked for, or billing a piece of freight that has been offered.

Pays Wonderful Dividends
Consider well the patron who lives at some distance from your station, remembering that the little courtesies which you may render him, such as sending a time table folder, or getting a few hand bills to the community store, will pay wonderful dividends on the effort expended, both to you personally and to the Maine Central Railroad.

When some rural person, who is possibly unaccustomed to the ways of transportation, is about to become one of your patrons, be very sure that he has correct and explicit information as to where and when to change cars, where and when to connect with a sleeping car should he want one, being sure, of course, that he is furnished with correct ticket and understands whether or not a stop-over is allowed, and the return limit of his ticket.

These are little things in themselves, but remember that the biggest mountain is made of small particles of earth, sand and rock, and if you will consistently administer these little acts of human kindness to “your public”, you will be surprised to find how soon you have built a mountain of good will for yourself as well as the M. C. R. R.

Traffic Tip Helps
The following Traffic Tips have been received since the last Magazine was issued: James F. Woodbury, Rigby Yard; V. A. Cunningham, Oldtown; E. C. Herrick, Agent, New Gloucester; R. L. Dresser, Baileys, N. H.; B. W. Moore, Agent, Greene; W. E. Bridgman, Agent, Jonesboro; E. Comstock, Agent, Brownfield; A. J. Walsh, Agent, North Belgrade; M. C. Erskine, Agent, No. Jay; H. A. Vigeaut, Pejepscot Mills.

---

Good Old Noah

John A. Mace

Half Century Shown by

Conductor S. B. Ham has an interesting relic of bygone days—a book of “General Regulations” of the Eastern Railways, the eastern route of the Boston and Maine.

The book is dated 1872, and bears fly-leaf the name of F. O. Beal, Conductor, and the date 1873.

In those days, train crews ran through between Bangor and Boston, and Mr. Beal was a conductor on one of the trains. He later retired, went into business in Bangor, where he was an influential citizen, and was several times Mayor of the city. He died a few years ago. The book of rules, found among his effects, was given to Conductor Ham by the executor of the estate.

Many Rules Still in Effect

While many of the rules, adapted to the road conditions of 55 years ago, would be odd in the light of present day conditions, it is interesting to note how many of them are still in effect.
Good Old No. 102 Makes Record

On Monday, January 2, No. 102, Engine 406, in charge of Conductor John A. Mace with Assistant Conductor A. N. Johnson and Engineer Irving A. Turner handled 1115 passengers Bangor to Portland. Engineer Turner made remarkable running time considering the heavy travel and rough wind that was blowing a gale on this zero day.

Half Century Change in Railroading Shown by 1872 Book of Rules

Conductor S. B. Ham has an interesting relic of bygone days in the form of a book of “General Rules and Regulations” of the Eastern Railroad, now the eastern route of the Boston & Maine. The book is dated 1872, and bears on the fly-leaf the name of F. O. Beal, Conductor, and the date 1873.

In those days, train crews operated through between Bangor and Boston, and Mr. Beal was a conductor on one of these trains. He later retired, went into business in Bangor, where he was an influential citizen, and was several times Mayor of the city. He died a few years ago, and the book of rules, found among his effects, was given to Conductor Ham by the executor of the estate.

Many Rules Still in Effect

While many of the rules, adapted to railroad conditions of 55 years ago, appear odd in the light of present day methods, it is rather surprising to note how many there are which are identical with, or at least similar to, those in effect today. For example: “The stations where regular trains cross or pass each other, are designated by full-faced figures”. And of course all old-timers remember that the word “cross” was used in the same sense that “meet” now is.

The rule prohibiting the use of intoxicants is almost identical with our present standard rule G. Conductors are cautioned that they “must know that each switch which has been changed is left right for the main track, unless in charge of a switchman, or the conductor of a following train is present and takes charge of it”. Compare that with our Rule 101.

The Conductor as a Fireman

There are, however, many rules which would have no place in present-day railroad. For instance the duties of a
passenger trainman include a provision that he must, when leaving train at end of run, "see that windows are closed, lamps extinguished, that there is no danger from fires in stove", etc. He is told that it is his duty "to keep the cars neat and clean, connect the bell-cord through all the cars with the engine, take care of the lamps and stoves", and "assist at the stations in whatever work is required of him". He is expected to acquire sufficient familiarity with the road "to be able to stop the train at regular stopping places without the whistle being sounded for that purpose", the stopping, of course, being accomplished by the hand brake.

When Signalling Was Simple

Conductors are instructed that any money collected by them must be shown on their "way-bill". They are also told that if there is anything the matter with the cars in their train, they will promptly "send them to the shop in Salem".

There are rules governing the use of signals at various points, practically all appearing to refer to ball signals. At "Boston Station" for instance, one ball permits trains to "enter the car-house". Rather a contrast to the elaborate interlocking signal plant at North Station today.

Hand and lamp signals used 55 years ago were somewhat different than now. A green flag, "waved gently", indicated that a train had passed within five minutes—a primitive separation signal. Red flags on an engine indicated that a train was following with the same rights; white flags indicated a train following without rights.

"A sweeping parting of hands on a level with the eye" is given as the proper hand motion "to go ahead"; a downward motion of one hand is "to stop". One short sharp whistle is the signal to apply brakes; two, to "let go".

Tacks for Bridge Draws

Agents were held absolutely responsible for the proper position of switches after used by trains; and for knowing that cars left on sidings were properly secured and tagged. Before the arrival of regular trains, it was their duty to check the position of all switches in the yard, see that no cars were in a position to foul the main track, that highway crossings at or near the station were protected, that fuel and water were ready for the locomotive if needed, that "the passenger rooms and car houses" were in good order, and that the baggage of passengers was delivered with the utmost dispatch.

Sectionmen were instructed that they must keep the Roadmaster fully informed of "all that it is necessary for him to know". Apparently his need of knowledge was left to their discretion. Bridge draw-tenders were required not only to tend the bridge, but to make repairs when needed; and were expected to thoroughly examine the bridge after the passage of each train. They were instructed to maintain necessary tools, "with an assortment of nails, tacks, etc.", so that prompt repairs could be made.

Train orders were addressed to the Conductor, who was required to write his understanding of them. This written response was then transmitted to the dispatcher, upon whose approval the order could then be delivered. The rules covering the use of train-orders are very brief, and there are no standard forms or explicit directions.

What Our Patrons Say

Fulcher-Holway Company
Augusta, Maine,
October 17, 1927
C. A. Small, Commercial Agent
Maine Central R. R. Co.,
Lewiston, Maine.
Dear Mr. Small:

We certainly appreciate your kindness in getting us the information on the cars and telling us about the routings on Western shipments from Cleveland, Cincinnati, and other places. This is all very helpful.

Yours very truly,
Fulcher-Holway Company.

1/D/1

Rigby Car Handling

How many members of the Fareham crew were familiar with the vast amount of work transacted in a working day at the Fareham Terminal? In reviewing the last five years’ operation we find that Rigby 1927 broke all records for cars handled. On an average 2,337 freight cars were moved in and out of the yard, compared favorably with yards on other roads.

During the twelve calendar months a total of 853,178 cars were handled in and out of the yards in connection with the Maine Central Railroad, Boston &

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Receiv'd</th>
<th>Freight Deliv'd</th>
</tr>
</thead>
<tbody>
<tr>
<td>1923</td>
<td>4,005</td>
<td>4,005</td>
</tr>
<tr>
<td>1926</td>
<td>5,003</td>
<td>5,003</td>
</tr>
<tr>
<td>1927</td>
<td>5,005</td>
<td>5,005</td>
</tr>
</tbody>
</table>

New England

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Receiv'd</th>
<th>Freight Deliv'd</th>
</tr>
</thead>
<tbody>
<tr>
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<td>4,005</td>
<td>4,005</td>
</tr>
<tr>
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<td>5,003</td>
<td>5,003</td>
</tr>
<tr>
<td>1927</td>
<td>5,005</td>
<td>5,005</td>
</tr>
</tbody>
</table>

Maine Central

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Receiv'd</th>
<th>Freight Deliv'd</th>
</tr>
</thead>
<tbody>
<tr>
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<td>5,003</td>
<td>5,003</td>
</tr>
<tr>
<td>1927</td>
<td>5,005</td>
<td>5,005</td>
</tr>
</tbody>
</table>

Total Cars In and Out on Three Roads

<table>
<thead>
<tr>
<th>Year</th>
<th>No. Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>781,632</td>
</tr>
<tr>
<td>1926</td>
<td>789,721</td>
</tr>
<tr>
<td>1927</td>
<td>853,178</td>
</tr>
</tbody>
</table>
Rigby Car Handling at Record Height for 1927

How many members of the Family are familiar with the vast amount of business transacted in a working day at the Portland Terminal? In reviewing the last three years' operation we find that Rigby Yard in 1927 broke all records for cars handled. On an average 2,337 freight cars a day were moved in and out of the yard which compared favorably with yards on other roads.

During the twelve calendar months, a total of 853,178 cars were handled in and out of the yards in connection with the Maine Central Railroad, Boston & Maine Railroad and the Grand Trunk Railway. This compares with the total of 782,771 in 1926 and 781,632 in 1925.

The cut above shows the western part of the yard at Rigby and is taken from the top of the coal pocket, a familiar sight to many. Inset cut shows C. H. Priest, Superintendent of the Portland Terminal Company. In spite of the large volume of traffic handled which reached unusual proportions during the period following the disastrous floods in northwestern New England, traffic moved smoothly and efficiently through the yards all during the year.

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Trains Received (MC)</th>
<th>Freight Trains Forwarded (MC)</th>
<th>Freight Trains Reserved (MC)</th>
<th>Cars Forwarded</th>
<th>Total Handled</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>218,358</td>
<td>5,065</td>
<td>217,772</td>
<td>5,165</td>
<td>433,046</td>
</tr>
<tr>
<td>1926</td>
<td>238,404</td>
<td>5,165</td>
<td>237,733</td>
<td>5,165</td>
<td>472,533</td>
</tr>
<tr>
<td>1927</td>
<td>220,940</td>
<td>5,165</td>
<td>219,772</td>
<td>5,165</td>
<td>433,046</td>
</tr>
</tbody>
</table>

**BOSTON & MAINE RAILROAD**

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Trains Received (B&amp;M)</th>
<th>Freight Trains Forwarded (B&amp;M)</th>
<th>Freight Trains Reserved (B&amp;M)</th>
<th>Cars Forwarded</th>
<th>Total Handled</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>170,726</td>
<td>4,452</td>
<td>169,274</td>
<td>4,452</td>
<td>329,283</td>
</tr>
<tr>
<td>1926</td>
<td>170,436</td>
<td>4,459</td>
<td>169,436</td>
<td>4,459</td>
<td>351,793</td>
</tr>
<tr>
<td>1927</td>
<td>180,650</td>
<td>4,417</td>
<td>179,237</td>
<td>4,417</td>
<td>354,787</td>
</tr>
</tbody>
</table>

**GRAND TRUNK RAILWAY**

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Trains Received (GT)</th>
<th>Freight Trains Forwarded (GT)</th>
<th>Freight Trains Reserved (GT)</th>
<th>Cars Forwarded</th>
<th>Total Handled</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>6,117</td>
<td>11,866</td>
<td>10,749</td>
<td>11,866</td>
<td>23,933</td>
</tr>
<tr>
<td>1926</td>
<td>6,245</td>
<td>17,185</td>
<td>16,937</td>
<td>17,185</td>
<td>34,423</td>
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<tr>
<td>1927</td>
<td>10,093</td>
<td>15,975</td>
<td>15,137</td>
<td>15,975</td>
<td>30,970</td>
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</tbody>
</table>

**Total Cars In and Out on Three Railroads**

<table>
<thead>
<tr>
<th>Year</th>
<th>No. Cars</th>
<th>Year</th>
<th>No. Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>781,652</td>
<td>1925</td>
<td>418,349</td>
</tr>
<tr>
<td>1926</td>
<td>832,771</td>
<td>1926</td>
<td>420,772</td>
</tr>
<tr>
<td>1927</td>
<td>853,178</td>
<td>1927</td>
<td>432,129</td>
</tr>
</tbody>
</table>

Our Classification Yard Engines at Rigby

This is taking one count of cars in this item.

**Fuller-Holway Company**

Augusta, Maine, October 17, 1927

A. Small, Commercial Agent

We certainly appreciate your kindness in getting us the information on the cars and telling us about the shipments on Western shipments from Cleveland, Cincinnati, and other places. This is all very helpful.

Yours very truly,

Fuller-Holway Company.
ALTON A. BEAN

It is with a feeling of deep regret that we record in the columns of the Magazine the passing of a beloved and knight of the wire, Alton A. Bean, who passed away at his home, 172 Brown Street, South Portland on January 11th. Mr. Bean was the oldest telegrapher on the Maine Central and Portland Terminal roster and up to the time of his death held the position of telegrapher in General Yard Master J. L. Quincy’s office, known to agents and operators along our lines as “PN” office.

Mr. Bean was born August 8, 1862. When he was 17 years of age, he entered the service of the B. & M. as agent at Ferncroft. This was on May 30, 1879. Three years later, he was transferred as agent and operator to Summer Street Station on Cape Elizabeth, located on the old Eastern Division of the B. & M.

EDWARD A. MADDEN

Edward A. Madden, crossing tender at Deering Junction, died December 8, 1927. Mr. Madden entered Maine Central service November 19, 1918 and is survived by one son, Frank R. Madden.

BENJAMIN F. BARKER

Benjamin F. Barker, crossing tender at Woodfords, died early in the month of January. He entered Maine Central service July 27, 1925 and is survived by a daughter, Mrs. L. G. Gaouett.
MAINE CENTRAL
Employees’ Magazine

Vol. V FEBRUARY 1928 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.

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D. W. BISHOP, Associate Editor

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J. E. Winston, Lancaster
Alfred R. Pugh, Rockland

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A. W. Sawyer, Motive Power Dept.
E. I. Hill, Freight Claims

Communications by members of the Maine Central
family, and by all others interested are earnestly
solicited. They may be forwarded "R. R. B." and
should be addressed to magazine headquarters,
Room 111, 222-242 St. John Street, Portland.

EDITORIALS

UNPLEASANT NEWS
It is always pleasant to announce good
news but it is sometimes more profitable
to tell bad news. And under this heading
we must certainly place the Manager’s
report of increasing deaths and injuries in
the Maine Central Family, published in
this issue.

When 270 of our members are disabled
in the course of one year it is time some-
thing radical was done.

There are two parties in our warfare
against accidents, the Employees and the
Management. The latter is doing all in
its power to win the fight for Safety and
earnestly solicits suggestions from any and
all sources to aid in making its efforts in
this direction more successful.

The individual employee has even more
to gain from the success of the continuing
battle for Safety. Are they doing their part?
The answer, of course, is that almost all
employees, almost all the time pay strict
heed to the rules of Safety First. It is the
few who are careless just now and then who
are victims of the grim reaper.

The time has arrived when more thought
must be given to Safety by those who have
most at stake. Puste this idea inside your
mental hat and refer to it frequently: "The
best Safety device is the careful worker."

THE ROAD TO SUCCESS
How do you spend your spare time?
Here's how one man did. Just a few years
ago a young operator on a northern railroad
found about ten hours of his twelve-hour
trick on his hands to do with as he wished.

Not content to spend the balance of his
life as an operator, he failed to follow the
usual practice and doze away his time with
his feet higher than his head.

He soon exhausted all available literature
and learned the schedules of his system by
heart. Seeking new material he discovered
in the Official Guide a mine of interest and
diversion, noting from month to month the
changes in connections and schedules he
would suggest to a prospective traveler who
might perchance ask for information on
a trip to Fresno, California, Tia Juana,
Mexico, or Opelika, Alabama.

His early promotion to the position of
dispatcher did not change his taste for
"light reading" and here, too, his remark-
able familiarity with the schedules on
divisions other than his own earned him
rapid and continued promotion.

The moral is obvious, and its application
is not confined to operators. No intelligent
effort at self-improvement is ever wasted.
The trouble with too many of us is that we
weakens just short of the brow of the hill,
when a few weeks or months or years of
persistent plugging away will carry us over
the top to success.

(11)
THE TRAVELING FORCE
from the General Office
All Photos by Bachrach

THE TRAVELING FORCE
from the General Office
All Photos by Bachrach

Deadheading to Waterville and Back
---a Novel Experience in a Locomotive Cab

By DEL BISHOP, Associate Editor

PROBABLY many of you have read Elinor Glyn’s famous novel “My Greatest Thrill”. I never did but I’ll wager just one single ride in the swaying cab of a Class “C” Pacific would knock her thrills galley west.

The thought came to me that readers of the Magazine might be interested in the impressions an inquisitive reporter receives what a (Hog-head) and (Tallow-pot) does and thinks of on a passenger run.

To get right down to facts about this ride, I took my little Kodak and two rolls of ammunition and got aboard No. 13 at Portland Union Station for a ride up the back road to Waterville. Maynard “Hinky” Hinks was Engineman and Harold Bryant the Fireman, and two better men as far as affability is concerned I have yet to meet. You know that meant a lot to me, for we are all human and they were especially pleasant and were particular to let me know that I was welcome.

I climbed up the gangway and occupied part of the seat on the fireman’s side of the cab, in fact there wasn’t any other place I could squat, for you all know “Hinky” is quite some man, and as a matter of fact Bryant is no bantam-weight.

Old 458 Rarin’ to Go

Of course old 458 was all steamed up and rarin’ to go and we pulled out of Portland right on the dot of 12:05 p.m. after Engineman “Hinky” had made sure that everything was ship shape and “Skipper” Joe Cote had given him the high sign that all had boarded the “Varnished Wagon” that planned to.

The weather was perfect, about six or seven inches of light snow on the ground and Fireman Bryant reminded me that it might be a little dusty and may get wet he said. I told him I couldn’t be any more so than at present so didn’t worry me any.

We hardly pulled out of the yards limit when “Hinky” yelled to Bryant who was nursing the fire box with a few shovelfulls of coal to “Shut her off” I couldn’t understand what he said there was so much noise in the cab but evidently the “tallow pot” was expecting it for he turned a valve which immediately eliminated all static.

Well, I being a student to the withiness of the wherefore of one of these hogs, just kept my eyes and ears open and tried not to ask an excessive number of fool questions.

We got along to Royal Junction and “Hinky” blew two short blasts of the whistle to tell the towerman to set the iron for the back road as No. 11 had gone along just ahead of us. A signal from the “Brakie” back in the coaches, three pulls of the cord which registers right back of the engineer’s ear, told us that we had passengers for Walnut Hill, which is only a flag stop on the time-card.

In answer to one of my fool questions was told that an engineer has to haul a freight 73,000 miles before he can sit at the throttle of a passenger locomotive.

I soon found out that engineman and fireman continually checked the other on the blocks, either “Hinky” would shout “clear board” and Bryant reply O. K. or vice versa all the way. Noticed it was not necessary to look

at their watches very often, because we were right on time all the way.

At Rumford Junction one baggage car “amputated” from the train to go to Portland on No. 213 in charge of Conry Vaughan.

Passed 310 at Greene

At 1:33 p.m. we pulled into Leeds and “Hi” Carr climbed aboard to over the coal from back of the tender of the cab. It was here that I learned of a great amount of good Fuel Supervisor Frank has been doing. Was told that this same engine had already made a trip on No. 14 from Waterville and turned right around and used back A few years ago they said it could be accomplished without the making a new fire and coaling up and a delay of two hours at least. We have better grade of coal and by improvements resulting from a study of better fires are kept.

At Greene, passed No. 340 on the return trip, and the engine crew and trainmen gave the usual greeting as we went by.

Between Greene and Leeds Junction saw an auto snowed in a drift and was abandoned until spring. At this Fi- Bryant remarked “should have patience the old M. C.”

At Leeds the board was out and learned that we were to meet No. 20 at Monmouth. After reading the order allowed would have to get out of right away in order to make Monmouth and not delay No. 20, as we were a behind schedule due to a delay at Lew.

Took Siding at Monmouth

As No. 20 was a superior train we took the siding at Monmouth and just as we did the siding as Ralph Henry, Engineer No. 20 pulled into the station.

When we got along between Rumford and Belgrade, “Hinky” opened her little and the way we went around curves and down the grades was a joy for an amateur like myself. When we reached North Belgrade, we drifted should judge, for five or six hundred and almost came to a stop because we then caught up with our schedule at North Belgrade was a flag stop, we de
Waverly and Back
A Locomotive Cab

State Editor

The weather was perfect, about six or eight inches of light snow on the ground. Fireman Bryant reminded me that it would be a little dusty and may get wet he told him I couldn’t be any more than at present so didn’t worry me any. I hardly pulled out of the yards limit “Hinky” yelled to Bryant who was climbing the fire box with a few shovelfulls of coal to “Shut her off!” I couldn’t understand what he said there was so much in the cab but evidently the “tallow was expectation for he turned a valve immediately eliminated all static. Well, I being a student to the whichness the fore of one of these bugs, just my eyes and ears open and tried not an excessive number of fool questions.

I got along to Royal Junction and “ty” blew two short blasts of the whistle to tell the towerman to set the iron back road as No. 11 had gone ahead of us. A signal from the tie” back in the locomotive, three pulls of cord which register right back of the engineer’s ear, told us that we had passed for Wall Hill, which is only a stop on the time-card.

Answer to one of the questions was that an engineer to haul a freight 30 miles before he sat at the throttle of passenger locomotive.

Soon found out an engineman could continually smoke, either “Hinky” would shout “board” and reply O K. or vice versa all the time in our watches very often, because we were right on time all the way.

At Rumford Junction one baggage car was “amputated” from the train to go to Rumford on No. 213 in charge of Conductor Vaughan.

Passed 340 at Greene

At 1.33 p.m. we pulled into Lewiston and “H” Carr climbed aboard to shovel over the coal from back of the tender near the cab. It was here that I learned of the great amount of good Fuel Supervisor Carroll Frank has been doing. Was told that this same engine had already made one trip on No. 14 from Waterville and been turned right around and used back on 13. A few years ago they said it could not be accomplished without holding the engine making a new fire and coaling up again, and a delay of two hours at least. We now have better grade of coal and by improvements resulting from a study of drafts better fires are kept.

At Greene, passed No. 340 on the siding, the engine crew and trainmen giving us the usual greeting as we went by.

Between Greene and Leeds Junction we saw an auto snow on a drift and evidently abandoned until spring. At this Fireman Bryant remarked “should have patronized the old M. C.”

At Leeds the board was out and I learned that we were to meet No. 20 at Monmouth. After reading the order, they allowed would have to get out of town right away in order to make Monmouth and not delay No. 20, as we were a little behind schedule due to a delay at Lewiston.

Took Siding at Monmouth

As No. 20 was a superior train we took the siding at Monmouth and just made the siding as Ralph Henry, Engineman on No. 20 pulled into the station.

When we got along between Readfield and Belgrade, “Hinky” opened her up a little and the way we went around the curves and down the grades was a caution for an amateur like myself. When we reached North Belgrade, we drifted, I should judge, for five or six hundred yards and almost came to a stop because we had then caught up with our schedule and as North Belgrade was a flag stop, we did not want to leave the station ahead of leaving time. At Oakland, we had to wait for the Bingham local and were delayed about seventeen minutes and consequently could not make Waterville on time. Here, engine No. 458 was cut off and taken to the roundhouse for a good going over as she was scheduled to double back on 48 that evening.

Back on Famous Milk Train

As “Hinky” and Bryant were going back, I still had a desire to have a night journey on the “head end” so about 5.45 p.m. we started out on this famous “milk train” and I deadheaded back into Portland.

Oscar Wilds, Jr.

I’ve broke for the “Casey S,”
I’ve fired for the old “Ess Fee,”
I’ve worked for them all, I guess,
Including the “Sandy Fee.”

I’ve switched on the “Rockeye,”
Got canned from the “Mealy Liz,”
But now I’ll work till I die,
Pounding brass on the old “Gee Whiz,”

Tamped ties on the old “Fris-co,”
Wiped ‘gines on the “C. B. Q.”
On the “G. N.” showed snow,
And sniped all over the “Sea.”

D—S—on the “Acey L,”
And I think I know my biz,
And now I’m going to—Well,
I’m back to the old “Gee Whiz.”

—Anon.

Conductor Haney Breaks
Leg at Vanceboro

Alvin A. Haney, Conductor of Freight
train running between Bangor and Vanceboro, slipped on the ice and fell at Danforth, January 20th, breaking the small bone of the leg just above the ankle. He was brought to his home in Oldtown on No. 8 and was resting there as comfortably as could be expected as the Magazine went to press.
What Our Neighbor the B. & M. Is Doing at the North Station

If you are planning a trip to Boston in the near future, and expect to see North Station as it was you will be greatly disappointed, for it simply doesn't exist any longer. The new station so much talked about is soon to be a reality, not real soon but just as soon as contractors can complete the job.

Right now the maze of alley ways, winding staircases, entrances and exits gives one the impression of the hilarity house at Old Orchard Beach, at every corner you expect to find what you are looking for but it isn't there. At frequent distances, you very frequent there are large signs, "This way for telephones, taxi cabs, Western Union and waiting room". Well, you start, your eye soon spies other signs "Exit only" and "Parcel Room around the corner", "Drug Store at the right", and you follow the arrow to get a cigar. Sure enough behind the boarded up windows is the store. Here's a tip, if you want to find any particular place in a hurry, ask an attendant. It will save much time and shoe leather. The public will have to put up with many inconveniences until this $10,000,000 structure is finished, but large crews of workmen under the supervision of the New England Foundation Co. are working night and day and reports are that this up-to-date new station will be ready for the public in record time.

Read 'Em and Weep and Sleep in the Street

By V. A. CUNNINGHAM, Oldtown

Ah, Another Scotchman
Baggageman Messer: We are a mixed up race.
Operator Prouty: Yes, there is a little Scotch in me.
Baggagemaster Messer: That so, what else?
Operator Prouty: Ginger Ale.
Brief but Often
Operator Costain: I was out riding with that girl three hours and she only spoke one word.
Operator Bowley: And what was that?
Operator Costain: No.

Operator O'Connell: I wouldn't marry the best girl in the world.
Clerk Ashley: Yeh, but you have got to marry her to find out you didn't.

Only a Railroad Man
Roundhouseman Dubay: You like fish but you are not a fisherman?
Agent Dennis: Yes, and I like a planked steak but I'm not a lumberman.

Beautiful but Wise
Conductor Haney: She seemed like a good sensible girl.
Brakeman Henry: Yeh, she wouldn't pay any attention to me either.
Sleep in the Street

Mrs. Oldtown

Ralph O'Connell: I wouldn't marry a girl in the world.

Ask Ashley: Yeh, but you have got to find out you didn't.

Only a Railroad Man

Conductor Dubay: You like fish? It doesn't mean you are not a fisherman?

Dennis: Yes, and I like a plank, but I'm not a lumberman.

Beautiful but Wise

Conductor Haney: She seemed like a sensible girl.

liesman Henry: Yeh, she wouldn't pay attention to me either.

Tickets, Please

Clerk Applebee: But, officer, I was going five miles instead of 25.

Traffic Cop: That's right, this is a ticket for loitering.

A WELL-Known Conductor

Conductor Coode, Engineman Dunn and Operator Beane at the bottom, with the suggestion that it should mean, "Bean Dunn Goode" but knowing these men as we do we think that it should read, "Goode, Dunn, Beane."

He's Had Experience

Sectionman Shorette: So you are a fisherman, what do you do when you get a bite?

Clerk Trottilotte: Scratch it.

And He Sure Needs It

Clerk Ashley: What's that stuff?

Clerk Preble: Vanishing cream.

Clerk Ashley: What's it for?

Clerk Preble: To put on my feet.

He Should Be Cheerful

Conductor Godsey: What makes Joe whistle so much today?

Trainman Osgood: Someone put birdseed in his rolled oats this morning.

The World Famous "97"

By E. F. McLain

Casey Jones? Well, I guess not! That bird at his best never felt as good as this crew. We discovered this snap shot taken in Joe Wheeler's backyard in the summer of 1906. The engine was built for his kid Lewis, who is now a full fledged railroad man employed in the Motive Power at Calais and pictured as the fireman in the photo. The engineer, Norman MacDonald, is also a railroad and employed in the Accounting Department of the Southern Pacific. This mogul runs by gravity feed.

George Knows

By an Innocent Bystander

One day as G. L. Knight, Veteran Car Inspector, was working his way alongside Train No. 154 at Bartlett, he noticed a young looking man near the end of the last car who seemed to see something very amusing in Mr. Knight's progress along the train as he tested each wheel and looked things over in general.

As he came up to his observer, said observer began to laugh and said: "I am not laughing at you, but with you. Seeing you at your work reminds me of a little story.

(17)
“A man once asked a fellow who was going alongside a train doing just as you have just done, why he did it. And the reply was: ‘I have been doing this for seventeen years and don’t know yet why I do it.’”

But George knows as he has been on the job since 1880.

What Our Patrons Say

Estes-Odell, Inc.
Lynn, Mass., Dec. 22, 1927
Mr. Geo. H. Eaton,
Maine Central R.R.,
Portland, Me.
Dear Sir:

We are taking this opportunity to extend to you and your road our sincere thanks and appreciation of your services and cooperation in the handling of our shipments, totaling forty-five cars of CHRISTMAS TREES, as we shipped from your various stations to points in the east and west this season.

We wish, also, to commend the extensive services rendered by your agent, Mr. V. R. Brown of Perry, Maine, who gave our Mr. Estes the best of cooperation in the shipment of majority of our cars from that station.

We wish to say that agents of Mr. Brown’s type are valuable assets to a railroad, and his courteous treatment will not be forgotten.

Very truly yours,

ESTES-ODELL, Inc.
(Signed) R. E. Estes
REE:NM

Publicity Agent Makes Chicago Trip

Our editor, Publicity Agent Dudley Alleman, attended the annual convention of the American Association of Railway Advertising Agencies, held in Chicago the week of January 16th. Railroad advertising and publicity men from practically all of the important railroad systems of the United States and Canada were present. He reports great interest in New England’s recreational development on the part of southern and western railroad advertising men.

Rockland Pin Men Beat Portland Team

By J. A. COBB

The Portland M. C. E. bowling team invaded Rockland on January 7, but guns of “Ty” Cobb and Hastings were much for them. “Ty” rolled a perfect game of his low string being 102. C. E. Meader met with an accident the first evening when he slipped and went on his back much to the sorrow of both teams.

Portland had a few loyal rooters with Perly Jordan, Clifford Barron, H. H. Malloy and Parker Fogg with Charlie as leader. Rockland royal rooters with H. E. Comins, the General Agent, McCurdy, Ticket Agent, and their best Ex-Yard Con. Willie Stearns; also Mr. Simmons a sectionman.

After the game the Portland boys turned to their rooms and played a famous railroad game “Pass the Buck.”

The result of the heavy artillery:

**Rockland**

- **Valley**: 79
- **Pugh**: 54
- **Hastings**: 85
- **Harmon**: 82
- **Cobb**: 106

Total: 406

**Portland**

- **Bean**: 86
- **Plummer**: 71
- **Pearson**: 92
- **Hennigar**: 76
- **Smart**: 92

Total: 417

Valley and Pugh are operators, Harmon belongs to the section crew, Harmon brakeman on the switcher and ”Ty” Cobb signalman.

Rockland has been victorious over Portland for four years now. The first game Cobb and Valley defeated May and Cobb by 31 pins over 20 string match. Second, Cobb and Valley defeated Hawkes and May well over the century mark. Last year Portland invaded
Important railroad systems of the United States and Canada were present, and their influence could be felt in New England's development on the part of central and western railroad advertising.

Rockland Pin Men Beat Portland Team

By J. A. COBB

The Portland M. C. E. bowling team invaded Rockland on January 7, but the guns of "Ty" Cobb and Hastings were too much for them. "Ty" rolled a perfect 323, his low string being 102. C. E. May of Portland met with an accident the first of the evening when he slipped and was sent flying through the air. His back was not as good as the back of both teams.

Portland had a few loyal rooters with her in Perly Jordan, Clifford Barron, Harold Malloy and Parker Fogg with Charlie May as leader. Rockland royal roosters were H. E. Comins, the General Agent, Art. McCurdy, Ticket Agent, and their beloved Ex-Yard Con. Willie Stearns; also Marlin Simmons a seconddriver.

After the game the Portland boys returned to their rooms and played that famous railroad game "Pass the Buck."

The result of the heavy artillery of Rockland:

<table>
<thead>
<tr>
<th>Team</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockland</td>
<td>100</td>
<td>91</td>
<td>94</td>
<td>285</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>46</td>
<td>53</td>
<td>1444</td>
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<tr>
<td>Portland</td>
<td>96</td>
<td>77</td>
<td>106</td>
<td>279</td>
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<tr>
<td>Bean</td>
<td>93</td>
<td>106</td>
<td>109</td>
<td>313</td>
</tr>
<tr>
<td>Pearson</td>
<td>107</td>
<td>106</td>
<td>100</td>
<td>313</td>
</tr>
<tr>
<td>Hennigar</td>
<td>110</td>
<td>90</td>
<td>107</td>
<td>307</td>
</tr>
<tr>
<td>Total</td>
<td>498</td>
<td>465</td>
<td>530</td>
<td>1493</td>
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</table>

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<table>
<thead>
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<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley</td>
<td>79</td>
<td>89</td>
<td>84</td>
<td>252</td>
</tr>
<tr>
<td>Pugh</td>
<td>74</td>
<td>73</td>
<td>78</td>
<td>225</td>
</tr>
<tr>
<td>Hastings</td>
<td>85</td>
<td>86</td>
<td>106</td>
<td>277</td>
</tr>
<tr>
<td>Harmon</td>
<td>82</td>
<td>87</td>
<td>94</td>
<td>263</td>
</tr>
<tr>
<td>Cobb</td>
<td>106</td>
<td>115</td>
<td>102</td>
<td>323</td>
</tr>
<tr>
<td>Total</td>
<td>406</td>
<td>450</td>
<td>464</td>
<td>1320</td>
</tr>
</tbody>
</table>

Geo. J. McCrum

Truly an old timer in the use of the Morse code and telegraph key, Mr. McCrum, better known as "George" to the Maine Central Family, has been pounding brass, to use a slang phrase, since 1883. Every day in the year one may find in "BX" Office, Portland, "Geo" and his co-worker Harry Hubbard, another old timer with a record of 27 years, sending and receiving messages to and from all parts of the system.

There probably isn't an operator on the road who hasn't received an ... - - - - - (O.K. C. M.) at some time during his life, for this signature has been going out over the wires on the Maine Central since 1907.
George first learned telegraphy at Naugatuck, Conn., in 1883, on the old Naugatuck Valley R. R., now part of the New Haven, and after doing spare work for three years went to Tewksbury Junction, Mass., then on the old Boston and Lowell R. R. In 1888 he worked at Walnut Hill, Mass., on the main line between Boston and Nashua. Two years later “Geo” was operator and ticket seller at Malden, Mass. Six years later found him in the main office of the Western Union at Boston where he remained for a period of ten months.

In 1897 he went back to the B. & M. as a night operator at the North Station and in 1903 was set up as train dispatcher. For two years he was a night dispatcher on the main line and branches and also worked as operator and assistant dispatcher in South Station, Boston.

It was in 1907 that George became a member of the Maine Central family and went to work in the old “WR” office when it was located on the second floor of the General Office Building, Portland. Since that time the office has been moved to the first floor in the same wing nearest to Union Station.

George is on the job every working day of the year, and extends a cordial invitation to all of the many men he has been doing business with in years past to drop in and see him at any time.

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General Office Notes

An engagement announced during the past month was that of Miss Hazel M. Woodill and Mr. Erland J. Libby, both of the A. F. A. office.

Miss Blanche Reed is back again in Mr. Leighton’s office after nearly a year’s leave of absence. Miss Reed is much improved in health.

Mrs. Mary (Clarke) Smith of the A. F. A. office has resigned and is now living in Dover, N. H.

Miss Ann Cawley of the Passenger Department has returned after several months leave of absence, and is much improved in health.

Mr. and Mrs. Carl R. Crosby of Manchester, N. H., are receiving congratulations on the birth of a son, Herbert Webber. Mrs. Crosby will be remembered as Miss Marion Webber of the Freight Traffic Department.

Mrs. Edith Jess of the Auditor of Payrolls Office, who recently underwent an operation, is improving.

Harry M. Treat, first trick chief dispatcher, is at the present time enjoying a pleasant vacation in sunny California.

Mr. and Mrs. Aubrey Orchard are receiving congratulations on the birth of a son, Wesley. Mr. Orchard is Car Distributor in Mr. Strange’s office.

Miss Helen Meserve, private stenographer to Mr. Strange, who is to be married on February 4th to Mr. Harold Mosher, has been the guest of honor at two showers during the past month, a miscellaneous shower at the home of Miss Olive Small of the Passenger Traffic Department, and at the Miss Hazel Marshall of the Car Service Department.

Mrs. Dorothy Bates, who for several months substitutively and as stenographer to Mr. McTaggart, has accepted a position at the Press Herald.

Miss Rose Langlois of Mr. Reeves’ office is on a two month’s leave of absence.

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Hopkins in Iowa

Conductor Herbert S. Hopkins left January 10th for Cedar Rapids, Iowa, to attend the semi-annual convention of the order of Railroad Conductors. “Bert” is chairman of the insurance committee of the order, and this is his fifteenth trip to conventions. J. J. Cote was conductor on Nos. 14 and 13 between Portland and Skowhegan during his absence.

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“You’ll have to take a little strenuous exercise and get more sleep,” said the doctor to the dejected man before.

“That’s my idea, exactly,” said the other. “Would you mind coming up to the house and telling that to the baby?”—Borrowed.

+++

One Of Herby’s Very

(Passed along to the Maine Central by Charles H. Blackwell, Freight Department, a fervent admirer of bona-fide-fiction.)

“Well, Suh! Jest’ I eased round corner of that shack with my gun ready for anything the most elegant come right in the open on the side hill but before I could let him have it — Crash — Crash! Crash! two hundred pound b’r plumb in line twixt us. Dern him! Well, I drew a bead as quick as I can an’ let drive with that ol’ high power rifle, boun’ to get one! Got ’em both!

‘N not on’y that, they’s a monstrous ole catamount ‘t I never see atall jest hesitatin’ would he jump that buck from his tree or not. Bang! Went the gun. Come him. Jump! Went the buck end, jest nuff sense left to slash acrost the neck, which he done so. I got the b’r! First shot jes’ tied his nose, ‘n while he was rubbin’ it I fired Easy ’nough, but you don’t git the deed every day. Not Suh!”

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The Section Foreman’s Dream

Extra Seven-four-six went into the.
At the switch there just south of the
Put the engine and tank
And ten cars down the bank
And held number eight for an hour.

They called us all upon the carpet.
The G. M. was sore it would seem.
Thought they’d give me the walk
Till they started to talk
Then I knew it was only a dream.

(20)
Mr. and Mrs. Carl R. Crosby of Man- pater, X. H., are receiving congratula- tion on the birth of a son, Herbert Webber. Crosby will be remembered as a son of Webber of the Freight Traffic Department.

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Conductor Herbert S. Hopkins left January 10th for Cedar Rapids, Iowa, to attend the semi-annual convention of the of Railroad Conductors. "Bert" is a member of the insurance committee of the Order, and this is his fifteenth trip to conventions. J. J. Cote was conductor on trains 14 and 13 between Portland and Kiawha during his absence.

++

"You'll have to take less strenuous ex- ercise and get more sleep," said the doctor as he left the depot where Dr. Webster had beenbyssed to a patient. "That's my idea, exactly," said the other. "You mind coming up to the house telling that to the baby?"—Borrowed.

++

One Of Herby's Very Best

[Passed along to the Maine Central Family by Charles H. Blackwell, Freight Traffic Department, a fervent admirer of artistic non-fiction]

"Well, Suh! Jest's I eased round the corner of that shack with my gun hel' ready for anything the most elegant buck come right in the open on the side hill, but before I could let him have it — Crash — Crash! Crash! Crash! two hundred pound b'ar plumb in line twixt us. Dern him! Well, I drawed a bead as quick as scat an' let drive with that of high power rifle, boun' to get one! Got 'em both!

"N not on'y that, they's a monstrous ole catamount 't I never see atall jest hesitatino' would he jump that buck from his tree or not. Bang! went the gun. Down! come him. Jump! went the buck end for end, jest nuff sense left to slash ol' cat across the neck, which he done so. How'd I get the 'bar'? First shot jes ticked his nose, 'n while he was rubbin' it I fixe him. Easy 'nough, but you don't git the chanst every day. No! Suh!"

Herby Clough, General Office Czar and Carpenter

With his hand on the engineer's shoulder, the train master said with a sigh, it was not a low joint or a battered switch point, he was taking the "puzzle" in high.

Then the engineer said with conviction, I can prove by the man in the tower when he gave me the ball I was rocking them all and rolling them sixty an' hour.

The master mechanic yelled loudly, If you'll let me I'll prove in a jiff my department's to blame, I acknowledge with shame that the engine was rigid and stiff.

I'm not much at visions or dreaming, It's seldom I sleep on my back, I can side-step and scheme, but it sure is a dream when they don't put the blame on the track.

 Contributed by C. H. Leard, Bangor; clipped from source unknown."

++

Station F.C.P. on the Air

By E. l. Hill, Traveling Agent

Good evening everybody, this is Station F. C. P. located in the Freight Claim Agent's Office of the Maine Central R. R. We are broadcasting on all wave lengths possible and using the greatest number of watts ever allowed any broadcasting station in the world.

For your entertainment this evening, we are going to offer for your approval a talk on proper cars for loading.

Recently we saw several cars that had been set for loading by yard crews that had not been properly cleaned. Consignees having loads in same or previous trips.

This caused a lot of delay in loading as employees had to sweep the floors and gather up the refuse before shipments could be loaded into the cars. This condition shows that circular 88 of the operating department has evidently been laid away to become yellow with age.

Another car had two large holes in the car floor and apparently to save time some
Men Who Make Freeport Go with “F.O.B.”

Shipment in and out of Freeport are picking up as that town experiences a slow return to its former industrial activity. The efforts of Maine Central representatives and the intelligent and careful service given Freeport shippers is no the least reason for the disappearance of evidences of depression there.

The picture above shows Agent E. J. Hayes on the right, in his shirt-sleeves, faithful Jimmy pipe in hand, ready for whatever may come up. On the left we see W. L. Bailey, freight house man, wearing a grin which means better service to shippers and more business for the Company.

The cases contain shoes from the P. J. Richard factory, which is now averaging shipments of 150 to 175 cartons a day.

Hardwood Business Starts

Ooldtwn’s hardwood business started with a bang this month, the first shipment being a carload of folding card tables, made completely of MAINE hardwood. Other large orders of handles and hundreds of other products will follow, from this modern factory, which is equipped to make more than one thousand articles from wood.

Notes from Rome

As evidence that people are still able to make a living on the Maine Central as a means of transportation, the ticket office submits a balance sheet in December, which is not so worse.

Bill Can’t Fish

This is a tough winter for Bill. Frost fishing excellent and no chance for his favorite sport. In past years the surplus of these days has been taken care of by this artistry. This year, the fish must miss him this year, so the present run does not allow him a chance to engage in this pastime. As a result, the ocean is going to be pretty well filled with Tom Hall, etc., next summer. —T.

Willie would have garnered that opportunity.

Arthur W. McCurdy, ticket agent, received a somewhat painful experience last week when he suffered a kink in his back which kept him doubled up for a few days. It was just a little thing like that is nothing.

Group Insurance Offered

From December 20th to January 30th, forty-six members of the Maine Central Family received sickness or accident insurance. This was underwritten by the Travelers Insurance Co.

The following claims have been settled:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ann A. Cawley</td>
<td>General Office, Aud. P. A.</td>
</tr>
<tr>
<td>William H. Welch</td>
<td>Providence, R.I.</td>
</tr>
<tr>
<td>David Bellevance</td>
<td>Portland</td>
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<tr>
<td>George Cotta</td>
<td>Portland</td>
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<tr>
<td>Sidney J. Cox</td>
<td>Portland</td>
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<tr>
<td>John Dugan, Sr.</td>
<td>Portland</td>
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<tr>
<td>William Hartford</td>
<td>Portland</td>
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<td>Albert Nuth</td>
<td>Portland</td>
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<tr>
<td>Percy E. Shaw</td>
<td>Portland</td>
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<tr>
<td>Herbert W. Thompson</td>
<td>Portland</td>
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<tr>
<td>Clyde Burnham</td>
<td>Portland</td>
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<tr>
<td>Adair DuBois</td>
<td>Portland</td>
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<tr>
<td>John Nelson</td>
<td>Portland</td>
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<tr>
<td>Robert H. Cook</td>
<td>Portland</td>
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<tr>
<td>H. A. Skillins</td>
<td>Portland</td>
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<tr>
<td>Arthur S. Tracey</td>
<td>Portland</td>
</tr>
<tr>
<td>Charles Goodrich</td>
<td>Portland</td>
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</tbody>
</table>

(22)
In Who Make Freeport Go with “F.O.B.”

Table of Contents

Notes from Rockland—The Lime City

By A. P. Pugh

As evidence that people are still using the Maine Central as a means of transportation, the ticket office submits a balance sheet total of over $10,000 for the month of December, which is not so worse.

Bill Can’t Fish

This is a tough winter for Bill Stearns. Frost fishing excellent and no chance to go. In past years the surplus of these delicacies has been taken care of by this artist, and the fish must miss him this year, since his present run does not allow him any time to engage in this pastime. As a result, the ocean is going to be pretty well filled with Tom Cod, etc., next summer,—the ones Willie would have garnered had he the opportunity.

Arthur W. McCurdy, ticket agent, had a somewhat painful experience last week when he fell in his back that kept him doubled up for a few days. But a little thing like that is nothing in Pop’s young life, and he kept at the job and demonstrated that youth must be served.

New Face in the Freight House

Mrs. Bernice Snowman, for several years Freight Office Stenographer has handed in her resignation to take effect Jan. 7th. She will be greatly missed here, not only by the office crowd, but by the patrons of the company whose business has brought them into contact with her.

Miss Edith Pratt has resigned her position as Stenographer to the Mayor, and accepted the position vacated by Mrs. Snowman. Although new to the railroad game, she has had considerable experience as a stenographer and comes to us with a wealth of recommendations and is catching on to the work and will make a valuable as well as welcome addition to our force. Mrs. Snowman was presented with a splendid electric grill and table lamp by the employees here in acknowledgment of good luck and good will.

Group Insurance Payments for the Past Month

From December 20th to January 17th, forty-six members of the Maine Central Family received sickness or accident disability payments under the group policy from the Travelers Insurance Company.

The following claims have been settled:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ann A. Cawley</td>
<td>General Office</td>
<td>Sickness</td>
</tr>
<tr>
<td>William E. Bonner</td>
<td>Engineering Department</td>
<td>Sickness</td>
</tr>
<tr>
<td>George Gotta</td>
<td>Bangor</td>
<td>Sickness</td>
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<tr>
<td>Sidney J. Cox</td>
<td>Haverhill</td>
<td>Sickness</td>
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<tr>
<td>John Dugan, Sr.</td>
<td>So. Gardiner</td>
<td>Accident</td>
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<tr>
<td>William Hartford</td>
<td>Portland</td>
<td>Sickness</td>
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<tr>
<td>Wilbur C. Nutt</td>
<td>Thomadike</td>
<td>Sickness</td>
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<tr>
<td>Perry E. Shaw</td>
<td>Carmel</td>
<td>Sickness</td>
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<tr>
<td>Herbert W. Thompson</td>
<td>Cumberland Cty.</td>
<td>Sickness</td>
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<tr>
<td>Clyde Burnham</td>
<td>Portland</td>
<td>Sickness</td>
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<tr>
<td>Adam Dubebody</td>
<td>So. Portland</td>
<td>Sickness</td>
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<tr>
<td>John Nebback</td>
<td>Portland</td>
<td>Sickness</td>
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<tr>
<td>Robert H. Cook</td>
<td>Auburn</td>
<td>Sickness</td>
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<td>H. A. Skillins</td>
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<td>Arthur S. Tracy</td>
<td>Bangor</td>
<td>Accident</td>
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<tr>
<td>Chas. B. Goodrich</td>
<td>Waterville</td>
<td>Sickness</td>
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<tr>
<td>Joseph Hawkes</td>
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<td>Sickness</td>
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<tr>
<td>Charles Libby</td>
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<tr>
<td>Frank Matthews</td>
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<td>Stanley E. Rowe</td>
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<td>James M. Burgess</td>
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<td>George Caron</td>
<td>Calais</td>
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<td>Walter E. Crawford</td>
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<td>Elmer W. Cummings</td>
<td>Lewiston</td>
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<td>Michael J. Madson</td>
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<td>George P. Thomas</td>
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<td>John L. Wallace</td>
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<td>Alvin A. Haney</td>
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<td>Arthur V. McClain</td>
<td>Waterville</td>
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<tr>
<td>Telesphone Gagnon</td>
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<td>Sickness</td>
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<tr>
<td>Sam Watt</td>
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<tr>
<td>Portland Terminal Co., Transportation Dept.</td>
<td>Sickness</td>
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<td>Sidney B. Chase</td>
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<td>Thomas Cornelius</td>
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<tr>
<td>Albert B. Zink</td>
<td>Portland</td>
<td>Sickness</td>
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</tbody>
</table>
One of these roads lead to HEALTHY-TOWN. Can you pick it out? The signs along the way also tell you the only real road to HEALTH.

Go either OVER or UNDER at the cross roads like this.

CHARLES E. NASH & SONS, AUGUSTA, MAINE
Maine Central Employees' Magazine,

222 St. John Street,

Room 111

Portland, State of Maine.
<table>
<thead>
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<thead>
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<tr>
<th>Information Requested</th>
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