The Man Who Boosts

By SIDNEY WARREN MASE

There's no one that loves a knocker,
Unto him no praise is due,
For he is a useless being
Whose dread presence we eschew.
Give to us the man that's loyal,
One who knows and knows he can,
A believer and a booster,
And a real, upstanding man!

None can countenance a shirker,
He's the wrench dropped in the works;
For a constant source of hindrance
Is the nondescript who shirks.
We are for the live-wire fellow
Who holds loafing as a crime,
And delights in work and boosting—
We are for him all the time!

There are wishy-washy fellows
Who are sordidly afraid
Lest they might perform some service
For which they're not getting paid.
They are ruled by clocks and whistles,
And cannot by any chance
See how boosting their employers
Can their interests advance.

Lord, give us the worth-while booster!
All the world has need of him;
There's no job he fears to tackle
That requires grit and vim.
He's the rarest genus homo
In this magic age produced,
Is the man who shirks no duty
And who never fails to boost!

—From the Missouri Pacific Lines Magazine
Railroads Deprived of Their Fair Share of National Prosperity

Samuel O. Dunn, Expert Economist, Points Out Inconsistency of Hampering Regulation

"T will be eight years on March 1st since the railways were returned to private operation, and during this period their management and service have greatly improved, and public sentiment toward them has constantly become more favorable, while government regulation of them has not improved, but continues to reflect a public sentiment that has ceased to exist and largely to ignore great changes in conditions that have occurred since before the war," said Samuel O. Dunn, editor of the Railway Age in an address at the "Railroad Revelations" dinner of the Oklahoma City Chamber of Commerce, Thursday, January 26, reports the Pere Marquette Magazine.

The Nation's Need

"The nation's principal need from a transportation standpoint is a policy of regulation which will be as fair to the railways as public sentiment now is; that will recognize the changes in conditions that have occurred since before the war, and that will support railway managements in their efforts to give the public the high quality of service it demands at rates compatible with such service.

"The railways have performed the duty of efficient and economical operation that was imposed upon them by the Transportation Act under which they were restored to private operation. In spite of an increase in freight business, total railway operating expenses have been reduced 25 per cent since they reached their peak in 1920, and there have been reductions of rates that, on the basis of present business, are saving the public almost a billion dollars a year in transportation charges.

Incalculable Benefits to Public

"Furthermore, owing to the expansion and improvement of railway properties by the investment of billions of dollars, and to increased efficiency of operation, shortages of transportation have been unknown for almost five years, with resulting benefits and savings to the public of almost incalculable value.

"There was also imposed upon the Interstate Commerce Commission by the Transportation Act the duty of so regulating rates as to enable the railways, under efficient management, to earn a fair annual return, and that duty the commission has not per-
formed. The average return earned has been much less than the Commission itself has held would be fair; and in 1927 there was a decline in the return earned by every group of railways in the country, which amounted for all of them to probably $130,000,000.

**Railroads Create Wealth**

"Not until the government authorities that regulate the railways perform the duties imposed upon them by the laws as well as railway management are performing the duties imposed upon them by the same laws, can we feel a reasonable assurance that the railways will be able to continue to render good and adequate service.

"In no other country has the wealth and average income of the people approached that of the people of the United States, and this is due more to the development of our railways than to any other single cause. The United States has only 9 per cent of the area and only 7 per cent of the population of all the countries that have railways, but it has more than one-third of the world's railway mileage, and our railways each year handle more tons of freight than all the other railways of the world combined.

**High Tonnage per Person**

"On the average our railways handle each year six times as many tons of freight per inhabitant as do the railways of Europe, and 10 times as many tons of freight per inhabitant as are handled by all the railways of the world excepting ours. No country which so largely owes its development to railways, and which is still so largely dependent upon them for its progress and prosperity, can afford not to pay them the rates and let them earn the return essential to the constant expansion and enlargement of their facilities.

"There is no subject as to which there have prevailed more erroneous views than regarding the burden imposed by freight rates upon our industry and commerce, and the factors that determine the general level of the rates the railways must be allowed to charge. The value of commodities mainly determines the freight rates they can bear.

**No "Rate Burden"**

"Government statistics show that, after the various fluctuations in prices and freight rates that have occurred during the last forty years the average wholesale price of all commodities is at present 90 per cent higher than it was in 1890 and the average wholesale price of farm products 118 per cent higher, while the average revenue received by the railways for carrying each ton of freight one mile is only 14 per cent higher. We hear talk constantly of the 'burden of freight rates,' while in fact over periods of years freight rates have constantly been becoming lower in proportion to the prices of commodities.

"Again, many persons, even including supposedly expert regulating authorities, seem to think the general level of rates is and will be largely determined by the net returns the railways are allowed to earn. Increased operating expenses and taxes are consuming 95 per cent of the increase in railway earnings that has occurred since ten years ago, which plainly shows that operating expenses and taxes have made necessary the present level of railway rates.

**Reckless Disregard of Future**

"On the other hand in the long run, the way the railways can be developed and in consequence the amount and character of the service they can render, depend entirely upon the return they are allowed to earn. Yet, while no public man or regulating authority is seeking reductions of the wages, the other operating expenses or the taxes of the railways, which have made present rates necessary, many of them favor narrow restrictions of the net return the railways earn in reckless disregard of the probable effect on the ability of the railways to handle the country's great commerce.

"There is an amazing inconsistency in the public's recognition of the two points of view.

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**First Remote Control System**

*By Signal Engineer*

A n installation of remote control, electrically operated switches, recently put in service at 0, . This installation was made by the Department forces. As some of these installations are among the recent developments in signaling in use on this road for the first somewhat detailed description, gage as non-technical as practicable, be of interest.

The two switches in this pair are normally operated by what is known "electric switch and lock movement," which contain electric motors with gearing, and locking devices which positively lock the switch after it has been thrown by the motor to either position. The current for operating the motor
ness and prosperity, can afford to pay them the rates and let them do the return essential to the continual expansion and enlargement of facilities.

There is no subject as to which public opinion has prevailed more erroneously than regarding the burden imposed by freight rates upon our industry and commerce, and the factors determining the general level of the railways must be allowed to remain. The value of commodities determines the freight rates they can bear.

No "Rate Burden"

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Again, many persons, even including supposedly expert regulating authorities, seem to think the general level of rates is and will be largely determined by the net returns the railways are allowed to earn. Increased operating expenses and taxes are constant 95 per cent of the increase in any earnings that has occurred ten years ago, which plainly shows that operating expenses and taxes have made necessary the present level of railway rates.

Reckless Disregard of Future

"On the other hand in the long run, the way the railways can be developed, and in consequence the amount and character of the service they can render, depend entirely upon the net return they are allowed to earn. And yet, while no public man or railway regulating authority is seeking reductions of the wages, the other operating expenses or the taxes of the railways which have made present rates necessary, many of them favor narrow restrictions of the net return they may earn in reckless disregard of the probable effect on the ability of the railways to handle the country's growing commerce.

"There is an amazing inconsistency between the public's recognition, on the one hand, of the extent to which the country's past increase in production and prosperity have been due to the railways and of its present and future dependence upon them for transportation, and the public's tolerance, on the other hand, of a policy of regulation which in the past has seriously hampered railroad development; which has persistently failed during the eight years since the roads were returned to private operation to let them earn the net returns the Interstate Commerce Commission itself has held would be fair and are needed; and which is now resulting in a decline in railroad net return, the continuance of which would speedily make good and adequate transportation service impossible."

First Remote Controlled Switches Put in Service

By Signal Engineer, M. SUTHERLAND, Brunswick

An installation of remote controlled, electrically operated switches was recently put in service at Olde-town. This installation was made by the Signal Department forces. As some of the features of this installation are among the more recent developments in signaling practice, in use on this road for the first time, a somewhat detailed description, in language as non-technical as practicable, may be of interest.

The two switches in this plant are normally operated by what is known as "electric switch and lock movements," which contain electric motors with suitable gearing, and locking devices which positively lock the switch after it has been thrown by the motor to either position. The current for operating the motors is obtained from storage batteries located near the switches; 24 volts at the battery is used. The batteries are kept continually charged by transformers and rectifiers operating from a 110 volt A. C. power line. This is the practice made familiar to radio fans as "trickle charging."

The switch motors are controlled by automatic electric switches, called relays, which are in turn controlled by manually operated switches, or levers, mounted in a table interlocking machine which is placed on the operator's table in the station. Thus when the operator wishes to move a switch, and conditions are right for him to so do, he has merely to move the corresponding lever of the table machine, and immediately the control relay responds, delivering current to the motor in the correct polarity.
Newly-Installed Signal Equipment at Oldtown

When the motor begins to revolve, the first thing it moves is the locking bar which locks the switch. When this has been withdrawn, the switch itself begins to move and is thrown to the desired position. The motor continues to revolve until the locking bar is again in place, thus locking the switch. The position of the switch is shown to the operator by indicators, one for “Normal” and one for “Reverse,” which appear on the face of the table machine.

There are three levers in the table machine, one for each switch and one for the interlocking signals. The signal lever controls the signals by means of relays, in a manner similar to the switch control, except that the signals have no motors.

The interlocking signals are of the latest type of color light; which means that their indications are conveyed both day and night by means of lights of distinctive colors, instead of using the familiar semaphore arm.

The selection of a light or combination of lights of the proper color depends upon the line-up of the switches and whether all switches in the route are properly closed and locked, and upon whether the track ahead is occupied or not.

The current for the lights of the signals is 10 volt A. C., provided by transformers from the 110 volt line. If the 110 volt current should fail, a transfer relay would immediately transfer the lighting load to storage batteries which are kept constantly charged, in reserve.

Train Movements before His Eyes

To assist the operator in handling the plant, there is provided an ingenious device called the track model. This is a sort of blackboard, upon which are represented the tracks within the limits of the plant. The tracks are divided into sections, six in number, distinguished by distinctive colors. In each track section is mounted a small electric light, which burns continuously while the corresponding track is unoccupied; but as soon as a train enters upon any track section, the corresponding light goes out and remains out as long as any part of that track is occupied by the train. The operator may thus follow the progress of a moving train through the plant. There is also a bell which announces the approach of eastbound trains from a point more than a mile west of the station. The approach of westbound trains is indicated by automatic signal E 1493.

To facilitate shifting work over the two switches involved, it was considered desir-
able to have other means of controlling these switches than from the station, which is some distance away. To meet this requirement, the so-called "dual control switch mechanism" was installed. Briefly, this is a device which makes it possible for trainmen to cut out the power operated switch mechanism and throw the switch by hand.

**Hand Signals for Engineman**

The dual control mechanism has two levers, one called the "selector lever," which transfers the control of the switch from power operation to hand operation and back again; the other called the "hand throw lever," which throws the switch while the latter is under hand operation. When it is desired to operate a switch by hand, the trainman first secures permission from the operator, who in giving permission fixes the time during which the switch may be hand operated. The trainman then unlocks the selector lever and moves it to the hand throw position. If he finds that the selector lever is blocked and its movement cannot be completed, this indicates that the hand throw lever is not in position corresponding to that of the switch points, and it is necessary to reverse the hand throw lever.

The selector lever should then be free to move easily to the hand throw position, and when it is in such position, the power switch machine is inoperative, all the interlocking signals are set at stop and their indications are considered suspended, and the hand throw lever is used to operate the switch. At the same time a light indicator located near the switch will be lighted. The indicator at the main line switch will show a red light when the switch is set for the westbound main line, and a green light when the switch is set for the eastbound main line. The indicator at the yard switch will show red when the switch is set for the yard, and green when the switch is set for the westbound main line.

The trainman then notifies the engineman that the selector lever is in the hand throw position so that he will be governed by hand signals.

**Fixed Signals for Engineman**

When the switching movements have been completed or the time has expired, the trainman restores the switch to the position in which he found it, otherwise the selector lever cannot be thrown to the position to permit of electrical operation. With selector lever restored to such position, both levers are then locked, and the engineman informed, so that he will be governed by the fixed signals. The operator is also notified that power operation has been resumed, and of the location of train or engine. A telephone is provided near the switches for communication with the operator.

**Assurance Made Doubly Sure**

To insure safety of trains passing through this plant, both mechanical and electric locking are used. As has been pointed out, the switches when fully closed are securely locked by steel bars; and unless a switch is fully closed it can not be locked, and unless it is locked, no signal can be cleared.

The table interlocking machine, as its name implies, embodies mechanical interlocking, which means that its levers and other parts are so made and assembled that their movements must be made in prede-

*(Concluded on page 19)*

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**A Local Viewpoint on the New Signal Equipment**

*By V. A. CUNNINGHAM, Oldtown*

On Thursday, January 5th, at 10 A.M., the first remote control electric switches on the Maine Central Railroad went into service at Oldtown, under the watchful eyes of Superintendent T. M. McLaughlin, Assistant Superintendent W. E. Kingston, In-
spectator M. F. Dunn, Signal Engineer M. Sutherland, Supervisor S. Sullivan, Agent A. L. Dennis, and the operators who will handle the two switches, from the station ticket office, H. A. Prouty, C. R. Bowley and J. J. O'Connell.

The installation went into operation without a hitch, with a smoothness and efficiency that was a tribute to the skill and ability of the men who installed it.

Supervisor Sullivan assisted by Percy Trafton, R. D. Coffin, A. H. Spinney, Willis Baker, all highly skilled experts in signal work, installed the various mechanical and electrical machinery with speed and exactness, and the finished job is one they can well be proud of, it is a monument to Maine Central signal skill.

Every M. C. Engine Goes to the Laundry

There's a little house over at Rigby Terminal that plays an important role in the drama of Transportation.

This structure, known as "the laundry," is responsible to a large extent for the spick and span appearance of our locomotives.

A. W. Leighton, with a service record of twelve years, locally known at Rigby as "Doc," is the man on whose shoulders rests the responsibility of keeping this important part of the "works" functioning properly. Every engine coming into Rigby Yard after a run is cut off from the train, coals up at the coal shed, is driven to the ash pit for a thorough cleaning of the fire box, and then to the laundry for a bath before going to its berth in the round house.

When an engine pulls into "the laundry" two men, one on either side, spray the outsides from wheels to smoke stack with oil and steam by means of a 100-pound pressure hose.

The steam is scalding hot and instantly melts all ice and snow as well as cleaning off all dirt. The engines are then taken to the round house for complete inspection.

Men of the Wheel and Steel Paid High Tribute

By LeRoy F. Smith, Lieutenant Colonel, U. S. Army

The American Railroad Man has always commanded my very high regard.

With due modesty, I may claim to be the railroad man myself. Maybe, for the sake of truth, I should say that I am an Ex-

"near" railroad man. It happened thus:

Twenty years ago or more, the B. and O. decided to double-track the line running through the northern Ohio town which was then my home. Information came to me that if I were to make respectful applica-

tion to the Norwegian Czar who had a lot of the grading crews, I might get a job; and his Austeret Highness was kind enough to send a brakeman on the little dinky which carried the dirt from where they wanted it.

I "spotted" the cars at the steam, then rode the hind end, which was up to the fill where cars were laid. At odd times I stoked the engine, I believe, an early Saxon model.

The "Laundry" at Rigby

I took lessons in railroad lore from an engineer, who at this particular time was playing in a minor league on account of some quarrel he had had with the company.

My sojourn with this S. S. and D. (Steam Shovel and Dumps) all brings to mind a certain other remarks which was irrelevant, since they were upon topics of theology and natural history.

I understood his principal thesis, which was upon the subject of "time," at a "check," and I left him in sorrow.

That experience may not get me a pension, but at least it should not cut against me. Anyhow, I wish you have seen that switch; it was a revelation of mechanism.

That is close to a quarter-century ago, and through the intervening years I have been afforded multiplied opportunities to observe the railroad man, the real man, at his work. The net result of the observations in this great industry is expressed in this sentence:

"I believe that the highest ideal of American citizenship exists in our industrial life today -- exemplified by the American railroad man."
of the men who installed it. Supervisor Sullivan assisted by Percy Baker, R. D. Coffin, A. H. Spinney, and B. R. Baker, all highly skilled experts in their work, installed the various mechanical and electrical machinery with speed and skill, and the finished job is one they will be proud of, it is a monument to Central signal skill.

The "Laundry" at Rigby

Paid High Tribute

Colonel, U. S. Army

The railroad man. It happened thus: Forty years ago or more, the B. and O. doubled the line running from the northern Ohio town which was my home. Information came to me I was to make respectful applica-

A statement like that needs some annotations; and I shall present them herewith. If one were to set down the qualities of mind and heart which are woven into the fiber of the ideal type of American Citizenship, what qualities would he consider not only most important, but indeed absolutely essential? He would, at the very least, set down these: Loyalty, Faithfulness, Sobriety, Courtesy, Punctuality, Attentiveness, Alertness and Patriotism. I find no group of men in America today who present a composite of those fine characteristics in a more perfect fashion than the Americans.

Let us talk of some of those qualities:

Loyalty

The loyalty of a railroad man for his railroad is very much like the loyalty of a good soldier for his particular regiment. Of course, the establishment of a railroad is a good outfit, and the Steensteentooth Outfit is very good, and so on; but our regiment could beat these others with one hand behind our backs.

And, the B. Z. and C., and the X. Y. and Z. are pretty fair roads; but our road’s rolling stock makes theirs look like Hogan’s Alley alongside Riverside Drive; and our road makes theirs look like two streaks o’ rust crawling off over the country.

That sort of attitude kicks two ways: It makes, actually makes, our road better; and it makes the chap who thinks it and says it, better. Do you know a body of men in the world who have a higher average of this Loyalty stuff in their hearts than American Railroad Men?

One day, years ago, I visited my Uncle Jim Reed, in the Big Four marine shops in Delaware, Ohio. Uncle Jim was forcing car wheels onto axles. He used hydraulic pressure to do this, because the axle was one-half-inch larger than the hole in the wheel.

“Uncle Jim, do you ever think, when you are fitting a wheel onto an axle, that Aunt Lida or Cousin Bertha might some day be riding in the car that this wheel belongs to?” I asked.

Uncle Jim replied, “No, my boy, I don’t; but I always think that somebody is going to ride over this axle.”
Often, since Uncle Jim rode into his Last Terminal, have I looked upon his photograph; and the photograph of Uncle Jim, the faithful Big Four machinist, gives me today more inspiration than any other picture I have ever looked upon.

**Punctuality**

The other morning, the Pennsylvania brought me from Washington, D. C., to Mansfield, Ohio. At Canton the conductor said to the engineer, “We will wait here 90 seconds!” Merciful Heavens! If the whole United States could be run with that meticulous punctuality, our individual lives would be multiplied a thousand-fold, ten thousand-fold.

The average sloppy, go-as-you-please, careless, unregulated, un-self-disciplined American never feels in his bosom the joy and satisfaction which that engineer held in his breast this morning.

**Courtes y**

Ah, here we have something! Recently The Pennsylvania News carried the story of a conductor who assisted a lady to alight, late at night, at a flag stop station. Her friends had not shown up to meet her. The station was dark.

The conductor tied his great train to the hitching post, and escorted the passenger to a distant farmhouse, where a lamp in a window gave promise of welcome and protection.

**Patri otism**

When I come to this point, a lump rises in my throat, like the lump which arises when I think of a doughboy in a trench. What a service the men of steel and the wheel performed in all of our conflicts.

May they cherish and foster those admirable characteristics of heart and life which have long cause me to look upon them as the exemplars of America's highest ideals of citizenship. And may they, while exemplifying such ideals, receive at the hands of their fellow citizens the highest possible rewards, material and moral.

—Courtesy The Pennsylvania News

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**IN MEMORIAM**

**JOHN W. LOWELL**

John W. Lowell, trackman Division 3, Eastern Division, died January 30th. He entered Maine Central service April 7, 1921, and is survived by a wife, May Violette.

**WALTER PETTEE**

Friends of Walter Pettee, brakeman on the Eastport Branch, were sorry to learn of his death which occurred at Ayer’s Junction on February 15. Mr. Pettee was at his work shifting cars at the Junction and death came instantaneously. He was a native of Boston, but had been a resident of Eastport and later of Calais for the last 17 years. He is survived by a wife, Inez.

**THOMAS GALLAGHER**

Thomas Gallagher, coach cleaner at Bangor Car Shops, died at his home in Bangor on February 1st. Mr. Gallagher entered Maine Central service May 21, 1918, and is survived by one daughter, Helen.

**CARD OF THANKS**

We desire to extend our sincere thanks to those members of the Maine Central Family at Rumford who so kindly gave us assistance and sympathy during our recent sorrow at the death of our dear son and brother, Ralph V. Canders.

Mr and Mrs. W. E. Canders and Family, Rumford.
The conductor who assisted a lady to alight at night, at a flag stop station, trends had not shown up to meet her. The station was dark.

The conductor tied his great train to the flag post, and escorted the passenger to a distant farmhouse, where a lamp in a window gave promise of welcome and protection.

Patriotism

When I come to this point, a lump rises in my throat, like the lump which arises in the throat of a doughboy in a trench. In the service of our men of steel and wheat, I have learned to cherish those admirable characteristics of heart and life which have long caused me to look upon them as the exemplars of America's highest ideals of citizenship. And may they, while they yield such ideals, receive the cheers of those who will fight for their fellow citizens the highest kind of rewards, material and moral.

—Courtesy The Pennsylvania News

MAINE CENTRAL
Employees' Magazine

Vol. V MARCH 1928 No. 3

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

EDITORIALS

THE BASIS OF TRANSPORTATION

Electric refrigerators in the North Pole and oil heaters at the Equator would be a drug in the market even in the hands of the most high-powered salesman. Similarly, potatoes in Aroostook and paper in Rumford would go begging if they could not be moved beyond Northern Maine and Danville Junctions. This is because of a quality possessed by all goods known as "place utility." Products moved from point to point have their value doubled and sometimes trebled. Here lies the economic justification for freight rates and the real basis for the idea the railroads are trying to sell the public that service is more important than rates.

NO PLACE FOR GUESS WORK

Millions of dollars are lost every year in Wall Street by people who guess that stock will go up or go down. Only the men who know win with any degree of consistency. American railroads are said to lose vast amounts because it is a frequent practice of shipping clerks to "estimate" weights instead of using an accurate scale. Such estimated weights are frequently far from correct and often lead to endless trouble with claims for overcharges. Good weighers should take the place of many who regard themselves as clever guessers. Here, as in Wall Street and most everywhere else, the man who gets ahead is the man who knows.

THE GREATEST ASSET

Intelligence, character, ability, honesty, health, vigor, punctuality and many more personal qualities might be listed as the one greatest asset a man may possess to lead him along the path to success. But there is another quality that is even more important than any of these, though its importance is derived from a combination of all the qualities mentioned. Without this asset no man may rise above the dull level of mediocrity. This asset—and it is the greatest a man may possess—is DEPENDABILITY.

LURE OF TRAIN TRAVEL

Herein, I think, lies the chief attraction of railway travel. The speed is so easy, and the train disturbs so little the scenes through which it takes us, that our heart becomes free of the placidity and stillness of the country; and while the body is borne forward in the flying chain of carriages, the thoughts alight, as the humor moves them, at unfrequented stations; they make haste up the popular alley that leads towards town; they are left behind with the signalman as, shading his eyes with his hand, he watches the long train sweep away into the golden distance.

(Robert Louis Stevenson)
More of the Rising Generation of the
Maine Central Family

(1) Harold, 3 years, youngest son of Carman L. E. Jordan, Rumford.
(2) Carl and Elaine, aged 7 and 4, whose proud daddy is Section Foreman
O. E. Littlefield, Belgrade. (3) Alice, aged 8, Rosario, 6, Cara 4, children
of Trackman Alben Corts, Sec. 33, Lewiston Upper. (4) Meda, aged 11.
George, 5, John, 7, Alfred, 13, and Florence, 9, children of Section Foreman
John F. Sangborn, Borrham Junction. (5) Maxie, daughter of Eugene H. Greeley, daughter of
(7) One-year-old Lois and three-year-old John, children of Assistant Road- master E. T. Ricker, Mattawamkeag. (8) Four of a kind and the joker—
Hugh, 10, Richard, 5, Gordon, 8, and Robert, 6, sons of Agent L. G. Stiling, Fabymes. (9) Ellen Lucey, age 4, daughter of W. E. Lucey, Auditor of Passenger Accounts. (10) Arthur and Thora, children of
Section Foreman A. L. Bryant, Dixfield. (11) Alma, aged 7, and James, aged 9, Jr., children of Freight Foreman J. P. Chadburns, Livermore Falls.
(12) Sitting, "Dick," age 1, standing on left, "Jackie," age 3, children of
John Shaw, clerk in Freight Traffic Department. On right, Kenneth,
age 2, 1/2, son of Frank W. Macdonald, ticket seller, Portland Union
Station. (13) Ruby Joan, aged 6 months, daughter of General Foreman
M. F. Rhodes, Waterville Shops. (14) Helen Bowers, daughter of Alton
Butler, Fairfield. Clerk in the Waterville Shops. (15) Richard William,
aged 5, son of Assistant Roadmaster A. S. Dodge, Lancaster.
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(5) Maxie B. Greesey, daughter of Eugene H. Greesey, Roadmaster's Clerk, Lewiston Upper.
(6) A mighty hunter, Linwood Richards, 5, son of Operator C. P. Richards, Richmond.
(7) One-year-old Lois and three-year-old John, children of Assistant Roadmaster E. T. Reker, Mattawamkeag.
(8) Four of a kind and the joker—Hugh, 10, Richard, 5, Gordon, 8, and Robert, 6, sons of Agent L. G. Nelligan, Palmyra.
(9) Ellen Lacey, age 4, daughter of W. E. Lacey, Auditor of Passenger Accounts.
(10) Arthur and Bihun, children of Section Foreman A. L. Bryant, Dixfield.
(11) Alma, aged 7, and James F., Jr., children of Section Foreman J. F. Chadbourne, Livermore Falls.
(12) Sitting, "Dick," age 1, standing on left, "Jackie" age 3, children of John Shaw, clerk in Freight Traffic Department. On right, Kenneth, age 2 1/2, son of Frank W. MacDonald, ticket seller, Portland Union Station.
(13) Baby Joan, aged 6 months, daughter of General Foreman M. F. Rhoades, Waterville Shops.
(14) Helen Delorme, daughter of Alton Butler, Fairfield, Clerk in the Waterville Shops.
(15) Richard William, aged 5, son of Assistant Roadmaster A. S. Dodge, Lancaster.
Maine Central Family

The Yard Conductor Talks Again
Illustrated by Chief Dispatcher J. J. LEYDEN, Portland

I see by the Magazine, commenced the Yard Conductor, as he stepped into the switch shanty and hauled his old black pipe out of his hip pocket, "where — ."

"Here's a magazine you better read," interrupted the Switchman, pointing to a sheet of paper tacked on the wall. "This says there's to be no loafing around switch shanties, and it's signed by the yardmaster himself."

He Furnished the Habit

"I'm not loafing," replied the Yard Conductor, "I'm on business. And anyway, I just saw the yardmaster up in the other end of the yard." He carefully seated himself in the somewhat decrepit "guest chair", rummied his pipe, and looked inquiringly at the Switchman.

"Oh, yes," said the Switchman. "I suppose you won't be happy till you get it," and handed him a plug of tobacco.

"Thanks. And, er — have you a knife? I see by the Magazine where a cat was found in a bag hanging to the telegraph wires out near Lewiston. Did you ever hear about 'Pop' Donnelly's cat, and how she came back home?"

"No," said the Switchman, "but be sure that plug and my knife come back home."

"Pop's Brilliant Idea"

"It seems," went on the Yard Conductor, "that 'Pop' had a cat which he had tried hard to dispose of. He'd given her away several times, but he always managed to get back home, and he was too tender-hearted to put her away. So 'Pop' had a brilliant idea. One morning before he left Lancaster on 378 for Beecher Falls, he made a nice little crate and coaxed Kitty into it. Then he loaded the crate into the caboose, and when he got to Beecher Falls he made a present of the cat to one of the immigration officers. "There," says 'Pop', 'you're a pretty good sprinter, but let's see you find your way home over 43 miles of hard going.' Got a match?"

The Cat Came Back!

"Here's a whole box," said the Switchman. "Is that all of the story?"

This Cat Came Back, Too

"Not quite. When 'Pop' got in on 377 that night and booked off, he went home with his chest high, all puffed up at his smartness. And when he reached his front door, there was Kitty licking her chops and purring round his legs."

"Hold on," said the Switchman, "you don't expect me to believe that cat walked 43 miles and beat the train home?"

"I didn't say so," rejoined the Yard Conductor. "As a matter of fact one of the boys at Beecher Falls picked up the crate when 'Pop' wasn't looking, loaded it on the engine, and took it back to Lancaster. When the engine got to the station they let kitty out, and she streaked home. But 'Pop' wouldn't part with his cat now. He says she's the smartest in the North Country. Speaking of Woodsville," he went on, holding out his "did you ever hear — ."

"Speaking of tobacco," said the Switchman, "did you ever buy any yourself?"

A Woodsville Stop-Over

"Thanks. Speaking of Lancaster," the Yard Conductor, calmly, "did you ever hear how Ned Fiske happened to spend the night in Woodsville?"

"Oh, go ahead and spill it," said the Switchman.

"Ned and his wife went over on M. & S. to Woodsville on an errand and intending to return on the afternoon train. Now of course as an agent, Ned's pretty close tabs on the time of trains in the round his station he's kept a good number of passengers from getting left. His wife's an employee, too, you know, and a pretty neat railroad man at that. Well, they got done and got down to the Woodsville station some time before the train due, so they sat down in the waiting room."

Too Busy Just Then

"Whether they both went to sleep, I don't know, but the train hauled right in on the yard, and all the conductor called "all aboard", and off she went."

Traffic Tip Call

SINCE the last issue of the May we have received from various members of the family several important tips which may develop into some business for the company.

X. C. Guimont, agent at Northumberland, told us of 1000 cords of pulpwood to be floated down the Connecticut River from Canada in the spring and the possibility of being hauled out our tracks to Coos Bay, thence to destination. This was being developed.

Trainman W. A. Allen at Eastport, us of a family moving to Millinocket,
The Cat Came Back!

"Here's a whole box," said the switchman. "Is that all of the story?"

This Cat Came Back, Too

not quite. When 'Pop' got in on 377
ight and booked off, he went home
his chest high, all puffed up at his
ness. And when he reached his front
there was kitty licking her chops and
round his legs."

"You don't say so," rejoined the Yard
actor. "As a matter of fact one of
's at Beecher Falls picked up the
when 'Pop' wasn't looking, loaded it
on the engine, and took it back to Lan-
caster. When the engine got to the house,
they let kitty out, and she streaked it for
home. But 'Pop' wouldn't part with that
cat now. He says she's the smartest cat
in the North Country. Speaking of Lan-
caster," he went on, holding out his hand,
"did you ever hear — — ."

"Speaking of tobacco," said the Switch-
man, "did you ever buy any yourself?"

A Woodsville Stop-Over

"Thanks. Speaking of Lancaster," went
on the Yard Conductor, calmly, "did you
ever hear how Ned Fiske happened to
spend the night in Woodsville?"

"Oh, go ahead and spill it," said the
Switchman.

"Ned and his wife went over on the B.
& M. to Woodsville on an errand one day,
intending to return on the afternoon train.
Now of course as an agent, Ned keeps
pretty close tabs on the time of trains, and
around his station he's kept a good many
passengers from getting left. His wife's an
employee, too, you know, and a pretty good
railroad man at that. Well, they got their
errands done and got down to the Woods-
sville station some time before the train was
due, so they sat down in the waiting room.

Too Busy Just Then

"Whether they both went to sleep or not
I don't know, but the train hauled in,
stood there for five or six minutes, the con-
ductor called 'all aboard,' and off she went
for Lancaster, the last train for the day,
while the Fiskes calmly sat in the waiting
room. Speaking of the B. & M. — — ."

"Speaking of the yardmaster," said the
Switchman, "here he comes down the
track."

"I'll tell you the rest of it some other
time," said the Yard Conductor, as he
knocked out his pipe and hurried out of
the door, "I'm too busy just now."

Traffic Tip Cards Aid in New Business

SINCE the last issue of the Magazine
we have received from various mem-
ers of the family several important
tips which may develop into some new
business for the company.

X. C. Guimont, agent at North Strat-
ford, told us of 1000 cords of pulpwood
to be floated down the Connecticut River
in the spring and the possibility of this
being hauled over our tracks to Coos Junc-
tion, thence to destination. This tip is
being developed.

Trainman W. A. Allen at Eastport told
us of a family moving to Millinocket. We
secured this haul and turned it over to the
B. & A. at Northern Maine Junction.

Over the Mountain

Guy O. Clark, Foreman at Portland
Union Station, sent us word of paint ship-
ments from Cleveland, Ohio, to a Portland
concern. This matter was immediately
followed up and from all indications the
business will in the future move by the
way of our Mountain Division.

E. A. Taylor, agent at Wytopitlock, told
us of 500 cords of cordwood from his station
to Basin Mills. This may be floated down
the Penobscot and it may move over our
Eastern Division. The tip has been taken up direct with the receiver, the Orono Pulp and Paper Company.

Philip Bird, clerk in Superintendent of Car Service F. L. Strange's office, told us of less than carload shipments of sheet and metal from the west to Portland. Every angle is being developed to have this move over the Maine Central from St. Johnsbury.

E. G. Young, clerk at Colebrook, N. H., told us of a new bridge to be built at West Stewartstown. It is probable that material for the construction work will move so that the Maine Central will get the long haul.

Selling Maine Central service should be of first and vital importance to every employee, because on the degree of success we have in selling that service, depends the welfare of each of us. The more business we do, the more work there will be in every department of the System.

If you deal with a man and spend your money with him, he ought to reciprocate and deal with the Railroad from which you get your pay check. Every member of the family can be of great help in this work. Their efforts would prove very effective. A shipper feels he has a guarantee of good service when the man who actually handles his shipment, and the ones who build and maintain the track and equipment and in other work of the company are interested.

It Works Both Ways

The columns of your local newspaper are always a source of information. Scan the items daily to find out who is contemplating a visit to some distant point, or who, from a distant point is expecting to visit a local resident. You may know many of these people, and your interest in soliciting business will assure our securing it.

It will pay us all to take advantage of every opportunity to assist our traffic representatives in soliciting new business.

It will pay us all to take advantage of every opportunity to talk and boost Maine Central service.

New Building Under Construction at The Mt. Kineo

A new Women's Dormitory to replace the one recently burned, is now being constructed at The Mount Kineo on Moosehead Lake by our subsidiary, The Samoset Company. It is to be a three-story structure with brick basement 40 feet wide and 90 feet long. The main entrance is to be in the center on the basement floor. On one side is a spacious recreation hall and on the other side is a large hand laundry.

The three floors above are of usual wooden construction with partitions of gypsum wall board. On each of these floors there are 16 rooms and ample toilet facilities. The roof is covered with fire-proof asbestos shingles. Steel fire escapes are provided at each end of building.

This building will accommodate 96 women employees and will be completed ready for occupancy on or before June 15, 1928.

Plans and specifications were prepared under the direction of the Maine Central Engineering Department in Portland, the detail work being done by I. W. Russell, Architect.

Norcross Attends
New York Meeting

Superintendent Telegraph J. B. Norcross, who splits his time between directing the destinies of the M. C. and the W. U., spent three days early in February in New York City attending a meeting of joint superintendents of telegraph, representing the railroads and the telegraph companies in the eastern division. This territory takes in a zone including the Pennsylvania, the Baltimore & Ohio and roads through to New England. Mr. Norcross described the meeting as very profitable both from a practical and an inspirational viewpoint.

Some Veteran Hosts

Left to Right: R. E. Evans, Hotel Manager, and W. H. Poertner, Foreman.

Evans and Poertner are both old timers in this work, the former having worked 30 years and the latter with a record of 40 years' service to his credit. Shackleford, a veteran, has been Turn Table Operator about a year and a half.

It may be interesting to know that the time approximately 90 engines are handled in and out of the Round House, which must be spotted by the turn table operator.

The second trick crew have the greater number of engines to handle, there being on an average 40 engines in and 25 out of Bartlett.

This of course includes B. & M. and S. & M.

On the Cover

"I'm shovelin' off the track for 0.50, daddy," might well be the title for an attractive picture on the cover of this month's Magazine, in which the handsome Holland C. Mersereau, little grand-nephew of Engineerman Gage Mersereau, who was killed out of Bartlett.

Little Holland was fourteen months old when the picture was taken. He was born in Sarasota, Florida, six months before the death of his father, who was employed at different times by the Maine Central at Bartlett. His mother, Mrs. K. M. Mersereau, makes her home in Cedar Key, Florida, where she and little Holland reside at the present time.
Some Veteran Hostlers at Rigby Roundhouse

Left to Right: R. E. Evans, Hostler; Joseph Shackley, Turn Table Operator and W. H. Poertner, Foreman of Hostlers at Rigby Round House

Evans and Poertner are both old timers in this work, the former having worked for 30 years and the latter with a record of 24 years' service to his credit. Shackley has been Turn Table Operator about a year and a half.

It may be interesting to know that from 12:01 a.m. to 12:00 midnight at the present time approximately 90 engines are handled in and out of the Round House, which have to be spotted by the turn table operator.

The second trick crew have the greatest number of engines to handle, there being on an average 40 engines in and 22 out. This of course includes B. & M. and M. C.

They spent the past summer and fall with Mr. and Mrs. Gage W. Mersereau at Bartlett, returning to Sarasota in November. While in Bartlett little Holland in company with his mother and friends motored to the summit of Mt. Washington at 4:00 a.m. to see the sunrise. He has the record of being the youngest person ever on the mountain at this early hour of the day to witness the sunrise. Holland was ten months old at time of trip on Aug. 4, 1927.

Chief Engineer Laid Low by Operation

Chief Engineer B. T. Wheeler underwent a rather serious operation at the Eye and Ear Infirmary in Portland the latter part of February for antrum and sinus trouble. The operation was successful and as we go to press, Mr. Wheeler is resting as comfortably as could be expected.

This Month's Special

A sufferer who lives close to a railroad yard in the suburbs wrote the following about the racket made by a switch engine: "Gentlemen: Why is it that your switch engine has to ding and dong and fizz and spit and bang and hiss and pant and grate..."
and grind and puff and bump and chug and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and puff and groan and thump and boom and smash and jolt and screech and snort and snarl and slam and throb and roar and rattle and yell and smoke and smell and shriek like hell all night long.” — L. & N. Magazine.

** For Bull Whackers Only 

*By CHARLES H. BLACKWELL.*

Freight Traffic Department

Many strange matters come to light in the Traffic Department in the course of identifying and classifying freight. Just the other day an appeal was made to the Industrial Department for information on the sources of steel wool. This important article of commerce is obtained, it was discovered, by shearing hydraulic rams. It is reported that in the spring our genial Industrial Agent W. G. Hunted is going to stage a shearing contest.

** New Newcastle Scenery 

*Agent Julian and Mrs. Estes*

They say the hunting is always good around Kinco—but this is just one of those publicity stories, so-called. The editor can testify to this from personal experience, for on several different occasions he has gone gunning for a certain shot—with absolutely no success whatever.

Some time ago he shot a very fine specimen of station agent at this place but continued failure hounded his efforts to get its mate in front of his shutter.

Realizing that this special case required special treatment, the best specialized brains in the organization were assigned to the task. Using the methods that have so frequently served his purpose when he wished to get desperate criminals into a corner, Chief of Police H. A. (Bunny) Russell succeeded where everyone else had failed and finally shot Agent Julian Estes and his much better half who presides over the destinies of the Kineo freight office, with the results shown herewith.

** New Oldtown Switches 

*(Concluded from page 7)*

determined sequence; or in other words, the signal lever is in normal position, and all signals at stop, the switch levers be moved to operate switches; and the switch levers are in full normal reverse position, i.e., all switches closed, the signal lever cannot be brought to a position to clear a signal.

The electric locking has two functions, one of which is to prevent any switch
Snapshots of a Double-Seat Man

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New Oldtown Switches
(Concluded from page 7)
terminated sequence; or in other words, unless the signal lever is in normal position, i. e., all signals at stop, the switch levers cannot be moved to operate switches; and unless the switch levers are in full normal or reverse position, i. e., all switches closed and locked, the signal lever cannot be moved to a position to clear a signal.

The electric locking has two functions, one of which is to prevent any switch from being thrown after a train has reached a point about 2000 feet in advance of the approach or distant signal, and while the train is approaching the home signal. This is called “approach locking.” It has a feature which enables the operator, in case of necessity, to change a route before a train has reached a home signal.

To do this, he must of course set the signal to stop the train; then after waiting a certain time interval which is imposed on him automatically, he may restore the signal lever to normal and may then move
the switch levers to change the route. In case the train runs by the signal before stopping, it must back up until clear of the signal before the route may be changed.

The other function of the electric locking is to prevent any switch from being thrown after a train has passed the home signal, at which point the approach locking is released, and while any part of the train is within the interlocking homé signal limits.

These locking features are the same in effect as those in use at other interlocking plants on this Road, where the interlocking machines are of a different type.

The finest training we have at last gotten old General Rough Handling where he is looking for a way out and making preparations for a retreat along the entire battle front.

Help is needed, so come on, you on the outside-looking-in, get to the nearest recruiting station and enlist at once. As the army of Freight Claim Prevention grows we will rout old General Rough Handling so he will have to ask for peace.

+ +

General Office Notes

Mrs. Elizabeth C. Manning, stenographer in the Freight Traffic Department, has resigned and has gone to Washington to make her home.

Mrs. Dorothy Bates, formerly stenographer in Mr. McTaggart's office, has taken Mrs. Manning's place.

Miss Florence L. Webber of the Freight Traffic Department, who has been confined to her home by illness for several weeks, is able to be back again.

An engagement announced during the past month of much interest all over the System was that of Miss Evelyn Cressey, private stenographer to Mr. Douglass, and William A. Wheeler, Assistant Superintendent of the Portland Division.

Miss Eleanor Conboy of the Engineering Department is back at her desk again after an illness of three weeks.

Miss Winifred Mohan, from the Terminal Exchange, is now manning the General Office switchboard during the absence of our well-known Julia. If we have to be polite and formal, we will announce that Mrs. J. B. Roper is absent from her duties on account of neuritis. Hurry back, Julia, we want to call New York.

+ +

And They Each Took Splits

When I was up in the mountains once I came onto an old prospector standing just outside a cave. He told me he had just found a treasure hidden inside.

"What is it?" I asked. "Quartz?" "Naw," he whispered, "pints."

—Borrowed.

World-Famous Battles
Left in the Shade
By Traveling Agent E. I. Hill

Napoleon at Waterloo.
Bruce at Bannockburn.
Washington at Brandywine.
Pickett's charge at Gettysburg.
Rough Riders at San Juan Hill.
U. S. Marines at Chateau Thierry.

But the Battle of Freight Claim Prevention, which is still raging over the greatest battle front in the history of the world, dwarfs all these. Led by generals of the

Way-Down-Eastern
By E. C. Bartley


Smile and You
By V. A. Gilbert

Crossingman Geo. Gilbert of the famous hunter and fisherman, bided his time. He soon found the tracks of the moose through swamps and over ridges. For three long days he followed the trail, until dark. On the night of the third day he sighted the huge animal in the open and with all the stealth of an Indian crept upon his prey.

Weary legs took on new life, tired fingers were forgotten, the freezing food and steaming tea that were numbed fingers before the night. (20)
Way-Down-Easters Pause to Look Pleasant

By E. F. McLAIN, Calais

The picture above shows No. 377, a little Class O type, on the new table at Calais and some way-down-East members of the Maine Central Family. Reading from left to right, they are: F. G. Hollingdale, Wiper; W. J. Bradford, Blacksmith Helper; D. H. Penlason, Blacksmith; W. J. Glass, Boilermaker; I. D. Murphy, Boilermaker; W. R. Gardner, Machinist; J. N. Whiteknack, Machinist; Ed. Laskey, Machine Helper; B. W. Bailey, Wiper; S. J. Newell, Carpenter; H. A. Grant, Carpenter; C. E. Boynton, Carpenter; D. H. Boone, Painter; Howard Mingo, Station Foreman; S. R. Wilder, Carpenter; Ed. McLain, Clerk; F. A. Grant, Carpenter; L. M. Wheeler, Laborer; D. M. McFarland, Hostler; J. H. Godsil, Wiper; J. B. Kenison, Foreman; F. G. Barlow, Clerk.

Smile and You Are Easy to Live With

By V. A. CUNNINGHAM, Oldtown

Crossingman Geo. Gilbert of Yeazie, famous hunter and fisherman, hied himself to Tomah when the season opened to hunt the lordly moose. He soon found a fresh track and settled down to the long grind through swamps and over ridges without end. For three long days he fought his way along the moose's trail from daylight until dark. On the night of the third day as the light in the woods grew dim he sighted the huge animal in the distance, and with all the stealth of an Indian he crept upon his prey.

Weary legs took on new life, tired muscles were forgotten, the freezing nights upon the trail glowed with warmth, the frozen food and scalding tea that shook in numbed fingers before the nightly fires became an experience never to be forgotten as he wriggled along on his stomach to a point where the fatal shot could be fired without a chance of missing.

At last the great moment arrived. Thrusting the barrel of his rifle through the brush, smoke reddened eyes gleamed through the sights as he focused the bead upon the great animal's heart, but something held his finger, something about the great beast wasn't right. At last he saw what it was—IT HAD NO HORNS, and then a great light dawned upon him as he realized that for three long days he had been trailing a cow.

Yes, there are times when it's good for a man's soul to be in the woods, way back out of hearing of everybody.
Someone told us that powdered borax was good for cockroaches, and we have proved it to be true. About two weeks ago we got 30 pounds of borax and they like it so well we don’t think it will last the month out.

It’s got so bad that you can’t lay a paper down without it walking away. The other day a fellow got off the train who has just been discharged from the Keeley as cured. Just as he came in I dropped a postage stamp I had just licked and it struck a cockroach on the back and stuck there. The cockroach ran across the desk concealed under the stamp, then up the wall and through a hole the signalmen had bored in the ceiling.

By A. P. HAWKES, A.F.A. Office

The newly organized Bowling Team, known as the “Railroad Five,” has enjoyed great success in their matches thus far. Below is a record of their matches rolled to date.

At Presumpscot Alleys of Westbrook, 2-3-28.

Androscoggin Five

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
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<tbody>
<tr>
<td>Currier</td>
<td>103 78 89 270</td>
</tr>
<tr>
<td>Johnson</td>
<td>79 78 84 241</td>
</tr>
<tr>
<td>Vaughan</td>
<td>75 90 71 232</td>
</tr>
<tr>
<td>Ross</td>
<td>74 91 89 254</td>
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<tr>
<td>True</td>
<td>96 85 102 283</td>
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Totals: 427 422 435 1284

Railroad Five

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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>H. P. Hawkes</td>
<td>94 92 90 276</td>
</tr>
<tr>
<td>C. P. Hawkes</td>
<td>102 83 89 274</td>
</tr>
<tr>
<td>Bean</td>
<td>73 89 91 244</td>
</tr>
<tr>
<td>L. Hawkes</td>
<td>80 115 76 280</td>
</tr>
<tr>
<td>Sproul</td>
<td>84 90 109 283</td>
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Totals: 442 460 455 1357

At Congress Alleys 2-10-28.

M. C. Engineers

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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Dunn</td>
<td>82 88 92 262</td>
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<tr>
<td>Payne</td>
<td>85 82 89 256</td>
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<tr>
<td>Dole</td>
<td>85 89 90 263</td>
</tr>
<tr>
<td>Parks</td>
<td>97 108 81 286</td>
</tr>
<tr>
<td>Corcoran</td>
<td>90 103 101 294</td>
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Totals: 439 469 453 1361

Railroad Five

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>H. P. Hawkes</td>
<td>96 94 121 311</td>
</tr>
<tr>
<td>C. P. Hawkes</td>
<td>84 105 84 273</td>
</tr>
<tr>
<td>L. Hawkes</td>
<td>95 93 83 271</td>
</tr>
<tr>
<td>Bean</td>
<td>102 121 122 345</td>
</tr>
<tr>
<td>Sproul</td>
<td>104 110 97 311</td>
</tr>
</tbody>
</table>

Totals: 481 523 507 1511

The good work of Bean and Sproul resulted in the Railroad Five rolling over 1500 total, in this match.

At Paper City Alleys of Westbrook:

Manchester Post American Legion

<table>
<thead>
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<tbody>
<tr>
<td>Hafer</td>
<td>79 92 82 253</td>
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<tr>
<td>Aubin</td>
<td>99 78 84 261</td>
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<tr>
<td>Lacoite</td>
<td>80 82 71 233</td>
</tr>
<tr>
<td>St. Pierre</td>
<td>93 86 79 258</td>
</tr>
<tr>
<td>Charmain</td>
<td>95 105 99 299</td>
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Totals: 446 443 415 1304

Railroad Five

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<tr>
<td>H. P. Hawkes</td>
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<tr>
<td>C. P. Hawkes</td>
<td>79 77 87 243</td>
</tr>
<tr>
<td>Bean</td>
<td>79 97 76 252</td>
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<tr>
<td>L. Hawkes</td>
<td>102 97 107 299</td>
</tr>
<tr>
<td>Sproul</td>
<td>104 104 97 293</td>
</tr>
</tbody>
</table>

Totals: 445 453 455 1353

The margin L. Hawkes gained over his opponent in this match aided greatly in the Railroad Five victory.

Echo from Christmas

At a book store: “Have you any fairy tales?”

New Clerk: “Say, lady, you can’t kid me. I guess I know fairies ain’t got no tails.—Selected.

Patron: “Gimme a cup of coffee without cream.”

Waiter: “We ain’t got no cream, but we can give it to you without milk.”—N. C. & St. L. News Item.
### M. C. Engineers

<table>
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<td>92</td>
<td>262</td>
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<td><strong>Total</strong></td>
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### Railroad Five

<table>
<thead>
<tr>
<th>Name</th>
<th>Hawkes</th>
<th>Hawkes</th>
<th>Lakes</th>
<th>Sproll</th>
<th>Total</th>
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<tbody>
<tr>
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<td>121</td>
<td>311</td>
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<td>105</td>
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<tr>
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<td><strong>523</strong></td>
<td><strong>507</strong></td>
<td><strong>1511</strong></td>
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The good work of Bean and Sprout in the Railroad Five rolling over 1500 in this match.

Papercity Alleys of Westbrook:

### Manchester Post American Legion

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<th>Name</th>
<th>Age</th>
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<tr>
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<tr>
<td><strong>Total</strong></td>
<td><strong>446</strong></td>
<td><strong>443</strong></td>
<td><strong>415</strong></td>
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</tbody>
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### Railroad Five

<table>
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<tr>
<th>Name</th>
<th>Hawkes</th>
<th>Hawkes</th>
<th>Lakes</th>
<th>Sproll</th>
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<tbody>
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<td>85</td>
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<tr>
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<td><strong>453</strong></td>
<td><strong>455</strong></td>
<td><strong>1353</strong></td>
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</table>

2. Martin L. Hawkes gained over his record in this match aged greatly in the Railroad Five.

### Echo from Christmas

book store: "Have you any fairy tales?"

Clerk: "Say, lady, you can't kid me: I know fairies ain't got no Selected.

Me: "Gimme a cup of coffee without milk."

Clerk: "We ain't got no cream, but we'll give it to you without milk."

---N. C. & Boston Item.