A Railroad Man

Every person I see is a possible passenger, every movable object potential freight. When I deal with an outsider I must consider that for that moment, at least, I am the whole railroad to him. He does not see, nor is he interested in, the hundreds of other cogs in the great transportation machine. To him I am the railroad, and whether he likes this railroad better than another largely depends upon me. No transaction is too small to require courtesy, none so large that it may be overlooked. Collecting a dollar undercharge may mean as much in terms of goodwill as prompt handling of a train. So—I am my railroad’s general agent. It’s up to me.

—Prize Essay by M. D. ROTHE, Instrumentman, Nashville, Chattanooga & St. Louis Railway, From Railroad Data.

Government Surplus, with the People

By SAMUEL O. DUNBAR

The railways are being subjected to more competition now to more competition for freight and passenger traffic by other means of transportation than before. There is no class of people who should be more interested in competition than railway employees because it affects the number of men the railways can employ and the wages they can pay.

Railroads Are Hampered

There is nothing more remarkable or more difficult to understand, the difference between the way national and state governments treat the railways and the way they treat other means of transportation that come in competition with the railways. Our governments not only do not subsidize the railways but restrict what they can earn, at the same time, subject them to numerous kinds of regulation of service, their relations with employees, and their rates. On the other hand, our governments subsidize means of transportation that compete with the railways, and at the same time, do not regulate rates, their service and their relations with their employees as they do those of the railways.

Obviously, the difference between the way the governments treat
Government Subsidized Competition with the Railroads

By SAMUEL O. DUNN, Editor of Railway Age

The railways are being subjected now to more competition for freight and passenger traffic by other means of transportation than ever before. There is no class of persons who should be more interested in this competition than railway employees, because it affects the number of men the railways can employ and the wages they can pay.

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Obviously, the difference between the way the governments treat the railways and the way they treat other means of transportation tends to divert traffic and earnings from the railways to other means of transportation. If any other means of transportation, while treated by our governments in the same way they treat the railways, should take traffic from the railways, there would be no reason for the railways or their employees to complain.

When, however, other means of transportation are enabled to take traffic from the railways because of the difference between the ways in which the government treats the railways and these other means of transportation, the railways and their employees have good reason to complain.

Earnings Decreased

Why is it that it costs more at present to operate the railways than it did before the war, and that, in consequence, they have to charge higher freight rates. It is not because the railways are earning larger profits. The average return earned by them on the investment in their property in 1916 was 5.9 per cent; in 1926, 5 per cent, and in 1927, only 4.4 per cent. The rates of the railways have had to be increased because they are paying much higher wages to their
employees, much higher prices for materials and supplies and much higher taxes than before the war.

No Pay for Wear and Tear

We have seen within recent years some very striking effects produced by government-subsidized competition with the railways. Hard-surface highways have been built throughout the United States by the national and state governments. There is no ground for criticism of this. It is a proper function of government to build good highways. When, however, these highways are allowed to be used by operators of lines of motor busses and trucks for the transportation of freight and passengers these motor-vehicle common carriers come into direct competition with the railways.

If those who thus use the highways are not charged for their use in proportion to the wear and tear they cause to the highways, they become recipients of subsidies from the governments that built the highways. If their financing, or their operation, including its safety and the conditions of work and wages of their employees, are kept on a parity with those obtaining on the railways then they are given unfair competitive advantages over the railways. Now, it is well known that common carriers on the highways have taken a large amount of traffic from the railways, especially passenger business, which they could not have taken if they had not been unduly favored by being treated differently by our governments from the way in which our governments treat the railways.

Differences in Safety

Take, for example, the matter of safety. There has been much expensive government regulation of railways in the real or supposed interest of safety, including, for example, the specification of the safety appliances that must be used on locomotives and cars; the empowering of government inspectors to order out of service equipment regarded by them as being in unsatisfactory condition; and requirements as to the elimination of grade crossings, and the installation of automatic train control systems.

The safety record of the railways owing to the efforts of their own managements and employees, is probably better today than that of any other industry in the United States. Everyone knows how bad is the record of accidents on the highways. What are our governments doing to cause improvements in equipment and operation on the highways to make safety on them as great as on the railways? Almost nothing.

Cheapness of Freight Rates

Why should our governments, which collect vast amounts in taxes from public and then use the money to subsidize the competitors of the railways? Railway rates—and especially freight rates—in this country are the lowest in the world, while the wages paid by our railways are the highest in the world. Freight rates in this country are lower compared with freight rates in other countries than the prices of most commodities are compared with the prices of similar commodities in other countries.

The freight rates of the railways in the United States average only 13 cents higher than they did in 1900, while the wholesale prices of all commodities average 80 per cent higher and the wholesale prices of factory products average 110 per cent higher. Manifestly, therefore, if we are to lower rates for the transportation of freight, we need lower prices of commodities a great deal more.

Government Competition

Suppose, however, it should be proposed that the government should build or buy factories of a certain kind and operate them at a loss in competition with other factories owned by private companies in order to reduce the prices of manufactured products. Or suppose it should be proposed that the government should pay subsidies to certain kinds of manufacturing concerns to enable them to reduce their prices and thus either force competing manufacturers...
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ufacturing concerns to enable them
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force competing manufacturers to
reduce their prices or take business
from them. Such proposals would be
generally denounced as un-American
and socialistic. But what is the dif-
fERENCE in principle between subsidiz-
ing other means of transportation in
order to enable them either to take
traffic from the railways or force the
railways to reduce their rates, and
subsidizing manufacturing plants to
reduce the prices that the public must
pay for manufactured goods?

There is no difference in principle at all. It would be just as reasonable
for the government to subsidize manu-
facturers of railway materials and
supplies to enable the railways to buy
their materials and supplies cheaper,
as it is for the government to subside
certain transportation agencies to
enable shippers to get their transpor-
tation cheaper than it is possible for
them to get it without such subsidies.

Wage Scale Undermined

The public ought to be furnished
every kind of transportation it needs.
Traffic, both passenger and freight,
should, in each case, be carried by
that means of transportation which
can render the best service in handling
it in proportion to the total reasonable
cost of rendering the service. This
policy would not unjustly injure any-
body. But this is not the policy
being followed or that is being ad-
vocated by those who want water
transportation, for example, subside-
dized by the government.

They want the railways to have to
bear the entire cost of transportation
by rail, and the government to pay
a large part of the cost of transporta-
tion by water, and even by highways.
And at the same time they object to

(5)
the government regulating these other carriers in the same way that it regulates the railways. The unfairness of this should be plain to railway employees. It also should be plain to them how it tends to divert traffic from the railways, to curtail the number of men they can employ and to undermine their ability to pay satisfactory wages.

“Cross Crossings Cautiously”

Essay submitted by Mary Lill, St. John, Kansas, in Safety Section Essay Contest. Winner of FIRST prize in High School Group, under auspices Safety Section, American Railway Association

Today there is the most urgent need for greater care in approaching and passing over railroad crossings, as is shown by the increasing number of accidents. But to prevent these accidents, or even lessen the number, presents a problem that thus far has baffled solution. These accidents come unbidden, gain nothing, lose everything, with the wages of loss, sorrow, remorse. Yet they occur in greater number.

From the American Railway Association we learn that in 1925 there were 5479 highway grade crossing accidents, with 2206 killed and 6555 injured. In 1926 these numbers increased to 5921 accidents, 2402 killed, and 6901 injured. When it is considered that crossings are permanent, and their location are marked by conspicuous signs and warnings, and that past accidents are grim counsellors to everyone to be careful, it is amazing that these accidents and casualties are on the increase. The problem is for all people, that new and more determined efforts must be put forth to prevent accidents.

Legislation, signboards, and every class of warnings having failed, leaves us to conclude that the remedy must come from some other source. What people heed today is the voice of the public press, and through it they must be taught the value, responsibility, and absolute necessity of precaution in crossing railroads. This contemplates advertising, descriptive and editorial writing; supported by all other lines of publicity that will not only depict the reward of cautious procedure but place a brand on the crime of carelessness.

Expert Testimony

Ole Olsen, trackwalker, was testifying after a head-on collision.

“You say,” thundered the attorney, “at ten that night you were walking up toward Seven Mile crossing and saw No. 8 coming down the track at sixty miles an hour?”

“Yah,” said Ole.

“And when you looked behind you, you saw No. 5 coming up the track at sixty miles an hour?”

“Yah,” said Ole.

“Well, what did you do then?”

“Aye got off track.”

“Well, but then what did you do?”

“Vell, aye said to myself, ‘Dis bane hell of a way to run a railroad,’ ”

Inset: Jim Gibbons, Freight Agent, Lower, Office Foreman

To improve the service to the public and more economically meet present conditions, the powers that be decided to remodel the old office to meet the new conditions. The building didn’t change the outside of the building, but within the portals—last alive—you wouldn’t know the place.

Instead of having the cashier and clerks in one room, Agent Gibbons moved the private office and paymaster’s office on the first floor and record room upstairs, they had to rearrange the clerks’ room to extend across the
Cautiously"

as, in Safety Section Essay Contest, sponsored by the School Group, under auspices of the Railway Association

As accidents are grim counsellors to everyone to be careful, it is amazing to find that the increase in these accidents and casualties are due to the increase. The problem is for people, that new and more defined efforts must be put forth to prevent accidents.

Legislation, signboards, and every device of warnings having failed, leaves us to conclude that the remedy must come from some other source. What people heed today is the voice of the public press, and through it they must be taught the value, responsibility, and absolute necessity of precaution on the part of the railway companies.

This content contains advertising, descriptive and editorial writing: supported by all lines of publicity that will not depict the reward of cautious procedure but place a brand on the face of carelessness.

And when you looked behind you, you saw No. 5 coming up the track at sixty miles an hour?" "Yah," said Ole. "Well, what did you do then?" "Aye got off track," said Ole. "Well, but then what did you do?" "Well, aye said to myself, 'Dis bane hell way to run a railroad.'"

Bangor Freight Office Modernized

Inset: Jim Gibbons, Freight Agent; Upper Right, Exterior Present Building;
Lower, Office Force in New Remodeled Room

To improve the service to the public and more economically meet present conditions, the powers that be decided to remodel the old office to meet the new conditions. They didn't change the outside of the building any, but within the portals—land alive—you wouldn't know the place.

Instead of having the cashier and clerks in one room, Agent Gibbons' private office and paymaster's office on the first floor and record room upstairs, they had to rearrange the clerks' room to extend across the entire south side, put the cashier in a room by himself, elevate the Agent's office and paymaster's office to the second floor and change the entrance from Railroad Street to Main Street.

Agent Gibbons now has 15 clerks, a battery of typewriters, adding machines, comptometers and a modern P. B. X. telephone system operated in the office and several other new improvements.

It's a bustling office and no mistake, but we are mighty glad to hear of it and hope the business will increase so...

(Concluded on page 21)
Engineering Department Promotions

Asa H. Morrill, Chief Engineer

ASA H. MORRILL, former Engineer of Construction, has been promoted to the position of Chief Engineer, left vacant by the death of B. T. Wheeler on March 20th. On the announcement that he had succeeded his former chief, Mr. Morrill was flooded with messages from former associates, from officials of other railroads who have judged him by his work and from members of the lay public, testifying in the strongest manner possible to their belief that man and opportunity were equal. Those who have worked with him during his 15 years in Maine Central service know that under A. H. Morrill the Engineering Department will efficiently perform its important part of the work of our Railroad.

Asa Hall Morrill was appointed Chief Engineer of the Maine Central Railroad on March 26th with office at Portland, Maine, succeeding Bertrand T. Wheeler, deceased.

Mr. Morrill was born Oct. 7, 1870, at Concord, N. H., and graduated from Massachusetts Institute of Technology, 1892. He entered railway service June 1, 1892, with the New York, New Haven & Hartford R. R., since which he held to Jan. 19, 1906 various positions from roadmaster to engineer in Maintenance of Way Department; June 16, 1906 to Jan. 19, 1907, draftsman same road; Jan. 19, 1907 to Feb. 1, 1913, assistant engineer of construction same road. From Feb. 1, 1913 to date, Mr. Morrill was engineer of construction and chairman valuation committee Maine Central Railroad and Portland Terminal Companies. He is a member of the American Society of Civil Engineers.

The Maine Central's new Chief Engineer is the son of the late George S. Morrill, who served as Chief Engineer of the Old Colony Railroad from 1873 to 1892. Mr. Morrill had charge, under the Engineer of Construction, of the preparation of plans for the elimination of grade crossings on the New Haven Railroad in the cities of New Bedford, Boston and Hyde Park and had direct charge of the preparation of plans and the execution of work of the same type at Worcester and on the Boston & Maine at Lynn and Somerville. Since coming to Portland, he was directly responsible under the Chief Engineer for all construction work done during the past fifteen years on the Maine Central. Some of the bigger jobs completed under his direction were double tracking the main line from Waterville to Clinton, the construction of bridges across the Kennebec at Augusta and Fairfield, across the Sheepscot River at Wiscasset, the new Rigsby Yard and the railroad end of the new railroad-highway bridge across the Kennebec River at Bath, completed last fall.

On the Cover

We are privileged this month to show the first page the reproduction of an painting by one of our officials. Assistant Superintendent W. A. Wheeler is the artist who prepared this oil drawing, the idea which occurred to him one night when saw 375's Extra rushing through the darkness near Fabyns. Besides Mr. Wheeler's well known ability along transport lines, he is one of the most versatile members in the Maine Central Family, having faculty of writing exceptionally well, being an able speaker, in addition to the artistic ability that the cover so clearly portrays.
Clinton A. Plumly, Assistant to Chief Engineer

Coincident with Mr. Morrill’s appointment as Chief Engineer, came the announcement of the transfer of Clinton A. Plumly to the position of Assistant to Chief Engineer, and the abolishment of the position of Valuation Engineer, which he formerly held. Valuation work will be continued under Mr. Morrill’s general direction, and will still be one part of Mr. Plumly’s duties, which are now broadened to a scope more in keeping with his engineering and administrative ability.

Clinton A. Plumly has been appointed Assistant to the Chief Engineer of the Maine Central Railroad, with office at Portland, Maine, effective March 26. He was born Feb. 24, 1886, at Lincoln, Me., graduated from the University of Maine, 1909, and entered railway service July, 1909, in engineering department Maine Central Railroad, remaining with the road until Sept. 1917. From Sept., 1917 to June 1918, he served in the United States Army, spending a year in active overseas service, where he attained the rank of Captain. From Sept., 1919, to the time of his present promotion he was Valuation Engineer.

On the Cover

We are privileged this month to show on the first page the reproduction of an oil painting by one of our officials. Assistant Superintendent W. A. Wheeler is the artist who prepared this oil drawing, the idea of which occurred to him one night when he saw 375’s Extra rushing through the darkness near Fabian. Besides Mr. Wheeler’s well known ability along transportation lines, he is one of the most versatile men in the Maine Central family, having the faculty of writing exceptionally well, being an able speaker, in addition to the artistic ability that the cover so clearly portrays.

General Office Notes

Miss Ethel Fuller has returned to her duties in the Freight Audit Department after a four months’ leave of absence.

Miss Thelma Melchior, also of the Freight Audit Office, is on a two months’ leave of absence on account of ill health.

Mr. and Mrs. Lawrence (Pete) Conary are receiving congratulations upon the birth of a daughter, Patricia Ann. Mr. Conary is chief clerk to E. A. Johnson of the Engineering Department.

Miss Winnifred (Hap) Mohaa and Miss Margaret (Chick) Coyne of the Portland Terminal, recently spent a week in Norwich, New Haven and New York City.
George F. Black, Retired Engineer Maintenance of Way, Dies after Several Years Illness

George F. Black, formerly engineer maintenance of way, died Sunday, April 15, at his home, 68 Deering Street, Portland. Mr. Black had been in ill health the past four years since his retirement in June, 1924.

He was born at Palermo, Maine, November 4, 1881, graduated from the University of Maine in the class of '86 and entered the service of the Company following his graduation as an assistant engineer. In 1894 he was appointed Division Superintendent with headquarters at Lancaster, N. H.

Two years later, Mr. Black returned to Portland as Assistant Engineer Maintenance of Way same division. In 1897 he was appointed superintendent of the Mountain Division and after serving in this capacity for 12 years he was promoted to the position of engineer in charge of Maintenance of Way which he held up to the time of his retirement.

His entire railroad service of 38 years was with the Maine Central. A wife, Alice A., and a nephew, Dr. Herbert Black of Pueblo, Colo., survive him.

JAMES A. VANIDESTINE

James A. Vanidestine, Assistant Foreman of Sec. 55, Bangor, age 48, was run over and killed on April 13th at High Head near coal shed in freight yards, being struck by a locomotive when stepping away from the main track to avoid a westbound passenger train. It is supposed that the noise of the approaching passenger train prevented Mr. Vanidestine from hearing the approach of engine 248 of a local work train.

He is survived by his wife, Mary E., and seven children. Other surviving relatives are four brothers, Almore J., of Portland, Herbert R., of Presque Isle, William J. and Adelbert, both of Bangor; his mother, Mrs. L. M. Jewell, of Bangor, and three sisters, Mrs. F. L. McAvery of Charleston, Mrs. George Harrington of Stockton Springs, and Mrs. Earl Philbrooks of Bangor.

HARRY CHAPMAN

Harry Chapman, 56, Road Carpenter, died March 8 at his home in Warren. He entered Maine Central service April 29, 1918, and is survived by a wife.
JAMES A. VANIDESTINE

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HARRY CHAPMAN

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MAINE CENTRAL Employees' Magazine

Vol. V MAY 1928 No. 5

"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 to "R. H. B." and should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

EDITORIALS

RAILWAY FACILITIES ADEQUATE

Is the growth of railway facilities keeping pace with the expansion of railway traffic? The problem is not merely theoretical. During the ten-year period from 1918 to 1927 inclusive, the trend of railway traffic has been upward, a particularly significant fact, because the first year of the period was a war period when traffic took an unusual spurt. The net increase for the period, in terms of carloads was from a weekly average of 858,000 in 1918 to 995,000 cars in 1927, or about 16 per cent.

Digging back still further into the records, it will be seen that freight traffic as measured in ton-miles, handled by the Class I railroads in 1926, the peak year for all time, showed an increase of 49 per cent as compared with 1913. Investment in road and equipment, on the other hand, has more than kept pace during this period, the increase amounting to 52 per cent.

Thus, railroad developments are constantly planning ahead to handle the expanding commerce of a growing country.

WHO PAYS TAXES?

One of the greatest delusions of modern democracy is the idea that most of the people pay no taxes. Taxes fall upon everyone and bear most heavily on the ultimate consumer, which means you and me. The landlord is only a tax collector and everybody who buys anything from a package of cigarettes to a ton of coal is paying taxes when he makes his purchase.

Just because you get no tax bill don't make the bad mistake of thinking you pay no taxes. Members of the Maine Central Family are particularly interested in taxes, for taxes not only cut into what they spend but also into what they earn.

ASK ME ANOTHER

As the Magazine maintains no "questions and answers" department, the editorial columns must assume this pleasant task.

"Is it true," writes an anxious young ear knocker from Bangor, "that married men live longer than single ones?"

The answer is easy. No, they do not. It only seems longer.

Losses due to robbery of railroad freight for the first six months of 1927 were the lowest in history, a decrease of nearly 90 per cent since 1920.
More of the Rising Generation of the Maine Central Family

More of the Rising Generation of the Maine Central Family

Maine Central Family

Ellsworth to Have New Up-To-Date Station

Plans have been approved, contract has been awarded and work is to commence as soon as conditions will permit on a new railroad station at Ellsworth, according to a special statement to the Magazine by Chief Engineer A.H. Morrill. The accompanying illustrations drawn by Senior Architect Irving Russell of the Engineering Department, Portland, show in detail the proposed construction work to be done by F.A. Rumery Company of Portland, contractors.

Improved Station and Grounds

The appearance of the new station will be a great improvement over the old. The building itself is to be of the brick veneer type, namely wood frame faced with tapestry full range red brick, with a roof made of sea green slate. The interior of the waiting room will have gypsum board walls and ceiling, dado of oak around the walls, and all standing finish and doors of plain oak, walls and ceiling to be tinted and woodwork stained and varnished, modern in every particular.

There is to be an up-to-date ticket office, baggage room and space provided for modern parcel room. The heating of the new building will be by the modern vapor system. Lighting facilities will be of the most modern type. The overall dimension of the new station of about 30 by 86'-6" will be surrounded by a brick platform extending 300 feet east and west.

New Freight House and Yards

A new freight house, 90 feet long by 20 feet wide including office and storage space, will be erected adjacent to a special automobile loading platform, 70 by 20 feet. Team delivery tracks, with a capacity of 21 cars, will be constructed in addition to the house track which will hold 10 cars. Besides these will be constructed team driveway about 40 feet wide by 600 feet long. A new freight house and yard will be located adjacent to the street east of Beale Ave. The former location of the freight house has also been moved onto a temporary track to High Street and box and freight is being used as temporary office and waiting platform.

Increased Driveway and Parking

One of the principal features of the improved station facilities will be a greatly increased driveway and parking space between Main Street and the station, which will be 53 feet wide by about 200 feet long under the new plan as against the present space of about 35 by 70 feet.
and ceiling to be tinted and woodstained and varnished, modern in particular.

There is to be an up-to-date ticket office, a parcel room and space provided for lighting the building will be by the modern vapor.

Lighting facilities will be of the modern type. The overall dimensions are a station of about 30 by 86'-6" surrounded by a brick platform 300 feet east and west.

**Freight House and Yards**

A freight house, 90 feet long by 20 feet including office and storage space, erected adjacent to a special auto-loading platform, 70 by 20 feet. Delivery tracks, with a capacity of will be constructed in addition to these track which will hold 10 cars. These will be constructed team by about 40 feet wide by 600 feet long. A new freight house and terminal will be located adjacent to the state highway east of Beale Ave. The former location of the freight house has already been moved onto a temporary track adjacent to High Street and box and freight cars are being used as temporary office and unloading platform.

**Increased Driveway and Parking Space**

One of the principal features of the improved station facilities will be the greatly increased driveway and parking space between Main Street and the station, which will be 53 feet wide by about 300 feet long under the new plan as against the present space of about 35 by 70 feet.

The construction work will be pushed to completion as rapidly as possible and upon completion of this project, Maine Central officials feel that Ellsworth's railroad facilities will be in keeping with the important place they feel this station holds as the originating point of the freight and passenger business.

An Englishman, hearing an owl for the first time.

"What was that?" he asked.

"An owl," was the reply.

"My dear fellow, I know that, but what was owling?"—Clipped.
No Trouble for Rumford Force to Look Pleasant

Not bad a-tall. Traveling Agent “Ed” Hill snapped these pictures one day up in Rumford. His camera wasn’t large enough to get them all at once so he made four shots with the result shown above.

Left to right, we have B. E. Cornell, General Agent; B. C. (Bart) Kirkpatrick, Chief Clerk in Freight Office; Anna B. Dyer, T. J. Thomas, M. R. Welch, R. T. Knight in group, with pieces of Keene and Kirkpatrick, and finally Cashier C. A. Keene by himself. Look carefully and you can see the shadow of Eddie’s hat. Who says there is no Santa Claus!

You Can Be a Booster

At this particular season of the year there is no better opportunity for securing new business for the Company than by making use of the Traffic Tip Cards found in this Magazine. It is a proven fact that the public appreciates satisfactory service. If our efficient service is made plain to them by explanation of word of mouth or some other means of direct selling, we will “get the business.”

One of the ways in which new passenger business can be secured right at this time is the explanation to the public of the improved train service effective April 29 over the winter schedule.

It is not too early to think of the closing of preparatory schools and colleges in June when thousands of the out-of-state students will flock to their homes. We must consider that the train is not the only way they can travel these days. It is our job to secure every possible passenger from competing carriers. Then again, there is to be another excursion from Maine points to Boston this month on the 25th which should be advertised and talked about to the limit by all concerned.

Summer camps will soon be opening and tourists will be coming from all parts of the country to Maine summer resorts. The inquiries received regarding transportation matters should be answered gladly and promptly. For several years now our slogan has been “Ship and Travel by the Maine Central Railroad” and that is the thought we have endeavored to drive home and should continue to do so at all times.

We are fully equipped with motive power and man power to handle much larger volume of freight and passenger traffic and should all be boosters for the product we have for sale. That is nothing else than Transportation. It is up to every employee on the payroll to secure and retain the confidence of the traveler and shipper.

A Correction

Two mistakes occurred in the “Maine Central Reference Info Brought Up to Date” which appeared on page 24 of the April Magazine.

a) A rather serious error, for it controls a figure of extreme importance in the operation of the railroad, the average per ton of freight per mile in 1941. The correct figure for this is 1.646 cents per cent, which is more than a two-cent stamp, which will be quite a surprise to members of the public who have never given the subject any serious thought. The other error is of minor importance and concerns the miles of yard track and siding on the System which should have read 266.10 instead of 368.49.

Up Where the Timbrr Grows Tall and Board.

Though the snow may have left the season at Portland, it is still to be seen up in the woods, as shown by this picture, which was taken in April by Miss Mabel Sarah Byron. It shows Trackman Clyde, left, and Foreman Bert Hodsden, ready to rally forth and cut the famous gas buggy.

The man who can see both sides of a question will lose out in arguing with people.
The problem of the traveler is a serious one. It is not to be underestimated. The traveler who has read of the possible dangers of travel, the discomforts of the roads, and the difficulties of the climate, may be under the impression that travel is not for him. However, the traveler may find that the trip is worth the effort, and that it is a valuable experience.

In conclusion, the traveler who is planning a trip should be aware of the possible dangers and take necessary precautions. The trip is worth the effort and it can be a valuable experience.

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**Home at Tlogs**

Now at the National

A Correction

---

**Grows Tall and Close Up Where the Timber**

---

**Tidewater.**
What Patrons Say of Maine Central Freight Service

Cushman-Hollis Company
Auburn, Me., April 12, 1928
C. A. Small, Commercial Agent,
Maine Central Railroad Company
Lewiston, Maine File G-113
Dear Sir:
We have received your letter of April 5th relative to shipments consigned to Sommer & Kaufmann, San Francisco, California, and Sidney Glass, Los Angeles, California, and note that these were only thirteen days in transit from Auburn, Maine, to San Francisco and Los Angeles, respectively.
This is certainly very remarkable time, and we have passed the information contained in your letter along to our customers in order that they may realize the excellent service your transportation company is accomplishing.
Again thanking you for your interest in this matter, we are
Yours very truly,
CUSHMAN-HOLLIS CO.
(Sgd) Maurice T. Plummer
Traffic Manager.
MTP-AB

Lawrence Portland Cement Co.
302 Broadway,
New York City
Dec. 17, 1927
Mr. C. A. Small,
Commercial Agent,
Maine Central R. R. Co.,
Lewiston, Me.
Dear Sir:
My attention has been directed to your letter of the 13th addressed to Mr. Comins, your agent at Rockland relative to contemplated buildings in various parts of Maine.
I want to express to you our sincere appreciation for the interest you are taking in our problems. Certainly this is real cooperation and should produce results.
Yours very truly,
(Signed) Frank H. Smith
President.
FHS:EA

Extract from Letter from
Caledonia Mills, Inc.,
St. Johnsbury, Vt.
December 5th, 1927
We would be remiss were we to lose this opportunity of expressing to you our personal high appreciation of the splendid service rendered by the Maine Central in our needs here. The temporary bridge was built sooner than seemed possible and in taking cars as you did, from here, after its erection, to various points south, via Portland, you have rendered service that we highly appreciate, enabling us as it did to hold customers needed if we are to continue to do business, as we shall.
Very truly yours,
CALEDONIA MILLS, Inc.
(Signed) Edgar R. Brown, Treas.

Hyde Windlass Company
Bath, Maine
March 17, 1928
Mr. C. A. Small, Commercial Agent
Maine Central Railroad Co.
Lewiston, Maine
Dear Sir:
We are in receipt of your letter of the 15th and are very much pleased to know that car MC15003 reached destination on March 12th. We consider this excellent service and wish to thank you for the quick dispatch given same.
Yours very truly,
Hyde Windlass Company
(Sgd) R. C. Whitehouse
Traffic Manager.
RCW:LL-b

Man is the only animal who can laugh at himself, and very few laugh as often as the situation suggests.

Many Trainloads

A familiar sight to Portlanders. A trainload of our Portland Terminal Wharf No. 2 Yard 8 from main highway between Portland and Old Orchard. This waterfront is locally known as the clay wharf and is veritable beehive of activity when the ships are discharging their cargoes.

For 15 years Morgan Lee, General Foreman at the china clay docks at the Portland Terminal Wharf, has been known by the porters of the many ship's crew who work around it. A familiar sight to Portlanders. A trainload of our Portland Terminal Wharf No. 2 Yard 8 from main highway between Portland and Old Orchard. This waterfront is locally known as the clay wharf and is veritable beehive of activity when the ships are discharging their cargoes.

For 15 years Morgan Lee, General Foreman at the china clay docks at the Portland Terminal Wharf, has been known by the porters of the many ship's crew who work around it.

Bill Wheelock's Baby

By E. F. McLain, Calais

"Buick," youngest child of E. F. Wheelock, preferably prefixed Willard, is certainly a pampered child. E. F. Wheelock was brought up in a barn-garage nursery and surrounded by all the luxuries a car could possibly offer, including a nice little stove to keep it warm in winter, a nice little oven to keep it cool in summer, and a nice little bed to sleep in. His first ride in his automobile was in a basket on the back of his father's bicycle, and he has been carried around in various types of vehicles ever since.

No money could possibly induce him to drive his own car, and his first ride in the automobile was in a basket on the back of his father's bicycle, and he has been carried around in various types of vehicles ever since.

Endowed with all the natural qualities of a baby, some believe that his parents are more than happy, as he is a nice shiny toy.

Maine Central Ball Team

By JOHN Goud, Manager

The Maine Central has been associated with the Portland Twilight League again this season, but with a much faster team than last year.
Central Freight Service

Encore Portland Cement Co.
302 Broadway,
New York City

Dec. 17, 1927

A. Small,
Commercial Agent,
Central R. R. Co.,
Ton, Me.

Sir:

Attention has been directed to a letter of the 13th addressed to you by one of our customers, your agent at Rockland, Maine, who enquired of contemplated buildings in that section of the State of Maine.

I want to express to you my sincere appreciation for the interest you are taking in our problems. Certainly this is real cooperation and should result in good results.

Yours very truly,
(Signed) Frank H. Smith
President.

Many Trainloads of Freight Originate Here

A familiar sight to Portlanders. A view of our Portland Terminal Wharf No. 3 and Yard 8 from main highway between Portland and Old Orchard. This wharf is locally known as the clay wharf and is a veritable beehive of activity when the clay ships are discharging their cargoes.

For 15 years Morgan Lee, General Foreman at the china clay docks at the Portland Terminal, has supervised the unloading of thousands of tons of valuable china clay unloaded at the wharf and reshipped to the big paper mills and pottery plants of the country.

There is none better known or better liked than Mr. Lee, the king of the clay docks.

Bill Wheelock’s Baby

By E. F. McLAIN, Calais

“Buick,” youngest child of Engineer Wheelock, preferably prefixed William A., is certainly a pampered child. Enclosed in a barn-garage nursery and surrounded by all the luxuries a car could possibly ask for, including a nice little stove to heat the enclosure, scrubbed, rubbed and washed, it stands spotlessly groomed waiting the guiding hand of its father who hovers over it like a hen with its one offspring.

No money could possibly induce Bill to drive this glistening relic of 1926 until each minute spot of mud has been removed by mother nature. Coming into its third summer it has yet to turn the 10,000 mile figure up. Endowed with an affectionate nature, some believe Bill is entering his second youth, and to him this Buick Coach is a nice shiny toy.

Maine Central Ball Team
in Portland League

By JOHN GOUD, Manager

The Maine Centrals will be in the Portland Twilight League again this summer, but with a much faster team than last year.

We expect to have one of the fastest teams that ever represented the Maine Central. The League starts about June first and will run until about the first of September, playing two games a week through the summer on Tuesday and Thursday nights.

There will be ten teams in the League, the Canadian Nationals, Rigby’s, Glenwoods, Tigers, Milliken-Tomlinson Co., East Deering, New England Telegraph and Telephone Co., Young Men’s Hebrew Assn., Knights of Pythias and the Maine Centrals.

A tentative lineup of the Maine Centrals includes some of the fastest ball players in the city: R. F., Cleaves; L. F., Pearson; C. F., Oberg; C. C., “Tate” Cummings; P. Embleton and Kenney; 1 B, Kimball and Marston; 2 B, Smart and Leveque; S. S., Thompson and Jackson; 3 B, Earl Woodbury.

We have the fastest outfield in the city, the two best pitchers, and a mighty fast infield. Watch us go.

+ +

Lady (tramp)—Why don’t you work if you are hungry?

Tired Jim—I tried that ma’am, and it only makes me hungrier.

(19)
Bangor Bowlers Busy
By W. J. McAlllan, Bangor

Maine Central pin knockers around the Queen City have been bringing in the bacon in large quantities of late. At the Bowldrom on February 18th, the Bangor first team took in Portland's first team in a very interesting game, tied at the end of the third string, as follows:

**Bangor First Team**

- McGrath 106 106 86 106 404
- McAlllan 89 90 81 81 341
- Dodge 114 106 84 100 404
- Sullivan 99 102 94 118 413
- Sheppard 103 85 99 112 399

Total: 511 489 444 517 1961

**Portland First Team**

- Bean 82 87 88 99 356
- Pearson 86 103 90 79 358
- Hennigar 103 101 95 89 388
- Corcoran 87 101 107 100 395
- Smart 103 114 97 130 444

Total: 461 506 477 497 1941

Bangor's second team, composed of Ryan, Dunphy, Haynes, Mahaney and Kitchen, laced the Portland seconds to the tune of 1309 to 1250. Parks, C. P. Hawkes, Bean, L. Hawkes (high man) and Sproul made up the Forest City contingent. The Bangor third team of Prescott, Shaugnessy, Herbert, Young and Saulsbury won.

In a return match at the Portland Bowldrom on March 24th, Portland's first team was victorious, as follows:

**Bangor First Team**

- McGrath 108 79 87 274
- Ryan 102 89 77 268
- McAlllan 87 111 98 266
- Dodge 98 91 82 271
- Sullivan 90 105 114 309

Total: 485 475 458 1418

that we were handicapped with the Sheppard. Our scores in the roll of 1st 2nd 3rd game game game Total

- McGrath 306 284 277 375 1262
- McAlllan 291 293 294 278 1167
- Dodge 289 308 312 295 1216
- Sullivan 288 294 316 288 1296
- Ryan 250 292 260 802 1424 1471 1459 4354

**Portland First Team**

- Hennigar 89 92 107 288
- Pearson 85 95 90 270
- Corcoran 125 86 98 309
- May 95 95 104 294
- Smart 80 108 103 201

Total: 474 476 502 1452

The Bangor seconds won by four pins and their third team by 126.

The Bangor boys think Goud of Portland is a fine bowler and sure deserves a lot of credit. In the series with Portland our first team won three games and lost one. Our second won two, lost first and third; won two, lost none.

The Bangor Maine Centrals were also City Champions, having won first place in the International League and won in the roll off between the Leaders in the American and National Leagues, in spite of the fact

By V. A. O.

The cheapest thing in the world is a smile. That's why it pays the dividends.

Both Famous

Brakeman Henry: Who were the most famous men you remember in business?

Brakeman Black: Tom and Jerry.

Another Actor

Clerk Ashby: Ever on the stage?

Operator O'Connell: Yes, I once went from Kingman to Macwahoe.

An Old Acquaintance

Signalman Spinney: I knew him; he didn't have a shirt to his back.

Signalman Coffin: Where was that?

Signalman Spinney: Down at the swimming hole.

A Mystery

Section Foreman Shorette: How do you sell that blood sausage?

Butcher: That is something I wonder myself.

Ouch!

Operator O'Connell: Where was that invented?

Agent Dennis: In Scotland, I think.

Operator O'Connell: What makes you think that?

Agent Dennis: Because it won't go
Bangor seconds were roundly beaten, 1471-1452, by a team that surpassed their record in 1964, a team that surpassed the record in 1964. The eastern contingent consisted of Haynes, Prescott, Shaughnessy, Curry and Kitchen, and were opposed by Hawkes, Plummer, B. P. Hawkes, Hawkes (high man with 304), Bean and

Bangor on March 31st a feature was the Bangor match between Sullivan (Bangor MEC) and Goud (Portland MEC), played in Bangor, 107-106-101-92-130-114-111-103-87-1059, 79-95-97-120-90-95-108-102-110-110-1006

Bangor First Team

<table>
<thead>
<tr>
<th>Name</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>McBranch</td>
<td>97</td>
<td>113</td>
<td>96</td>
<td>306</td>
</tr>
<tr>
<td>Nunn</td>
<td>90</td>
<td>111</td>
<td>93</td>
<td>294</td>
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<tr>
<td>Nash</td>
<td>83</td>
<td>83</td>
<td>107</td>
<td>273</td>
</tr>
<tr>
<td>Nash</td>
<td>89</td>
<td>93</td>
<td>100</td>
<td>282</td>
</tr>
<tr>
<td>Nash</td>
<td>95</td>
<td>106</td>
<td>113</td>
<td>314</td>
</tr>
<tr>
<td>Total</td>
<td>454</td>
<td>506</td>
<td>509</td>
<td>1499</td>
</tr>
</tbody>
</table>

Portland First Team

<table>
<thead>
<tr>
<th>Name</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nash</td>
<td>91</td>
<td>92</td>
<td>275</td>
<td></td>
</tr>
<tr>
<td>Nash</td>
<td>89</td>
<td>102</td>
<td>282</td>
<td></td>
</tr>
<tr>
<td>Nash</td>
<td>108</td>
<td>105</td>
<td>98</td>
<td>311</td>
</tr>
<tr>
<td>Nash</td>
<td>85</td>
<td>100</td>
<td>91</td>
<td>276</td>
</tr>
<tr>
<td>Nash</td>
<td>90</td>
<td>95</td>
<td>112</td>
<td>297</td>
</tr>
<tr>
<td>Total</td>
<td>463</td>
<td>494</td>
<td>484</td>
<td>1441</td>
</tr>
</tbody>
</table>

that we were handicapped with the loss of Sheppard. Our scores in the roll off:

<table>
<thead>
<tr>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Total</th>
<th>Ave.</th>
</tr>
</thead>
<tbody>
<tr>
<td>McGrath</td>
<td>306</td>
<td>284</td>
<td>277</td>
<td>867</td>
</tr>
<tr>
<td>McAllan</td>
<td>291</td>
<td>293</td>
<td>294</td>
<td>878</td>
</tr>
<tr>
<td>Dodge</td>
<td>289</td>
<td>308</td>
<td>312</td>
<td>909</td>
</tr>
<tr>
<td>Sullivan</td>
<td>288</td>
<td>294</td>
<td>316</td>
<td>898</td>
</tr>
<tr>
<td>Ryan</td>
<td>250</td>
<td>292</td>
<td>260</td>
<td>802</td>
</tr>
<tr>
<td>Total</td>
<td>1424</td>
<td>1471</td>
<td>1459</td>
<td>4354</td>
</tr>
</tbody>
</table>

Opponents:

B. H. & E. 1512 1396 1406 4314 95.9
Great Nor. 1391 1424 1322 4137 92

We also had the highest individual average in the City Sullivan, 101.3; the highest team single string of 567; the highest team three string total, 1581; and second highest individual string, 139, McGrath.

By V. A. CUNNINGHAM, Oldtown

The cheapest thing in the world is a smile. That's why it pays the biggest dividends.

Both Famous
Brakeman Henry: Who were the two most famous men you remember in history?
Brakeman Black: Tom and Jerry.

Another Actor
Clerk Ashley: Ever on the stage?
Operator O'Connell: Yes, I once rode from Kingman to Macawahoe.

An Old Acquaintance
Signalman Spinney: I know him when he didn't have a shirt to his back.
Signalman Collins: Where was that?
Signalman Spinney: Down at the old swimming hole.

A Mystery
Section Foreman Shorette: How do you sell that blood sausage?
Butcher: That is something I often wonder myself.

Ouch!
Operator O'Connell: Where was paper invented?
Agent Dennis: In Scotland, I think.
Operator O'Connell: What makes you think that?
Agent Dennis: Because it won't give.

She Knows Her Onions
Conductor Haney: She can sure show a man his place.
Brakeman Henry: That so? What's her business?
Conductor Haney: Usher at the Bijou.

CARD OF THANKS

I wish to extend my most sincere thanks to all of my friends among the trackmen and trainmen of the Maine Central Railroad, for their sympathy and generous contributions during my recent bereavement.

MALRY K. WILLEY, Trackman Section 177, Eastern Division

Bangor Freight Office

(Concluded from page 7)
Portland Terminal Motive Power Foremen
Honor Faithful Employee

By J. E. MILLS, Rigby

On the night of March 28th the Foremen of the Motive Power Department and several of their invited guests gathered at the Moulton House, Dunstan, for a GET-TOGETHER and also to pay their respects to one of the oldest and most faithful employees of the Company who retired from active service on pension, March 30th.

J. F. McWilliam took occasion to speak a few words regarding Fred M. Irish and to present to Mr. Irish on behalf of the employees of the Rigby Round House, a diamond ring. Mr. Irish responded very feelingly and thanked all whose good wishes made possible such a gift.

Mr. Irish entered Maine Central service as Locomotive Inspector at Thompson's Point on June 8, 1882, and was transferred to Day Foreman, Round House No. 1 on May 2, 1910. On Dec. 17, 1923, he became Machinist at Rigby, remaining in this position till his retirement on March 30.

The Toastmaster then called upon several of the guests present, included among whom were Merton F. Rolfe, Asst. to the Vice President and Gen. Mgr.; Philip M. Hammett, Supt. Motive Power; P. G. Smith, Asst. to the Supt. Motive Power; H. A. Southworth, Master Mechanic; M. Morrison, Harry Hunter and James Clark of the Boston & Maine Railroad, and each responded with brief remarks.

M. C. Relief Association
Gains Membership

By H. N. WOODBURY, Sec.-Treas.

The value of insurance is being more and more appreciated and the protection afforded by the Maine Central Railroad Relief Association is the reason for its steady increase in membership.

Benefits payable from disability arising from sickness or accident, received either at work or away from work, compare favorably with any insurance sold.

Let’s get together and obtain the membership of all available employees of the Maine Central Family who are eligible.

Complete information will gladly be furnished by any officer of the Association, who are: W. S. McGeoch, Pres.; Robert Sturgeon, 1st V. P.; F. V. Berry, 2nd V. P.; H. N. Woodbury, Sec.-Treas. All communications should be addressed to the secretary-treasurer.

The underlying principle of all success is founded on drudgery, sacrifice, painstaking labor and persistent effort.—Top.

Drive Brings Numbers

The total number of policyholders of the Maine Central Family underwriters Insurance Company stands at its highest point since it was set up nearly a year ago. This is due to the great popularity of the insurance, not the least cause of which is the prompt payment of claims by the insurance company. A loss of time is quickly reported.

The immediate cause of the recent great membership was a special offer by the insurance company, letting down the rates for a short drive, April 9th to 23rd inclusive, during which medical examination was waived and any one in the employment of the Company for two months and acting in service could take the insurance.

During the height of the drive in April, a clear-cut illustration of the benefit and insurance occurred. As mentioned elsewhere in this issue Assistant Foreman James A. Vaneistine met his death in a railroad accident. Within 24 hours his wife, the mother of seven children, received a check for $1000. This and a similar amount of the Maine Central Relief was all the insurance. The example was so clear-cut and the large increase in the number of policyholders in this section occurred immediately.

During the period March 30 to April 75 claims were paid, 15 less than reports last month. Members of the Motive Power Department were the heaviest sufferers, with two claim payments for accidents and 21 for sickness. Station forces, with one claim payment, showed an increase in number of claims from the previous month and all other classes showed less.

The following claims have been settled during the month:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alex Y. Baird</td>
<td>Engineering Department</td>
<td>Cl. Engr. Scl.</td>
</tr>
<tr>
<td>Claude Beckwith</td>
<td>So. Portland</td>
<td>Scl.</td>
</tr>
<tr>
<td>Harry Chapman</td>
<td>Warren</td>
<td>Scl.</td>
</tr>
<tr>
<td>Arthur S. Slenos</td>
<td>Bartlett</td>
<td>Scl.</td>
</tr>
<tr>
<td>Fred Dunbar</td>
<td>Eastport</td>
<td>Scl.</td>
</tr>
<tr>
<td>Stephen F. Gilmore</td>
<td>Skowhegan</td>
<td>Scl.</td>
</tr>
</tbody>
</table>
The Power Foremen at Thompson's

Thompson

L. Rigby

Locomotive Inspector at Thompson's
on June 8, 1882, and was transferred
by Foreman, Round House No. 1 on
Dec. 17, 1923, he became
retired, remaining in this posi-
tion
will his retirement on March 30.

Toaster then called upon several
in the guests present, including among
were Merton F. Rolfe, Asst. to the
President and Gen. Mgr.; Philip M.
D. Netten, Supt. Motive Power; P. G.
Danforth, Asst. to the Supt. Motive Power;
H. E. Southworth, Master Mechanic; M.
B.goodson, Harry Hunter and James Clark
Boston & Maine Railroad, and each
ended with brief remarks.

Drive Brings Number Policyholders to New Record

THE total number of policyholders in
the Maine Central Family under the
insurance policy of the Travel-
leisure Insurance Company stands at the
highest point since it was set up nearly 18
months ago. This is due to the growing
popularity of the insurance, not the least
cause of which is the prompt payment of
claims by the insurance company when
loss of time is quickly reported. The
main cause of the recent gain in
membership was a special offer by the
insurance company, letting down the bars
for a short drive, April 9th to 23rd inclusive,
during which medical examination was
waived and any one in the employment
of the Company for two months and actually
in service could take the insurance.

During the height of the drive in Bangor
a clear-cut illustration of the benefits of
insurance occurred. As mentioned else-
where in this issue Assistant Foreman
James A. Vanindestine met his death in an
accident. Within 24 hours his widow,
mother of seven children, received a check
for $1000. This and a similar amount from the
Maine Central Relief was all his in-
surance. The example was so clear that a
large increase in the number of policyholders
in this section occurred immediately.

During the period March 30 to April 18,
75 claims were paid, 15 less than reported
last month. Members of the Motive Power
Department were the heaviest sufferers,
with two claim payments for accidents and
21 for sickness. Station forces, with 17
claim payments, showed an increase in
number of claims from the previous report,
all other classes showed less.

The following claims have been settled
during the month:

<table>
<thead>
<tr>
<th>Name</th>
<th>Office</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leon Hoffman</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
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<tr>
<td>Nehemiah A. Littlefield</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>Sidney Lubbe</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>Ellis E. Manter</td>
<td>Brattleth</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>Edward C. Nichols</td>
<td>Bartlett</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>John P. Connelly</td>
<td>Bartlett</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>Alten A. Ranks</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>Henry Sommers</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>Frank L. Temple</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
</tr>
<tr>
<td>James A. Vanindestine</td>
<td>Portland</td>
<td>Sickness</td>
<td></td>
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<tr>
<td>Burdell Wright</td>
<td>Portland</td>
<td>Sickness</td>
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<td>John Buckley</td>
<td>Portland</td>
<td>Sickness</td>
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<td>George W. Brown</td>
<td>Portland</td>
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<td></td>
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<tr>
<td>W. S. Chandler</td>
<td>Portland</td>
<td>Sickness</td>
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Portland Terminal, Transportation Department

Howard E. Chase       | Westbrook     | Sickness       |
| Bessie Desmond       | So. Portland  | Sickness       |
| Merick R. Pray       | Portland     | Sickness       |
| William Parry        | Portland     | Sickness       |
| William J. Farrell    | Portland     | Sickness       |
| Daniel J. Smith      | Portland     | Sickness       |
| James Young          | Portland     | Sickness       |

"Yes, my dears," said Mrs. Mactavish, the Pastor, "we've tried to raise the money by every way that is honest, and now we're going to have a Bazaar."

(23)
THE DOG IN THE MANGER

Aesop once told this fable to the boys and girls of Greece:

A dog was lying in a manger full of hay. A hungry ox came in. But the dog would not let him eat the hay. He snarled and barked at the ox.

"Surely, dog," said the ox, "you cannot eat all this hay yourself, yet you will not let anyone else have any."

Aesop said: "People often grudge others what they cannot enjoy themselves."