**The Railroad Clerk**

*By Sidney Warren Mase*

There's a class that's submerged in the railroad game,  
Of which little is said or known,  
Who should merit a niche in the hall of fame  
Which the railroads may claim for their own.  
They are men and women, and each of them share  
In the multiple scheme of work,  
That is wrought by all with an infinite care  
In the role of the railroad clerk.

In stations and offices, yards and in shops,  
In freight depots, out on the road—  
Roundhouses and places there work never stop—  
In shanty or box-car abode—  
Anywhere—everywhere—all around and about.  
Each doing their share of the work,  
We find them wherever the railroads reach out—  
The ubiquitous railroad clerk.

They dig and delve in that clerical grind  
That's going on day after day.  
Performing full share of the duties they find  
In the game they have chosen to play.  
They are parcel and part of a giant machine,  
And seldom they falter or shrink.  
But serve with a dexterity and sureness serene  
In the role of the railroad clerk.  
*From the Missouri Pacific Lines Magazine*

They labor with pencils and adding machines,  
With pens and with typewriters fleet,  
And lead to the quota of busy scenes  
A service distinctively meet.  
With letters, reports and statistical dope,  
And problems that baffle and tick,  
With which they must strive and successfully cope,  
Is the task of the railroad clerk.

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**Do You Realize**

*By H. T. Lutey*

How many of us employees of the Maine Central Railroad have any conception of the vast amount of material there is involved in the construction of a permanent way upon which the wheels of the Company's trains may safely roll? If we could travel over the entire System without any other purpose than to see everything, we could do no better than make a mere guess at the number of articles in the things we had seen.

The Valuation Department, however, has a basis for determining the quantity of various items, namely, Government's inventory as of January 30, 1916; which has been brought down to date by recording on the described forms the quantities of materials added to or removed from each year. With this source of information available it is possible and it may be of interest to state the quantities of a few of the
Do You Realize The Size Of The
MAINE CENTRAL

By H. T. LUND, Assistant Engineer

HOW many of us employees of the Maine Central Railroad have any conception of the vast amount of material there is involved in the construction of a permanent way over which the wheels of the Company's trains may safely roll? If we could travel over the entire System with no other purpose than to see everything, we could do no better than make a mere guess at the number of any of the things we had seen.

The Valuation Department, however, has a basis for determining the quantity of various items, namely, the Government's inventory as of June 30, 1916; which has been brought down to date by recording on prescribed forms the quantities of materials added to or removed from use each year. With this source of information available it is possible and it may be of interest to state the quantities of a few of the items and try by comparisons to give a picture of what the figures mean. The date for which these figures are computed is Jan. 1, 1927.

Up to that time the amount of earth and rock which has been excavated all over the System in order to make a reasonably level place to lay the tracks was 28,168,681 cubic yards, which you may visualize as a nice big Washington pie of dirt one mile square and twenty-five feet thick with a solid rock frosting one foot and a half thick sprinkled over six inches deep with loose rock. A conservative estimate of the cost of cutting and disposing of that pie is twelve and a half million dollars.

But such material does not make a safe or comfortable bed for the cross ties to lie in and stay put, so 7,185,589 cubic yards of ballast consisting of crushed stone, gravel and cinders was procured and placed for that purpose at a cost
of over four million dollars. This quantity would add about eight feet to the thickness of the pie, if it wasn't large enough in the first instance.

Now come the cross ties which do not include ties on bridges or under turnouts. There are 4,350,415 of them and they are about eight feet long. Place them end to end and they would extend from Portland, Maine to Seattle, Washington, by way of New York City, Jacksonville, New Orleans, El Paso and San Francisco, and from Seattle about one-third of the distance home again along the northern border of our country. Cross ties vary in cost from around 70 cents for the poorer qualities in side tracks to $1.80 for the best main line ties. Taking eleven years as the average life of a tie it will be seen that it is necessary to purchase about 395,500 a year for replacements.

The quantity of bridge ties and switch ties, which are sawed to given dimensions, is computed in feet board measure. The Maine Central has in use 3,411,000 feet B.M. of bridge ties and 7,457,000 feet B.M. in 3,275 sets of switch ties or a total of 10,868,000 feet. Quite a fair sized cottage could be built with 12,000 feet of lumber, and at that rate the above total would be enough to make a village of 900 houses.

The only excuse for all this bother about ties was to have something on which to fasten the rails, and there were about 192,969 gross tons of rail in use at the beginning of last year. This is equivalent to 216,125 net tons and if it were necessary to haul them all at one time it would take all the flat cars owned by the Maine Central, the Boston & Maine, the New York, New Haven and Hartford, and the Bangor & Aroostook Railroads, that is to say 3,414 cars, with an average capacity of 31 tons; and after they had made one trip, returned empty and loaded a second time there would still be 143 carloads to come.

In order to lessen the wear on ties caused by the pounding and cutting action of the rails as loads pass over them, more than 219,000 tie plates are placed on ties and underneath the base of rail. These piled up 24 to the plate would make a column 49 miles high or if placed end to end would about reach from Portland, Maine to Toledo, Ohio. To look at the number in another way, it would take seven months working eight hours a day including Sundays and holidays to count them at the rate of one a second.—Providing you did not lose a mistake. Most of the tie plates were bought in recent years weighing 8 pounds each but many of the new ones which are nearly worn off weigh much lighter. So if we assume an average weight of only 4 pounds each the above number would weigh 876,000 tons. An 8-pound tie plate weighs about 20 cents at the present time.

There are about 22,900,000 spikes weighing 14,777,000 pounds or 7,389 net tons, holding the rail
Enough for Village of 900 Houses

The Maine Central has in service 14,411,000 feet B.M. of bridge ties and 7,457,000 feet B.M. in 3275 sets of switch ties or a total of 10,868,000 ties.

Quite a fair sized cottage could be built with 12,000 feet of lumber, at that rate the above total would be enough to make a village of 900 people.

The only excuse for all this bother of ties was to have something on which to fasten the rails, and there is about 192,969 gross tons of rail laid at the beginning of last year. This is equivalent to 216,125 net tons of iron. If it were necessary to haul them at one time it would take all the cars owned by the Maine Central, the Boston & Maine, the New York, New Haven and Hartford, and the Bangor & Aroostook Railroads, that is to say 3,414 cars, with an average capacity of 31 tons; and after they had made one trip, returned empty and loaded a second time there would still be 143 carloads to come.

In order to lessen the wear on ties caused by the pounding and cutting action of the rails as heavy loads pass over them, more than 6,219,000 tie plates are placed on the ties and underneath the base of the rail. These piled up 24 to the foot would make a column 49 miles high; or if placed end to end would just about reach from Portland, Maine to Toledo, Ohio. To look at that number in another way, it would take you seven months working eight hours a day including Sundays and holidays to count them at the rate of one per second;—providing you did not make a mistake. Most of the tie plates bought in recent years weigh about 8 pounds each but many of the old ones which are nearly worn out are much lighter. So, if we assume an average weight of only 4 pounds each, the above number would weigh 12,438 tons. An 8-pound tie plate costs about 20 cents at the present time.

There are about 22,900,000 track spikes weighing 14,777,000 pounds or 7,389 net tons, holding the rail, frogs, switches, etc., to the ties. Reverting again to a distance comparison, these placed end to end would make the round trip between Boston and Chicago, 2,072 miles, with 6 miles left over. The tie plates and track spikes combined represent enough metal to build two bridges like the new Carlton Bridge with 1,800 tons to spare.

It would seem as if anything as heavy as main line rail, fastened with at least four spikes to each tie which, in turn, is embedded in ballast, would stay just where it was put; but under certain conditions such is not the case. On tracks where the traffic is all in one direction, as east-bound or west-bound in double main line territory, those rails just creep along to see what's doing up ahead where all the trains go that pass over them. If all of the trains go east so do the rails, and just a few feet away the rails are going west with their trains.

It is a bad habit for these rails are connected at many points with other track fixtures and signal appliances which have not developed the wanderlust; and it cost the Maine Central approximately $70,000 to overcome this habit by the installation of 329,000 anti-creepers or rail anchors.
On May 14, the first trainload of Dragon Cement was shipped over our Road by the Lawrence Portland Cement Company. This shipment went to dealers in the New England States and was the first result of $4,000,000 invested in plant and equipment at Thomaston.

While the Whistles Shrieked
 Officials of the cement company were present and as the train pulled out of the yard at Thomaston the mill whistles shrieked in salute of this sold trainload of 22 cars. A second section later in the day pulled out from the mill to the main line and proceeded westward as a double header.

A large banner on the side of a freight car told the story:

The “big train” consisted of 33 cement-laden cars drawn by locomotives 523 and 355, the entire train representing a weight of 1655 tons.

With the exception of Conductor Fred Koster of Rockland, it was a Portland train crew which had charge of the cement special. W. R. Williams held the throttle on 523 and E. A. Stone was fireman. A. W. Brown was engineer on 355 and D. L. Toothaker did the stoking. R. Gallerson was head brakeman and W. L. Tierney flagman.

Too Hot for Frogs Now
It is interesting to note that less than a year ago the spot where this magic city now stands, the frogs were singing their plaintive refrain. All the necessary materials of manufacture are on hand in large quantities, including approximately 12,000 tons of raw materials already in storage on the ground. This will be added to daily. The operation, it is figured, will have an annual consumption each 24-hour day of 1,000 tons, with an annual consumption approaching 85,000 tons.

Fuel is one of the most expensive items in the manufacture of cement, and is subject to a grinding operation both in the burning and as well as drying. The pulverizer is fed to the huge rotary kilns and sent through a nozzle, being blown into the flame.
Cement Plant

Starts Going Full Blast

The "big train" consisted of 53 flat-laden cars drawn by locomotives 523 and 355, the entire train weighing a weight of 1,655 tons.

With the exception of Conductor Koster of Rockland, it was a typical train crew which had charge of the cement special. W.R. Williams had the throttle on 523 and E.A. Koop was fireman. A.W. Brown was engineer on 355 and D.L. Toothill had the stoking. R. Gallerson was lead brakeman and W.L. Tierney was the tail ender.

Too Hot for Frogs Now

It is interesting to note that less than a year ago the spot where this plant now stands, the frogs were singing their plaintive refrain. All the necessary materials of manufacture are on hand in large quantities, including approximately 12,000 tons of coal already in storage on the grounds and this will be added to daily. The operation, it is figured, will have a daily consumption each 24-hour day of 225 tons, with an annual consumption approaching 85,000 tons.

Fuel is one of the most expensive items in the manufacture of cement and is subject to a grinding operation, as well as drying. The pulverized coal is fed to the huge rotary kilns at one end through a nozzle, being blown in from the coal building, a process which requires the installation of considerable equipment. Large storage bins for the coal have been constructed on the premises, with special trackage, three miles of which has been laid in the plant yards, running direct to the coal basins.

Will Tell the World About Maine

Through the advertising of the Cement Company the message of Maine-made cement will be carried to all corners of the United States, a benefit to the Pine Tree State and incidentally to the Maine Central.

New Terminal Equipment

Two motor cycles with side cars have recently been purchased for the Portland Terminal Company and will be used to speed up the distributions of mail between the General Offices, the Terminal and Rigby Yards. A new two-ton truck was also added to the Terminal's rolling stock at the same time. This equipment will replace machines and services previously hired from outsiders.
Enemies Of Our Progress

By CHAUNCEY THOMAS

In Railroad Man’s Magazine September, 1911

A CERTAIN story runs as follows: A man was sorely troubled by rats in his barn. He was trying to kill them, and his efforts were watched and aided by his six-year-old son. One day the boy rushed gleefully into the house crying: “Papa! Papa! I’ve killed all the rats! I’ve killed all the rats!”

Rough on Rats

“How did you do it, my son?” asked the father.

“Why,” beamed the boy, “I burned down the barn.”

Now, this is just what many well meaning people in America are apparently doing, or trying to do, in regard to the railroads. In order to correct a few temporary evils they are willing to burn down the railroad barn—and with no more thought of what they are doing than the six-year-old child.

Little did the boy reckon on the winter to come, of the loss to his father and himself in his suicidal effort to kill a few rats.

As little extent do millions of people realize the harm they are bringing to the railroads, and through the railroads, to themselves, by adverse laws, local greed, or ignorance of railroad conditions.

This Story’s Source

Norrigdeck, Maine
April 30th, 1918

Mr. Editor,

I have before me a copy of the old “Railroad Man’s Magazine,” issue of September, 1911.

You may have heard of this magazine, which has long since stopped publication.

In this issue I find an article which interests me very much, for it shows that even in those days they had very serious problems.

I am handing you herewith a copy of the article, which many members of the Maine Central Family will like to read.

Yours very truly,

V. T. Blaisdell,
Operator M.C.R.R.
Skowhegan, Maine.

The machinery that cleaned that cotton, the machinery that wove the skien, and the machinery that made the socks, all had to be transported on a railroad.

Not only is this obviously true, but the food for the cotton-picker, the cotton weaver and the sock maker had to be hauled many hundreds of miles from various points on the rails. The machinery that helped to create that food, the plow of the Iowa farmer, and the ax of the Oregon lumberman—all and everything—had to go almost entirely by rail.

It is an endless chain, this thing of interlaced transportation, vitally involving thousands of men, even with so simple a thing as a common pair of socks, and what is true of that article of apparel is true of everything one can name.

Every Man’s Partner

The railroad is every man’s partner. The railroad is not—except to the mentally blind—a huge grafting monster that preys on the country through which it runs.

This policy is like cutting short the nose of the horse that drags the plow. For days one has more profit out of the sale of the horse than the horse grows weak. It can be whipped only a few days more, and must sink and die—or have more food, which is with the railroad.

But who owns the railroads? Nothing gets excited. Not “Wall Street.” All and everything must be owned by human beings. Human beings somewhere own the railroads. Who are these?

Savings Banks and Insurance

The American people. The German American people, the man or woman who has a few hundred dollars in the bank or a thousand or two dollars in insurance. They are the people who own the American railroads, and when that honest but mentally benighted man in a legislature aims some drastic laws at the railroads’ he is hitting, not at a collection of dumb iron and wood, millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women and hundreds of millions of men and women 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Progress

The machinery that cleaned that cotton, the machinery that wove the skein, and the machinery that made the socks, all had to be transported on a railroad.

Not only is this obviously true, but the food for the cotton-picker, the cotton weaver and the sock maker had to be hauled many hundreds of miles from various points on the rails. The machinery that helped to create that food, the plow of an endless chain, this thing of inter-transportation, vitally involving hundreds of men, even with so simple a thing as a common pair of socks, and what is more, of that article of apparel is true of everything one can name.

Every man’s partner

The railroad is every man’s partner. The railroad is not—except to the mentally—a huge grafting monster that preys on the country through which it runs. It is not so much like an invading army as it is like the mail service, yet thousands of people in America seem to think that anything they can do to injure the railroads is a benefit to themselves and their families.

This policy is like cutting short the food of the horse that drags the plow. For a few days one has more profit out of that horse, then the horse grows weak. It can be whipped only a few days more, then it must sink and die—or have more food. So it is with the railroad.

But who owns the railroads? Now don’t get excited. Not “Wall Street.” Anything and everything must be owned by human beings. Human beings somewhere own the railroads. Who are they?

Savings Banks and Insurance

The American people. The Common American people, the man or woman who has a few hundred dollars in the savings bank or a thousand or two dollars of life insurance. They are the people who own the American railroads, and when a surely honest but mentally benighted member of a legislature aims some drastic law at “the railroads” he is hitting, not at a mere collection of dumb iron and wood, but at millions of men and women and himself.

Many a man who reads these lines is unconscious of the fact that he owns some part of an American railroad. Take yourself as an illustration. Have you any money in a savings bank? If so part of that money is invested in railroad bonds—part of your money is in the very railroad, maybe which runs by your farm or through your town or city. Have you any life insurance? If so, you most certainly own part of some American railroad.

It is as clear as the fact that you own your horse, and your horse owns his head. Therefore you own that head, do you not? Suppose for some reason you do not exactly like that horse’s head. It may jerk about too much in fly time, let us say. Do you proceed to take an ax and decapitate the horse on the theory that the head belongs to the horse and not to you? Destroy the head, and you have destroyed the horse; and by killing the horse you have stopped your wagon, and you must get out and walk and leave your load behind.

Absurd as it may sound. when reduced to ordinary sense, it is just what many unthinking people in this country are doing today in regard to the railroads.

You May Hit Yourself

The railroad is the horse’s head. The life insurance company or the savings bank is the rest of the horse, and you are the horse owner—or, in other words the bank depositor. Pass killing laws against the railroad and you injure the savings bank and your—not the other fellow’s—insurance; and both fire and life insurance at that.

No man can injure the railroads of this country without injuring himself. There is only one exception; the man who does not work—namely, the criminal and the tramper. The railroad is the partner of every other man, woman, and child in America, although most of us do not realize it.

Were there any hod-carriers in Illinois or Idaho before the railroads came? Was there any need of hod-carriers or mail carriers or hired girls or blacksmiths. Take the railroad away, and in a year, even in a month, where would be the hod-carrier, the mail carrier, the hired girl, the blacksmith? Gone.

Each and every one of them, even without a dollar saved up, each and every worker in America is directly connected with the prosperity of the American railroad.

Horses Must Be Fed

The railroad is literally an “iron horse” and must be fed just like a “flesh horse.” The man who injures the railroad is exactly like the teammate who starves his team. There is no difference.

In America, today, we have too much law, too much sentiment, and too little sense. In America, today, are about twenty million families, and if each family owned one share of railroad stock directly—just one little hundred dollars worth—and voted the stock instead of voting against the railroads; if this were done we would have more and better railroads and fewer railroad troubles.
IN MEMORIAM

ALVAH C. ROBINSON

Alva C. Robinson, 65, sectionman at Brunswick, was struck and instantly killed by Rockland Branch train No. 55 on Saturday, April 28. The accident occurred at Deep Cut, just outside the Brunswick yard limits.

It is thought that Mr. Robinson saw the train approaching, but failed to step back far enough from the track to clear the train. Death was due to a broken neck and fractured skull.

Mr. Robinson was born in Brooks, Maine February 1st, 1863, the son of Charles B. and Lydia Day Robinson. For many years he was a progressive farmer. He moved to Brunswick about ten years ago and was employed for a time in the lumber business, after which he went to work for the Maine Central. He is survived by his wife, Mrs. Annie Robinson. The above picture of Mr. Robinson was taken over forty years ago.

FRANK W. HAMMOND

Frank W. Hammond, 74, pensioned conductor, died April 27th at his home 99 Bouteille Road, Bangor. Mr. Hammond was employed for 51 years by the operating department and was retired and pensioned on July 14, 1923.

He entered the service August 9, 1872, as brakeman. In 1879 he was promoted to conductor. He was conductor on trains 45 and 46 between Mattawamkeag and Vankinboro, later on trains 31 and 32 between Mattawamkeag and Bangor. His last run was between Newport and Dover-Foxcroft.

He is survived by a daughter, Mrs. Mabel Hammond Knowlton of Bangor.

TWO RECENT DEATHS

Notices of the death of Boilermaker Joseph Gurney at Waterville Shops on April 14th and Trackman George W. Hamsom at North Jay on April 28th, have been received in our office as we go to press with this month's Magazine.

EDITORKALS

THE RESULT OF TEAM WORK

Freight cars are getting to be the “Marathoners.” In 1920 the average they traveled was 25.1 miles per week. This average takes into account all cars in service, including cars in process of being loaded or unloaded, cars undergoing or awaiting repairs, and cars on side tracks for which no immediate available.

In 1927 the freight car's average jaunt has been increased to 30.3 miles, a gain of over a fifth. What does this mean? First, perhaps, that the Nation is
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MAIN CENTRAL
Employees' Magazine

Vol. V  JUNE, 1928  No. 6

"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.

DUDLEY ALLEMAN, Editor
D. W. BISHOP, Associate Editor

MAGAZINE

STAFF CORRESPONDENTS

PORTLAND TERMINAL

Grace M. Katon, Superintendent's Office
C. D. Atherton, Freight Office
Joseph D. Rourke, South Portland
John P. Dunn, Rigby

EASTERN DIVISION

J. L. Higgins, Superintendent's Office
C. A. Jeffords, Bangor Car Dept.
P. N. Carson, Bangor Ticket Office
V. A. Cunningham, Oldtown
B. H. Johnson, Woodland
E. F. McLain, Calais
S. A. Frost, Eastport
H. D. Davis, Vanceboro
Y. S. Kelley, Kingman

PORTLAND DIVISION

E. W. Tibbetts, Brunswick
E. E. Walker, Augusta
E. E. Thompson, Waterville
W. H. Marshall, Oakland
A. F. Smith, Lewiston
R. C. Brown, Lewiston
P. J. Hanley, Lewiston, Lower
S. G. Sweet, Rumford
A. L. Eastman, Bemis
J. E. Winslow, Lancaster
Alfred R. Pugh, Rockland

GENERAL OFFICES

Mrs. B. T. Preston, Publicity Bureau
E. L. Hill, Freight Claims

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

EDITORIALS

THE RESULT OF TEAM WORK

Freight cars are getting to be regular "Marathoners." In 1920 the average distance they traveled was 25.1 miles per day. This average takes into account all freight cars in service, including cars in transit, cars in process of being loaded and unloaded, cars undergoing or awaiting repairs and cars on side tracks for which no load is immediately available.

In 1927 the freight car's average daily jaunt had been increased to 30.3 miles, a gain of over a fifth. What does this mean? First, perhaps, that the Nation is pros-

perous, producing tonnage at a fairly uniform rate. Also that the railroads have used good judgment in forecasting the demands on their services and have made adequate provision for the forthcoming tonnage.

But more important than these factors, doesn't this increased efficiency indicate a degree of team work among railroad men unequalled in almost any other line of organized human endeavor? Freight car miles per day and all the other factors which indicate railroad efficiency are on the increase because freight traffic representatives, transportation forces, motive power employees, maintenance of way men, clerks, telegraphers, station employees and all the others are doing their own particular work in a way that reflects credit on the Roads they represent.

YOUR DOLLAR'S WORTH

Your dollar has more cents. That is, the little greenback that has such an important place in our lives will buy more than it has any time in the last five years. Such at least, is the conclusion of the National Industrial Board, regarded as an authority on such matters.

The purchasing power of the dollar, the Board relates, has since July, 1929, been increased by a decline of 21.1 per cent in the cost of things we buy. This drop in prices has been going on steadily during 1926 and 1927. It has been so slow and gradual that few of us may have noticed it, but it is none the less real and important.

Every member of the Maine Central Family is better off than he was last year and much better off than two years ago.

Freight rates on American railroads are the lowest in the world. The average rate on a ton of freight carried one mile in the United States is approximately one and one-tenth cents. For an equivalent service English railroads receive more than three times as much, and French and German roads about four times as much.

Railroads have so improved their service that passengers are safer on trains than in their homes.
Here and There Over the System

Here and There Over the System

Every Week in the Fifty-Two

The Maine Central Railroad pays its seven thousand employees and officials over $200,000 a week, which is over a million dollars every five weeks. Railroadmen keep mighty little of this $200,000 a week in their pockets. They pay it out to grocers, to clothes, to doctors, to landlords. They put it in the plate Sundays; some of it goes into the savings banks. They use it to pay taxes and buy homes and food and pianos.

This $200,000 a week is the very life blood of Maine trade. Every farmer, every professional man, every clerk and storekeeper in Maine receives his share of these dollars.

Anything that aids the railroad's prosperity increases this golden payroll stream; anything that harms the Maine Central tends to dam it up.

MAINE CENTRAL RAILROAD
Serves Maine and its People Every Day

We Tell The World --- Or Part of It

A facsimile of another good will ad is reproduced above for the benefit of our readers. This advertisement, the second of a series, has been inserted in all Maine newspapers, including all dailies and weeklies along our line, a total of 37 papers.

In the larger cities and communities like Portland, Lewiston, Bangor and Waterville where weekly payrolls run into several figures the amount was shown in each advertisement. The amounts of these local weekly payrolls surprise a lot of people. They are: Greater Portland, $76,000; Waterville, $28,000; Bangor and vicinity, $22,000; Brunswick, $6,250; Lewiston and Auburn, $6,150; Rumford, $5,700; Calais, $3,150; Rockland, $3,000; Augusta, $1,850; Livermore Falls, $1,400; Farmington, $1,300; Ellsworth, $1,200; Gardiner, $1,150; Dover-Foxcroft, $1,150; Bath, $1,100; Eastport, $1,000; Oldtown, $950; Pittsfield, $900, and Bar Harbor, $850.

"Regardless of Weather"

There is a certain satisfaction in the knowledge of a good job well done. Satisfaction is increased by the knowledge of the appreciation of a good job by people who benefit by that work. But greatest pleasure of all arises when the parties benefited are pleased, admitted and even go so far as to tell the world they are pleased. Such an incident which occurred last fall, has just come to our attention.

Aid for the Stricken Area

Every member of the Maine Central Family knows what good work we did promptly repairing the damages from disastrous floods which ravaged New England last November, making possible the rushing of badly needed materials to the stricken inhabitants of industries. That our work was not appreciated is generally known, but nearly so general, we believe, is the knowledge of the fact that a citizen of St. Johnsbury purchased advertising space to tell the world how much he appreciated it.

In the November 23rd issue of the St. Johnsbury Caledonian-Record appeared the following ad:

COAL

Through the Efforts of the Maine Central Railroad
We have received plenty of coal which relieves the temporary shortage.

E. T. & H. K. Ide

And thereby hangs a tale. It will be remembered that the floods had practically wiped Northern Vermont's railroads off the map. Our Mountain Road offered the
People Oo and Dollars Week

Fifty-Two

Seven thousand employees were paid exactly $11,080,012.02 by Maine Central in 1927. Over a million dollars a week in their clothes, to doctors, to stores; some of it goes into taxes and buy homes and build hotels and the like. Every citizen increases this golden pool. Maine Central tends to... 

Why disturb such an essential Public Servant

- Or Part of It

payrolls surprise a lot of people. They are: Greater Portland, $76,000; South Portland, $28,000; Bangor and vicinity, $30,000; Brunswick, $6,250; Lewiston and environs, $6,150; Rumford, $5,700; Calais, $4,950; Rockland, $3,000; Augusta, $1,850; Maine Central Railroad

Through the Efforts of the Maine Central Railroad

We have received plenty of coal which relieves the temporary shortage

E. T. & H. K. IDE

And thereby hangs a tale. It will be remembered that the floods had practically wiped Northern Vermont’s railroads off the map. Our Mountain Road offered the only rail connection to the whole section. Sidings all over the East were full of cars destined to the stricken area, with consignees clamoring for their freight.

E. T. & H. K. IDE, big St. Johnsbury coal, grain and feed dealers, approached “Bill” Locke, our genial veteran Traveling Freight Agent, with the information that seven cars of coal consigned to them from the West were on a siding at North Stratford, two of which they needed very badly for the starving dairy cattle of the vicinity.

He Knew His Job and Did It

Long years of experience enabled Mr. Locke to know what to do and just how to do it, and through the hearty cooperation of the Transportation forces, these two badly needed cars were spotted next morning on the Ioe side track. So when a short while later the Ides were able to announce again by virtue of Maine Central hustle and “get there” spirit, that they had an adequate supply of coal they “wanted to give the Maine Central credit,” and ran the advertisement featured above.

This story is just exactly in line with our slogan that we serve the people along our lines 365 days in the year, regardless of weather or highway conditions.

+ +

New Bridge at Lunenburg

“In step with modern transportation methods,” our Road has decided to replace the old wooden bridge across the Connecticut River at Lunenburg, built in 1887, and has asked for proposals on the work. The new structure will be a three-span bridge, of through-truss type of construction, 360 feet long. Thus passes the last wooden bridge of this type on the System.
Fifty-Two Years In The Portland Freight Shed

By D. W. BISHOP, Associate Editor

WENT down to the Freight Sheds on Commercial Street the other day to get information about the retirement of General Foreman F. J. Driscoll, effective June 1st.

This happened to be on a Friday. If you are familiar at all with the location of the sheds visualize for a moment the platforms seven hundred feet long, the inbound and outbound delivery platforms and the mountains of freight, consisting of everything from toothpicks to gasoline engines.

As Mr. Driscoll was the man of the hour, I started looking for him. I had been told that I would probably find him out on the platform so made a bee line for that place.

Had not wandered far before I met Assistant Foreman Jack Farrell, who informed me that I was two days late to catch Mr. Driscoll on the job, he having finished his last day on Wednesday and was now at his home on Pleasant Ave., out in Woodfords. He very kindly gave me his address, remarking, "We are going to miss F. J. I worked with him for 24 years and I never knew a better man to work for. That holds true for the entire crew of 121 men," he added.

“If you have got a little time and want to look around,” Mr. Farrell said, “my time is yours.” Assuring him of my appreciation, we started “looking around” via one of the tractors.

Incidentally these tractors with the trailers have proven invaluable from the moment they were installed a few years ago. More freight has been handled and with much quicker dispatch. It was no uncommon sight to see tractors hauling ten or a dozen trailers darting here and there over the platform.

This is the way freight is now handled at the Portland Terminal Sheds. When a load of freight is received, instead of being placed on the floor to await loading, it is placed on a trailer or on trailers, but no trailer can be loaded with freight for more than one car. The freight is waybilled in the same manner as before but in addition to this a "ballot," so-called, is placed in a slot on the trailer provided for it, and on it is marked the track and car number to which that particular freight has been assigned.

The trailers are then picked up and attached to tractors in trains of six, eight or more and distributed to the cars following their consignments. The tractors are not hauled into the car by tractor itself, they are left just outside the car door and their loads are handled by hand truck by the stowers. On the trip back the tractor returns empty trucks to the sheds and hauls inbound freight. It is estimated that between 600 and 800 tons of freight are handled by this method daily.

Operated by Electricity

The tractors are operated by electricity from storage batteries carried in the bodies. These batteries are either of the Edison thirty-cell type or the standard eighteen-cell lead-plate battery, and each approximately 1,000 pounds each. The tractors weigh about 3,200 pounds.

The maximum voltage carried is between 1,274 and 1,300 volts per tractor. A charging plant has been installed in the sheds and tractors are recharged daily when not in continuous operation.

The tractors are controlled from the operator’s seat and have three speeds forward and as many in reverse. They are handled with a foot pedal but have a safety arrangement which driver works automatically when the weight of the driver is removed from the seat. When the driver arises, his seat a strong coil spring is allowed to come into action which automatically releases the brake and the controller to neutral positions. This arrangement will bring the tractor to a stop of its own accord when in motion, within a few feet. The tractor can be started again when the driver has returned to his position, released the brake, and manipulated the controller handle into first speed.

“Don’t believe we could get along without the tractors now, we like them so much. In the old days,” Mr. Farrell remarked, “it was no small job to move a heavy container weighing several tons from one end of a warehouse to the other on rollers, now it’s all over a matter of minutes.”

After snapping a few pictures, and thanking Mr. Farrell for his courtesy, I took the next car for Mr. Driscoll’s home in Woodfords, for it was really the veteran Driscoll whom I was anxious to see.
F. J. Driscoll

Ringing the bell at his home on Pleasant Avenue, I was ushered in by Mr. Driscoll's daughter who informed me: "Father is puttering around the house somewhere and will be right in." She invited me to sit down and wait. It was then that I met Mrs. Driscoll. Introducing myself I told her my mission and she replied, "I will go and try to locate him. Since he has been home from his work he is like a wild man, can't sit still a minute." Very soon I was privileged to meet the man I had heard mentioned so often. I had only talked with him a few moments when I soon realized why he had held the position as General Foreman for so many years, and why he was so well liked.

Asking for a few words for the Magazine, he immediately responded, "I have an old picture around here somewhere that shows the old house taken way back in the 80's." [See previous page.]

Mr. Driscoll, now seventy-two years old, joined the service on August 10, 1876. "Suppose you have been General Foreman in the House under quite a few agents haven't you, Mr. Driscoll." I asked. "Five," he said without hesitating. "W. S. Eaton, Frank Rogers, R. A. McClutchen, Charles Calkins and Harry Melaugh. When I started working we only had nine men in the house. Mr. Clay of the Eastern Steamship Company was at that time one of the bill clerks in the office. Quite a lot different than the present time. There are 121
men in the house at the present time but
I have had as many as 200 men on the payroll during the war, when there was such a congestion of freight. Yes, sir, in those days we used to have all nationalities, Scandinavians, Russians, Spaniards and even had a crew of negroes at one time, but the men just couldn't mix with them so we had to let them go." Mr. Driscoll related many more things of interest but space will not allow relating them all, so whoa.

Fisherman's Luck on Friday the 13th
By E. F. McLAIN, Calais

Picture if you can, a portly gentleman, encased in fisherman's leggery together with the inevitable pipe firmly held by the best set of artificial teeth money can buy. Let the fact remain with you that this person, with forehead running almost to the nape of a rather red neck, is securely seated in a flat bottom punt. He is serenely drifting before the gentle zephyrs, calmly trolling for salmon in the mud puddle commonly known as Bog Lake. Suddenly without warning comes a strike. The pipe he is filling together with the tobacco spontaneously disappear in the lake. The trout is a whale! He breaks water and runs. This fat guy loses his head and stands up. The boat tips. He sits down,
suddenly. Snap! A two dollar leader, twenty-five feet of line, and two more dollars worth of rigging go down together with the fish, of course. Not so with the big man's temper. "To hell with the blanket-y-blank-and some more blanks—fish," quoth he. "Come on Ma, let's go home." And so passed Mr. Jack Whiteknut's Sunday, date of May 13th, (if you are superstitious) on Bog Lake this year of our Lord 1928.

What Passenger Service Is Up Against

The illustration below shows how conditions have changed from those existing over a decade ago.

From figures compiled by General Passenger Agent M. L. Harris, actual statistics show that the total number of passengers carried over our lines has dropped from 4,706,403 for the fiscal year ending June 30, 1913, to 3,916,201 during 1927, a decrease of 60 per cent.

Analyzing these figures still further it is seen that there has been a decrease during this period of 68 per cent in local passengers, while the interline passenger business has decreased only two-tenths of one per cent, this class of traffic just about holding its own.

Passengers Carried

1913 1927 1913 1927

Passenger Train Miles

Helen Verow, nee Birmingham, former stenographer in the Motive Power Department at Bangor, was recently united in marriage to George W. Verow, Superintendent of the Eastern Manufacturing Company's plant at Lincoln.

Mrs. Verow had been in the employ of the company for the past ten years, last four being in Mr. Whitney's office in Bangor. She was presented with a number of gold by her many friends in the person of Miss Blanche Butterfield of the Post Office, a presentation made on Mrs. Verow's resignation.

C. H.

General Solicitor Visits the Near East

General Solicitor C. H. Blatchford is on leave, is enjoying a tour in the East, accompanied by Mrs. Blatchford. His itinerary includes Egypt, Syria, Palestine, where a brother and sister are located. Several post cards from him have been received in the General Offices.

Dunn at Safety Meeting

Train Rules Examiner M. F. Dunn in charge of Safety Work, attended the recent conference of the Safety Section of the American Railway Association, held in Buffalo May 15th to 17th. Mr. Dunn reports a very profitable meeting.
Passengers now travel longer distances than they did fifteen years ago, as shown by the further fact that the total passenger miles traveled decreased only 40 per cent in fifteen years.

As against decreases of 60 and 40 per cent in passenger traffic from the years 1913 to 1927 the total passenger train mileage has decreased only 23 per cent, this indicating a great proportionate increase in train service today over that of fifteen years ago, when compared with the traffic we are called upon to haul.

Verow--Birmingham

Helen Verow, nee Birmingham, formerly stenographer in the Motive Power Department at Bangor, was recently united in marriage to George W. Verow, Superintendent of the Eastern Manufacturing Company's plant at Lincoln.

Mrs. Verow had been in the employ of the Company for the past ten years, the last four being in Mr. Whitney's office at Bangor. She was presented with a purse of gold by her many friends in the office. Miss Blanche Butcher of the Freight Office bid in the position made vacant by Mrs. Verow's resignation.

C. H. L.

General Solicitor Visits the Near East

General Solicitor C. H. Blatchford, who is on leave, is enjoying a tour in the Near East, accompanied by Mrs. Blatchford. His itinerary includes Egypt, Syria and Palestine, where a brother and son are located. Several post cards from him have been received in the General Offices.

Dunn at Safety Meeting

Train Rules Examiner M. F. Dunn, in charge of Safety Work, attended the annual conference of the Safety Section of the American Railway Association, held in Buffalo May 15th to 17th. Mr. Dunn reports a very profitable meeting.

A reproduction of the cover of our new booklet "Vacationland" is shown above. This new piece of advertising matter just recently off the press has been distributed far and wide in territory where the tourist business originates. Thirty-five thousand copies were printed and we feel it should produce very definite results in greater passenger traffic.

The information contained in the booklet relates specifically to hotels, camps, places to fish, where to spend a vacation, fares, golf courses and is profusely illustrated and attractive.
When the Eastern Division was Given the “Double-O” by Western Union Officials

Superintendent T. M. McLaughlin of the Eastern Division sent the *Magazine* this picture, taken in 1924 near Old Town. Mr. McLaughlin can be seen standing in the rear seat holding his hat. J. B. Norcross, Superintendent of Telegraph, is easily recognized in the driver’s seat. The other gentlemen are all officials of the Western Union Telegraph Company. Photograph was taken as the party was making an inspection trip east of Bangor.

Things We Have Seen
This Month

*By E. I. Hill, Traveling Agent*

Frequently we are asked: “Do you find freight being better handled now-a-days than it used to be?” In most cases we reply, “Yes,” but there are times when we must say, “No.” So that all may have the benefit of the most fragrant cases we are going to tell you their stories.

**Balancing Act a Flop**

Of course everyone of you have seen a kit of paint. Well this time there were three kits. They were loaded into a freight car—you notice nothing unusual in this; neither do we, but—these three kits were loaded on top of each other. Were they supposed to do a balancing act while the car was rolling? Right you are, the very first time.

But no one was around when the fall came so we couldn’t laugh. Did the kits get hurt? One did, it lost its head and then its contents, ran onto some cloth loaded into the same car and caused a lot of damage. We can think of only one reason for such an occurrence. The stower of this car probably had a date that night and as a result of thinking of it lost his balance; or if he didn’t, the kits did.

**The Ice Warmed Up**

A short while ago there were five barrels of live lobsters in ice peacefully reposing in a freight house waiting to take a ride in one of our freight cars. The way freight came along and the only shipment that the trainmen had to play with was a bag of rice. The barrels of iced lobsters must have had a very lonesome and forlorn look to the trainmen, as they took this bag of rice and laid it right next to the lobsters.

The lobsters did not warm up the least, but the ice did. It ran the bag and the rice got “all wet” and swelled up over it.

If the trainmen had put the bag on the other side of the freight house, it would have been just as friendly to the lobsters and we would not have a claim for damage.

Sand, Sand, Where Was That Sand?

Another sad tale about some ice. A large number of barrels of fresh fish were loaded into two freight cars with many other commodities. What’s wrong with this? Not except a lapse of memory by someone.

He Knows More About a Man West

*By C. T. Eldridge*

It isn’t that Herbert Hunnewell Butterfield needs an introduction to the older employees, especially in the Motive Power Department, for account of his having spent two or three years of his long railroad service as General Air Brake Inspector of the System’s office in Portland and his services as carrying him from one end of the State to the other, he naturally came in contact with a large number of the employees.

**Started Firing**

On June 1st, 1893, or about 35 years ago, Charles Keith, then Traveling Engineer, hired young Butterfield as a locomotive fireman and for three years during that period he was fanning he was running between Bangor and Waterville and for one year he was on trains 8 and 19 between Bangor and Portland with Engineer W. J. Brown now dead. After six years of firing he was appointed locomotive air brake inspector at Bangor by General Inspector Coggin (this gentleman being late succeeded by C. T. Eldridge.)

When Mr. Eldridge was put in charge of the Waterville Engine House, Mr. Butterfield was promoted to General Air Brake Inspector having headquarters in the Great Northern.
The lobsters did not warm up the rice in the least, but the ice did. It ran over the bag and the rice got "all wet" and swelled up over it.

If the trainmen had put the bag of rice on the other side of the freight house it would have been just as friendly toward the lobsters and we would not have to pay a claim for damage.

Sand, Sand, Where Was That Sand

Another sad tale about some ice. A number of barrels of fresh fish were loaded into two freight cars with many other shipments. What’s wrong with this? Nothing, except a lapse of memory by someone—we provide sand to put around such shipments so the ice won’t run too far away from the fish. We also provide shovels to handle the sand with. But due to an attack of rheumatism, lumbago, or some other disease the stower of the car didn’t put any sand around these barrels and nine other innocent shipments were christened by ice water and no one was present at the ceremony.

Load, trim and pack your freight right, boys. It may take a few minutes’ more time but your suppers will keep, so will your dates and we won’t have to spend some good company money to pay claims.

He Knows More About Air Brakes Than Old Man Westinghouse Himself

By C. H. LEARD, Bangor

It isn’t that Herbert Hunnewell Butterfield needs an introduction to most of the older employees, especially those in the Motive Power Department, for on account of his having spent two or more years of his long railroad service as General Air Brake Inspector of the System with office in Portland and his services as such carrying him from one end of the System to the other, he naturally came in contact with a large number of the employees.

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When Mr. Eldridge was put in charge of Waterville Engine House, Mr. Butterfield was promoted to General Air Brake Inspector having headquarters in the General Office. Some years later he was again transferred to Bangor and appointed Fore-
man of Locomotive Repairs. During the time he was foreman, the system of air brakes on engines was growing and expanding as well as getting more and more complicated, firebox doors, bell ringers, cylinder cocks, reverse gears and other appliances all gradually being equipped to operate by air.

More Modern Appliances

The E T equipment came into use and as time went by the small 8 inch and 9 1/2-inch air compressors were replaced by the use of the larger 8 1/2-inch cross compound and 11-inch air pumps. In view of the evolution in matters pertaining to air brakes and the use of air on engines it became necessary to have a skilled mechanic, one who was versed in the intricacies of this expanding equipment, and as no better or more experienced man could be found than Mr. Butterfield, he was assigned to these duties at Bangor and is still “The Air Brake Man” at that point.

“Bucky,” besides being an artisan in the matter of repairing defective air brakes, can quote the poets almost as well as a good many professors of English, as he is an exceedingly well read man and has a most retentive memory. He is also an accomplished musician and skillfully plays most of the stringed instruments. He can handle the banjo, guitar, violin, as well as the piano almost like a professional. In fact, years ago, he had an orchestra which played for all the country dances within a radius of a great many miles of his old home town, Vassalboro. One of his daughters, Miss Blanche Butterfield, is a stenographer in Bangor Freight Office and his son, Andrew M. Butterfield, who was formerly employed at Bangor Engine House, is now Assistant Mechanical Engineer of the Hynde-Windlass Company of Bath.

Retired Engineer Boosts

Maine in California

There have been three weddings of interest in the Terminal recently, Miss Grace V. Soule and Ludwig Starling were married April 25th. They are both employed in the inward department of the Freight office. Mrs. Anna Halloran Conley, W/B Mach. Oper., was married at Hartford, Conn., to Francis Hasson May 1st; and Mrs. Bessie W. Desmond became the bride of Fred Lambert at Dover, N. H., October 6th, just making the announcement.

Mrs. Grace Noyes Charles, substitute Clerk at the Inter. & Per Diem Bureau, who has been seriously ill at a local hospital, is reported as improving and we will be glad to welcome her back.

Miss Mildred Cressy of Saco has accepted a position as stenographer at the Freight office.

Portland Terminal Notes

By GRACE M. KATON

Miss Ethel E. Armstrong has resumed her duties at the Superintendent’s office after a four months’ trip to California. She reports a most enjoyable time.

Mr. Elini H. Rice, Supvr. Cashier, is away for a month’s leave of absence. During his absence W.T. Kelly will replace him.

The above picture taken March 22nd in the Palm Garden of the U. S. Grant Hotel, San Diego, California, shows Mr. and Mrs. H. E. Gordon of Belfast. Mr. Gordon, a former engineman, is now retired from actual duty but the valuable assistance given the Company in distributing publicity and advertising matter in principal cities of California during the winter is worthy of mention in our Magazine. Mr. Gordon’s untiring efforts in this respect are certainly appreciated.

General Office Notes

By MRS. B. T. PRESTON

Mr. and Mrs. Harold J. Foster are receiving congratulations on the birth of their son. Mr. Foster is clerk in A. F. A. of the Office Building, in other words “Larry,” has returned to his duties after a few weeks’ illness.

Sickness Benefits Decrease

Benefit payments for loss of time from sickness and accident received by members of the Maine Central Family still continue to be promised although in the last statement there was a slight decrease for the period ending May 18th.

Members of the Motive Power were among the heaviest sufferers, with claims paid to men, two less than during the previous month. Among the Engineering force only nine received benefits, but the big decrease in sickness occurred among Switch and Yard employees, with whom six claims for disability for sickness were settled, as against 16 for sickness and one for accident during the previous month.

The following claims have been settled during the month:

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<tr>
<th>Name</th>
<th>Location</th>
<th>General Office</th>
<th>Engineering Department</th>
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<tbody>
<tr>
<td>Georgia M. Ames</td>
<td>Aud. Payrolls</td>
<td>SIC</td>
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<td>George S. Chase</td>
<td>Store Dept.</td>
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<td>Edwin P. Clarity</td>
<td>Aud. Fst. Accts.</td>
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<td>Rose B. Langlois</td>
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<td>Herman F. Noyes</td>
<td>Mot. Power Office</td>
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<td>Dorothy K. Raynard</td>
<td>Aud. Fst. Accts.</td>
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<td>Trena E. Wilson</td>
<td>Aud. Payrolls</td>
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George Austin
James E. Campbell
Edward S. Hammonds
George W. Hanscom
Harry Hanscom
Emiel Lampron
Ralph C. Loring
Millard V. Noble
Chas. D. Sayward
Portland
Brewer
Fairfield
Steep Falls
Westbrook
Portland
Hiram
Waterville

SIC: Sick Incidence Causes.
There have been three weddings in the Terminal recently, Miss Grace Noyes and Ludwig Staring were married May 25th. They are both employed in the Post Office department of the Freight office. Anna Halloran Conley, W/B Mach., was married at Hartford, Conn., to James 3. Hasson May 1st; and Mrs. Bessie Stillman Desmon became the bride of Fred Cartwright at Dover, N. H., October 6th, making the announcement.

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Miss Mildred Cressy of Sao Paulo has accepted a position as stenographer at the Native Office.

**Retired Engineer Boosts Maine in California**

The above picture taken March 22nd in Palm Garden of the U. S. Grant Hotel, Dietagio, California, shows Mr. and Mrs. E. Gordon of Belfast. Mr. Gordon, a former engineman, is now retired from actual duty but the valuable assistance given the Company in distributing our publicity and advertising matter in the principal cities of California during the past winter is worthy of mention in our Magazine. Mr. Gordon's untiring efforts in this respect are certainly appreciated.

**General Office Notes**

By MRS. B. T. PREFEET

Mr. and Mrs. Harold J. Foster are receiving congratulations on the birth of a son. Mr. Foster is clerk in A. F. A. office.

Mr. Lawrence Halerow, Superintendent of the Office Building, in other words, "Larry," has returned to his duties after a few weeks' illness.

On May 5th, Mr. Granville Nickerson, Chief Clerk in the Purchasing Agent's office, was married to Miss Alma Doughty of South Portland.

Mrs. Harry Nelson of the A. F. A. office is the proud mother of an adopted 3 months old son.

Miss Ruth Mangum of the Law Department, and Miss Bessie Marsh, stenographer in the President's office, spent a week in Washington during the past month.

Mr. M. C. Manning, Freight Claim Agent, attended the Eastern Claim Conference in New York during the past month.

An engagement announced during the past month was that of Miss Stella Christensen, stenographer in the A. F. A. office, and Mr. Harold McDuffie of Portland.

**Sickness Benefits Decrease from Last Month**

**Benefit payments for loss of time from sickness and accident received by members of the Maine Central Family still continue to be prominent although in the last statement there was a slight decrease for the period ending May 18th.**

Members of the Motive Power were the heaviest sufferers, with claims paid to 23 men, two less than during the previous month. Among the Engineering forces only nine received benefits, but the biggest decrease in sickness occurred among Station employees, with whom six claims for disability for sickness were settled, as against 16 for sickness and one for accident during the previous month.

The following claims have been settled during the month:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
<th>General Office</th>
<th>Engineering Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia M. Ames</td>
<td>And. P.</td>
<td>Sickness</td>
<td>And. Payroll</td>
<td></td>
</tr>
<tr>
<td>George S. Chase</td>
<td>Store Dept.</td>
<td>Sickness</td>
<td>And. F. A. Accts.</td>
<td></td>
</tr>
<tr>
<td>Edwin P. Clarity</td>
<td>And. F. A. Accts.</td>
<td>Sickness</td>
<td>And. F. A. Accts.</td>
<td></td>
</tr>
<tr>
<td>Rose B. Langlois</td>
<td>And. F. A. Accts.</td>
<td>Sickness</td>
<td>And. Payroll</td>
<td></td>
</tr>
<tr>
<td>Herman F. Noyes</td>
<td>Mot. Power Office</td>
<td>Sickness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dorothy R. Raynard</td>
<td>And. F. A. Accts.</td>
<td>Sickness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Treva E. Wilson</td>
<td>And. Payroll</td>
<td>Sickness</td>
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**Motive Power Department**

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
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</thead>
<tbody>
<tr>
<td>Julius B. Anderson</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Lee H. Butler</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Lydia Burt</td>
<td>Portland</td>
<td>So. Portland</td>
</tr>
<tr>
<td>Frank E. Branson</td>
<td>Lancaster</td>
<td>Sickness</td>
</tr>
<tr>
<td>E. F. Burnham</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Frank Brum</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Thomas B. Conroy</td>
<td>Lancaster</td>
<td>Sickness</td>
</tr>
<tr>
<td>Rastino D'Agostino</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Francis E. Ellis</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Delia Foley</td>
<td>Portland</td>
<td>Accident</td>
</tr>
<tr>
<td>Patrick Joyce</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>James G. Lane</td>
<td>Bartlett</td>
<td>Sickness</td>
</tr>
<tr>
<td>Felix Mulcahy</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>James McDonald</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Ambrose W. Munson</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Frank S. Prescott</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Ralph Parsons</td>
<td>Lancaster</td>
<td>Sickness</td>
</tr>
<tr>
<td>Frederick E. Ward</td>
<td>Portland</td>
<td>Accident</td>
</tr>
<tr>
<td>Winton B. Abbott</td>
<td>Waterville</td>
<td>Sickness</td>
</tr>
<tr>
<td>Joseph Garney</td>
<td>Waterville</td>
<td>Sickness</td>
</tr>
<tr>
<td>Raymond Lusas</td>
<td>Waterville</td>
<td>Sickness</td>
</tr>
<tr>
<td>Harry J. Lane</td>
<td>Waterville</td>
<td>Sickness</td>
</tr>
<tr>
<td>Paul Nadeau</td>
<td>Waterville</td>
<td>Sickness</td>
</tr>
<tr>
<td>Joseph Roderick</td>
<td>Waterville</td>
<td>Sickness</td>
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**Stations**

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>William E. Durkin</td>
<td>Brunswick</td>
</tr>
<tr>
<td>James E. Gilboes</td>
<td>Bangor</td>
</tr>
<tr>
<td>David Martel, Jr.</td>
<td>Rumford</td>
</tr>
<tr>
<td>Eimer A. Ranger</td>
<td>Auburn</td>
</tr>
<tr>
<td>William H. Southard</td>
<td>Wiscasset</td>
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<tr>
<td>Villa E. Wescott</td>
<td>Vaneboro</td>
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**Trainmen**

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fred C. Eaton</td>
<td>Portland</td>
</tr>
<tr>
<td>Fred M. Estabrook</td>
<td>Portland</td>
</tr>
<tr>
<td>Daniel C. Higgins</td>
<td>Calais</td>
</tr>
<tr>
<td>Irving V. Jones</td>
<td>Bangor</td>
</tr>
<tr>
<td>John H. Libby</td>
<td>Bangor</td>
</tr>
<tr>
<td>Harry E. Morse</td>
<td>Lancinger</td>
</tr>
<tr>
<td>Harris P. Merry</td>
<td>Bangor</td>
</tr>
<tr>
<td>Portland Terminal Transportation Department</td>
<td>Portland</td>
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</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arthur T. Collin</td>
<td>Portland</td>
</tr>
<tr>
<td>Martin J. Coyne</td>
<td>Portland</td>
</tr>
<tr>
<td>Joseph H. Finney</td>
<td>Portland</td>
</tr>
<tr>
<td>Peter Johnson</td>
<td>Portland</td>
</tr>
<tr>
<td>Harry O. Noyes</td>
<td>Portland</td>
</tr>
<tr>
<td>John W. Norton</td>
<td>Portland</td>
</tr>
<tr>
<td>William J. Somers</td>
<td>So. Portland</td>
</tr>
<tr>
<td>Fred M. Whitlock</td>
<td>Portland</td>
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## M.C.R.R. Reference Information Brought Up to Date

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Miles of Road Operated</td>
<td>1122.33</td>
</tr>
<tr>
<td>State of Maine</td>
<td>981.71</td>
</tr>
<tr>
<td>State of N. H.</td>
<td>99.50</td>
</tr>
<tr>
<td>State of Vt.</td>
<td>36.62</td>
</tr>
<tr>
<td>Province of N. B.</td>
<td>5.10</td>
</tr>
<tr>
<td>Mileage Road Owned</td>
<td>646.76</td>
</tr>
<tr>
<td>Mileage Road Leased</td>
<td>454.79</td>
</tr>
<tr>
<td>Miles Trackage Rights</td>
<td>20.78</td>
</tr>
<tr>
<td>Miles First Main Track</td>
<td>1122.33</td>
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<tr>
<td>Miles Second Main Track</td>
<td>86.76</td>
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<tr>
<td>Miles Additional Main Track</td>
<td>2.76</td>
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<tr>
<td>Miles Yd. Track &amp; Siding</td>
<td>368.18</td>
</tr>
<tr>
<td>Miles of Track in Use</td>
<td>1580.03</td>
</tr>
<tr>
<td>Revenue Passengers Carried in 1927</td>
<td>1,901,201</td>
</tr>
<tr>
<td>Number of Passengers Carried one Mile</td>
<td>100,392,333</td>
</tr>
<tr>
<td>Revenue Frt. Hauled</td>
<td>7,846,058</td>
</tr>
<tr>
<td>Freight Train Car Miles 1927</td>
<td>69,271,576</td>
</tr>
<tr>
<td>Passengers Carried One Mile per Mile of Road</td>
<td>89.534</td>
</tr>
<tr>
<td>Ton Miles, Rev. Frt., per mile of road</td>
<td>793,632</td>
</tr>
<tr>
<td>Average Haul, Pass.</td>
<td>52.80 miles</td>
</tr>
<tr>
<td>Aver. Haul, Rev. Frt.</td>
<td>113.42 miles</td>
</tr>
<tr>
<td>Aver. Rev. per Passenger per Mile</td>
<td>3.60 cents</td>
</tr>
<tr>
<td>Aver. Rev. per Ton of Freight per Mile</td>
<td>1.646 cents</td>
</tr>
<tr>
<td>Number of Locomotives</td>
<td>215</td>
</tr>
<tr>
<td>Passenger</td>
<td>52</td>
</tr>
<tr>
<td>Freight</td>
<td>134</td>
</tr>
<tr>
<td>Switching</td>
<td>29</td>
</tr>
<tr>
<td>Total Passenger Train Cars</td>
<td>310</td>
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<tr>
<td>Passenger Cars</td>
<td>158</td>
</tr>
<tr>
<td>Combination Cars</td>
<td>22</td>
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<tr>
<td>Baggage Cars</td>
<td>50</td>
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<tr>
<td>Other Passenger Train Cars</td>
<td>80</td>
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<tr>
<td>Total Freight Train Cars</td>
<td>7147</td>
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<tr>
<td>Box Cars</td>
<td>3808</td>
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<tr>
<td>Eastman Heater Cars</td>
<td>475</td>
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<tr>
<td>Coal Cars</td>
<td>1296</td>
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<tr>
<td>Rack Cars</td>
<td>943</td>
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<tr>
<td>Cabooses</td>
<td>117</td>
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<tr>
<td>Other Freight Train Cars</td>
<td>505</td>
</tr>
<tr>
<td>Company Service Cars</td>
<td>479</td>
</tr>
<tr>
<td>Ferry and Steamboats</td>
<td>4</td>
</tr>
<tr>
<td>Total Performance of Locomotives</td>
<td>5,697,494 miles</td>
</tr>
<tr>
<td>Freight Service</td>
<td>2,266,688 miles</td>
</tr>
<tr>
<td>Passenger Service</td>
<td>2,112,658 miles</td>
</tr>
<tr>
<td>Mixed Service</td>
<td>167,553 miles</td>
</tr>
<tr>
<td>Special Service</td>
<td>2,373 miles</td>
</tr>
<tr>
<td>Switching Service</td>
<td>998,392 miles</td>
</tr>
<tr>
<td>Work Service</td>
<td>149,830 miles</td>
</tr>
<tr>
<td>Aver. Miles per Ton of Coal</td>
<td>16.55</td>
</tr>
<tr>
<td>Aver. Miles per Pint of Lubricants</td>
<td>10.28</td>
</tr>
</tbody>
</table>

## Maine Population and Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sq. Miles</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Androscoggin</td>
<td>459</td>
<td>65,796</td>
</tr>
<tr>
<td>Aroostook</td>
<td>6453</td>
<td>81,728</td>
</tr>
<tr>
<td>Cumberland</td>
<td>853</td>
<td>124,376</td>
</tr>
<tr>
<td>Franklin</td>
<td>1789</td>
<td>19,825</td>
</tr>
<tr>
<td>Hancock</td>
<td>1522</td>
<td>30,361</td>
</tr>
<tr>
<td>Kennebec</td>
<td>879</td>
<td>63,844</td>
</tr>
<tr>
<td>Knox</td>
<td>351</td>
<td>26,245</td>
</tr>
<tr>
<td>Lincoln</td>
<td>457</td>
<td>15,976</td>
</tr>
<tr>
<td>Oxford</td>
<td>1980</td>
<td>37,700</td>
</tr>
<tr>
<td>Penobscot</td>
<td>3258</td>
<td>87,684</td>
</tr>
<tr>
<td>Piscataquis</td>
<td>3770</td>
<td>20,554</td>
</tr>
<tr>
<td>Sagadahoe</td>
<td>250</td>
<td>23,021</td>
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<tr>
<td>Somerset</td>
<td>3633</td>
<td>37,171</td>
</tr>
<tr>
<td>Waldo</td>
<td>724</td>
<td>21,328</td>
</tr>
<tr>
<td>Washington</td>
<td>2528</td>
<td>41,709</td>
</tr>
<tr>
<td>York</td>
<td>989</td>
<td>70,096</td>
</tr>
<tr>
<td>Total</td>
<td>29,895</td>
<td>768,014</td>
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</tbody>
</table>

CHARLES E. NASH & SON, AUGUSTA, MAINE