Maine Central Employees Magazine
September, 1928
That part of our System lying between Portland and Rockland may be rich in but has no monopoly on historic memories. At Machias was fought our Nation’s first naval engagement, and here also occurred one of the most dramatic incidents of American history, which is beautifully immortalized in living prose in a tablet erected on the outskirts of Machias. Through the kindness of Frank S. Ames of that town we are able to tell this story to the Maine Central Family. As the text in picture above may not be quite legible it is repeated herewith:

"THE FOSTER RUBICON"

"Near this spot in June, 1775, the men of Machias
Confronted by a peremptory demand backed by armed force
That they should furnish necessary supplies
To their country's enemies, met in open air council
To choose between ignoble peace and all but hopeless war.
"The question was momentous, and the debate was long.
After some hours of fruitless discussion
Benjamin Foster, a man of action rather than words,
Leaped across this brook and called all those to follow him
Who would, whatever the risk, stand by their countrymen,
And their country's cause.
Almost to a man the assembly followed
And without further formality
The settlement was committed to the Revolution.

Erected by the Hannah Weston Chapter, D. A. R., 1917.
Weekly Payroll Methods Reorganized
Drafts to Replace Cash Payments

In common with most of the principal business concerns in the United States, many of the larger railroads of the country use drafts instead of cash for their weekly payroll. "In Step with Modern Transportation Progress" the Maine Central will adopt this method effective with payrolls for the week ending September 12th. Checks and drafts are now commonly recognized as our chief medium of payment and no inconvenience to employees and officials is expected from their use. On the other hand the new method of payment will avoid the risk arising from handling large sums of money required by the present method.

Preparation of the payroll drafts for the wages and salaries will be purely mechanical under the new system. On the special draft form an Addressograph machine puts in the name of the payee. Next a Protectograph enters the amount of money due him. And finally a six-unit check signer signs six checks at a time and cuts them apart in one operation. Such a signature is accepted as legal, as though it were a personal signature. This machine is the first one to appear in this section of the country and is made by the Todd Manufacturing Co., of Rochester, N. Y., which has a local office in Portland.

As far as individual members of the Maine Central Family are concerned, the new payroll system will produce no change in time of payment. Drafts will be forwarded by the Treasurer to Agents and certain individuals who will act as Distributing Agents. They will hand these...
out under practically the same rules as has heretofore governed cash payments.

Most of the leading banks in cities and towns all over our system have agreed to cash pay drafts and these drafts should be good for their face value at almost any store where a member of the Family trades, from St. Johnsbury to Princeton. Furthermore, Agents are authorized to cash checks for employees they know, whenever funds are available for such payments.

It should be borne in mind that the new pay drafts are just like so much money and should be treated with the respect due an equal amount of the "long green." It will not be a sound idea to park them on the counter of the grocery store or inside your hatband in a restaurant. For they will be cashed at any bank upon the identification of the payee or endorser.

The new arrangement will apply to all employees and officials of the Maine Central and Portland Terminal Companies, and we are confident that every member of the Family will cooperate to the fullest extent in making the new plan a success.

— Y E S X —

Maine Central Family Pulls Together for a "Yes" Vote September 10th

Last month's Magazine carried a story of the railroads' position on the excise tax law referendum which is to be referred to the voters of Maine on September 10th. Briefly stated, Maine citizens will decide by their ballots whether the railroads of the state may share in the reduction of taxes granted by the last Legislature to owners of every home, farm and factory in the state or whether the old, unjust system of taxation will continue to oppress Maine's public servants.

Has Strong Backing

Few public questions have arisen in recent years in which either side of the question received so nearly 100 per cent unanimous support of the leaders in all lines of the state's activities as has the railroads' side of the present referendum. The new law was approved unanimously by the committees on taxation in two successive Legislatures and passed in two Legislatures by tremendous majorities. The action of the Legislature has been enthusiastically endorsed by the men and women most prominent in the public business, professional and agricultural activities of the state, besides thousands upon thousands of citizens in every walk of life.

Maine railroads feel that an economic question as complex and involved as railroad taxation, cannot possibly receive from the voters as a whole the intelligent attention that it deserves. But they take the position that while the popular referendum was not of their seeking, it is their duty to so inform the voters through newspaper advertising, printed material and public addresses, that an intelligent decision can be reached by anyone who is willing to take the trouble of looking into the matter.

A Family Affair

To this end, Maine's 14 operating railroads are carrying their story to the public. These railroads include Bangor & Aroostook, Belfast & Moosehead Lake, Boston & Maine, Bridgton & Saco River, Canadian Pacific, Canadian National, Kennebec Central, Knox, Lime Rock, Maine Central, Monson, Portland Terminal, Sandy River & Rangeley Lakes and Wiscasset, Waterville and Farmington.

The management of the Maine Central takes the position that it has never attempted to suggest to its employees and officials the way they should part their hair, the ticket they should wear, or the hotel they should attend or the lodge they should join. And in the present campaign, it is departing from this time-honored policy. But employees and officials almost to a man, from Fryeburg to Vanceboro, are regarding the present excise tax campaign as a Family affair, which vitally affects not only bread and butter.

A Potent Factor

They have informed themselves as to the merits and the details of the question and have decided that not only they, their wives and their sisters, cousins and aunts are going to vote "Yes" on this question, but that their neighbors should be informed that a "Yes" vote is necessary to back up the Legislature for the
a money and should be treated with the respect due an equal amount of the “long green.” It will not be found idea to park them on the corner of the grocery store or inside hatband in a restaurant. For they be cashed at any bank upon the identification of the payee or endorser.

The new arrangement will apply to all employees and officials of the Central and Portland Terminal Companies, and we are confident every member of the Family will cooperate to the fullest extent in making the new plan a success.

Pulls Together September 10th

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Maine railroads feel that an economic question as complex and involved as railroad taxation, cannot be properly handled by the voters as a The intelligent attention that it deserves. But they take the position that while the popular referendum, not of their seeking, it is their duty to so inform the voters through newspaper advertising, printed material and public addresses, that an intelligent decision can be reached by anyone who is willing to take the trouble of looking into the matter.

A Family Affair

To this end, Maine’s 14 steam railroads are carrying their story to the public. These railroads include: Bangor & Aroostook, Belfast & Moosehead Lake, Boston & Maine, Bridgton & Saco River, Canadian Pacific, Canadian National, Kennebec Central, Knox, Lime Rock, Maine Central, Monson, Portland Terminal, Sandy River & Rangeley Lakes, Wiscasset, Waterville and Farmington.

The management of the Maine Central takes the position that it has never attempted to suggest to its employees and officials the way they should part their hair, the ticket they should vote, the church they should attend or the lodge they should join. And in the present campaign, it is not departing from this time-honored policy. But employees and officials, almost to a man, from Fryeburg to Vanceboro, are regarding the present excise tax campaign as a Family affair, which vitally affects their bread and butter.

A Potent Factor

They have informed themselves on the merits and the details of the question and have decided that not only they, their wives and their sisters and their cousins and their aunts are going to vote “Yes” on this question, but that their neighbors should be informed that a “Yes” vote is necessary to back up the Legislature for the best interests of the State of Maine. The response from all parts of the system and from all departments has been most gratifying and will be a potent factor in the big “Yes” vote majority on September 10th which we now confidently predict if every one of us continues to do his part.

Many railroad men will find that their duties on September 10th will make it impossible for them to go to the polls, but the law provides a method for their protection known as “Absentee Voting.” Any qualified voter who must be out of town on election day can take advantage of this provision by making application either in person or in writing to the city or town clerk where they reside.

Absentee Voting

He will be given an application for “Absentee Voting Ballot,” to be filled in, reading as follows:

“I . hereby apply for an official absent voting ballot. I am a legal resident of the city or town of , in the county of . State of Maine. I am a duly qualified and registered voter and as I believe entitled to vote at the next election at precinct _______ ward ______ in the city or town of _______ in the county of _______ State of Maine.

“My address, including street and number if any, on April first of the present year was _______ and is now _______.”

Signature _________

An Affidavit on the back of a special envelope which carries the “Absentee Voting Ballot” should be made.
out by the voter, giving the reason why he cannot be present to vote on the day of election and signed.

Members of the Maine Central Family know that large corporations are necessary to do business efficiently under modern conditions, but an unfortunately large number of uninformed voters believe that it is a heinous crime to be a large corporation and will throw up their hats and cheer when anybody takes a crack at a company such as ours. For this reason, it is necessary that we make every vote count. From watchman to president, we are working together on this common problem in a way that insures success.

YES X

Livestock Special Great Success

The Maine Central's Special Livestock and Farm Development Train which toured the system from August 6th to 14th, inclusive, was a tremendous success from every point of view. Conducted in the interests of better farming, with particular emphasis on pure-bred sires and home-grown feed, it attracted large crowds of interested farmers at all its stops, ranging from 125 to 695 at each place.

It is estimated that a total of between seven and eight thousand passed through the train, observed its extensive displays of feeds and seeds, grains and grasses, looked over the large complement of dairy and beef cattle, sheep, swine and poultry carried, and listened to talks on better farming by representatives of the College of Agriculture, University of Maine, the State Department of Agriculture, the Maine Experiment Station, and the Maine Central Railroad. Our Industrial Agent, W. G. Hunton, was pleasantly surprised by the reaction received along the line to this project, based as it was upon the idea that the Railroad is in economic partnership with the farmers in the territory it serves.

The schedule of the Livestock Special was laid out with care and from the time it left Portland until its return all arrivals and departures were made on time.

The Fine Points of the Livestock Were Demonstrated
Great Success

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lay out with care and from the time
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and departures were made on time.

This contributed very largely to the suc-
ness of the undertaking and was only one
phase of the fine cooperation received by
those in charge of the train from all other
members of the Maine Central Family,
with particular reference to the train crew
which consisted of Conductor A. E. Bick-
ford, Flagman C. S. Erskine, Brakeman
Harry Green, Enginner O. P. McDonald
and Fireman W. P. Andrews on the Port-
land Division and Enginner A. R. John-
son and Fireman M. J. Mix on the Eastern
Division.

After the completion of its tour, the
stock was returned to the owners from
whom it was borrowed and the cars re-
turned to Waterville, there to be dis-
mantled. We are pleased to note that
the equipment of all the cars will be care-
fully preserved so as to be available for a
repetition of this trip another year.

English As She Is Wrote

Below is printed the copy of a letter
received at Oquossoc with its address, sent
us by Agent S. W. Plummer:

Ed Man Station Oconseck, Maine
Lewiston, Me.
August 23, 1928

I would like to know if my pack clots is there if yet do you remember
the first of August in the morning a
young man he left 2 pack of clots
there on one morning and we thoug
to go back there but we have find a
job here in Lewiston and we didn't
so if you be good anought to
send then to me there is one pack
with some shose in and the other one
is full of close try and send it to me
right away and send to me at C. O. D.
and I pay here. Try and send it
right.
Boat Service Made Bar Harbor Famous as a Resort Known the World Over

Steamer Norumbega which Quarters Frenchman’s Bay

Forty-four years ago the Maine Central Railroad began carrying passengers by steamer from its terminal at Mount Desert Ferry to Bar Harbor. It has maintained ever since then a service that because of its high standards for equipment and personnel and because of the distinguished class of passengers it has carried has become nationally famous, says a recent edition of the Bar Harbor Times.

These Frenchman’s Bay boats of the Maine Central have been a potent factor in the process of placing Mount Desert Island in its present unique position among American coast resorts. In the days before the automobile, New York and Boston express trains connecting with the steamers at the Ferry were not only the de luxe route to Mount Desert, but were the only practicable means of reaching the island for people who did not care for the real sea voyage on the Eastern Steamship boats.

Service Greatly Reduced

At one time the railroad ran its boats from the Ferry as far west as Rockland, and four steamers shuttled across from Bar Harbor to the Ferry. Today the service is reduced in volume, but not in quality. As the number of boats has been reduced the best of the employees have been retained, and now when the Norumbega goes ahead on her bow spring and backs away from the Bar Harbor dock she carries above and below enough sea experience to outfit a whole fleet of passenger steamers.

In the wheelhouse is Capt. Joe Norton who observed recently the 29th anniversary of his service on Maine Central boats. Pilot Rod Sadler who has his 29th anniversary this summer and Chief Mate Lewis Foss who had been with the company 26 years on June 5. All three are master mariners who have commanded ships for the Maine Central, and who have other years of sea experience back of their service with the company.

On the Bar Harbor dock is Frank Whitmore, agent in charge, 38 years in Maine Central service.

A Veteran Crew

Down in the engine room is Chief Engineer Wallace Miles, 28 years with the

company, Frank Jordan, First Asst. Engineer, 26 years with the company. T. Dickson, Second Asst., 22 years with the company. In between decks, Allen, the cook, has a Maine Central boat of 26 years, and Charlie Turner, the painter, is practically a new man; he has been aboard only about 18 years.

It could hardly be said that the Norumbega starts across the Bay with a green crew aboard. The Norumbega, built in 1902, about the time when veterans aboard her now entered the employ of the company, but because she and her crew have been long in the service does not mean that the service has become any less favorably by age. A sailorman is a piece of tempered steel; the steel becomes better as it is hammered and forged, the sailor improves and tempers as he is pounced and hammered on the anvil of experience and adventure in his calling.

He Began Early

Capt. Norton began to go to sea when he was 12 years old, 46 years ago. He was 21 he left his last sailing ship, Emmeline G. Sawyer, aboard which he was struck by lightning in the Bay of Fundy, and began “steamboating” as a deckhand on the City of Richmond has been working on steamers during the 37 years since.

Before Capt. Lewis Foss went to sea for the Maine Central 26 years ago he had been going on deep water ships for years, most of that time in the West Africa trade, but he says that some of his vivid experiences have been in the...
company, Frank Jordan, First Asst. Engineer, 26 years with the company, Ernest Dickson, Second Asst., 22 years with the company. In between decks, Allie Ober, the cook, has a Maine Central boat record of 26 years, and Charlie Turner, the porter, is practically a new man; he has been aboard only about 18 years.

It could hardly be said that the S. S. Norumbega starts across the Bay with a green crew aboard. The Norumbega was built in 1902, about the time when the veterans aboard her now entered the employ of the company, but because ship and crew have been long in the service does not mean that the service has become affected unfavorably by age. A sailorman is like a piece of tempered steel; the steel grows better as it is hammered and forged, and the sailor improves and tempers as he is pounded and hammered on the anvil of experience and adventure in his dangerous calling.

He Began Early
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Before Capt. Lewis Foss went to work for the Maine Central 26 years ago he had been going on deep water ships for ten years, most of that time in the West African trade, but he says that some of his most vivid experiences have been in the bay steamer.

Captain Joe Norton

steamer on the Maine coast. For twenty-five years he has alternated between commanding a steamer in the Penobscot Bay in the summer and going mate on Frenchman’s Bay boats in the winter.

Fire Fighting a Side-Line
Capt. Foss has among the mementos of his quarter century of service in this region a letter of thanks for his part in saving the town of Castine from destruction by fire, and clippings of newspaper descriptions of his daring mid-winter rescue of a half-frozen man adrift in a sinking boat in a gale.

One of the most pleasant features of the long service of the deck officers on Frenchman’s Bay steamers is the wide acquaintances they have formed among famous Americans. Besides a number of Presidents, including Harrison, Taft and Roosevelt, and many well-known statesmen and diplomats who have been occasional passengers, there is a whole list of names of persons nationally known who have been constant visitors here and passengers on the boats. Henry Van Dyke first fell in
A Veteran Crew which Maintains High Standards of Service

love with Mt. Desert as he viewed it from the deck of a Maine Central steamer.

**Many Fine Beats**

The first steamer to take passengers across Frenchman’s Bay was the Electa, commanded by Capt. Oliver. She was succeeded by the Sebagoa, which became a freighter when her place was taken by the Long Island, which is now the Pemaquid, and is still in the service.

The finest boats ever run here were the Rangeley and the Moosehead. They have been sold now, and are running in New York waters. One of them has been renamed and is a Hudson River dayliner. Other boats still well remembered here are the Sappho and the Samoset. When the Bay line was running at capacity back in 1914 the Moosehead and Rangeley each carried about 11,500 passengers during August.

The Frenchman’s Bay boat service is a much less important thing now than it was in 1914, but it will always be a beautiful scenic route to Mount Desert Island.

---

**University of Maine**

Orono, Maine

August 16, 1928

Mr. William G. Hunton

Industrial Agent

Maine Central Railroad Co.,

Portland, Maine

Dear Mr. Hunton:

It seems to me that you should be congratulated on the splendid exhibition and interest which was taken by both the farmers and those on the train. I believe that the movement was well worth while and that it will result in an added cooperation between the farmers and their organizations on the one hand and the railroad on the other.

With very best wishes and thanking you for the opportunity of making the trip, I remain,

Sincerely yours,

(Signed) **H. S. Boardman**

President.

HSB/ET
High Standards of Service

University of Maine
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SB/ET

MAINE CENTRAL
Employees' Magazine

Vol. V SEPTEMBER 1928 No. 9

“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

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Communications by members of the Maine Cen-
tral 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 VOTE ON SEPTEMBER 10TH

Again in this issue, we devote some
space to the railroad excise tax refer-
endum to be voted upon September
10th. Since this issue was presented
to the members of the Maine Central
Family in the August number of the
Magazine, the response from all sides
has been of such a nature and charac-
ter that the editor wants to take this
opportunity of stating that he is proud
to be associated with the men and
women who make up the Maine Central
and the Portland Terminal Company.

From the management, concerned
as it is with winning its fight of long
years for relief from the onerous bur-
den of the old tax law, there has come
not one ounce of pressure on any offi-
cial or employee to make him vote
otherwise than as dictated by his own
conscience and his enlightened self-
interest. On the other hand, on the
part of the rank and file there has been
a notably swift recognition of the fact
that the referendum question was a
Family affair and there has arisen a
tremendous powerful concerted move-
ment to do something about it. While
there has been no pressure from the
management, there has been a great
demand from employees in widely
scattered locations and different de-
partments to show them how they
could best work to win the end desired.

When men and women of the Maine
Central Family decide really to work
together for any just cause, there is
very little that can stop us and unless
our efforts during the next few days
are greatly slackened, we shall achieve
what we have been working for so long,
a just tax by the State of Maine and an
overwhelming majority of:

— Y E S X —

“The United States will not prosper on
a taxation system that makes great in-
dustries pay more to the tax collector
than to its stockholders,” says the Carbondale
(Pa.) Leader.

— Y E S X —

The future of the railroads is secure, with
efficient management, loyal and capable
employees—if they are not unduly ham-
pered by public authority.

— Y E S X —

American railroads are the best in the
world and are constantly striving to make
their service to the public still better.
Here and There Over the System

Here and There Over the System

IN MEMORIAM

JOHN E. AINSWORTH

“Our friend and former fellow worker, John E. Ainsworth, passed away at his home in Kennebunk, Maine, after a short illness,” writes Grace B. Katon of the Terminal.

“Jack” as he was familiarly known to his many friends, had been in poor health for several years, and was forced to retire from his railroad duties in 1921, after 24 years service. His was a sunny disposition and generous, and he will long be remembered by all who were privileged to know him.

JAMES E. LAWRENCE

James E. Lawrence, employed at Rigby Terminal for more than 20 years, died at his home, 49 Lafayette Street, August 15, after an illness lasting six months.

Born in Charlottesville, Va., Mr. Lawrence went to White Rock as a little boy. He later moved to Portland where he was a member of the Masonic Order, an Odd Fellow and a member of the Knights of Pythias. He attended the American Methodist Episcopal Church of Portland.

Besides his wife, Rhoda A. Lawrence, he is survived by a daughter, Mrs. Walter Gaskell of Portland. Funeral services were held at his late residence, 49 Lafayette St. Interment was in Forest City Cemetery.

ARThUR D. FOSS

Arthur D. Foss, 44, machinist’s helper at Rigby, died July 19th at Caribou, Maine. Mr. Foss was born in Perham, Maine, in 1884, and entered Maine Central service August 15, 1924. At the time of his death he was on a leave of absence. He is survived by a wife, Nora I., and many friends.

HENRY E. THOMAS

Henry E. Thomas, car cleaner at Portland Union Station, died July 18th after a short illness. He was employed November 1, 1912, at the South Portland shops, later being transferred to Union Station. He is survived by a daughter, Florence E. Smith, of Portland.

L. D. SMITH LOSES SON

A tragedy which brought great sadness in Bangor circles occurred last month when twelve year old Clyde Smith met his death by drowning in the Penobscot River. Another boy of the same age lost his life at the same time. Young Smith was the oldest son of L. D. Smith, recently appointed supervisor of Bridges and Buildings at Bangor in place of E. A. Johnson.

FRANK MINARD

Frank Minard, 73, carpenter in A. Blethen’s crew at Brunswick, died June 4th. Mr. Minard was born November 17, 1855, and entered Maine Central Service April 1, 1890. His 36 years of faithful service to the company were practically all spent at Brunswick.

A Sound Idea

The Magazine of a Western railroad labor organization has adopted a slogan with a whole lot more in it than mere words: “Boost the Road you are Working for and Work on the Road you are Boosting for.”

Maine Central

“Johnny” Mace Story

The well-known lineaments of “Johnny” Mace, veteran Portland Division Conductor, have been of late displayed on an even broader field than that of Maine. Under the heading “58 with the Maine Central”, magazines all over the country are displaying his familiar smile along with this story:

“That is the splendid record of John fifty-eight uninterrupted years of service on the Maine Central road.

“It is a record to be proud of—a story that begins with rookie service as a little boy and comes down to the present conductor in command of one of his more important passenger trains.

“Conductor Mace knows his second—as most of us know the faces of our families. It is his job to get his train to its destination safely, daily, on time.

“And if you ask Conductor Mace to make of watch he carries, he will simply say— a Hamilton.

Conductor John A. Mace
Maine Central Family

“Johnny” Mace Smiles at a Wider Audience

The well-known lineaments of our “Johnny” Mace, veteran Portland Division conductor, have been of late displayed in an even broader field than that of Central Maine. Under the heading “58 Years with the Maine Central”, magazines all over the country are displaying his familiar smile along with this story:

“That is the splendid record of John Mace—fifty-eight uninterrupted years of service on the Maine Central road.

“It is a record to be proud of—a record that begins with rookie service as a mere boy and comes down to the present as a conductor in command of one of his road’s more important passenger trains.

“Conductor Mace knows his run—by seconds—as most of us know the way home. It is his job to get his train through safely, daily, on time.

“And if you ask Conductor Mace what make of watch he carries, he answers—quite naturally—a Hamilton.

Years of experience have taught Conductor Mace the value of accuracy and dependability—that is why he chose the Hamilton as the watch to share with him his distinguished service record.”—Adv.

As a result of this effective “copy,” we anticipate extra shifts in the Lancaster, (Penna.) factory that makes “The Railroad Timekeeper of America.”

—YES X—

C. N. Young Becomes Pill Magnate

By H. D. SPENCER, Beecher Falls

After nearly 17 years as clerk and telegrapher, C. N. Young brought his services for the Maine Central to a close recently, resigning his position as clerk-telegrapher at Beecher Falls. Mr. Young began work for the Maine Central at West Stewartstown, where he served as clerk for seven years.

He first worked as telegraph operator when he filled the vacancy created at Beecher Falls incidentally to Operator K. M. Spencer joining the Army. After the return of Operator Spencer, Mr. Young did spare work as agent or operator for about a year, then returned to Beecher Falls, taking the position made vacant by Operator Spencer bidding in elsewhere, and has filled that position to date.

Mr. Young has purchased a drug store business at West Stewartstown, where his many friends hope he will meet with the greatest of success.

Conductor John A. Mace
Things We Have Seen This Month
By E. I. HILL, Traveling Agent

Our stock of subjects on Claim Prevention is growing almost daily and we begin to feel as though you are trying to see how many you can pile up. Here's where we'll bat a few of them back.

Everyone knows that a slower of a way car is up against it planning his load. Freight is coming to him all day and he must load his cars as to prevent damage on account of shifting, falling and many other causes.

A Well (?) Loaded Car
A short while ago while at a station the way freight came in. No, the whole town was not down to see it arrive, but we were there. Being interested in claims and prevention we naturally stuck our nose into the car and then our whole body followed.

The car was only moderately full of freight. The first thing that caught our eye was a pile of glazed sash piled against the side of the car. Then several boxes of fruit and THEN—A BAGGAGE TRUCK!

Anything on the truck? No. Truck near the sash? "Yep", right next to it. Truck was triggered of course? How do you get that way? No trigs or anything else to hold it in place at all and we have wondered many times since why everything in the car was not more or less stove up.

Just a case of luck, that's all; but say what you will, it was very poor loading.

Some Playful Dye Kegs
Many of us have heard of the famous "Stevie" Brosie. Yes he is the "guy" who took a chance and got away with it. We're going to tell you about another fellow who took a chance but didn't get away with it.

This was a house car and it was set out due to the eagle-eyed inspector's finding it leaking.

There were bananas, leather, sugar in bags and cartons, paper boxes and kegs of wet dye in the car. "Jest" a regular house car. Sure. Well with such a small variety there could not have been much damage.

No, you are in wrong again. The "guy" who took the chance just loaded the kegs of dye in the car and never even thought to trig or stay them.

One keg felt kitchenish and got to playing around and some of the other freight got peevet at it's action and broke it's neck and every other shipment in the car had an opportunity to change it's color.

Of course a 100 per cent complete job of damage was not done but if the second edition of "Stevie" hadn't taken a chance the consignees would not have made any claims. This sort of thing cost's money.

Beautiful Road Oil
You all know what road oil is, that black slimy oil that gets on your feet, all over your car and makes you say everything but the Sunday School lesson when you get fool of it.

A short while ago we got mixed up with some. Did we get some on our clothes? Well never mind that part of it.

It was in drums and they had seen some service. In fact we honestly believe that the drums were eligible for admission to the home for feeble-minded.

They were rusty, dented and looked simply horrible. Some of the drums were leaking where rusty parts had given way and the car was sure a sight for sore eyes.

There was just play enough in the load so the drums jolted against each other which did not contribute to the looks either so instead of a road being oiled, the inside of this car got the dose.

It means that car will have to be thoroughly cleaned before it can be used again just because some one did not think. Now all together: Load, Tight Pack, Brace and Stay your freight properly so we won't have to remind you next month.

—YES X—
"But, surely," urged Jones, "seeing is believing."

"Not necessarily," replied Brown. "For instance, I see you every day."
This Month

Get Agent

You are in wrong again. The “guy” took the chance just loaded the kegs in the car and never even thought to stay them.

The keg felt kittenish and got to playing some of the other freight got at its action and broke it’s neck every other shipment in the car had an affinity to change it’s color.

It cost a $100 per cent complete job of wood was not done but if the second of “Stevie” hadn’t taken a chance since would not have made any new. This sort of thing cost’s money.

Beautiful Road Oil

All know what road oil is, that sticky oil that gets on your feet, all our car and makes you say every-just the Sunday School lesson when you stepped in it.

For while ago we got mixed up with the drums and they had seen some. In fact we honestly believe that drums were eligible for admission to some for feeble-minded.

They were rusty, dented and looked horrible. Some of the drums were where rusty parts had given way and the car was sure a sight for sore eyes.

It was just play enough in the load that drums jotted against each other did not contribute to the looks either. Of a road being oiled, the inside of the car got the dose.

There are means that car will have to be those cleaned before it can be used again. Just because some one did not think.

Put together: Load, Tight Pack, and Stay your freight properly so you don’t have to remind you next month.

--- YES X ---

“No, surely,” urged Jones, “seeing is believing.”

“Necessarily,” replied Brown. “For I see you every day.”

Beautiful Biddy Bobs Into Bangor on Brake Beam

Deadheading Beneath Baggage Car

By C. H. LEARD, Bangor

On a cold rainy morning some little time ago, No. 71 pulled into Bangor Union Station with a grinding of brakes and all the customary noises attendant with the stopping of a heavy train and above all the din and roar was heard the unusual sound of a large well-developed rooster crowing right lustily.

A Car-Knocker’s Fowl

No sooner had the train stopped than Car Inspectors Kelley and Adams began their customary inspection of the cars. Imagine their great surprise on finding Mr. Rooster perched on one of the brake beams under the head end of the baggage car.

He was wet, he was cold, he was hungry, and he was a thoroughly depressed and sorry looking he-hen as he stood there on that brake beam with a death-like grip. Nevertheless, his spirits were not daunted, for his cock-a-doodle-doo was as loud and musical as any up-to-date’s rooster could be.

Did He Break the Mann Act?

Some of the boys at the Station took him into the baggage room, gave him a good rub down, a hot drink of checkerberry and a big feed of hasty pudding and milk and it is reported that some employee of the Maine Central had fried-assed chicken for his Sunday dinner.

It seems evident that young Mr. Rooster escaped from some shipping crate around North Station, Boston, and went to roost on the nearest perch he could see, which happened to be the brake beam on 71’s baggage car, little dreaming that he was about to take such a thrilling ride on a fast express train.

--- YES X ---

Aav’ya Heard This One?

By V. A. CUNNINGHAM, Oldtown

Yes Sir, We Are Funny that Way

Lady: Can two sleep in a berth?

Opr. Prouty: Yes.

Lady: I only bought one ticket; does someone share my berth?

Opr. Prouty: Not without your permission, lady.

A Born Automobilist

Opr. Bowley: What is a blowout?

Opr. O’Connell: It’s a heart-wringing explosion followed by a stream of profanity.

Ah that Efficiency Fellow

Kelley: I think I’ve got everything here.

Agt. Dennis: There’s just one thing you have overlooked.

Kelley: What’s that?

Agt. Dennis: If we had stilts we could take longer steps.

Peeled Down

Agent Dennis: I have some news to impart. Will you please call the crew together.
Cashier: Yes sir, he will be in just as soon as he gets his switch lights filled.

But they Are Great for Peeling Potatoes

Passenger: Who is that gentleman with the well-carved features?

Baggage Master Messer: That's our Signalman. He is learning to use a safety razor.

The Song of the Month

We dreamed that we were twins but pay day woke us up.

---

Household Goods

By “DINTY” MOORE, Greene

What makes those brakies swear so hard
When they're unloading freight?
'Tis not the heavy bale or box, nor the unwieldy crate,
'Tis not the heavy farm machines, or big truck loads of grain,
Nor any ordinary freight, that makes 'em get profane.

It's 'ouse 'old goods, 'ouse 'old goods—
It's the 'orrid 'ousehold goods,
All bound round with rope yarn
And packed in awful shape,
In old cartoons with broken tops
Tied up with cotton twine,
And when we start to handle 'em
The blasted girl ropes break.

What makes the agent tear his hair
When he checks out the stuff
On the closely written way bill
And cry "O Lord Enough!"
The items blurred with transfer stamps
Have been thrice checked and more
To decipher it's impossible
No wonder he gets sore.

'Ouse 'old goods, 'Ousehold goods—
O those 'all packed 'ouse 'old goods,
Machine drawers leaking spoons of thread
And buttons by the score
Umbrellas tied to bed ends
With garden rake and mop,
And bureaus shedding knobs and casters
On the freight house floor.

What makes the claim adjuster roar
And kick the office cat?
Say "Ding the Ding," and "O migosh"
And some things worse than that?
For losing his angora, he's surely not to blame
You see for damaged 'ouse 'old goods
He's just received a claim
Household goods, Household goods—
When you ship your household goods
To Bangor or to Reno, be sure and pack 'em right,
Use nice strong crates and boxes and mark 'em plain and good,
And we'll land 'em safe and promptly
Now signing off—"Good-night."

---

The Oldtown Philosopher

'Jake The Signalist: (Norman Hesseltine)
formally a clerk at Bangor Freight office,
now a famous scenic advertising artist,
drew this while in the Oldtown Office. He says its me writing news for the Maine Central Magazine. But Hades, I hate to think I look like that.—V. A. C.

---

Brevity the Soul of Wit

Along the line of the Underwood anecdote recently published in the Magazine, Trainman F. H. Black tells of a foreman painter named Niles who formerly worked for the Company and who had been ordered to paint a certain station as quickly as possible.

On completion of the job he wired his superior officer as follows:

"Paint arrived
Paint applied
Paint dried
Yours truly
Niles."
Household Goods

by "DINTY" MOORE, Greene

makes those brakies swear so hard they're unloading freight?

at the heavy bale or box, nor the unwieldy crate,

at the heavy farm machines, or big truck loads of grain,

by ordinary freight, that makes 'em get profane.

Use 'old goods, 'ouse 'old goods—

'orrid 'ousehold goods,

and round with rope yarn

packed in awful shape,

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igning off—"Good-night."
As It Used to Be in the Queen City

Top Picture—Shows the "Knickerbocker Express" rounding the curve at High Head at Bangor. Masts of schooners in the Penobscot River can be seen in the rear. The headlight on Engine 288 has been changed since this picture was taken but the same engine is still in service running out of Portland. Looks like Gus Horeyseck in the cab, but that's only a guess. How about it, Gus, are we right?

Bottom Picture—Taken from High Head, showing view of Round House, Harbor and Bangor city proper. Part of the station and train shed can be seen in the background along the waterfront. Across the river on the right is the flourishing city of Brewer. (Both pictures contributed by Supt. T. M. McLaughlin.)

Portland Terminal Notes

By GRACE B. KATON

Carle L. Wiggin, chief clerk to the Superintendent, has returned from a vacation of two weeks, passed at Boston, Boothbay Harbor and other points of local interest.

John F. Conlen, the genial operator in the Superintendent's building, met with quite a loss a short while ago. One morning just as he was starting to work his car caught fire and was totally destroyed. We are all very sorry.

Harry O. Noyes, Spvr. of Inter. and per diem, is absent from his duties, on a vacation.

C. A. Feury has resumed his duties at the per diem bureau after two weeks spent at Fort Williams, during maneuvers.

The superintendent's building has been dressed up with new front steps and radiators. Both improvements were needed and will be greatly appreciated by all.

Walter T. Kelly, asst. cashier, has returned to the office after two months' vacation.

Mrs. Julia Kennard Puckhem and Maud I. Feeney, former employees of the freight office, have been doing sub work during these past few weeks. They were all very glad to welcome them among us.

Miss Alice M. Archibald and Miss M. Perry are both enjoying a vacation in their duties.

—YES X—

A Temporary Change of Allegiance

Drawing by J. J. Lyden.

To those who know the staunch Republicanism of Charles Willey, Assistant Master at Lancaster, it was a severe shock when he appeared on the streets with an "Al Smith" placard attached to his car. It was equally a shock when he discovered it, and still more of a shock when he found that whoever had formed the dastardly deed had cemented the plate onto the car.

However, after considerable labors and the accompaniment of profuse expletives, he succeeded in removing and despoiling the plate, and became once again "true Hoover."

—YES X—

Conductor: "I've been on this train for years."

Passenger: "Zat so? Where did you get on?"—Yale Record.
The superintendent’s building has been dressed up with new front steps and new radiators. Both improvements were much needed and will be greatly appreciated by all.

Walter T. Kelly, ass’t. cashier, has returned to the office after two month’s vacation.

Mrs. Julia Kennard Peckham and Miss Maude I. Feeney, former employees at the freight office, have been doing substitute work during these past few weeks. We were all very glad to welcome them back among us.

Miss Alice M. Archibald and Miss Alice M. Perry are both enjoying a vacation from their duties.

— YES X —

A Temporary Change of Allegiance

Drawing by J. J. Lyden.

To those who know the staunch Republicanism of Charles Willey, Assistant Roadmaster at Lancaster, it was a severe shock when he appeared on the streets recently with an “Al Smith” placard attached to his car. It was equally a shock to him when he discovered it, and still more of a shock when he found that whoever performed the dastardly deed had carefully riveted the plate onto the car.

However, after considerable labor, to the accompaniment of proficient cursing, he succeeded in removing and destroying the plate, and became once again “true-fellow-Hoover.”

— YES X —

Conductor: “I’ve been on this train seven years.”
Passenger: “Zat so? Where did you get on?”—Yale Record.

Our “Ask Me Another” Column

Editor of the Magazine:

I herewith submit answers to the ten questions in the August number of the M. C. Employees’ Magazines.

1. Westbrook Junction or Morrill’s Corner.
2. Europe Track in Bangor yard next to Scale track.
3. Frankensteins trestle on Mt. Division (or old P. & O. R. R.) derived its name from Frankensteins Cliff near trestle.
8. Arthur Sewall of Bath a shipbuilder. (W. J. Bryan and Arthur Sewall)
9. The station called Pejepscot Mills on Lewiston to Brunswick Branch (once the Androscoggin Railroad.)
10. The Track No. 3 directly in front of the Brunswick Depot. There was a leanto built on to the side of the depot, and it was so low that it would not clear a man on a box car. It was used for a freight house when the road was first built and the railroad boys named it the “goose pen.”

S. H. Anderson,
Conductor, M. C. R. R.

Conductor Anderson’s long service has so familiarized him with the System that his answers, covering such wide separated points as Frankensteins Trestle and Bangor, are almost entirely correct. But didn’t he slip on No. 4? The old Congress Street Station in Portland, we understand, stood on the present site of the West End Branch, Casco Mercantile Trust Co., and the trainmen’s building, St. John and Congress Streets.

(21)
Maine Central Locomotive No. 10 "R. B. Dunn"
By C. S. GIVEN, Cathance

The locomotive "R. B. Dunn," illustrated in the August magazine, was built by the Maine Central in its Waterville shop in 1868,—the first locomotive built by the company. It was broad gauge—5 feet 6 inches—cylinders 14 x 22 inches, 5 foot 6 inch drivers, and weighed about 25 tons.

It was painted a dark red with gilt lettering and scrolls.

Some Early Locomotives
When the Androscoggin & Kennebec and the Penobscot & Kennebec roads were consolidated as the Maine Central in 1882, the A. & K. had nine locomotives, numbered one to nine inclusive, and the P. & K. had four locomotives numbered one to four, inclusive. The P. & K. locomotives were renumbered 11-12-13 and 14, leaving the No. 10 vacant, which was given to the new locomotive.

Although the date of building has always been given as 1868, this locomotive did not make its appearance in Lewiston until July 11, 1869. The Lewiston Journal of that date stated that this locomotive was resplendent in new paint, hauling an excursion train of newly painted coaches, and had engineer Thomas Lacomb at the throttle.

A Good Motto
Besides its brass dome and cylinder casings and brass boiler bands, on the sides of the headlight was painted an eagle, and from its beak streamers bearing the words: "Safety, Speed and Durability." From that date, this engine hauled the daily passenger trains between Waterville and Danville Junction, a round trip per day; Engineer Thomas Lacomb. When the Portland & Kennebec R. R. was consolidated with the Maine Central in 1870, the Maine Central tracks were narrowed to standard gauge.

She Went to Canada
The "Dunn," being one of three outside connected engines owned by the company, was with the new No. 15, "A. D. Lockwood," sold to some Canadian road in 1879, it being considered too expensive to narrow them up. What her later history was, I have never discovered. It is supposed to have been photographed at Waterville. The late Col. F. E. Boothby claimed the "Dunn" was fast. He once told me that he conducted a special passenger from Bangor to Kendall's Mills, hauled by this engine, in one hour and twenty minutes. A second No. 10 "R. B. Dunn" was built by the Portland Company in 1871, and remained in service many years, also a second No. 15 "A. D. Lockwood" which was destroyed in 1883.

YES X

General Office Notes
A wedding of much interest was that of Miss Dorothy F. Sawyer and William Henry Coburn, both of the Auditor of Disbursements Office, which took place in Portland, August 20th.

Miss Bertha Webber of the A. F. A. office and Harold Trufant of Portland were married on August 20th.

C. A. Lane has returned to his duties in the Engineering Department after being in camp at Camp Devens for three weeks.

Mrs. Alice P. Burke, formerly of the Engineering Department, is substituting in the Passenger Department.

YES X

Yes, Gertrude, when cranberries are stewed they make better applesauce than prunes do.
NO. 10 "R. B. Dunn"

Carlinville Junction, a round trip per
Engineer Thomas Lacomb. When
Portland & Kennebec R. R. was con-
nected with the Maine Central in 1870,
Maine Central tracks were narrowed to
third gauge.

She Went to Canada
"Dunn," being one of three outside
side engines owned by the company,
with the new No. 15, "A. D. Lock-
land" sold to some Canadian road in
1881 being considered too expensive to
keep up. What her later history
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Carlinville. The late Col. F. E. Boothby
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ser from Bangor to Kendalls Mills,
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20 minutes. A second No. 10 "R. B.
Dunn" was built by the Portland Company
in 1881, and remained in service many
years. Also a second No. 15 "A. D. Lock-
land" which was destroyed in 1883.

— Y E S X —

General Office Notes

Wedding of much interest was that of
Dorothy P. Sawyer and William
Robert Coburn, both of the Auditor of Dis-
bursements Office, which took place in
the town of Auburn, on August 20th.

Bertha Webber of the A. F. A.
and Harold Trufant of Portland were
married on August 20th.

A. L. Lane has returned to his duties in
the Electrical Department after being in
Camp Devens for three weeks.

Alice P. Burke, formerly of the
Engineering Department, is substituting
for the Passenger Department.

— Y E S X —

Gertrude, when cranberries are
red they make better applesauce than
other fruit.
Can you answer these?

1. Who was Jenner?
2. What does immunization mean?
3. Do you drink raw pasteurized or certified milk at your home?
4. Name eight rules of health.
5. Why should you never use a common towel or common drinking cup?
6. Why are flies harmful?
7. Why should you never drink from a roadside spring or brook?
8. What should you do before crossing the street?
9. What is the meaning of quarantine?
10. How much do you weigh?
11. How tall are you?