Christmas
By Edward Sanford Martin

Though doubters doubt and scoffers scoff,
And peace on earth seems still far off;
Though learned doctors think they know
The gospel stories are not so;
Though greedy man is greedy still
And competition chokes good-will,
While rich men sigh and poor men fret,
Dear me! we can’t spare Christmas yet!
Time may do better—maybe not;
Meanwhile let’s keep the day we’ve got!

On Bethlehem’s birth and Bethlehem’s star
Whate’er our speculations are,
Where’er for us may run the line
Where human merges with divine,
We’re dull indeed if we can’t see
What Christmas feelings ought to be,
And dull again if we can doubt
It’s worth our while to bring them out.
“Glory to God: good-will to men!”
Come! Feel it, show it, give it then!

Come to us, Christmas, good old day,
Soften us, cheer us, say your say
To hearts which thirst, too eager, keeps
In bonds, while fellow-feeling sleeps.
Good Christmas, whom our children love,
We love you, too! Lift us above
Our cares, our fears, our small desires!
Open our hands and stir the fires
Of helpful fellowship within us,
And back to love and kindness win us!
The Maine Central's Big Job

Passenger trains may be showy, they may get the publicity, but it is the little red box car that pays most of our wages. And so, at the expense of considerable time and money, the Magazine has arranged to give the freights a little "front page stuff." Every member of the Maine Central Family, we feel sure, will prize the insert in this issue, which shows one of our freight trains, extra 630 west, known as "The Morning Glory," on the job hauling Maine goods to market.

Such Pictures Rare

On the particular day the picture was taken this job had 70 revenue loads from Bangor and 33 from Waterville and consisted of 4294 gross tons. The train was in charge of Conductor Y. C. Neilson. Engineer J. E. Fay was at the throttle of the Mikado, with Fireman T. R. King on the left side and with Engineer J. H. Corbett and Fireman W. C. Andrews in helping engine No. 619. Others in the crew were Flagman George Kennedy and Brakeman C. L. Conley.

In these days of modern transportation methods there may be nothing unusual in a hundred-car train, but we maintain that a picture of a hundred-car train is rather rare. This is due to the scarcity of photographic equipment capable of taking such a picture and to the fact that there are mighty few places in the United States where such a view can be obtained, unobstructed by foliage, buildings or cuts. The broad swing and the width of the Kennebec River at the point where the picture was taken alone made the view possible.

Not an Easy Shot

The story of this picture is not complete unless it mentions the skill and
the knowledge of photographic possibilities possessed by the firm of Kahill and Spratt of Portland, who snapped the shutters. Three trips to Gardiner were necessary before a satisfactory picture was obtained and the job was not without a slight element of risk, as the only point of vantage containing the proper angle for getting the "shot" was the disused and rotting foundation of an old ice house a short distance from the east bank of the river. Mention should also be made of Traveling Conductor Harry E. Heughen, without whose advice and assistance satisfactory results could hardly have been obtained.

We believe that many members of the Maine Central Family would like to obtain prints of this picture for mounting. Arrangements have been made so that any member of the Maine Central Family can obtain this material at cost.

**Extra Copies Obtainable**

Extra prints have been made of the insert in this issue which may be obtained free at the office of the Magazine, Room 111, General Office Building, Portland, uncreased, or it will be mailed to any address for five cents to cover postage. This same half-tone print can be obtained on

**SAFETY FIRST**

At a small country station a freight train pulled in and sidetracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching. A placid, well-dressed woman had alighted from the passenger train and was passing close to one of the freight brakemen when he yelled to his buddy:

"Jump on her when she comes by, Bill, run her down by the elevator, cut her in two and bring the head end up by the depot!"

The lady picked up her skirts and ran for the station yelling murder at every jump.—*Everybody's Magazine.*

**Railroads Can Be Beneficial**

**The proposed surcharge is the most imminent danger of political rate making. This is still on the calendar and may come again at the short session which will be held in December. Passage by the Congress of such legislation would be a violation of every principle upon which our existing policy of rate regulation is based.**

1. **Question: What is the surcharge?**

**Answer:** The Pullman surcharge is a charge for extra service performed by the railroad. It is 50¢ per mile above the charge made by the Pullman Company for Pullman service, and is collected by the Pullman Company on the railroads.

2. **Question: What does the surcharge pay for?**

**Answer:** Special and expeditious services which Pullman passengers require, but which railroads are not called upon to perform for day-coach passengers. They may be enumerated as follows:

(a) The railroads have to carry over twice as many pounds of freight per Pullman passenger as a day-coach passenger, because a smaller number of persons can be accommodated in a Pullman car. According to the latest official statistics, the average weight of a Pullman car passenger carried is 122.54 pounds. The actual average weight of a day-coach per passenger carried is 92.54 pounds.
Railroads Cannot Afford to Lose Benefits of Pullman Surcharges

The proposed surcharge legislation is the most imminent threat of political rate making. This bill is still on the calendar and may come up again at the short session which meets in December. Passage by the Congress of such legislation would be in violation of every principle upon which our existing policy of railway regulation is based.

1. Question: What is the Pullman surcharge?
   Answer: The Pullman surcharge is a charge for extra service performed by the railroad. It is 50 per cent of the charge made by the Pullman Company for Pullman service, and is collected by the Pullman Company for the railroads.

2. Question: What does this surcharge pay for?
   Answer: Special and expensive services which Pullman passengers require, but which railroads are not called upon to perform for day-coach passengers. They may be enumerated as follows:
   (a) The railroads have to haul over twice as many pounds of equipment per Pullman passenger as per day-coach passenger, because a smaller number of persons can be accommodated in a Pullman car. According to the latest official statistics, the actual average weight of a Pullman car per passenger carried is 12,254 pounds. The actual average weight of a day coach per passenger carried is 5,681 pounds.
   (b) Sleeping cars must be parked at stations for occupancy by passengers prior to departure and subsequent to arrival. This greatly increases the track space required, involves additional switching, requires heating facilities, and other extra services.
   (c) In order that the traveler may not be forced to change cars, many Pullmans go through to the passenger's final destination. Such an accommodation involves extra switching at junction points, so that through cars may be taken out of one train and transferred to another, frequently on a different railroad.
   (d) The volume of Pullman traffic fluctuates widely and on short notice. This forces the railroads to move many empty cars to points where they are needed.

3. Question: Could the railroads stand the abolition of this surcharge?
   Answer: In no year since the passage of the Transportation Act of 1920 have the railroads earned a fair return of 5½ per cent fixed by the Interstate Commerce Commission. In the seven years up to January 1, 1928, the railroads have earned an average of less than 4.2 per cent on invested capital; this showing—which is far from adequate—was made possible only by the steady application of more economical and efficient methods of operation.
4. Question: How much are the railways short of this fair return established by the Transportation Act?
  
  Answer: More than $2 billion dollars. To abolish the Pullman surcharge would add some 40 million dollars annually to this deficiency of return.

5. Question: Is the surcharge a "war measure"?
  
  Answer: No. At the beginning of the Federal-control period the United States Railroad Administration was confronted with the task of meeting increased operating costs. Being familiar with the fact that sleeping and parlor-car travel was the class of passenger traffic yielding the lowest revenue per car-mile and incurring the highest operating costs, the administration decided that this traffic should contribute additional revenue. Therefore, an "additional passage charge" was established to apply to all travel in sleeping and parlor cars. This was a per-capita charge of one-sixth of the ticket fare. The "additional passage charge" took effect June 10, 1918. The plan never worked successfully because of the numerous complications in the method of collecting the charge. It was abolished by the Railroad Administration late in the same year.

6. Question: Why was the surcharge established?
  
  Answer: When the railroads were returned to private operation in 1920, they were incurring a deficit at the rate of approximately one billion dollars per year. The Transportation Act of 1920—which prescribed the conditions under which the roads were returned to their owners—charged the Interstate Commerce Commission with the duty of fixing such freight and passenger rates as would enable the carriers to earn a fair return, in order that they might provide the public with adequate and efficient transportation. It was out of this condition that the Pullman surcharge grew.

7. Question: What revenue does the surcharge provide?
  
  Answer: About 40 million dollars a year.

8. Question: What portion of this, in the year 1927, went to roads earning less than 5 per cent on their capital investment?
  
  Answer: About $3,355,000 dollars or more than 75 per cent of the net.

9. Question: Has the Commission ever made a careful analysis of the economic factors entering into the Pullman surcharge?
  
  Answer: Yes. After a thorough investigation—following the attempts of various organizations to get the surcharge abolished—the Commission declared this charge just and reasonable.

10. Question: What did the Commission say?
  
  Answer: In its decision, which was rendered January 26, 1925, refusing to eliminate the surcharge the Commission said in part:

  "At a time when whatever capacity the railroads may have for rate reductions should be utilized for the benefit of other forms of traffic we ought to scrutinize with great care any proposal to collect less revenue from those who ride in sleeping cars or from those who are able to afford the luxury of parlor cars. They ought to get the full cost and value of the services furnished and a reasonable return on paid-up value. This record does not show that they are paying any more."

11. Question: Does the Commission think that Pullman passengers are economical in trying to abolish the surcharge?
  
  Answer: No. The Commission continued in its decision:

  "When the time comes for requiring railroads to accept less passenger revenue than they now receive, those who may become owners of railroad stock must count the pennies, rather than those who select the most expensive and luxurious form of transportation which railroads afford, are clearly entitled to prior consideration."

12. Question: What other form of transportation should shoulder the burden of the surcharge if this charge is to be removed?
  
  Answer: Let those who really need it try to supply an equivalent service. The facts in the matter are public. The carriers lose 40 million dollars a year, coach passengers or shippers will have to make it up if this is not done the efficient transportation facilities of the country are bound to be affected.

13. Question: Does the Commission want this to happen?
  
  Answer: All the evidence is emphatically to the contrary. The Commission recognized that the carriers are offering the best service ever forthcoming from the public. This rapid and efficient service has enabled business men to reduce the total amount of merchandise carried, with a resultant saving of enormous funds for other purposes.
10. Question: What are the duties of the Interstate Commerce Commission?
Answer: The Interstate Commerce Commission is responsible for regulating railroads, making sure they provide service fairly and efficiently, and ensuring that railroads charge just and reasonable rates.

11. Question: Does the Commission think that Pullman passengers are economically justified in trying to abolish the surcharge?
Answer: No. The Commission continued in its decision:
"When the time comes for requiring the railroads to accept less passenger revenues than they now receive, those who experience the relative discomforts of ordinary coach travel, many of them because they must count the pennies rather than those who select the most expensive and luxurious form of transportation which modern railroads afford, are clearly entitled to prior consideration."

12. Question: What other users of transportation should shoulder the burden of making up the surcharge revenues if this charge is to be revoked?
Answer: The Commission mentioned that the burden should be borne by those who use the most expensive forms of transportation, as they are better able to afford the luxury of parlor cars. They should also be required to meet the full cost and value of the service furnished and a reasonable return on property value. This record does not show that they are paying any more."

13. Question: Does the country want this to happen?
Answer: The evidence points emphatically to the contrary. It is recognized that the carriers are rendering the best service ever furnished the public. This rapid and efficient service has enabled business men to reduce the total amount of inventories carried, with a resultant release of enormous funds for other purposes.

14. Question: Has Congress ever been asked to pass legislation which would abolish the Pullman surcharge?
Answer: Yes. Several efforts have been made at special legislation of this character.

15. Question: Can such a development be considered constructive?
Answer: No, because such activities would open the way for congressional legislation on all rate questions without regard to their merits as determined by expert investigation on the part of the Interstate Commerce Commission. This body is appointed expressly for such work. The Pullman surcharge is an economic matter and not a political question.

16. Question: Should politics be the governing factor in railroad legislation?
Answer: Commissioner B. H. Meyer's view on this matter—as stated in an address before the University of Wisconsin Chapter of Phi Beta Kappa, Madison, Wisconsin, May 17, 1928—follows:
"Occasionally attempts have been made to nibble politically at the Commission. In the past these nibbles were sometimes annoying but never harmful. It has remained for recent times to attempt to control Commission action through political channels. These attempts were made boldly and at times with fury. Every one of them has failed. I do not believe they ever will succeed, but it will be a sorry day for government if they ever should succeed."

17. Question: Shall politics override facts?
Answer: Commissioner Meyer answers this question by propounding another:
"After we have conscientiously gone through every stage of a proceeding accord-
ing to our rules of practice and in consequence with the law, after parties in a case have aided us through the presentation of evidence under the guidance of able counsel, after elaborating briefs have been filed and arguments had; after all these things have been done, are the members of the Commission to throw their conscience and their oath of office, the Interstate Commerce law and the Constitution of the United States to the winds and decide in response to external political or other improper demands? The suggestion is too monstrous to be discussed. It goes to the very foundations of our government. It presents the gravest questions of sound public morals.

An Investment in Transportation

If a greater number of business men would regard their agencies of transportation as part of their own business equipment the transportation situation would be quickly solved. It is a hopeful sign that a few outstanding industrial interests believe this sincerely and practice it. Certainly the investment bankers of the country believe it, as witness this statement of plain truth by the Committee on Railroad Securities of the

WONDER WHAT A R. R. TIMETABLE THINKS ABOUT

By Briggs

NOROWSEAS TO UNDERSTAND ME. HERE THIS GUY HAS BEEN STARING AT ME FOR TEN MINUTES.

HE HAS THE BLANKEST LOOK ON HIS FACE - I'M EASY TO UNDERSTAND IF THEY'D GO AT ME THE RIGHT WAY.

HE MAY JUST AS WELL LOOK AT ME UPSIDE DOWN. HE DOESN'T GET ME AT ALL. I'M JUST FULL OF INFORMATION TOO.

THE RAILROAD COMPANY GO TO A LOT OF EXPENSE IN GETTING ME OUT - AND THEY GIVE ME AWAY TO PEOPLE LIKE THIS.

EVEN A CHILD COULD UNDERSTAND ME - I'LL BET THIS FOOL WILL THROW ME AWAY AND BOTHER THE MAN AT THE INFORMATION DECK.

YES SIR! WHAT DID I TELL YOU? RIGHT SMACK ON THE FLOOR THE AND STOPPING ON ME - QUACK.
Investment Bankers Association, whose report was the most vigorous presented at the recent annual convention of the organization:

"Freight rates paid by the shipper are in the final analysis an investment in transportation and the quality of this transportation is usually in direct proportion to the rate paid. The cheapest transportation is not always the most economical. What the shipper wants is the most efficient and economical transportation and he should pay a rate which will enable the roads to give it to him and to pay a sufficient return to the owners, that the roads' credit may be maintained and new capital produced upon the most favorable terms when needed."

What About New England Anyway?

So Much Has Been Said about Whether Maine and New England Are Going Backwards or Forwards, that the Following Review of Studies Made by Federal Experts Should Prove of Interest to Maine Central Readers

STEADILY improving national standards of living and the increasing purchasing power of the American people as a whole, point to expanding markets for the high-grade specialized products of New England's remarkably diversified industries, according to Dr. Julius Klein, Director of the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce.

Keen competitive conditions and many other trading problems can be overcome to a very large degree, in Dr. Klein's opinion, by the application of the newer science of market analysis and business management.

Wide Diversity

Stressing the importance of the wide spread of New England's manufacturing industries in contributing to business stability, Dr. Klein pointed to the official figures of the Bureau of the Census which show that nearly two-thirds of all the classes of industry listed for the entire country are represented in New England.

Primarily because of this same great sweep of manufactures the cotton consuming industries do not occupy the position of paramount importance in New England generally believed. Government figures show that all the cotton consuming industries combined contribute only about ten per cent of the total income from manufacturing in the whole area.

Again, the prosperity of New England has been regarded by many to hang upon the boot and shoe industry; yet all the leather industries, together with all the rubber manufactures of the region, comprise less than 12 per cent of the contribution made by all of New England's factories and mills.
The metal manufactures of New England (particularly in the southern part) mean more to the people of that section as a source of income than all the textiles, metal-working industries contributing nearly one-third of the total income for all manufacturing in New England against 27 per cent for textiles, including wool, silk and knit goods, and all wearing apparel.

Revolutionary changes in distribution methods have affected retail distribution in New England as in other parts of the country. Department stores have had distinctive development in New England because of the large number of population centers of considerable size. Despite the tremendous pulling force of the automobile and other factors in drawing local trade of small communities to larger nearby centers, it is found the majority of family trading in New England is still carried on with merchants of the local community.

Improved Retail Methods

Chain store development has been pronounced, particularly in southern New England. The success of chain organization is attributed to skilled central management, attractive arrangement of stores in well chosen locations and rapidly moving stocks of standardized goods. The success of the chain stores has stimulated many independent retailers to adopt improved methods in their business and to reduce operating costs by eliminating sources of waste. Better control of merchandising operations is indicated on the part of many of the successful stores, which have come to realize that increased volume of sales does not necessarily mean profits.

There are some distinctive preferences of the different racial groups, such as the Canadian-French, the Polish and Italian stock but the people of foreign birth are found to become assimilated rapidly and to adopt the customs and taste of the native stock with surprising rapidity. As a general rule their purchases are influenced more by the size of their income than by racial peculiarities.

A Cause of Travel

Out-of-town trips for purchases of dresses, coats, furs, furniture, rugs and the like were indicated by from one-third to one-fourth of the housewives who replied, the frequency of these trips to larger centers being determined largely by their distance from such centers. The principal reasons given for trading out of town were the greater variety and more up-to-date styles found in the larger stores, these factors appearing more important than differences in price. Theaters and other attractions also were important factors in many instances.

The majority of these housewives indicated that the service of local stores was quite satisfactory, only nine per cent of the total number who replied indicating that they were not entirely satisfied with the service they obtained from stores in their own community. The chief limitation appeared to be the smaller selection and style range in the smaller centers and some criticism was made of the poor arrangement and display offered in the smaller stores. It was indicated, however, that many of the retail stores in the smaller centers offered conditions fully as satisfactory as those in the larger stores.

Consolidation of Office Buildings at Pittsfield

Ticket Agent S. L. Provost

In line with the general plan of economy and consolidation all over the United States, there are alterations in the station buildings at Pittsfield and Newport which have recently undergone several changes and improvements.

At each station the freight office and ticket office were formerly in separate buildings, that is, the ticket office was adjacent to the freight office in the freight house in a
There are some distinctive preferences of the different racial groups, as the Canadian-French, the English and Italian stock but the people of foreign birth are found to become naturalized rapidly and to adopt the customs and taste of the native stock surprisingly rapidly. As a general rule their purchases are influenced by the size of their income than by social peculiarities.

**A Cause of Travel**

Out-of-town trips for purchases of shoes, coats, furs, furniture, rugs and such were indicated by from one-quarter to one-fourth of the housewives who replied. The frequency of these trips to larger centers being determined largely by their distance from centers. The principal reasons for trading out of town were the greater variety and more up-to-date goods found in the larger stores, these being appearing more important differences in price. Theaters and other attractions also were important factors in many instances.

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**Losses Offset**

Discussing some of the more general aspects of New England, Dr. Klein states, that while in certain lines of industry some New England manufacturers have fallen back, their losses are in general being largely offset by the progress of many other establishments even in the same industries which have adapted their operations to the changed conditions that have prevailed since the war.

The condition of New England manufactures in the last few years has been one of transition and adjustment. The whole region has been going through a thorough house-cleaning. In this respect it has an advantage in comparison with other regions which have not yet faced these conditions but which will be confronted sooner or later with similar problems.

New England is the first region of the United States which has approached its problem of adjustment by making a thorough inventory of its resources and its weaknesses and it has thereby set an example which will doubtless be followed by other regions.

**Consolidation of Freight and Ticket Offices at Pittsfield and Newport**

In line with the general plan of economy and consolidation all over the System are alterations in the station buildings at Pittsfield and Newport which have recently undergone several changes and improvements.

At each station the freight office and ticket office were formerly in separate buildings, that is, the ticket office was located of course in the station proper but the freight office in the freight house in another building. Now the freight and passenger business is transacted (or will be in a short while) in one office, the station proper.

At Pittsfield the east end of the waiting room, where formerly was located the ticket and telegraph office, is now the location of the new offices.

The consolidation at both stations is identical, the only difference being the location at Newport. The new office there is
located in the west end of the waiting room nearest Waterville instead of the east end.

New hot water heating plants have been installed and the old station stoves done away with. Four new office lights with artistic porcelain shades have been installed and in each office there are nine windows, furnishing an abundance of light. A new door has been built at the end of each office for the convenience of the freight patrons who will do business over a counter just inside the door. All accounting of both the freight and passenger business will be done in the office as well as the wire work.

It is thought that it will work out greatly to the advantage of all concerned and be a big improvement over the old layout.

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The Magic of Regular Service

Few of us today appreciate the vast importance of regularity in our daily lives.

The fact that transportation systems deposit us each day at our offices with a variance of hardly a minute has become a habit. The oranges on our breakfast table are a matter of course, and yet those oranges come by fast refrigerator freight from Florida or the Pacific Coast. Their regularity of arrival is based on a definite schedule followed by thousands of individuals from the grower in his southern orchard to the truckman who delivered the crate to the grocer's store.

At the root of almost every daily activity that depends upon regularity is some form of service rendered by the railroad. Whether it is transportation of our person to the office or the arrival of the spinach for our December dinner, the railroad has performed the vital act of transportation. Upon transportation the entire happiness of modern civilization depends.

—From a P. R. R. Dining Car Menu.

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Lancaster Motive Power Foremen

Here are a couple of popular veterans in the Motive Power Department at Lancaster whom many of the Family will recognize at once. Joseph Smith (left), Car Foreman, and Edward Magoun, Foreman at the Round House, have both been in the service of the Road for a number of years. Mr. Smith's service record dates back to 1886 and Mr. Magoun first entered the service of the Maine Central in 1907.

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Nothing Else Mattered

Porter: "This train goes to Buffalo and points east."

Old Lady: "Well, I want a train that goes to Syracuse, and I don't care which way it points."—Houlton Times.