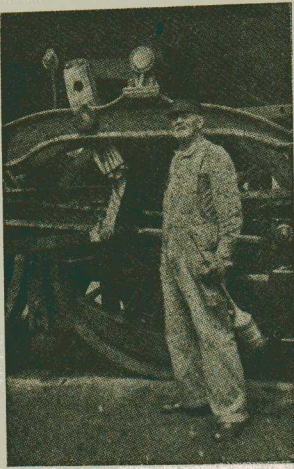




MAINE CENTRAL Employees' MAGAZINE



MARCH
1930



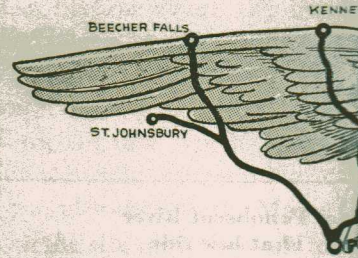
IRVING A. TURNER
 senior engineman, entered the service as fireman, May, 1877, promoted to engineman, Nov. 1, 1881. Now running on trains Nos. 102 and 1, between Portland and Bangor

ROBERT STURGEON
 entered the service as fireman July, 1895, promoted to engineman July, 1899. Now running Main Line Passenger Trains.



TIMOTHY F. COWAN
 entered the service as fireman Sept., 1884, promoted to engineman Jan., 1890. Now running on trains Nos. 21-14 and extra freight between Waterville and Skowhegan.

MAINE Employee



Vol. VII

Improvements Bridge Between

By WALTER

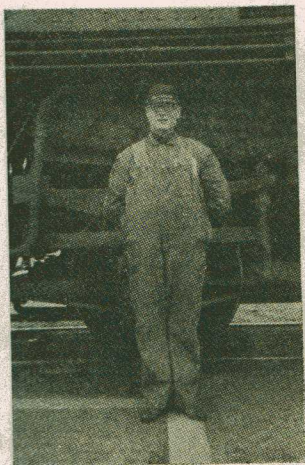
THE work of replacing two truss spans of the Maine Central Railroad bridge over the Penobscot River between Bangor and Brewer with three new plate girder spans has recently been completed.

This bridge is 1024 feet long and the three new spans were put in at the Bangor end. As one of the accompanying photos show, the bridge is built on a trestle on the tracks on the Bangor end connecting with the main line of the Eastern Division to Vanceboro. Trains coming in from Washington County



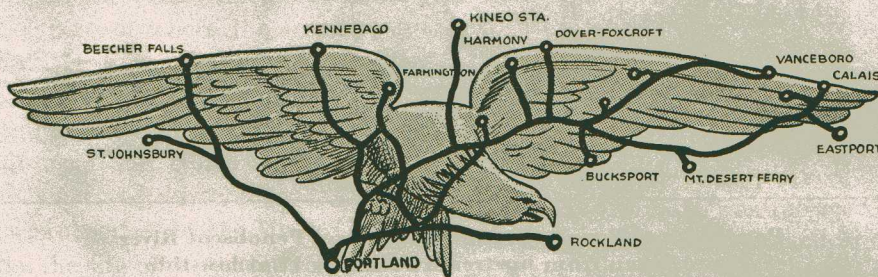
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MAINE CENTRAL Employees' Magazine



Vol. VII

MARCH, 1930

No. 3

Improvements on Penobscot River Bridge Between Bangor and Brewer

By WALTER H. NORRIS, Bridge Engineer

THE work of replacing two old truss spans of the Maine Central Railroad bridge over the Penobscot River between Bangor and Brewer with three new plate girder spans has recently been completed.

This bridge is 1024 feet long and the three new spans were put in at the Bangor end. As one of the accompanying photos show, the bridge is built on a curve, the tracks on the Bangor end connecting with the main line of the Eastern Division to Vanceboro. Trains coming in from Washington County points

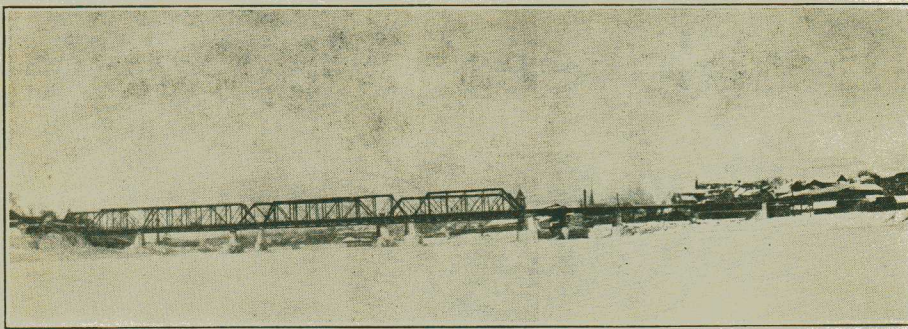
use the switch back as formerly.

In 1902, the middle span of the old covered wooden bridge located just below the railroad bridge and nearest to Union Station, was carried out by the high waters of the flood. During this freshet two spans and one granite pier of the railroad bridge were also washed away but new spans were erected in record time.

By the recent change made in the Bangor-Brewer bridge a fourth track under the bridge, very desirable for switching purposes, was made possible. The two truss spans were replaced by three plate girders of much greater carrying capacity. The weight of the combined three plate girder spans is 425,435 lbs. and have a total length of 206 feet. The Shoemaker Bridge Co. of Pottstown, Pa., fabricated and



Bachrach
 W. H. Norris

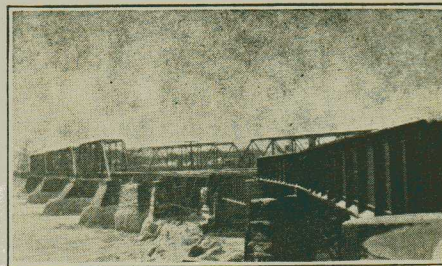


Panorama of Bangor-Brewer Bridge over Penobscot River
 Photo taken from upstream February 17 at low tide

erected the steel and the work on the concrete piers and bridge seats was done by our masonry crews.

In order to be ready for the traffic over the new spans and to avoid any interruption to traffic during the time of construction, it was necessary for the Bridge and Building Department to frame the ties many weeks before the steel arrived on the site. There are in all 195 ties on the three new steel girders each one framed differently either in notching or beveling because the bridge is on a grade and curved as well as a skew, with stringers at varying spaces. Much care had to be taken that each tie should fit perfectly when placed as the intervals between trains was not long enough

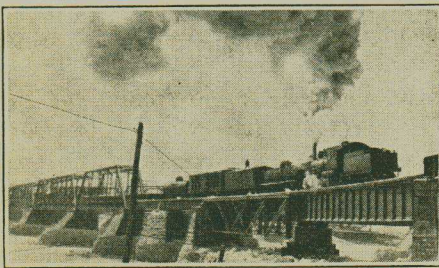
to permit any change after a tie had been laid. The work of the Bridge and Building Department was creditably done. The plans from the Bridge Engineer's office were cor-



Looking towards Brewer showing the New Girders

rectly followed and each tie was framed in accordance with calculations. The job was completed without interruption to traffic during the two months of construction.

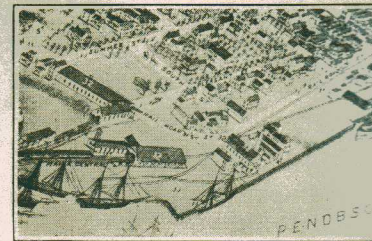
It is interesting to note the changes that have taken place in the vicinity of this bridge in the last 50 years. The photograph showing a bird's-eye view of the waterfront of Bangor and Brewer is in direct contrast with the transportation facilities of the present day. In the olden days the greater



Brewer Shifter on New Portion of Bridge, Feb. 17—Bangor end

Page four

part of the transportation in a of Bangor was by boat. The Maine Central Station was a time on the west side of the Keag Stream where the freight is now located. This is design No. 12 in the accompanying graph. The location of the European and North American tion shown by numeral No. 13, it was absorbed by the Maine C is on the site of the present Sta the foot of Exchange Street an jointly by the Maine Centra Bangor & Aroostook Railroads

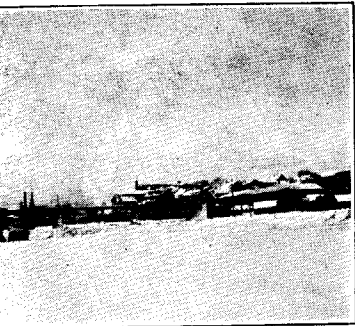


Bird's-eye view of Waterfront of Station (No. 12)—old Bridge site

Selling R

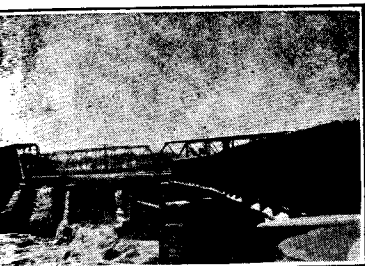
The second of a series of a
 By M. L. HAR

IN our last talk we defined sale ship—as the art of understa appreciating and influencing people for mutual benefit. You agent might ask this question can we do any more to sell our than at present? There is truth in the old saying, that t



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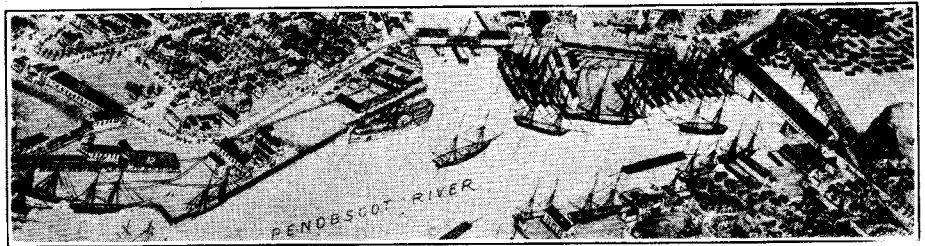
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time on the west side of the Kendus-
keag Stream where the freight yard
is now located. This is designated by
No. 12 in the accompanying photo-
graph. The location of the old
European and North American Sta-
tion shown by numeral No. 13, before
it was absorbed by the Maine Central,
is on the site of the present Station, at
the foot of Exchange Street and used
jointly by the Maine Central and
Bangor & Aroostook Railroads.

Most of the wharves shown in the
picture are no longer used and many
have been demolished. Three new
freight houses occupy the land once
used by the Bangor Planing Mill (No.
32) and the main office is located at
the corner of Main and Railroad
Streets.

Long ago the old covered railroad
bridge shown in the picture over
Kenduskeag Stream was replaced by
a modern steel double tracked bridge
with electrically operated draw. At
the present time a new highway
bridge is being built a short distance
above the railroad bridge.



Bird's-eye view of Waterfront fifty years ago, showing location of old Passenger
Station (No. 12)—old Bridge over Kenduskeag Stream and present
site of new Union Station

— 0 —

Selling Railroad Tickets

The second of a series of articles, written especially for the Magazine
By M. L. HARRIS, General Passenger Agent

IN our last talk we defined salesman-
ship—as the art of understanding,
appreciating and influencing other
people for mutual benefit. You as an
agent might ask this question, How
can we do any more to sell our wares
than at present? There is much
truth in the old saying, that there is

nothing new under the sun but often-
times a new thought on an old ques-
tion produces big results. Let us
consider for a moment certain definite
selling factors:

Friendliness between the buyer and
the seller is probably one of our
greatest assets in selling transporta-

tion, our individual contacts with the public in a way measures our service and there is probably no closer contact with the public than through a ticket window.

THERE ARE MANY WAYS that an Agent can develop new business. In these days it is no longer a curiosity for the average person to come down to the station and "watch the evening train pull in," and incidentally hear about the advantages of patronizing our various excursions, week-end fares and what we call "travel bargains."

If we should take the attitude of the average insurance agent, with all due respect to the different representatives that come into my office frequently, I sincerely believe more tickets would be sold. Their policy is to keep hammering away at the prospect with the hope in mind that this day will be the opportune time for him to buy more insurance. In other words, getting right down to cases, *the public should be told what we have to offer and all concerned co-operate to that end.*

THERE ARE A HUNDRED AND ONE WAYS in which we can better our service, for example, if John Smith calls on the phone asking for train information, consider the problem from his standpoint. Explain to him in as clear a manner as possible the information he desires. Do not take it for granted that everybody can read a Railroad timetable.

DO YOUR BEST TO SATISFY the patron when he asks for Pullman reservations. It is part of our service to secure desired reservations and we should leave no stones unturned to please them. Our method of pro-

Page six

cedure in this important phase of work is in many cases a barometer of the service we sell.

TRAIN CONNECTIONS ARE IMPORTANT. If a patron is traveling to a distant point where train connections are rather vague to him, do what you can to help him out. Do not throw him a timetable and tell him that he can find such and such a train on page so and so. Look it up for him and check the train he is to travel on. He will appreciate it.

LONG DISTANCE TICKETS should be sold whenever possible. It may mean a little more work on your part but the satisfaction that his transportation is taken care of means much to the average traveler. Furnish all the information at your command.

OUR DINING CAR SERVICE should be emphasized. Tell them what delicious meals may be had on the "Flying Yankee." What comfortable accommodations are available on "The Gull," or other through trains. How delightful a trip would be on the "Pine Tree Limited." Mention the names of trains to passengers. It has a psychological effect that should not be underestimated.

Ask the passenger if he noticed the advertising of such and such an excursion or the advertisement of a particular service. It will get him interested. It will offer you an opportunity to sell our special tickets such as 12 ride commutation tickets, group tickets for parties traveling together, etc. Do everything possible to "sell the service." Let us all co-operate to "Get More Business."

An Interesting

By M. F. D.

IT was my privilege to attend the 36th annual meeting of the American Association of Railroad Superintendents, held in Mexico City. An account of the trip should be of interest to the readers of the *Magazine*.

The membership of this association consists of about two thousand members of the Operating Department of the different railroads in the



States, Canada and Mexico, and includes General Managers, General Superintendents, Superintendents and other operating officials. A convention is held each year and problems relating to various phases of railroad operation are discussed.

The delegates and members, along with their families, 625 in number, were assembled at St. Louis, Mo., where a special train to handle the party was provided through the courtesy of the Missouri Pacific, Texas & Pacific and National Railways of Mexico.

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An Interesting Trip to Mexico City

By M. F. DUNN, Train Rules Examiner

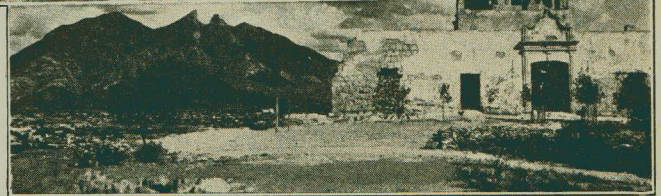
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train, which it was necessary to run in two sections of 16 and 17 cars respectively, was operated through to Mexico City and return without change. There were two engines on each section and on some parts of the trip a third engine was attached to assist the train over heavy grades. There is a gradual rise in altitude from 459 feet at Laredo to 7434 feet at Mexico City, a distance of 803 miles.



Two Interesting Views seen on the Trip



States, Canada and Mexico, and includes General Managers, General Superintendents, Superintendents and other operating officials. A convention is held each year and problems relating to various phases of railroad operation are discussed.

The delegates and members of their families, 625 in number, assembled at St. Louis, Mo., where a special train to handle the party was provided through the courtesy of the Missouri Pacific, Texas & Pacific and National Railways of Mexico. This

The party started from St. Louis and on the trip south traveled via San Antonio, Texas, where a stop of several hours was made. We crossed the Rio Grande and our first glimpse of Old Mexico was at Monterey. A reception was tendered the delegates at that point and the party had an opportunity to see the various places of interest. We reached Mexico City the next afternoon.

As the trip was made soon after the

revolution ended, an escort of armed soldiers met our train at the border and accompanied it to destination and the government provided military protection for our party while we were in the country.

The Mexican hotels are small and inferior to those in the United States, and as there was also a large party of Rotarians visiting the city during the same week a number of our party were unable to secure desirable accommodations and were obliged to stay in the Pullman sleepers which were parked for their use at one of the stations.

The business meeting was opened with an address of welcome by the Mexican Minister of Communications and sessions were held daily with a good attendance present. These meetings were held in the National Palace at the invitation of President Portes Gil, who tendered a reception to the delegates at the close of the final session. The National Palace is a historic building used for governmental purposes similar to the capitol in Washington.

The party was entertained at various social affairs during the week including a reception at Chapultepec Castle, the Mexican White House, a

luncheon at San Angel Inn, a beautiful place which was formerly a Carmelite Monastery, a reception at the American Embassy, arranged by Ambassador Morrow, and a luncheon given by the Mayor of the city.

The Pyramids of San Juan Teotihuacan and the floating gardens of Xocbūmilco were visited, both very interesting trips. The pyramids, which are about thirty miles from Mexico City are similar to those in Egypt and were built before the Christian era by a people whose name and history have been forgotten.

The party started on its homeward trip returning via Tampico and Brownsville, Texas. The branch line from San Luis Potosi to Tampico is a wonderful piece of railroad construction and the scenery through the Tamasopo Canon ranks with the finest on the continent. The train traverses a series of tunnels, curves and loops and makes a descent of 2700 feet in going a distance of 31 miles. The curves were so sharp and the Pullman cars so long that it was necessary to handle each train down the grade in two parts. Engines of the Mallet type are used on this branch.



The Historical National Palace at Mexico City where all Business Meetings were held
Page eight

At one point while descending the grade a locomotive was pointed the valley, two thousand feet above the track and we were told that the last revolution the rebels ran the rails causing the engine to fall the track and fall to the bottom of the canyon.

The trip back to St. Louis was through the Magic Valley of the South, a very productive region which is being rapidly developed. Approximately 7,000 miles was covered on the trip in eighteen days.

There were many places of interest in and around Mexico City which we were unable to see owing to the limited time at our disposal. The weather in the city was very comfortable due to the high elevation, only one-half miles above sea level and 1,100 feet higher than the summit of Mount Washington.

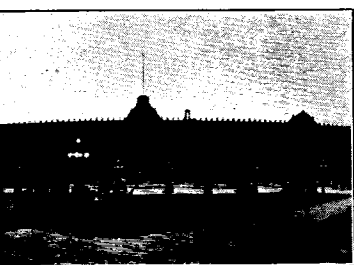
Two Special Trains

UNION STATION, Portland, was the scene of color and music Friday evening, January 31st, as 380 members of different snowshoe clubs in Maine and Massachusetts, N. H., stopped for a short while en route to Ottawa to participate in the snowshoe carnival held in that city on February 1st and 2nd. Two special trains were operated via the Maine and Canadian Pacific to accommodate the party. One special comprised of Lewiston, Auburn, Rumford, Livermore and North Ferrisburgh Snowshoe Clubs left Lewiston Upper Station at 7.15 the night of the 31st. This train was made up of five Canadian Pacific coach cars to which was added a standard Pullman and one coach. The second special was made up of coaches and left Lewiston at 8.15 p. m. At Newport, Vt., the two specials were consolidated into one and continued over the C. P. rails to Ottawa.

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The trip back to St. Louis was made through the Magic Valley of Texas, a very productive region which is being rapidly developed. Approximately 7,000 miles was covered on the round trip in eighteen days.

There were many places of interest in and around Mexico City which we were unable to see owing to the limited time at our disposal. The weather in the city was very comfortable due to the high elevation, one and one-half miles above sea level and 1,100 feet higher than the summit of

Mount Washington in the White Mountains. The days were hot but the nights were cool.

We found the people with whom we came in contact very courteous and hospitable and eager to do all in their power to make our visit a pleasant one. The official language of Mexico is Spanish and all railroad communications including train orders and instructions relating to train movement are issued in that language.

The Mexican railroads are well constructed, well equipped and well operated and compare favorably with those of the United States. The efficiency and dispatch with which our trains were handled and the many courtesies extended the party during the trip were the subject of much favorable comment.

Two Special Trains Take Snowshoers To Ottawa

UNION STATION, Portland, was a riot of color and music Friday evening, January 31st, as 380 members of different snowshoe clubs in Maine and Manchester, N. H., stopped for a short while enroute to Ottawa to participate in the annual snowshoe carnival held in that city February 1st and 2nd. Two special trains were operated via the Maine Central and Canadian Pacific to accommodate this party. One special comprised of Lewiston, Auburn, Rumford, Livermore and Chisholm Clubs left Lewiston Upper Station at 7.15 the night of the 31st. This train was made up of five Canadian Pacific compartment cars to which was added a standard Pullman and one coach. The second section was made up of coaches and left Portland close behind the first section at 8.15 p. m. At Newport, Vt., the two trains were consolidated into one and continued over the C. P. rails to Ottawa.

Other clubs from Biddeford, Brunswick, and Manchester, N. H., joined the special train party at Portland. At Montreal more than 12 special trains carried the Canadian snowshoers to the big carnival in Ottawa.

It was an interesting sight to see both men and women garbed in the tunic form of uniforms, the colors ranging from pure white to deep orange with red predominating. Most of the snowshoers wore tassel caps and in many cases the head piece attached to the suits was utilized as a receptacle for bugles or cornets.

Traveling Passenger Agent S. W. Hapgood was in charge of the specials and deserves much credit for the great amount of work put in and his efforts to induce the snowshoers to travel by our Mountain Road.

After a two days' carnival, the snowshoers left Ottawa the night of the 2nd by special train and arrived at Portland at 11 o'clock the next morning.

MAINE CENTRAL Employees' Magazine

Devoted to the interests of
Maine Central Railroad Employees
and published monthly at Portland, Maine
DEL BISHOP, Editor

Vol. VII MARCH 1930 No. 3

Communications and contributions by members of the Maine Central family, and by all others are welcomed. They should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

EDITORIAL

COURTESY

COURTESY is as free as air. It is so plentiful that perhaps we do not realize its great value. Neither in business nor social life is there another medium or commodity that so readily obtains an introduction, maintains an acquaintance or continues a friendship.

Although life is so short, there is always time for courtesy, for courtesy takes no time. Used as a substitute for affected dignity, for formality in personal meetings or business, for stock phrases, or rhetoric in correspondence, it is a time saver worth trying.

And the returns, should we figure them in dollars and cents, would prove that courtesy is a better investment than all others combined.

What is courtesy?

"Politeness originating in kindness and exercised habitually, courtliness; graciousness. An act of good breeding."

Take an inventory of your stock of courtesy today.

Take another one a year from now. No matter how much of this great countersign of good manners, good breeding you may have, I am sure you will be able to record an increase at the end of the year.

Courtesy is not a friendship affair. It is a public proposition. Every late passenger train, every delayed car of freight, every

Page ten

overcharge or undercharge, every exception reported is a discourtesy. Let each employee think about his part in rendering courteous service.

And last but not least, let us be courteous to ourselves. If we could look into the mirror and always see a courteous booster for Maine Central service, we are on the road to success.

— 0 —

The Station Agent

By WALT MASON

Have you ever sat and waited for a railroad train belated?

Have you hung around the depot half a day?

Then you've marked the angry pageant marching round the Station Agent

And have ceased to wonder greatly that he's gray.

All the rubes line up before him

And denounce him and implore him

And they ask the same old thing a million times

And the agent still politely gives the information rightly

In an effort to deserve his meagre dimes

Forty million times he answers

All the snorters and the prancers

And he never groans nor whimpers o'er his task.

There are fat and fussy strangers

There are sour bewhisker'd grangers

And they all have silly questions they would ask.

There are women with their babies

There are gents who have the rabies

And they gather round the agent in a ring.

There are jays of all descriptions

Throwing fits they call canptions

And they all have fool conundrums they would spring—

But he answers each one plainly

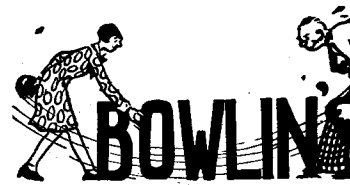
Answers patiently and sanely

I admire the station agent for his pluck.

In his place I'd rise in dudgeon

Seize the nearest wet elm bludgeon

And among the questions springers run amuck.



John Goud Wins from B

The veteran John Goud defeat Budd in a 10 string match, bowldrome Alleys, Portland, on 7th. John Goud won the title of by defeating Budd by 42 pins. 141 in the 6th string, which gave of 81 pins at the end of the 6th that he did not have to extend the last 4 strings, winning easy b Here's the story:

John Goud, 105-94-111-91-90-85-100-99. Total 1027.

Horace Budd, 114-81-88-89-111-95-117. Total 985.

Goud won 6 strings, tied one a

B & M Wins from M. C

The Maine Central Bowling L a close decision to the Boston a "Minute Men," Saturday, Febr at the Huntington Club Alleys in The B. & M. team rolled a Team 1868 pins, compared with a tota rolled by the Maine Central.

representing our Company were: Waldo Paine, A. R. Foster, Hora Howard R. Bean and John Corco

Railroad Pin Pickers Tri

Westbrook All Stars

A special bowling match rolle Presumscot Alleys, Westbrook, F resulted in a victory for the W railroad boys.

C. P. Hawkes of the A. F. A Portland, carried off the high h rolling a fine 3 string total of 322 single of 125.

Westbrook R. R. Five

Kirkpatrick	113	87	100
C. P. Hawkes	113	84	125
Foster	99	87	110
H. P. Hawkes	110	89	80
Sproul	98	101	90
Total	533	448	510

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place I'd rise in dudgeon
the nearest wet elm bludgeon
d among the questions springers run
amuck.



John Goud Wins from Budd

The veteran John Goud defeated Horace Budd in a 10 string match, bowled at the Bowlodrome Alleys, Portland, on February 7th. John Goud won the title of Champion by defeating Budd by 42 pins. Goud hit 141 in the 6th string, which gave him a lead of 81 pins at the end of the 6th string, so that he did not have to extend himself in the last 4 strings, winning easy by 42 pins. Here's the story:

John Goud, 105-94-111-91-96-141-105-85-100-99. Total 1027.

Horace Budd, 114-81-88-89-96-93-101-111-95-117. Total 985.

Goud won 6 strings, tied one and lost 3.

B & M Wins from M. C.

The Maine Central Bowling League lost a close decision to the Boston and Maine "Minute Men," Saturday, February 8th, at the Huntington Club Alleys in Boston. The B. & M. team rolled a Team Total of 1868 pins, compared with a total of 1815 rolled by the Maine Central. The men representing our Company were Jim Dole, Waldo Paine, A. R. Foster, Horace Budd, Howard R. Bean and John Corcoran.

Railroad Pin Pickers Trim

Westbrook All Stars

A special bowling match rolled at the Presumscot Alleys, Westbrook, Feb. 12th, resulted in a victory for the Westbrook railroad boys.

C. P. Hawkes of the A. F. A. Office, Portland, carried off the high honors by rolling a fine 3 string total of 322 and high single of 125.

Westbrook R. R. Five

Kirkpatrick	113	87	100	—	300
C. P. Hawkes	113	84	125	—	322
Foster	99	87	116	—	302
H. P. Hawkes	110	89	84	—	283
Sproul	98	101	92	—	291
Total	533	448	517	—	1498

Westbrook All-Stars

Chick	81	75	93	—	249
Christy	120	85	88	—	293
Smith	94	98	81	—	273
Ferren	77	77	114	—	268
Small	100	91	109	—	300
Total	472	422	485	—	1383

— O —

Mt. Desert Ferry



Marjorie, daughter of Fred E. Grant, Purser on Steamer Pemaquid between Bar Harbor and Mt. Desert Ferry, was recently taken to the Hurley Hospital in Ellsworth for an emergency appendicitis operation. Although the case was very serious she is improving at the present time.

— O —

When an automobile stops along the road in daylight, that's trouble. When it stops at night, it's romance.—*Patton's Monthly.*

Worm Drives

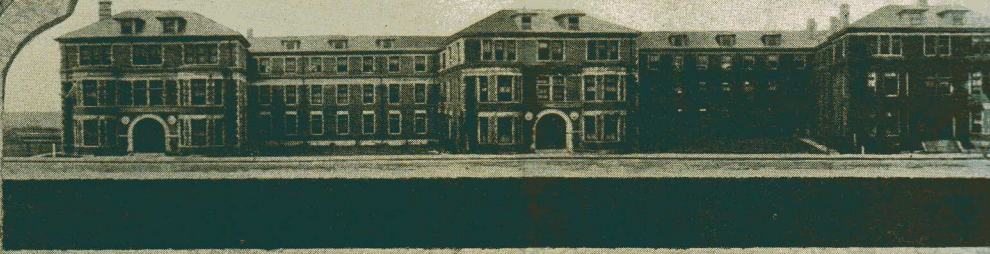
"Does your car have a worm drive, Mrs. Bloop?"

"Yes, but I tell him where to drive."—*Patton's Monthly.*



**GIRLS OF THE
GENERAL OFFICES**

FOR NAMES SEE PAGE 19





**GIRLS OF THE
GENERAL OFFICES**

FOR NAMES SEE PAGE 19



Don't You Believe It

Giles: "Fine day today, Jarge. Spring in the air."

Jarge (who is slightly deaf): "Eh?"

Giles: "I said, 'Spring in the air today.'"

Jarge: "Eh?"

Giles: "Spring in the air."

Jarge: "Why should I, why should I?"

Alkali Ike: "What's happened to the tenderfoot stranger wot was here last week?"

Texas Pete: "Poor feller. The second mornin' he was here he wus brushin' his teeth with some of that foamy tooth paste and one of the boys thought he had hydrophobia an' shot him."

He: "Pardon me, dear, but your stockings seem rather wrinkled."

She: "You brute! I have no stockings on."

Medford: "After we are married, dear, I'm afraid you are going to find out that I am not as rich as you think I am."

Lorna: "That's all right. You're going to find out that I'm not really as beautiful as you think I am, either."

Sandy: "Say, Mon, when is Annie Mc-Tavish goin' to let you marry her?"

Andy: "It's very uncertain, Mon. Some fool gave her a big box of letter paper with her name printed on it. She won't get married till it's used up—an' she writes very few letters on account of the postage."

He: The Ladies of the Helping Hand Society enjoyed a swap social Friday evening.

She: You don't say!

He: Yes. Everybody brought something they didn't need. Many of the ladies were accompanied by their husbands.

Millie is as big as a ferry boat and has just as hard a time getting into a slip.

—Hot Slug.

The sweet young thing entered the office of the fashionable dog kennels and tripped up to the handsome young man at the desk.

"I want a pet," she cooed.

"I'd love to," he answered sadly, "but the boss is mighty strict."

Up to the Guide

1st Drunk: Shay, quit followin' me.

2nd Drunk: I can't. I'm goin' shame plashe you are.

1st Drunk: Where?

2nd Drunk: I dunno! Thash why I'm followin' you.

Fare Enough

Conductor: Ticket please.

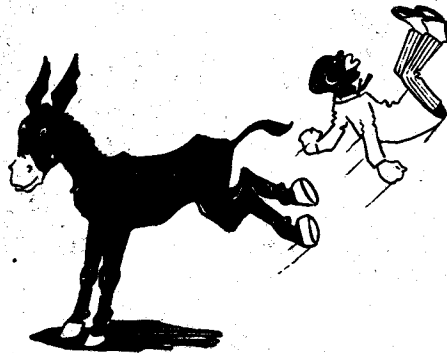
Passenger: Can't I ride on my face?

Conductor: Sure, but I'll have to punch it.

Backward Child

"How old are you, my little man?"

"Darned if I know, mister. Mother was twenty-six when I was born but now she's only twenty-four."



A negro was trying to saddle a restless mule.

"Does that mule ever kick you, Pete?" asked a bystander.

"No, suh," said Pete, "but he sometimes kicks where I's jest been."

—D. & I. R. R. Safety Magazine.

Letter From a R

The Third of Series of Letters
some real h

(From John Gordon to his son Kenneth
neth has been suspended pending i
tion into an accident.)

Dear Kenneth:

Nearly every railroad man g
trouble at some time in his career;
expect that you would be immu
only man who never makes a mista
man who never does anything. Y
ably have made mistakes and w
more; just look out that you doo
too many of 'em, and that they are
fool mistakes.

I judge from your letter that you
switch under your caboose and de
although you don't say so directl
way, you're under suspension an
about to take part in your first i
tion. I've got just one thing to sa
in the way of advice: *tell the tru*
won't be under oath, but you'll be
honor.

It may be that by lying you ca
the consequences of your fault, s
sibly you can make the Trainma
lieve your lie; but you can't fool y
conscience. You may avoid a few
on your record, but you'll make a
mark on your soul that you can't

I never liked that old saw about
being the best policy. I don't wa
honest just because it is expedie
policy—but because it is the most
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of right or wrong, policy doesn't e
it. You've got to live with yourse
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Believe It

A sweet young thing entered the office of fashionable dog kennels and tripped the handsome young man at the desk. "Want a pet," she cooed. "I love to," he answered sadly, "but my boss is mighty strict."

Up to the Guide

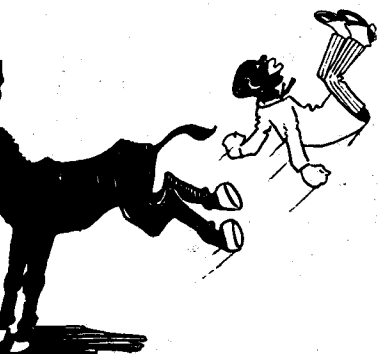
Drunk: Shay, quit followin' me.
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Fare Enough

Conductor: Ticket please.
 Passenger: Can't I ride on my face?
 Conductor: Sure, but I'll have to punch you.

Backward Child

"How old are you, my little man?"
 "I'm turned if I know, mister. Mother was sixty-six when I was born but now she's seventy-four."



"The negro was trying to saddle a restless mule that mule ever kick you, Pete?"
 "I was a bystander."
 "Suh," said Pete, "but he sometimes says where I's jest been."

—D. & I. R. R. Safety Magazine.

Letter From a Retired Conductor to His Son

The Third of Series of Letters written especially for the *Magazine* containing some real horse sense.—Editor's Note.

(From John Gordon to his son Kenneth. Kenneth has been suspended pending investigation into an accident.)

Dear Kenneth:

Nearly every railroad man gets into trouble at some time in his career; I didn't expect that you would be immune. The only man who never makes a mistake is the man who never does anything. You probably have made mistakes and will make more; just look out that you don't make too many of 'em, and that they aren't dam-fool mistakes.

I judge from your letter that you threw a switch under your caboose and derailed it, although you don't say so directly. Anyway, you're under suspension and you're about to take part in your first investigation. I've got just one thing to say to you in the way of advice: *tell the truth*. You won't be under oath, but you'll be on your honor.

It may be that by lying you can escape the consequences of your fault, and possibly you can make the Trainmaster believe your lie; but you can't fool your own conscience. You may avoid a few "marks" on your record, but you'll make a big black mark on your soul that you can't rub out.

I never liked that old saw about honesty being the best policy. I don't want to be honest just because it is expedient—good policy—but because it is the most satisfying course to follow. When it's a question of right or wrong, policy doesn't enter into it. You've got to live with yourself a good many years; you want an honest man to live with.

As a matter of fact, son, the Trainmaster and the Super aren't fooled as much as some of the boys may think. They are hard-headed old geezers, trained in the school of practical experience, and they know about all there is in the book. You might put up a story that would get you

by merely because there was no way to refute it, but the boss is no babe in the woods, and you don't want to congratulate yourself on having covered him up with leaves.

A story based on a falsehood is structurally weak, and is likely to break down under strain, while the truth will carry any load that is put on it, merely because it is the truth.

Way back when I was a trainman we had a case of a crew running on the time of a superior train, and delaying the flyer while getting in the clear. The crew was called on the carpet, of course, and likely to run against a pretty stiff dose of "marks." So they got together, cooked up as pretty a story as you ever heard, and walked into "court" with their heads and tails up. But the story had a weak spot in it which they couldn't discover—if it was true, then their flagman walked 7 miles in something like ten minutes! And the whole bunch was fired, not for delaying the train, but for lying. And son, I'd rather you'd lose your job after telling the truth, than to keep it as result of a lie.

I don't really believe that this is necessary, and I think I know you well enough to be confident that you would regard your own peace of mind as more valuable than to escape the consequences of a mistake. But you'll find there are tempters who will suggest to you a cock-and-bull story to fool the Trainmaster. You might get away with it; but you won't be fooling him. And the false friends who whisper in your ear may be hunting jobs while you're climbing the ladder of success.

Keep your head in the air, son; look the Trainmaster square in the eye, answer his questions fearlessly and honestly, and I'm not afraid of the outcome.

Your affectionate father,

JOHN GORDON



IN MEMORIAM

Perley N. Watson

WITH sorrow we learn of the death on February 10th of Perley N. Watson, at the age of eighty-two and ten months. For a number of years Mr. Watson has had a serious heart trouble but his strong constitution and will power overcame the attacks and to many people he had the appearance of perfect health. Previous to resigning his position as Superintendent of Bridges and Buildings, November 1, 1927, he sometimes worked when pain would have forced a less determined man to give up and surrender responsibility. He became so used to shouldering responsibility that it was easier to retain it than to lay it aside.

Mr. Watson was born in Randolph, N. H., April 8, 1847. The family homestead is now part of the well known Ravine House. In this home lived Mr. and Mrs. Abel N. Watson, six sons and one daughter, Perley N. being the third child.

At the age of eighteen he began work on the Grand Trunk Railway as bridge carpenter. Here he gained a knowledge of railroad work in the hills and open country, learning conditions to be contended with and difficulties to be overcome. Topography and climate are such important factors of railroading that the experience he gained was of lasting help to him in handling his work of later years.

Leaving the Grand Trunk, he went to work for the Portland and Ogdensburg R.

Page sixteen

R. which afterward became part of the Maine Central. For many years he handled all the important bridge and building construction of the entire system from his office at Brunswick, and he was known all over the road as "P.N."



Perley N. Watson

He was a man of strong convictions, with courage to speak them and tenacity to hold them until he was convinced he was wrong. He was naturally a leader because of his strong character and willingness to go ahead without fear of hard work. Being a tireless worker he did not limit himself to eight hours a day. He started early and worked late and gave unreservedly of his time and strength. In spirit he was never old and bore his eighty-

three years with the radiance of youth and to the end was "Master of his Fate."

Politics was vital to Mr. Watson. He was a Democrat and held office in the town of Bartlett while living there and in Brunswick when that town became his home. He was urged to represent his district in the last legislature at Augusta and received the nomination but felt obliged to decline the honor on account of the uncertainty of his health.

He was a member of the First Parish Congregational Church of Brunswick, the United Lodge of Masons, the Dunlap Commandary K. T., Odd Fellows and Knights of Pythias. He joined the Maine Central Relief Association in the year 1889.

December 24, 1874, Mr. Watson Sarah Josephine Miner and he to him has been beyond measure cheerful cooperation, sympathy interest in his work has been the his accomplishing more than would been possible without her helpful agement. In 1924 a large gathering friends celebrated the golden wedding anniversary. To Mrs. Watson we extend sympathy and the comforting thought her life has been one of helpful the one she held most dear.

Besides his wife he is survived son, Ernest, who holds a responsible position in the Signal Department of the Pennsylvania Railroad, a grandson, and three brothers, Laban of Randolph, N. H., Jerome of St. Petersburg, F. William of Gorham, N. H. To them we wish to express our deep regret at their loss.

The Masonic funeral service was held at his home on Noble Street, Brunswick, Wednesday, February 12, and he was laid to rest in the family lot in the Brunswick cemetery where the loftiest stand guard and the winds murmur requiem through the evergreen while in our hearts lingers the memory of our departed friend and associate.

W. H. NORRIS

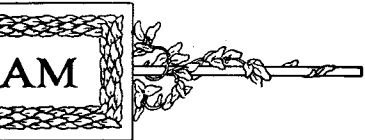
ROBERT A. ROUNDS

Robert A. Rounds, 74, of Auburn, died January 27 in that city. Mr. Rounds for thirty years was a conductor on the road. After leaving the Company, he was in the restaurant and fruit business in Auburn. He was a 32nd Degree Mason, member of the Order of Railroad Conductors, Central Relief Association and the Grand Lodge of Fellows.

A widow, two daughters and a son survive.

SIMEON ST. ONGE

Simeon St. Onge, for more than 30 years an employee of the Road, died on Monday, February 3rd, at the home of his daughter, Mrs. Ida Hassan of Rumford, after several years of failing health.



son

ch afterward became part of the Central. For many years he handled the important bridge and building operation of the entire system from his Brunswick, and he was known all over the road as "P. N."

He was a man of strong convictions, with courage to speak them and tenacity to hold them until he was convinced he was wrong. He was naturally a leader because of his strong character and willingness to go ahead without fear of hard work. Being a tireless worker he did not limit himself to eight hours a day. He started early and worked late and gave unreservedly of his time and strength. In spirit he was never old and bore his eighty-

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is a member of the First Parish Congregational Church of Brunswick, the United Brotherhood of Carpenters and Joiners of America, the Odd Fellows and Knights of Pythias. He was elected to the Maine Central Relief Association in the year 1889.

December 24, 1874, Mr. Watson married Sarah Josephine Miner and her help to him has been beyond measure. Her cheerful cooperation, sympathy and interest in his work has been the means of his accomplishing more than would have been possible without her helpful encouragement. In 1924 a large gathering of friends celebrated the golden wedding anniversary. To Mrs. Watson we extend our sympathy and the comforting thought that her life has been one of helpfulness to the one she held most dear.

Besides his wife he is survived by his son, Ernest, who holds a responsible position in the Signal Department of the Pennsylvania Railroad, a grandson, Donald, and three brothers, Laban of Randolph, N. H., Jerome of St. Petersburg, Fla., and William of Gorham, N. H. To them we wish to express our deep regret at their loss.

The Masonic funeral service was held at his home on Noble Street, Brunswick, Wednesday, February 12, and his body was laid to rest in the family lot of the Brunswick cemetery where the lofty pines stand guard and the winds murmur a requiem through the evergreen boughs, while in our hearts lingers the memory of our departed friend and associate.

W. H. NORRIS.

ROBERT A. ROUNDS

Robert A. Rounds, 74, of Auburn, Maine, died January 27 in that city. Mr. Rounds for thirty years was a conductor on the road. After leaving the Company, he had for the last twenty-two years conducted a restaurant and fruit business in Auburn. He was a 32nd Degree Mason, member of the Order of Railroad Conductors, Maine Central Relief Association and the Odd Fellows.

A widow, two daughters and a sister survive.

SIMEON ST. ONGE

Simeon St. Onge, for more than 30 years an employee of the Road, died on Monday, February 3rd, at the home of his daughter, Mrs. Ida Hassan of Rumford, following several years of failing health.

Mr. St. Onge was born in St. Croix, Quebec, about 70 years ago, the son of John and Martine Tancrede St. Onge. His early life was spent in Canada, and in 1879 he came to Lewiston to make his home. He entered the employ of the Maine Central in 1898 and for twenty years before his retirement was located at the Lewiston Lower round house.

His wife died about a year ago and about six months ago, on account of his failing health, he went to Rumford to live with his daughter, who survives him, as does two other daughters, Mrs. Aldea St. Pierre and Mrs. Marie-Anne St. Pierre, both of Beverly, Mass., and four sons, Joseph of Fall River, Mass., Amedee and Ronaldo St. Onge, both of Beverly, Mass., and Wilfred St. Onge of New York City. He also leaves four brothers and sixteen grandchildren.

Mr. St. Onge was a member of St. Peter's Church of Lewiston and of several religious and fraternal organizations, as well as the Maine Central Relief Association.

P. J. Hanley.

CARD OF THANKS

Sincere thanks to all members of the Maine Central Family for the beautiful floral tribute sent in the death of my beloved wife.

J. F. BENDELEAU

42 Vesper St.,

Portland, Me.

Feb. 19, 1930

An Appreciation

We wish to express through the *Magazine* our kind appreciation of the many presents recently sent us by Portland office employees.

We also wish to extend our thanks to friends in Vanceboro for their kind remembrances.

All are expressions of good will and are very much appreciated.

Mrs. Albert Russell and Family
Vanceboro, Me., Feb. 8, 1930.

Portland Terminal's Snow Removing Equipment



Top photo shows new two and one-half ton Cletrac (Cleveland Tractor) in action removing snow from Portland Union Station platform.

This tractor with its caterpillar tread can haul a scraper at the rate of 4 miles per hour. Edward Smith is the chauffeur and in the picture can be seen Alfred Guerett and Walter Bell. This tractor was purchased from the Portland Tractor Co.

Page eighteen

Bottom photo shows the 5800 lb. McCormick-Deering tractor built by the International Harvester Co. Hamilton Cusack is at the wheel. (Photos taken February 16th.)

They are a great improvement over the horse drawn snow plows formerly used in this kind of work and it is planned to make use of these tractors this summer on the new construction work at Turner's Island.

Newsy Notes From

On the evening of January 27 the Maine Central General Office Lodge 374, conducted a colorful dance at the Ball-room with Jack Gurney's five orchestra furnishing the music.

The young ladies in attendance presented the latest fashions with their bow hued gowns. Colored streamer paper hats lent a carnivalistic atmosphere to the occasion.

An elimination dance was won by Mary Butler and "Bob" Smith. The prize for standing upon the "lucky spot" was won by Mr. and Mrs. Ernest Elgee.

Such a pleasant evening was enjoyed by all present that plans were immediately formulated for a dinner-dance at the Shore-dinner Pavilion on the Old Orchard road, Tuesday evening, February 23.

On Tuesday evening, February 23, twenty-two of the fair sex from the Freight Accounts Office assembled at Grant's Pavilion on the Old Orchard road for a shore dinner or whatever the deities of the appetite called for. The party proceeded along merrily with dancing, fashionable and modern, music and notes. Jennie Grant and Frances Moran entertained with a nature and clo respectively. Prizes for special dances were won by Mary Butler, Elaine Grant, Elaine Adjutant, Florence Ba Frances Moran. In conclusion a solo would make Galli Curci blush with was sung by Stella McDuffie.

It is of interest to learn of the marriage of Gladys M. Greeley and Harry A. This event happened January 25th. She was formerly connected with the Car Service Department.

William McCullum's 3-year-old son, William, Jr., was severely burned at home recently by scalding water. He was taken to the Maine Eye and Ear Infirmary for treatment and at the present time is resting comfortably.

Sympathy is being extended to Mrs. Cummings, Car Service Department, on the loss of her sister.



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Newsy Notes From The Portland General Offices

By JOE

On the evening of January 27th, the Maine Central General Office Lodge, No. 374, conducted a colorful dance at Craig's Ball-room with Jack Gurney's five piece orchestra furnishing the music.

The young ladies in attendance presented the latest fashions with their rainbow hued gowns. Colored streamers and paper hats lent a carnivalistic atmosphere to the occasion.

An elimination dance was won by Miss Mary Butler and "Bob" Smith. The prize for standing upon the "lucky spot" went to Mr. and Mrs. Ernest Elgee.

Such a pleasant evening was enjoyed by all present that plans were immediately formulated for a dinner-dance at Grant's Shore-dinner Pavilion on the Old Orchard road, Tuesday evening, February 25th.

On Tuesday evening, February 4th, twenty-two of the fair sex from the Auditor Freight Accounts Office assembled at Grant's Pavilion on the Old Orchard road for a shore dinner or whatever the dictates of the appetite called for. The party proceeded along merrily with dancing, old fashioned and modern, music and what nots. Jennie Grant and Frances Moran entertained with a nature and clog step respectively. Prizes for special dance numbers were won by Mary Butler, Jennie Grant, Elaine Adjutant, Florence Bass and Frances Moran. In conclusion a solo that would make Galli Curci blush with envy was sung by Stella McDuffie.

It is of interest to learn of the marriage of Gladys M. Greeley and Harry A. Haas. This event happened January 25th. Gladys was formerly connected with the Car Service Department.

William McCullum's 3-year-old son, William, Jr., was severely burned at his home recently by scalding water. He was taken to the Maine Eye and Ear Infirmary for treatment and at the present time is resting comfortably.

Sympathy is being extended to Grace Cummings, Car Service Department, in the loss of her sister.

It is rumored that Virginia Reardon is interested in the hardware business at Lewiston and can be seen any Saturday noon headed for Lewiston on No. 13. How about forming a partnership?

W. E. Lucey, A. P. A., recently spent a few days at New Haven and New York visiting his brother and sister.

The statistical bureau's activities have been transferred from the General Manager's Office to Asst. Compt. Reeves office.

Ruth Kelley, Auditor of Disbursements Office, returned from a week-end trip spent at Greenville and brings a report that the thermometer dropped to 18 degrees below zero upon her arrival.

Miss Ellen C. Goudy of the Engineering Department spent a week end in Boston recently as the guest of her sister.

Acting Supt. F. O. Wood's office is undergoing extensive improvements. Cliff Ball claims it will be the best in the building when completed.

John Scott spent a few days recently with his "mama and papa" at Norwalk, Conn. He took a ride into New York for the first time—and he adds it will be his last.

(More News on Page 20)

Girls of General Offices

Names of girls whose photos appear on pages 12 and 13 are as follows:

- 1—Madeline Stevens, A. P. A. Office
- 2—Christine Oleson, Motive Power
- 3—Jennie Grant, A. F. A. Office
- 4—Cora Hoy, Eng. Dept.
- 5—Gladys Knight, Aud. Dis. Office
- 6—Christine Parker, A. F. A. Office
- 7—Elaine Adjutant, A. F. A. Office
- 8—Cynthia Westman, A. F. A. Office
- 9—Alice Foley, A. F. A. Office
- 10—Ann Cawley, Pass. Dept.
- 11—Bernice Sanborn, A. F. A. Office
- 12—Mary Weston, A. F. A. Office
- 13—Elsa Bauer, A. F. A. Office
- 14—Marguerite Hollywood, A. P. A. Office
- 15—Marguerite Lufkin, Purchasing Dept.
- 16—Pertina Bodge, Eng. Dept.

(All Photos by Fenderson)

H. C. Plummer of the Engineering Department must certainly be a genius, because when three women get together to find out what and where a man spends his spare moments while his wife is away on a short vacation and then admits they just simply cannot tell you one little item, why it's unbelievable. Letters requesting information as to how it is done should be addressed to Howard Plummer, Maintenance of Way, Engineering Dept. Bldg.

Cupid's dart has been doing plenty of damage in Engineering Department the last month. The following engagements have been announced: Margaret Hamlin and Myron Decelle; Earle Fenderson and Ruby Hall; Waldo Paine and Nina E. Crossell.

Mr. and Mrs. James Dole are spending a few weeks in Florida. Of course Jim's main idea is to see the big Sharkey-Scott fight in Miami. Before returning he plans to visit St. Petersburg, Jacksonville and various other places.

Congratulations are in order once more, this time to Leon Hawkes of the A. F. A. office. Why? Because on Jan. 24th, Mr. and Mrs. Hawkes were presented with a son. He has since been named Leon, Jr. How about that cigar, Leon?

John Goud of the Freight Audit Office is still trying to locate the minimum to apply on a car-load of live chickens when tied on a flat-car. Any information will be appreciated.

Bath Notes

By L. J. SANBORN

J. L. Colby, Agent at Woolwich, on the sick list since the latter part of January, is expected to report back on the job soon.

Chief Electrician C. A. Roberts, in charge of the Bridge Draw, journeyed to Boston recently—just to break the monotony, "Chet" says.

At this season of the year smelt fishermen are busy and it is a common sight to see 100 or more smelt houses on the Back River.

Page twenty

Charles Rowe, veteran agent at Waldoboro, is being relieved by spare operator James J. Shanahan.

Lime City Locals

By A. R. PUGH

The epidemic of colds has taken its toll from the Rockland Freight Office force and both Mrs. McCurdy and Miss Pratt have had to take enforced vacations. Judging from the color of their noses and the drop in their voices from soprano to tenor and bass we must credit them with good old fashioned colds.

Speaking of sickness Miss Pratt lost her valuable little dog "Snooky Cornelius" last week by distemper. In spite of the best of medical attention and the charm of a Rabbit's Foot, contributed to the cause by Engineer L. S. York, poor little Snooky could not make the grade and passed on to his Happy Hunting grounds.

Operator Larry Ryan, who is relieving Agent J. L. Colby at Woolwich, was a caller in town recently looking over prospects for his "Line-Up."

The fish in South Pond, Warren, enjoyed a perfectly safe and sane Sunday in perfect security and lack of concern in regards to their future recently. The cause of this feeling of security was the arrival of Hen Comins, Conductor A. M. Glidden and Car Inspector Fred Anderson with all the paraphernalia incident to a fishing trip thru the ice. A wonderful time was had by all (including the fish). It is reported that the fishing tackle wasn't even unpacked and that Anderson burned up 3 cords of wood trying to keep warm and Hen did his chores about the dinner table. Several fish died of convulsions laughing at the Fishermen, there were no other casualties. The only thing lacking to make the venture a complete success was the absence of Frank Trafton, Chief Advisor and Fish Caller for the gang.

Snapshots



(1) Engineman Gus Horeyseek of Vanceboro and McAdam Jct. (3) Liamson and Engineman Charles (5) Water Tank at Gray, Portland Mountain Road.

March 1930

les Rowe, veteran agent at Waldo-
s being relieved by spare operator
J. Shanahan.

Lime City Locals

By A. R. PUGH

epidemic of colds has taken its toll
the Rockland Freight Office force
both Mrs. McCurdy and Miss Pratt
had to take enforced vacations. Judg-
m the color of their noses and the
n their voices from soprano to tenor
ss we must credit them with good
hioned colds.

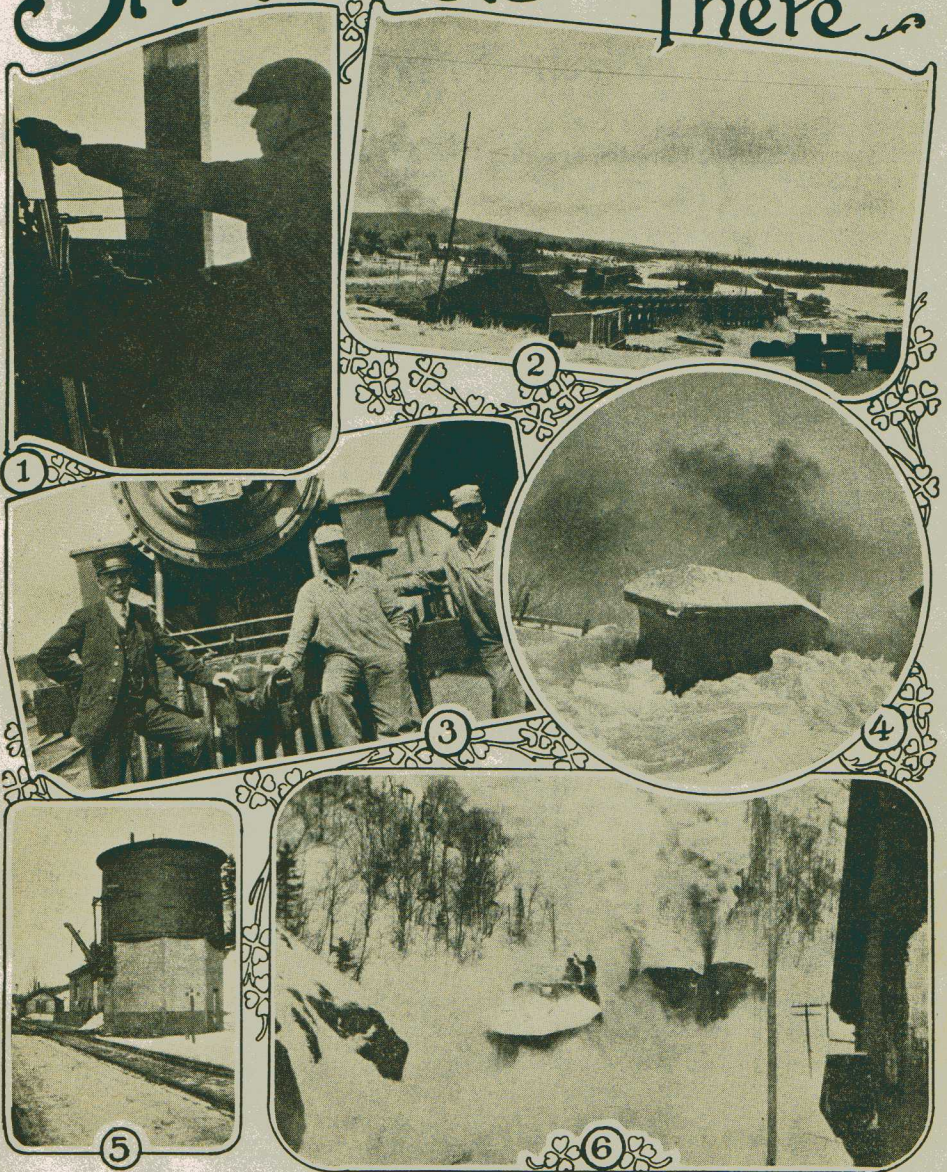
king of sickness Miss Pratt lost her
le little dog "Snooky Cornelius" last
y distemper. In spite of the best
ical attention and the charm of a
's Foot, contributed to the cause by
er L. S. York, poor little Snooky
not make the grade and passed on
Happy Hunting grounds.

erator Larry Ryan, who is relieving
J. L. Colby at Woolwich, was a
n town recently looking over pros-
or his "Line-Up."

fish in South Pond, Warren, enjoyed
ctly safe and sane Sunday in perfect
y and lack of concern in regards to
uture recently. The cause of this
of security was the arrival of Hen-
s, Conductor A. M. Glidden and
spector Fred Anderson with all the
ernalia incident to a fishing trip
ne ice. A wonderful time was had
(including the fish). It is reported
he fishing tackle wasn't even un-
and that Anderson burned up 3
of wood trying to keep warm and
d his chores about the dinner table.

fish died of convulsions laughing at
hermen, there were no other casual-
The only thing lacking to make the
e a complete success was the absence
ak Trafton, Chief Advisor and Fish
for the gang.

Snapshots Here and There



(1) Engineman Gus Horeyseek on the job. (2) International Bridge between Vanceboro and McAdam Jct. (3) Conductor Harry Tuck, Fireman Phil Williamson and Engineman Charles Toothaker. (4) Snowplow on S. R. & R. L. R. R. (5) Water Tank at Gray, Portland Division. (6) Snowplow east of Willey House, Mountain Road.

Six Hundred More Employees Sign With Travelers

IN response to the desire of various employees who did not carry the Travelers Group Accident and Sickness Insurance, the Travelers Insurance Company agreed to accept applications from eligible employees during the period January 27, 1930, to February 10, 1930, inclusive without medical examination.

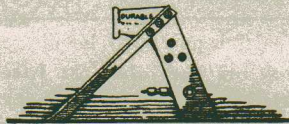
Over six hundred employees took advantage of this opportunity to join the Group.

During the period ended February 17, 1930, there were 64 sick and 8 accident claims paid compared to 60 sick and 7 accident claims the previous period. Thirty-five of claims paid during the month were to employees of the Motive Power Department.

Below is a list showing names of employees whose claims were settled during the period ended February 17, 1930.

Name	Location	Reason
<i>General Office</i>		
Lawrence Halcrow	V. P. & Gen. Mgr.	Accident
Frank W. Libby	Frt. Traffic	Health
Gladys H. Robbins	Freight Audit	Health
Abbie Ryall	V. P. & Gen. Mgr.	Accident
Ralph R. Small	Freight Audit	Health
Harry A. Wilson	Freight Audit	Health
<i>Engineering</i>		
Stuart Allen	Richmond	Health
Weldon E. Allen	Oquossoc	Health
John L. Harmon	Sebago Lake	Health
Arian H. Jones	Lewiston	Health
Frank J. Landry	Forest	Health
Armand Lavoie	Brunswick	Health
Wilbur C. Nutt	Thorndike	Health
F. A. Shepard	Bath	Health
Maurice A. Smith	Hallowell	Health
Omar Stevens	Bath	Health
Winfield S. Tilton	Pittsfield	Health
Roy T. Wendell	Oakland	Health
Delbert Yorke	Steep Falls	Health

<i>Motive Power</i>		
Frank S. Barter	Kineo	Health
Frank E. Bisson	Lancaster, N. H.	Health
John Buckley	Portland	Health
Everett A. Dickerson	Fairfield	Accident
Fred Esty	Waterville	Health
Cecil F. Etchie	Waterville	Health
Edmund Gilbert	Fairfield	Accident
George Gordon	Fairfield	Health
Fred R. Grant	Hampden	Health
Chas. W. Hathaway	So. Portland	Health
Herbert H. Hutchins	Rumford	Health
James E. Kearns	Bangor	Health
Paul J. Kelley	Portland	Health
Samuel J. Mishoe	Portland	Health
George McMillan	Portland	Health
William H. Noble	Eastport	Health
John L. Niles	Woodfords	Health
Ernest Peters	Fairfield	Health
S. A. Pugsley	Waterville	Health
William Rice	Bangor	Accident
Myer Rosenthal	Waterville	Accident
Lawrence A. Shanahan	So. Portland	Health
Ralph S. Shedd	Auburn	Health
William J. Trott	Vanceboro	Health
Stephen R. Wilder	Calais	Health
<i>Stations</i>		
James M. L. Bates	Gardiner	Health
Frank J. Driscoll	Auburn	Accident
Albert E. Foster	Ellsworth Falls	Health
George W. LaCombe	Waterville	Health
Frank R. Lawrence	Brewer	Health
Michael J. Madden	Brunswick	Health
George F. Milan	Brewer	Health
Guy J. Myrand	Auburn	Health
Peter Nelson	Fairfield	Health
Bartholomew J. Siros	Clinton	Health
<i>M. C. Trainmen</i>		
Thomas A. Gallison	Bangor	Health
Gideon E. Gulliver	Waterville	Health
Charles M. Oakes	Orrington	Health
Joseph R. Poulin	Waterville	Accident
<i>All Enginemen</i>		
Silas W. Getchell	Waterville	Health
A. R. Johnson	Bangor	Health
<i>Portland Terminal Transportation Department</i>		
<i>P. T. Stations</i>		
Alfred Beckwith	So. Portland	Health
Cornelius A. Feury	Portland	Health
Theodore P. Hill	Portland	Health
Dana B. Libby	Portland	Health
Mathias O'Toole	Portland	Health
Joseph E. Turcotte	Portland	Health
<i>P. T. Trainmen</i>		
Frank W. Fickett	Portland	Health
Edward Kane	Portland	Health
Walter H. Kimball	Portland	Health
William J. Porter	Portland	Health
Carl A. Pride	Portland	Health
John Street	So. Portland	Health



A Hot Box on the Through



One day as the "Morning Glory" Rolled through our Brunswick yard I placed my hand up to my nose And blew, and blew real hard.

The caboose crew mistook the sign And set the air-brake hose. They stopped the "Morning Glory" 'Cause I tried to blow my nose.

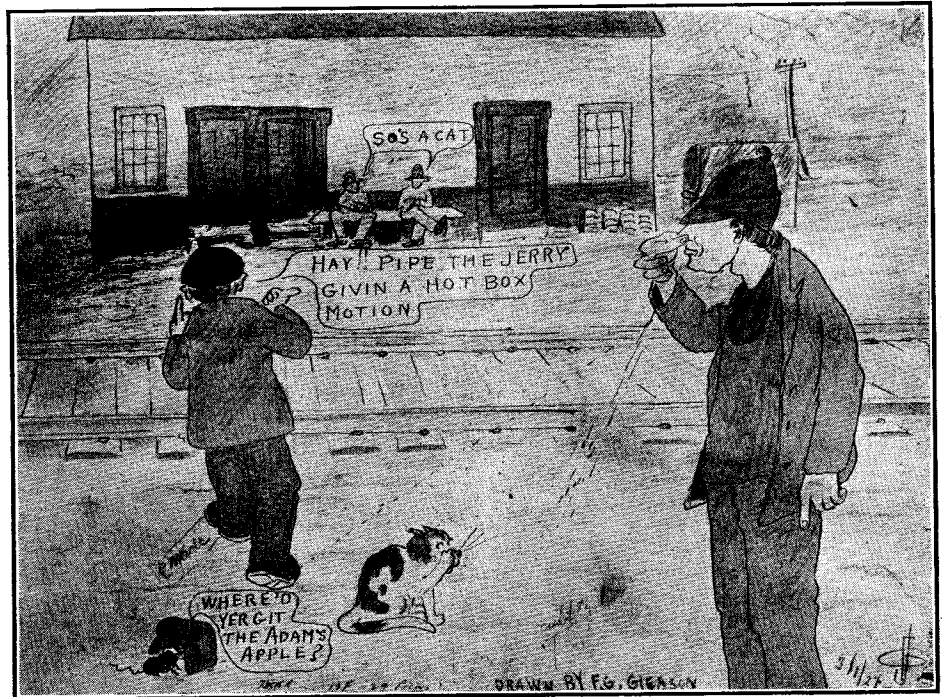
But they kept on While my nose was sore As I stood on the platform Vainly signaling for the train to stop.

March 1930

Employees Sign Blowers

<i>Motive Power</i>		
Barter	Kinco	Health
Bisson	Lancaster, N. H.	Health
Blackley	Portland	Health
A. Dickerson	Fairfield	Accident
By	Waterville	Health
Etchie	Waterville	Health
Gilbert	Fairfield	Accident
Gordon	Fairfield	Health
Grant	Hampton	Health
Hathaway	So. Portland	Health
H. Hutchins	Rumford	Health
Kearns	Bangor	Health
Kelley	Portland	Health
J. Mishoe	Portland	Health
McMillan	Portland	Health
H. Noble	Eastport	Health
Niles	Woodford	Health
Peters	Fairfield	Health
Wagsley	Waterville	Health
Rice	Bangor	Accident
Rosenthal	Waterville	Accident
Se A. Shanahan	So. Portland	Health
Shedd	Auburn	Health
J. Trott	Vanceboro	Health
R. Wilder	Calais	Health
<i>Stations</i>		
M. L. Bates	Gardiner	Health
C. Driscoll	Auburn	Accident
E. Foster	Ellsworth Falls	Health
W. LaCombe	Waterville	Health
A. Lawrence	Brewer	Health
J. Madden	Brunswick	Health
F. Milan	Brewer	Health
Myrand	Auburn	Health
Olson	Fairfield	Health
Thomas J. Sirois	Clinton	Health
<i>M. C. Trainmen</i>		
A. Gallison	Bangor	Health
E. Gulliver	Waterville	Health
M. Oakes	Orrington	Health
R. Poulin	Waterville	Accident
<i>All Enginemen</i>		
Getchell	Waterville	Health
Johnson	Bangor	Health
<i>Land Terminal Transportation Department</i>		
<i>P. T. Stations</i>		
Beckwith	So. Portland	Health
Bus A. Feury	Portland	Health
De P. Hill	Portland	Health
Libby	Portland	Health
O'Toole	Portland	Health
E. Turcotte	Portland	Health
<i>P. T. Trainmen</i>		
W. Fickett	Portland	Health
Kane	Portland	Health
H. Kimball	Portland	Health
I. Porter	Portland	Health
Pride	Portland	Health
Street	So. Portland	Health

A Hot Box on the "Morning Glory" Passing Through Brunswick Yard



One day as the "Morning Glory"
Rolled through our Brunswick yard,
I placed my hand up to my nose
And blew, and blew real hard.

The caboose crew mistook the sign
And set the air-brake hose.
They stopped the "Morning Glory"
'Cause I tried to blow my nose.

But they kept right on a rolling
While my bare hand nearly froze.
As I stood out there in Brunswick yard,
Vainly signaling with my nose.

With hissing steam and whirring wheels
The "Morning Glory" rolled by.
I thought I saw a hot box
From the tail-end of my eye.

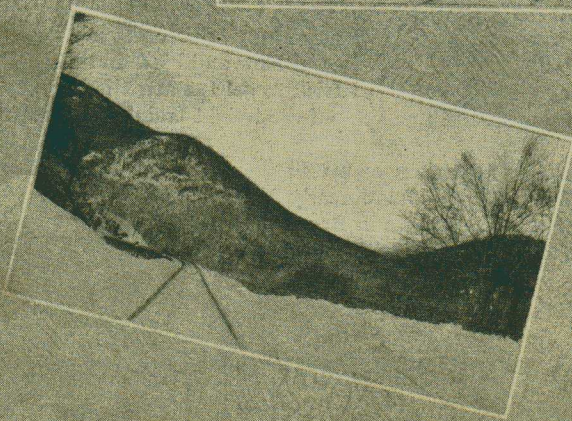
I placed my hand up to my nose
And blew and blew and blew.
I tried to get the attention
Of the freight train's caboose crew.

MOUNTAIN ROAD SCENES



Looking North
Towards
Crawford's

Plow Coming
Through
Crawford
Notch



Frankenstein
Trestle
and
Snowclad
Mountain
Range