



MAINE CENTRAL

Employees'

MAGAZINE



JUNE
1930

Two Weeks in MAINE



THE scenes shown here typify the lure that "Vacationland," the territory served by the Maine Central, holds for the summer tourist. The attractions and accommodations of this section are fully described in several profusely illustrated booklets prepared by our Passenger Department. Among these "Vacationland Accommodations," "Two Weeks in Maine," "Fishing, Hunting and Canoeing in Maine," "Summer Camps and Their Possibilities" deserve particular mention.

You will be conferring a mutual favor if you will send to our Passenger Department, Portland, the names of any out-of-state friends who should know more about Maine, to whom any of these booklets will be gladly forwarded.



Old Mother C



E. G. R.
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Maine Central Employees' Magazine

Vol. VII JUNE, 1930 No. 6

Old Mother Hubbard Changes Her Costume



E. G. RINGBERG
Mechanical
Engineer

ONE of the most conspicuous and interesting sights familiar to all in the environment of the Portland Terminal Yards are the Portland Terminal locomotives, numbered 825 to 827, six-

wheel switchers, called by many assumed titles because of their peculiar characteristics. They are easily distinguished from the conventional modern design of locomotives by the location of the cab which is found in the center of the boiler, their wide fireboxes and the strange roof overhang between the engine and the tender, all these features suggestive of such names as "HUNCHBACK," "SADDLE BACK," "CAMEL BACK," but they are most popularly



"Mother Hubbard" takes on a new lease of life as she re-enters Portland Terminal switching service

and commonly known as "MOTHER HUBBARD."

The first locomotives of this type were introduced by the Philadelphia & Reading Railroad in 1880, designed especially for the burning of anthracite coal, necessitating a wide, shallow firebox, known as the Wootten type of firebox, having curved crown sheet of large radius and a substantial grate area. To place the cab at the butt of the boiler over such a wide firebox was found impossible and impracticable due to width limitations and the cab therefore of necessity found its location at the center of the boiler where the radius of the boiler is sufficiently small to apply a cab of suitable dimensions and within operating restrictions. The engineer in this location has the advantage of better visibility and can render undisturbed attention to the operation of his engine, while the fireman attends to his fire alone from a special cab built for this purpose at the rear of the boiler. If communication with the engineer is necessary it is made possible through a special gangway connecting the engineer's and the fireman's cab.

Although successful for the purpose for which designed, locomotives of this type today are gradually becoming extinct and obsolete due to the high cost of operation in the use of anthracite coal and inefficient performance where hard coal has been substituted by soft coal and they are being rebuilt or replaced, having boilers of proper economical proportions applied for the burning of bituminous coal.

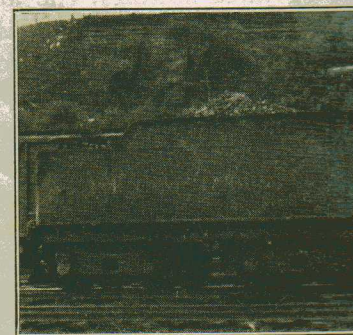
The four "MOTHER HUBBARDS" owned by the Portland Terminal Company were built in 1912 by the American Locomotive Company and have since daily been in switching service except for periods of washouts and shopping. The time comes in the life of every locomotive when the condition of the boiler becomes one of the deciding factors in the justification for further repairs or scrapping and when "MOTHER HUBBARD" arrived at this stage a decision was made in her favor to "Let live" but to attire her in a new dress. This attirement to be in the form of a new boiler of modern design for the use of bituminous coal and the

application of other efficiency work. This work was assigned to Washburn Shop, locomotive No. 825 the engine to go, and followed by No. 824 now in the shop. Arrangements are being made, anticipating the conversion of the other two at the end of this year.

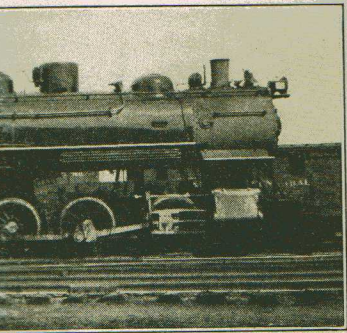
The original running gear, pistons and cylinders, all in good condition still remain, having received thorough shop repairs, but in placing the new boiler on the existing frames, the condition of the frames was found necessitating care for proper weight distribution and heavier cross-ties and bracing added between frames where such was required.

An important device known as a "Superheater" incorporated in the boiler design has the function of imparting additional heat to the steam generated by the boiler, thus superheated or reheated steam is found more effective and economical than saturated steam which carries undesirable suspended moisture.

A radial buffer not previously used on these engines is applied to the engine and the tender, which is highly important in facilitating the negotiation of sharp curves entered by the engine at entrance



After 18 years service "Mother Hubbard"



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application of other efficiency devices. This work was assigned to Waterville Shop, locomotive No. 825 the first engine to go, and followed by engine No. 824 now in the shop. Arrangements are being made, anticipating the conversion of the other two by the end of this year.

The original running gear, frames and cylinders, all in good condition, still remain, having received the usual shop repairs, but in placing the new boiler on the existing frames, elongation of the frames was found necessary to care for proper weight distribution, and heavier crossties and braces were added between frames where strength was required.

An important device known as the "Superheater" incorporated in the boiler design has the function of imparting additional heat to saturated steam generated by the boiler and this superheated or reheated steam is found more effective and economical than saturated steam which contains undesirable suspended moisture.

A radial buffer not previously used on these engines is applied between the engine and the tender which is highly important in facilitating the negotiation of sharp curves encountered by the engine at entrances to the

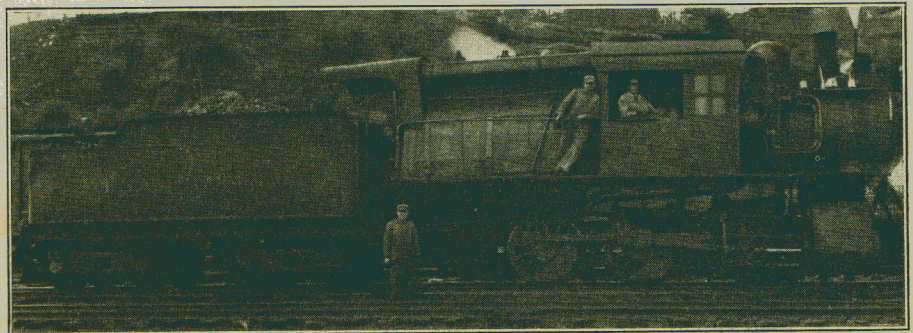
various Commercial Street wharves.

Franklin Butterfly Firedoors cover the firedoor opening, a foot operated door swinging open in two wing sections, as the name implies, and are an improvement as regards speed and ease of operation over the old hand firedoors, increased firing efficiency, safety, and the protection of the firebox sheets from excessive cold air currents.

Power reverse gears, a mechanism by use of which the direction of the locomotive is reversed by air operation instead of former hand operation, is another device added, reducing the engineer's labor.

It is also of interest to mention that considerable material acquired from Mallet locomotives numbered 1201, 1202 and 1204 when these engines were scrapped was preserved and on the newly converted "MOTHER HUBBARD" you will find the same sand domes as on the Mallets, as well as cab, safety valves, whistle, bell, etc.

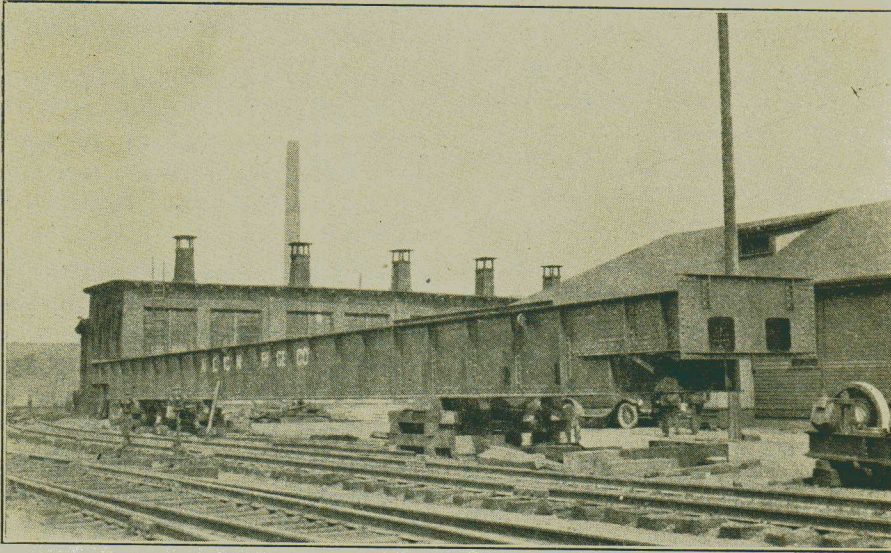
With this new attirement "MOTHER HUBBARD" takes on a new lease of life and re-enters Portland Terminal service a modern and efficient locomotive and a pride to all enginemen who operate them.



After 18 years service "Mother Hubbard" pauses for a photograph before going into the Shops

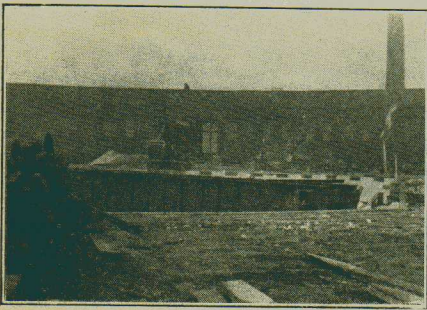
Waterville has a Brand New Turntable

110 feet in length
Largest on the system



Three of the longest flat cars were required to transport the table from the American Bridge Company's plant at Ambridge, Penn.

A BRAND new 110-foot turntable was recently installed at the Water-



Looking toward engine house from west side of table

ville Engine House in place of the old 80-foot table. It is 30 feet longer than the old one and is of the Continuous Type having three bearings; one at each end and one at the center. This type has a decided advantage over the center bearing type due to the fact that the engine to be turned does not have to be placed so that the table is balanced and the ends free from the circlerail. Its weight is 154,275 pounds.

With the Continuous Type an engine may be turned when it is in any location on the table. To provide



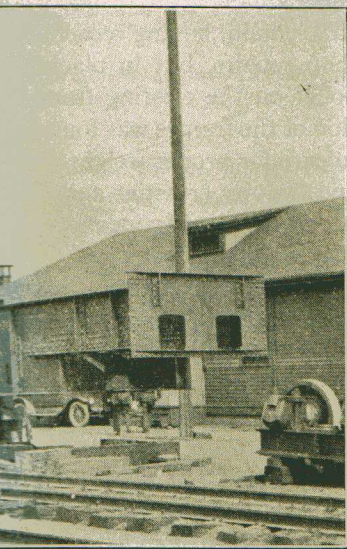
Just after the

power for turning, there is at each end operated from on board. The new table was fabricated by the American Bridge Company, bridge, Penn. and delivered to Waterville. It was installed by our Company's Bridge and Department. The work of digging the pit was done by Co. James Kerr of Rumford, Maine. The pit wall is 380 feet in circumference and 10 feet deep, and with the earth it contains 570 cubic yards of earth.

The circle wall was built in so that at all times during construction work, at least 28 of the 38 engine stalls in the round were accessible. To slide the old table out, build the new center bearing, the new table required two months. The only time it was out of commission. The job was completed and in operation on May 2nd.

There are in all, 38 turntable

New
Turntable



transport the table from the Am-
Ambridge, Penn.

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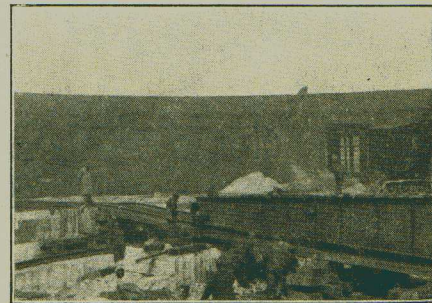
Just after the temporary circle was "blasted out"

power for turning, there is a motor
at each end operated from one switch-
board. The new table was fabricated
by the American Bridge Co. at Am-
bridge, Penn. and delivered by them
in Waterville. It was installed by
our Company's Bridge and Building
Department. The work of remodel-
ing the pit was done by Contractor
James Kerr of Rumford, Maine. The
pit wall is 380 feet in circumference
and 10 feet deep, and with the center
contains 570 cubic yards of concrete.

The circle wall was built in sections
so that at all times during the con-
struction work, at least 28 out of the
38 engine stalls in the round house
were accessible. To slide the old table
out, build the new center and install
the new table required two days, the
only time it was out of commission.
The job was completed and put into
operation on May 2nd.

There are in all, 38 turntables on

the Maine Central system, varying in
length from the smallest at Beecher
Falls, 55 feet, to 110 feet, now the
largest, at the Waterville round house.
Our largest engine, the Mallet type
No. 1203, whose combined length of
engine and tender is 86 feet and 9
inches, will easily turn on the new
table. The accompanying photo-
graphs show some of the construction
work at time of installation.



Sliding the old table out of the pit

50% Decrease in Grade Crossing Accidents in 1929

By D. C. DOUGLASS, Vice President and General Manager

DURING 1929 five persons were killed and twenty-three injured in reportable accidents at highway crossings on the Maine Central Railroad, a decrease of 50% in the number of fatalities as compared with the previous year.

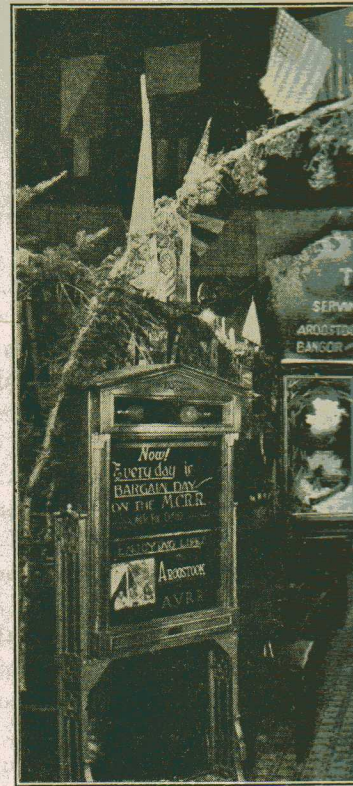
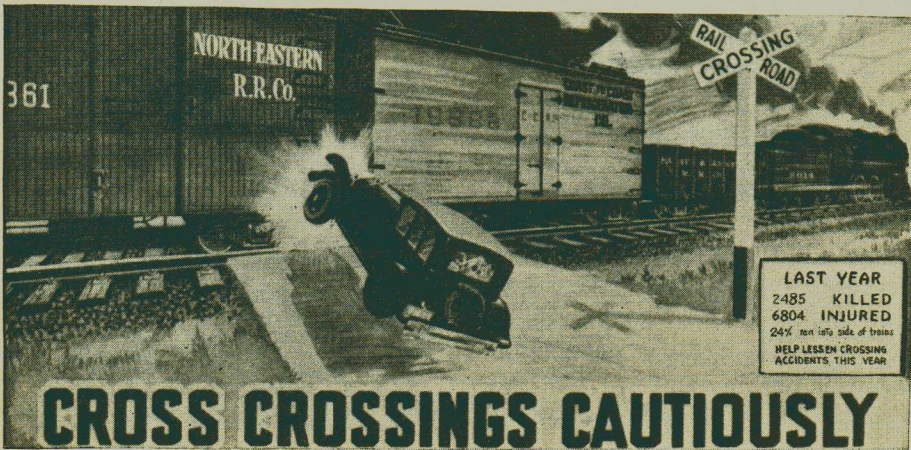
In the country at large there were 83 fewer deaths last year than in 1928, notwithstanding the fact that there was a large increase in the number of motor vehicles on the highways.

This company in conjunction with the Safety Section of the American Railway Association is preparing to inaugurate the Annual Careful Crossing Campaign in an effort to reduce the number of accidents at grade crossings by means of posters displayed at Highway Crossings, in station waiting rooms and public places in the cities and towns along its lines, as well as by distribution of literature to automobile drivers calling attention to the

hazards and urging the necessity of motorists exercising proper care.

The poster adopted for use this season depicts in a graphic way the result of an automobile running into the side of a train and it will be noted that 24% of all the highway grade crossing accidents in the United States last year were due to this cause.

The majority of accidents are the result of negligence, disregard of warning signs, or failure to approach crossings under control and employees connected with the movement of trains and engines have a duty and a responsibility in reducing such accidents to a minimum by complying with the rules prescribed for their guidance in order that the public may be given all the warning that can reasonably be expected of the approach of trains and the cooperation of all concerned is solicited with this end in view.



MAINE CENTRAL Maine Boat and Sports Show HELD IN

WE participated in the Boat and Sports Show held at the Convention Building, Portland, Maine, on May 5. The many sports of the State of Maine, characteristic to the sportsman, characteristic of the "great outdoors", exhibit was one of the chief center of interest for people from far and

Increase
Accidents in 1929

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RAIL CROSSING ROAD

LAST YEAR	
2485	KILLED
6804	INJURED
24% ran into side of trains	
HELP LESSEN CROSSING ACCIDENTS THIS YEAR	

CAUTIOUSLY



MAINE CENTRAL'S *Part in*
Maine Boat and Sports Show

HELD IN PORTLAND, MAY 5-10

WE participated in the Maine Boat and Sports Show held at the Exposition Building, Portland, the week of May 5. The many sports of interest to the sportsman, characteristic of the State of Maine, were depicted at this show of the "great outdoors", and our exhibit was one of the chief centers of interest for people from far and near.

A miniature golf course, archery and pistol ranges, attractive boats and canoes of various types, live fish, camping tents and sporting equipment, airplanes, and outboard motors all came in for their share of interest. The transportation display, Maine Central, Bangor and Arroostook, Arroostook Valley, and Cumberland

County Power and Light Co., was most attractive, as the accompanying photograph shows. Industrial Agent, W. G. Hunton, had complete charge of arranging the booth and various displays, and his untiring efforts in this behalf received many favorable comments from the public. Two large valuable Automatic Machines displaying 28 cards of advertising matter, pertaining to the four Roads, attracted many spectators. The large sign in the center of the booth of birch bark lettering was in keeping with the rustic setting of the show. A scene in action of a train, miniature traffic signals, and illuminated scenes of fishing and hunting, in addition to several

sporting photographs and enlargements, made the booth most interesting.

The Maine Central was represented each day of the show and our representatives were on hand to give information on train service and the best places to go for a trip along Maine Central lines, as well as distributing advertising matter. Traveling Passenger Agent James A. Martin, Traveling Freight Agent Thomas E. Dolan and Chief Clerk Passenger Traffic Department Arthur P. White represented the company.

Notable among the many visitors at our booth were Governor William Tudor Gardiner and Mrs. Gardiner.

TRY IT OUT



**A cigar
on your
editor
if it doesn't
work**

*Courtesy Earle Fenderson, Engineering Department
General Offices*

Take magazine in both hands, look steadily at dot between C and R and count to 40 slowly. Try not to blink. Then gaze at the wall or ceiling or any light surface and 10 seconds later the picture will appear greatly enlarged on it.



IN M

RAYMOND WARD

Raymond A. Ward, 45, Chief Clerk in the Freight Claims Department, General Offices, died March 23, 1924, at his home, 34 Whitney Avenue, Johnsbury, Vermont. Mr. Ward entered the service of the Company as a clerk in the Statistical Department on Commercial Street, December 18, 1913. The following year he was transferred to the office of the Freight Claims Department as a clerk and held that position until May 1, 1924, when he was made Chief Clerk of the department. This position he held until his death.

Mr. Ward was born in St. Johnsbury, Vermont, November 23, 1878. His parents were the late Nathaniel M. Ward and Mrs. Clara M. (Ward) Ward now of St. Johnsbury.

His boyhood was spent in St. Johnsbury where he attended the public schools and was graduated from Johnsbury Academy in the class of 1903. He entered the University of Vermont at Burlington, Vt., in 1903 and was graduated in 1908.

He entered the employ of the Vermont Marble Company in their office at Proctor, Vt., was later transferred to their New York City Branch, remaining with them until the fall of 1910. Taking up government work he went to Minnesota in 1911, accepting a position in office of the Hibbing Mining Co. near Duluth, Minn.

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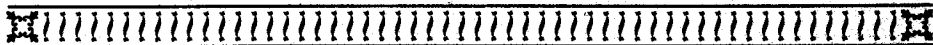
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IN MEMORIAM

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He was a member of the Ancient Landmark Lodge No. 17 F. & A. M., and of the West Congregational Church. He had been clerk of the Parish of this church for about two years previous to his death.

At St. Johnsbury, Oct. 21, 1914, he was united in marriage to Miss Helen Marion Carpenter who survives him, together with his mother and brother, Willard H. Ward of St. Johnsbury.

Funeral services were held in Portland Tuesday, March 25, conducted by Rev. J. Roy Packard and at St. Johnsbury on the same date conducted by the Rev. G. A. Neeld. Interment was in Mt. Pleasant Cemetery in that town.

CHARLES L. LORD

Charles L. Lord, an employee at the Portland Terminal Freight House on Commercial Street, Portland, died on May 16th, after a long illness. He had been in the service of the Company since 1920.

PATRICK LYDEN

Patrick Lyden, 22 High Street, Portland, employee at the Rigby Terminal, was instantly killed April 22, when he was caught in the car hauler of the coal pockets. Mr. Lyden was 52 years of age and began his railroad work with the Company in 1903.



SHOWERS for coming brides are so popular that now they invade the office of the business girl. Illustrated is a trim that may be put up in a few minutes. This shower may be arranged during a noon hour and when the young lady returns from lunch she will find the surprise awaiting her.

How to Decorate the Desk

The wedding bell decorations are prepared in advance. A fold of crepe paper in any pastel color is fluted along the edges and placed over the top of the desk. Festoons are twisted and arranged streamer fashion by attaching them at the top to an electric light cord or a string suspended from the wall. The wedding bells are attached in the center. The gifts are wrapped daintily and laid on the desk top.

How to Make the Wedding Bells

Small bells up to eight inches in diameter may be made without foundations, but larger ones must have a firm wire or other foundation. Bells similar to those in the center group above are reinforced with a wire ring at the bottom.

Quickly Planned Office Shower for June Brides

By BETTY SOMERVILLE

They are eight inches in diameter. First make a ring of heavy wire, cutting it long enough so that the ends will lap about $1\frac{1}{2}$ inches. Fasten with spool wire and then wrap with a narrow strip of crepe paper. Cut a strip of crepe paper through the entire width twenty-one inches long. Crease through the center across the grain, making a double strip twenty-two inches long and ten inches wide. Place the wire ring inside the crease and stretch the paper around carefully, lapping the doubled ends and pasting one inside the other. Make a small ball of crepe paper and fasten a piece of spool wire around it, leaving one end long enough to form a tongue and a loop by which to suspend the finished bell. Wrap the ball and the wire with a strip of crepe paper. Gather the top of the bell, and at the same time hold the tongue in place. Fasten with spool wire and double the wire that extends above the bell into a loop if the bell is to be used separately, or if a group of three is to be arranged, hold the three wires together and wrap with a strip of crepe paper before making the loop. Put the hand inside the bell and stretch the top out into shape as necessary.

Keep This

THE Maine Central R. Special "Agricultural Train" make its annual trip over the starting from Portland, July 28 the following schedule:

July 28	Portland	Lv.	7.0
	Fryeburg		9.0
	Cornish		11.4
	Portland	Ar.	3.0
July 29	Portland	Lv.	7.0
	Auburn		8.0
	W. Minot		11.1
	Canton		2.0
	Farmington	Ar.	4.1
July 30	Farmington	Lv.	7.0
	N. Jay		7.2
	Leeds Ctr.		10.0
	Bath		12.3
	Warren		4.2
	Rockland	Ar.	5.5
July 31	Rockland	Lv.	7.0
	Lisbon Falls		9.3
	Monmouth		11.5
	Belgrade		1.5
	Oakland	Ar.	4.2
Aug. 1	Oakland	Lv.	6.5
	North Anson		8.0
	Skowhegan		12.0
	Burnham Jct.	Ar.	3.1
Aug. 2	Burnham Jct.	Lv.	6.0
	Hartland		6.4
	Harmony		9.3
	Pittsfield		12.1
	Foxcroft		2.4
	Newport Jct.	Ar.	5.3
Aug. 4	Newport Jct.	Lv.	8.0
	E. Newport		8.1
	Carmel		10.3
	Hermon Pond		11.4
	Bangor		1.1

Quickly Planned Office Shower for June Brides

By BETTY SOMERVILLE

They are eight inches in diameter. Make a ring of heavy wire, cut long enough so that the ends overlap about $1\frac{1}{2}$ inches. Fasten with wire and then wrap with a narrow strip of crepe paper. Cut a strip of crepe paper through the entire length, twenty-one inches long. Crease down the center across the grain, using a double strip twenty-two inches long and ten inches wide. Place the wire ring inside the crease and wrap the paper around carefully, taping the doubled ends and pasting one inside the other. Make a small ball of crepe paper and fasten a piece of pool wire around it, leaving one end long enough to form a tongue and a loop by which to suspend the finished bell. Wrap the ball and the wire with a strip of crepe paper. Gather the top of the bell, and at the same time hold the tongue in place. Fasten the pool wire and double the wire which extends above the bell into a loop. The bell is to be used separately, or a group of three is to be arranged, with the three wires together and wrapped with a strip of crepe paper before using the loop. Put the hand inside the bell and stretch the top out into a shape as necessary.

Keep This for Handy Reference

THE Maine Central Railroad Special "Agricultural Train" will make its annual trip over the System, starting from Portland, July 28, as per the following schedule:

July 28	Portland	Lv.	7.00 A.M.
	Fryeburg		9.00-11.00
	Cornish		11.45- 1.45
	Portland	Ar.	3.00 P.M.
July 29	Portland	Lv.	7.00 A.M.
	Auburn		8.00-10.30
	W. Minot		11.15- 1.15
	Canton		2.00- 3.00
	Farmington	Ar.	4.15 P.M.
July 30	Farmington	Lv.	7.00 A.M.
	N. Jay		7.25- 9.25
	Leeds Ctr.		10.00-11.00
	Bath		12.30- 3.00
	Warren		4.25- 5.25
	Rockland	Ar.	5.50 P.M.
July 31	Rockland	Lv.	7.00 A.M.
	Lisbon Falls		9.30-11.00
	Monmouth		11.50- 1.20
	Belgrade		1.55- 4.00
	Oakland	Ar.	4.20 P.M.
Aug. 1	Oakland	Lv.	6.50 A.M.
	North Anson		8.00-10.00
	Skowhegan		12.00- 2.00
	Burnham Jct.	Ar.	3.10 P.M.
Aug. 2	Burnham Jct.	Lv.	6.00 A.M.
	Hartland		6.45- 9.00
	Harmony		9.30-11.30
	Pittsfield		12.15- 1.15
	Foxcroft		2.40- 4.15
	Newport Jct.	Ar.	5.30 P.M.
Aug. 4	Newport Jct.	Lv.	8.00 A.M.
	E. Newport		8.10-10.10
	Carmel		10.35-11.35
	Hermon Pond		11.45-12.45
	Bangor		1.10- 1.30

	Ellsworth		2.45- 4.45
	Cherryfield	Ar.	6.00 P.M.
Aug. 5	Cherryfield	Lv.	7.00 A.M.
	Columbia Falls		7.30- 9.00
	Ayers Jct.		10.50-12.45
	Oldtown	Ar.	6.15 P.M.
Aug. 6	Oldtown	Lv.	9.30 A.M.
	Winn		11.00-12.45
	Danforth		2.00- 4.15
	Orono	Ar.	8.00 P.M.

Some of the special features of interest this year will be: Demonstrations by members of 4-H Clubs at many of the stops.

A Special car devoted to the sheep industry from which high grade ram lambs of different breeds will be exchanged for adult scrub rams in each county.

A Special car for poultry industry from which roosters will be exchanged on the same basis as rams.

The State Department of Agriculture will be in charge of the Seed and Soil car, and the U. of M. Agriculture Department will have charge of the Animal Industry and Dairy Car.

Competent speakers and instructors will be in constant attendance the entire trip.

The "Special" will again be in charge of Industrial Agent W. G. Hunton of Portland and from the number of advance inquiries received its success is practically assured.

It is the purpose of the Company on the annual trip of the train to impress upon the public the importance of this "leading Maine industry."

MAINE CENTRAL Employees' Magazine

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

Vol. VII

JUNE 1930

No. 6

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.

Editorials

TOURIST SEASON NEAR AT HAND

Vacation—the most popular season of the year for most people is fast approaching. Thousands of vacationists will, within the next 3 months, trek to the territory served by Maine Central. We can help them enjoy vacations spent in Maine by careful attention to their transportation "problems." We are in a position to transport them safely, comfortably, conveniently and quickly at reasonable rates, in fact, every person in our territory this summer should know the advantages of traveling by train.

The greater portion of the tourist business is good traffic for us and although we get our share, we can handle a great deal more. It is the duty of each and every employee to tell prospective passengers about our service. It is a personal obligation which must not be treated too lightly. Every slip-up or "poor service" on our part, if we are at fault and often when we are not, makes it all the

harder to get the business the next time. Do everything possible to prevent any disappointment on the part of our patrons.

LEARN TO SAY "NO!"

The inability to say "NO" has been the ruination of many a good man.

There is a type of man who, anxious to hold a job, will permit his so-called "friends" to do about as they please provided they let him keep the job, collect the salary and have the "honor."

In every case the job holder has ridden to a fall. After his supposed friends have used him for all he is worth, they toss him to the wolves and that's the end of his career.

If a man is a real friend, you will never lose his friendship by saying "NO!" when the answer should be "NO!" If he has your interests and welfare at heart he will understand that you are doing the right thing.

Stand up in your boots and do exactly as you think right. You may be wrong, but at least you will continue to enjoy the respect and friendship of your fellow-men. The "NO-man" lasts longer than the "YES-man."

A 1930 Slogan

Efficiency
Accuracy
Thought
Earnestness
Action
System
Harmony

Railroad W

First of its kind ever to
second air



Photo courtesy Portland Maine Public
The Bride, the officiating Clergyman
that too

A GOOD many Maine Central employees decide sooner or later to "dive in double harness" but it's very seldom the "big event" takes place up in the clouds above the tall buildings and tree tops. But because of this, Anna V. Dale, employee of Portland Union Station and John H. Clothey, clerk in Auditor of Freight Accounts office, Portland, repeated their marriage vows on April 28 while floating through space in a large cabin cruiser from which streamed white ribbons and flowers symbolic of wedding dings whether on earth or in the

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Railroad Wedding up in the Air

*First of its kind ever to take place over Portland and
second air wedding in Maine*



Photo courtesy Portland Maine Publishing Co.

**The Bride, the officiating Clergyman and Bridegroom in the Air Wedding
that took place over Portland**

A GOOD many Maine Central employees decide sooner or later to "drive in double harness" but it's very seldom the "big event" takes place way up in the clouds above the tallest buildings and tree tops. But be it thus. Anna V. Dale, employee at Portland Union Station and John H. Clothey, clerk in Auditor of Freight Accounts office, Portland, repeated marriage vows on April 28 while sailing through space in a large cabin cruiser from which streamed white ribbons and flowers symbolic of weddings whether on earth or in the sky.

The wedding ceremony of Mr. and Mrs. Clothey is the second air marriage to take place in Maine and the first wedding of its kind on Maine Central record.

Mrs. Clothey was born at Summerside, Prince Edward Island and was educated there in the public schools. Before coming to Portland three years ago she was affiliated with the United Hotels of America in Montreal and Windsor. Previous to her marriage she was employed as a waitress at Union Station.

Turn to page 16

Concerted Effort Will Attain the Goal

Travelling on another road a few years ago, I was very much surprised, when the conductor after he had taken up the tickets, returned through the train saying a word here and there. When he reached my seat he leaned over and asked me, "Is there any information that I can give you in regard to —," my destination. I shall always remember that conductor and that incident, it left such a pleasant feeling with me. He was not canvassing for any purpose other than my accommodation, and he did it in such a courteous, and at the same time "off hand way" that it left a lasting impression with me.

None of us wants to see our passenger business drop below its present figures. On the contrary it should increase if trains are to run. Lack of patronage is the reason trains are dropped. The approaching summer travel will furnish many opportunities to make good impressions on the travelling public. Not alone on the

summer visitors but on the "natives" who can and ought to be brought back to the passenger coaches. With the special reduced rates the Passenger Traffic Department has recently put into effect, and the treatment of patrons as they should be treated if we wish to keep them with us, we may again see sections of Nos. 11, 57, 25, 14 and 102.

One man cannot exert himself as this conductor, in this direction and the next trainman pass through a coach and undo his work with a surly reply. Our trainmen as a rule are courteous. But more than "discipline" courtesy is needed. **DO IT FROM THE HEART.** Your jobs depend on the number of passengers carried aside from any other consideration. It is possible to get trains running in sections once more if concerted effort is made to reach the goal.

Railroad Wedding

From page 15

Mr. Clothey, popularly known as John, was born in Biddeford and was educated at Edward Little High School, Auburn, where his father was Advent minister for many years. He attended Bates College for 3 years and for the past four years has been employed in the General Office, Portland. He is a member of the Portland lodge of Masons.

The best man and matron of honor were Mr. and Mrs. Henry Uhl. Mrs. Uhl is a sister of the bride.

General Offices

Annual Banquet of Bowling Teams

The annual banquet of the General Office's bowling team was held at Grant's Shore Dinner Resort at Scarborough, Thursday, May 8, about 100 bowlers being present. Shore dinners were served according to the desires of the guests and the choice brought forth an excellent example of culinary art for which the resort is justly famous.

Music for the occasion was furnished by Grant's Orchestra. Hats and favors were in order and a carnival held sway. After dancing was enjoyed. The following members of the Family were present: Misses Florence Bass, Alice Frances Moran, Margaret Holly Angela Stevens, Hazel Marshall, Fred Keefe, "Vy" Macomber, Flaherty, Ruth Kelley, "Dot" Wood, Pearl Bennett, Ann Capris Girard, Gladys Hamilton, Cecil Pullen, James Dole, M. John Cocoran, Gordon With James Dole, Howard Dodge, Foster, Bill McCallum, Bryan Howard Bean, Horace Budd, Heiskell, Waldo Paine, Cliff B. Jim Gratto, Edmund Curtis, Sawyer and your editor.

Harry Gurney, Freight Claim Bureau, surprised his friends recently "stepping out" to Boston on Pine Tree." Harry's last visit



Attain the Goal

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General Offices

Annual Banquet of Bowling Teams

The annual banquet of the General Office's bowling team was held at Grant's Shore Dinner Resort at Scarborough, Thursday, May 8, about 45 bowlers being present. Shore and chicken dinners were served according to the desires of the guests and either choice brought forth an excellent example of culinary art for which the resort is justly famous.

Music for the occasion was furnished by Grant's Orchestra. Fancy hats and favors were in order and carnival held sway. After dinner, dancing was enjoyed. The following members of the Family were present: Misses Florence Bass, Alice Foley, Frances Moran, Margaret Hollywood, Angela Stevens, Hazel Marshall, Mildred Keefe, "Vy" Macomber, Sadie Flaherty, Ruth Kelley, "Dot" Hollywood, Pearl Bennett, Ann Cawley, Dpris Girard, Gladys Hamilton, Mrs. Cecil Pullen, James Dole, Messrs. John Cocoran, Gordon Witherall, James Dole, Howard Dodge, Albert Foster, Bill McCallum, Bryan King, Howard Bean, Horace Budd, Don Heiskell, Waldo Paine, Cliff Barron, Jim Gratto, Edmund Curtis, "Cap" Sawyer and your editor.

Harry Gurney, Freight Claim Bureau, surprised his friends recently by "stepping out" to Boston on "The Pine Tree." Harry's last visit was in

1918 prior to prohibition and he was a wee bit homesick.

Carl Bruns, Auditor Passenger Accounts office, is still confined to the State Street Hospital with a broken arm.

Prove to the Public that there is a Santa Claus! Tell them about our low round-trip Travel Rates.

Charlotte Buck, sister of Sporting Editor A. C. Buck of the Portland Evening News, has entered the Freight Traffic Manager's office, taking Mrs. Ruth Hollywood's place, who recently resigned.

Make the Public full aware Of our low, week-end fare.

Our good looking Traveling Freight Agent, Thomas E. Donlan, spent a week-end during the last month in New York—that's all he did spend.

Prove yourself a friend! Tell all your acquaintances of our Bargain Fares.

J. C. McMulkin, Air Brake Inspector, and W. B. Reed, Fuel Supervisor, recently attended conventions in Chicago.

Paul Hopkins has entered the service in the Passenger Traffic Department for the summer months.

Spread this Slogan far and wide: "Our low travel rates will induce you to ride."

Fred Preston is planning a "big time" at the Shriner's Convention to be held in Toronto, beginning June 8. We all expect a souvenir.

Waterville Shops

By A. A. THOMPSON

Master Fred Rines, son of Chief Clerk H. H. Rines, was a recent visitor at Waterville Shops.

The Family was well represented at the recent musical conclave in Boston by Marguerite Stow, Frances Gray and Winfred Hatch.

Car Inspector William O'Brien, who has been ill for a long time with rheumatic fever, is out again.

Mahlon Ward, formerly of the Yard office force, is clerking in Foreman Inspector F. M. Elliott's office.

Foreman John Bartlett attended the May meeting of the New England Railroad Club at the Copley Plaza.

The Baseball Season Has Started!

At a recent get-together of players Edwin (Chick) Pooler was elected Captain, Arnold A. Dow is to serve as Manager and Charles Hutchinson and Ed Ling comprise a committee to devise means to extract the gold from shopmates so that the players will not have to buy equipment. The meeting was full of enthusiasm and in addition to the old bunch, namely "Chick" Pooler, Leo McDonald, Roy Carey, John Sanborn, Ralph Patterson, Ted Carey, Louis Pooler and John Belanger, many new faces were seen and it looks like a winning bunch.

A Twilight League has been started in the city and the Shop Team is one of the eight to make up the organiza-

tion. In the words of Master Mechanic Bennett: "Let's get started and show something!"

The Foreman's Association of Waterville Shops held their annual banquet on the evening of May 15 at the Salmon Lake House. After a wonderful "feed," cards and music were enjoyed, as well as a few "specialties." E. C. Bickford acted as Master of Ceremonies. Guests present included Asst. Supt. H. F. Noyes, Master Mechanic F. H. Bennett, Traveling Engineer Fred Grant, Chief Clerk H. H. Rines, General Storekeeper H. P. Richardson, Chief Piece Work Inspector A. L. Schwenke, Asst. Chief Piece Work Inspector J. F. Abbott and former Paymaster A. E. Burdick.

RIGBY—RUMFORD—BANGOR
Hello! Hello!

Please tell your Baseball Managers that Arnold A. Dow—Address: Air Brake Inspectors Office, Waterville, wishes to hear from them.

Carman Patrick Cunningham is the proud possessor of one of the books that the N. Y. N. H. & H. R. R. issued, describing "The Yankee Clipper," to those who suggested a name for this train.

The exterior of the Shops takes on a different appearance as summer approaches. The grounds have been raked and picked up. Grass plots and flower beds appear here and there; all windows are washed and a new flag pole sets near the office.

With the discontinuance of Assistant Superintendent's Office at Waterville Passenger Station, the following changes have taken place: George H. Foster, Asst. Supt. has been transferred to Portland with the title of Transportation Assistant; the Vice President and General Agent's office; Ernest O. Bearce, Clerk, has resigned from service to engage in another business, and also Stenographer Daisy M. Smith. Jack Crowley and Charles Eaton have been transferred to Superintendent's Office, Portland, as crew dispatcher first and second tricks, respectively.

Day of Date and Week End
Bargains—
Make them known to the Public

Cecelia Travers

Daughter of General Agent
Waterville, Gives Solo at
Waterville Recital

Miss Cecelia Travers, attractive daughter of General Agent Travers, and prominent Waterville High School student, appeared as star of the Annual Dance Recital, Eloise T. Anderson, which was held May 15 at the Waterville City House.

Miss Travers, during the past few months, has appeared before various service clubs and societies and always demands applause at her appearance for she certainly is a beauty.

The feature which she presented was an attractive toe dance, "The French Doll," in which she appeared in a delightful Parisian creation. Another hit was the classic number from the picture "Hope" and in

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The feature which she presented was an attractive toe dance, "The French Doll," in which she appeared in a delightful Parisian creation. Another hit was the classic number taken from the picture "Hope" and in this

dance also, her costume was very elaborate. She also appeared in the star role of the attractive ballet. Miss Travers has been studying with Mrs. Anderson for some time and is one of the advanced pupils.

Are YOU doing your part to "put across" the Week End Travel Bargains?

Portland Terminal

By GRACE M. KATON

Yard Clerk Peter Harold McFarland has severed his connection with the Portland Terminal Company and joined the ranks of "Portland Finest." Well, it will be nice for us all to have a good friend at court anyway, even if we lose his services at the railroad.

In the May edition of this *Magazine* was a picture of a waybill issued May 5th, 1884, which was of interest to many, especially Patrick Greaney of the Freight Office force, who made the bill in question. At that time he had been in the employ of the Company about two months. "Pat" is still going strong.

Daniel W. Sanborn, Traveling Inspector, has been on a week's vacation which was spent very profitably by doing his spring gardening.

"Tom" Foss has been enjoying a vacation at his farm at Raymond. Grace Noyes Charles handled his job during his absence.

Winnifred A. Mohan has returned to her duties at the switchboard from a very interesting and pleasant trip by auto to Virginia. En route she stopped at New York, Philadelphia, Washington, D. C., and Baltimore. Mrs. Elizabeth Pottle substituted during her absence.

On the Maine Central a 25c piece is worth more than anywhere else in the country.

We were all sorry to hear that Agent Jacques of Deering Junction is on a leave of absence on account of illness and trust that he will soon be able to resume his duties. During his absence Lawrence H. Holmes is acting as Agent and Operator Chester E. McDonald was borrowed from the Maine Central to fill in the vacancy.

Tell the Public how the Maine Central has increased the value of the Quarter by their week-end Bargains.

Leonard H. Starbird of the Roadmasters' force has been in attendance at the New York State Geology Convention at Schenectady, N. Y. "Lennie" is secretary of the Maine Mineralogical and Geological Society of Maine.

Say it with tickets!

Sympathy is being extended to Grace E. Nason, clerk in the office of H. H. Robinson, Roadmaster, in the loss of her brother in April. Miss Nason has been out on an extended leave of absence account of illness, but had been substituting recently at the Roadmasters' office in Calais. She is expected to resume her regular duties soon.

Calais News

E. F. McLAIN

Fred Berry has returned from a business trip in Portland and vicinity.

Miss Grace Haycock is steadily improving from the effects of an operation recently undergone at the Calais Hospital. We hope she will soon be at work. Miss Grace Nason, a former Calais girl, is substituting for Miss Haycock.

Fred Barstow, former clerk at Calais shops, and now employed in the customs branch of Uncle Sam's Civil Service, is now stationed at Houlton. We understand he will be transferred to St. John, N. B., during the winter months.

Jack Whiteknact gave a fishing party to a few friends at his wife's cottage on Bog Lake recently. Though starting late for the long drive, and the time being all too short, the boys enjoyed themselves while it lasted. The fish didn't bite so good and only a few suckers were caught.

As I am tearing off these notes, Wednesday P. M., May 14th, there are two of the company's men just outside my window, discussing the different dispositions of wives. One is telling that his wife is like a thermometer—up and down, but tonight, he claims, she can be depended on to be up. That is until he signs his draft at least. I'll put the window down, I guess. Why listen to stuff I already know.

Where

On May 5th as Extra 629 East passing Lewiston Upper station Operator Joseph Robert became aware of a severe pounding of the wheels of the cars, and surmised that there was something wrong. He immediately took steps to notify the "tra" at Leeds Junction, where Conductor Blaine Hall after inspection found that one of the wheels had broken through the chilling and was protruding for about eight inches. Mr. Robert was quick enough to catch the train number so that it was easily found on arrival at Leeds Junction, and he serves credit for his quick action.

Every Day is Bargain Day—Tell our patrons about our Day Date and Week End fares!

Fireman H. F. Dodge on train No. 15, May 5th, showed unusual alertness and judgment when he discovered a car stake to which a wire was attached, beside the track near Calais Lane. No. 15 ran over the wire and Mr. Dodge considered the possibility of a freight car getting a brake rigging tangled up with it, and what it might do. He reported the matter at Deering Junction (his first stop), and the firemen took care of it.

The Week End and Day of Day Travel Bargains will be a SUCCESS—if you do your part.

Operator O. L. Johnson at Gloucester, on May 7th, noticed smoke arising between Gray and Deering. He did not wait for instructions, knowing the danger of a fire getting

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Where Credit is Due

On May 5th as Extra 629 East was passing Lewiston Upper station Operator Joseph Robert became aware of a severe pounding of the wheels of one of the cars, and surmised that there was something wrong. He immediately took steps to notify the "Extra" at Leeds Junction, where Conductor Blaine Hall after inspection found that one of the wheels had worn through the chilling and was rough for about eight inches. Mr. Robert was quick enough to catch the car number so that it was easily found on arrival at Leeds Junction, and deserves credit for his quick action.

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**The Week End and Day of Date
Travel Bargains will be a SUC-
CESS—if you do your part.**

Operator O. L. Johnson at New Gloucester, on May 7th, noticed smoke arising between Gray and Penneys. He did not wait for instructions, knowing the danger of a fire getting a

start during the prevailing dry spell, but immediately phoned the nearest neighbor to the fire, and then got the sectionmen after it. His initiative no doubt prevented serious damage.

Agent Babkirk at Cumberland Center on May 10th discovered a fire about a mile west of his station, and had the sectionmen on way to it before a report was received. Fires are costly, and by getting on top of them early enough much damage can be prevented.

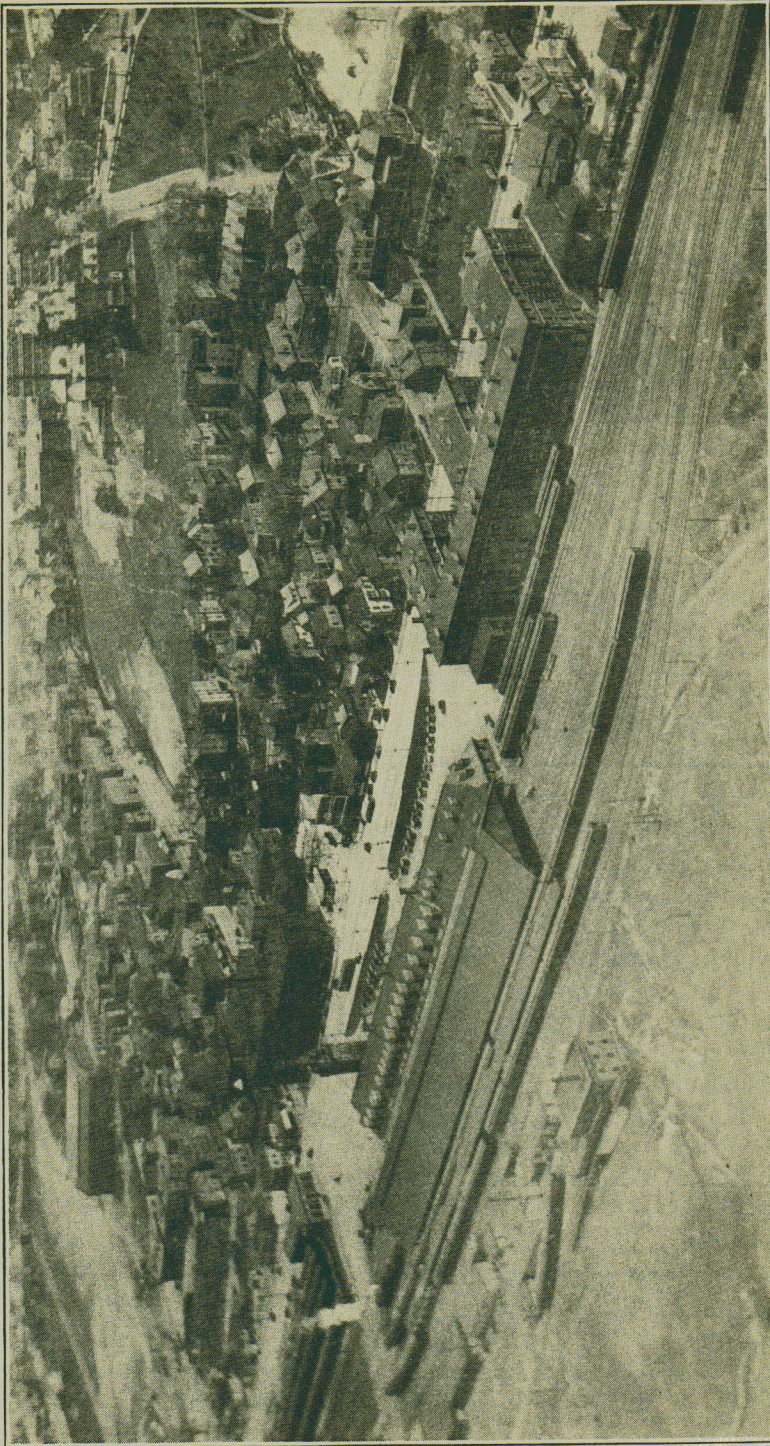
**Just a little quarter
Plus the fare one way
Is the Travel Bargain
We offer Every Day.**

On Monday, May 12th, Clerk Taylor at Waldoboro received a report of a fire near Allens. A friend of his happened to be outside the station with his car. He immediately sent him for the section crew. About the same time another fire was reported on the Warren section. He promptly got in touch with the Agent at Warren to get that crew out. He then made a report of what he had done.

On the same night Agent Soule at Damariscotta Mills, who was off duty, reported a fire east of there, which seemed to be spreading to some woods. Knowing the consequences, he quickly notified the sectionmen, and telephoned to the Wiscasset crew. Both crews quickly put it under control.

The action of these employees is worthy of commendation for the action they took to protect property, and possibly lives.

Seen From The Air



Portland Union Station and General Offices from a plane, at an elevation of about 500 feet, above Thompson's Point

*Prompt Payment
Insurance Co*

THE letter printed herewith received from Mrs. Mary Lyden, High Street, Portland, together with the report of the accidental death of Henry L. Dwyer will be of interest to members of the Group Insurance

Portland, Maine

April 30, 1930

Mr. F. S. Twitchell
Auditor Payrolls
Maine Central Railroad,
Portland, Maine

Dear Sir:

I wish to express to the TRAVELERS INSURANCE COMPANY, through my heartfelt thanks for the prompt payment of one thousand dollars (\$1,000.00) which I received on account of the death of my husband, Patrick Lyden, the check having been delivered to me five hours after the fatal accident.

Sincerely,
(Signed) *Mrs. Mary Lyden*

Henry L. Dwyer of Milford, a member of the Group Insurance was injured by being struck by an automobile Saturday night, April 26, and died Sunday, April 27. Check for \$1,000.00 payable to his beneficiary was delivered to Superintendent M. McLaughlin, Bangor, Maine, April 28, one hour and thirty minutes

Prompt Payment of Claims by Travelers Insurance Company Appreciated

THE letter printed herewith and received from Mrs. Mary Lyden, 22 High Street, Portland, together with the report of the accidental death of Henry L. Dwyer will be of interest to members of the Group Insurance.

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(Signed) *Mrs. Mary Lyden*

Henry L. Dwyer of Milford, a member of the Group Insurance was fatally injured by being struck by an automobile Saturday night, April 26, and died Sunday, April 27. Check for \$1,000.00 payable to his beneficiary was delivered to Superintendent T. M. McLaughlin, Bangor, Monday, April 28, one hour and thirty minutes

after the Travelers Insurance Company were notified.

A total of forty-two sick and five accident claims were paid during period ended May 19, 1930.

Name	Location	Reason
<i>General Offices</i>		
Edna J. Gamble	Car Service	Accident
Frank E. Watts	Engineering	Health
<i>Engineering</i>		
Sanford A. Chapman	Rockland	Health
Patrick T. Daly	Hallowell	Health
Clyde Ellingwood	Bancroft	Health
Thomas O. Harris	Danforth	Health
T. O. Hooper	Bangor	Health
John Leclere	Brunswick	Health
Noble J. Lewis	Gardiner	Health
Louis Mareque	Farmington	Health
Joseph E. Meagher	Kingman	Health
Fred W. Melvin	Brunswick	Health
Othie E. Reed	Houghton	Health
Gardner A. Smith	Carmel	Health
David Varney	Lambert Lake	Health
<i>Motive Power</i>		
Arthur Colford	Winslow	Health
Ninie M. Fiske	Lancaster, N. H.	Health
J. A. Fletcher	Vanceboro	Health
Simon Fortin	Fairfield	Accident
Edward Z. Huard	Winslow	Accident
Patrick Lyden	Portland	Death
Francis M. Mullin	Portland	Health
John E. Murphy	Portland	Health
Patrick Nally	Portland	Health
William L. O'Brien	Waterville	Health
Fred Spofford	Jay	Health
Henry Taylor	Fairfield	Health
<i>Stations</i>		
John A. Craig	Eastport	Health
William H. Derricks	Bangor	Health
Henry L. Dwyer	Milford	Death
Robert A. Howland	Danforth	Health
Jasper H. Jenkins	Hampden	Health
Frank R. Moore	Milford	Health
Charles W. Pierce	Bangor	Health
W. A. Thompson	Houghton	Health
James Turcotte	Waterville	Health
<i>M. C. Trainmen</i>		
Albert R. Mundie	Calais	Health
Hector Staples	Rockland	Health
<i>All Enginemen</i>		
Elmer C. Haley	Portland	Health
Everett N. Wardwell	Waterville	Health
<i>Portland Terminal Transportation Department</i>		
<i>P. T. Stations</i>		
Louis A. Coleman	Portland	Health
James H. Crangle	Portland	Health
John Foley	Portland	Health
Wm. J. McMillan	Portland	Health
Philip H. J. Robinson	Portland	Health
Edwin H. Whiteley	Portland	Health
<i>P. T. Wharf</i>		
Patrick Kilmartin	Portland	Health



Portland Union Station and General Offices from a plane, at an elevation of about 500 feet, above Thompson's Point

It Won't Be Long Now!

