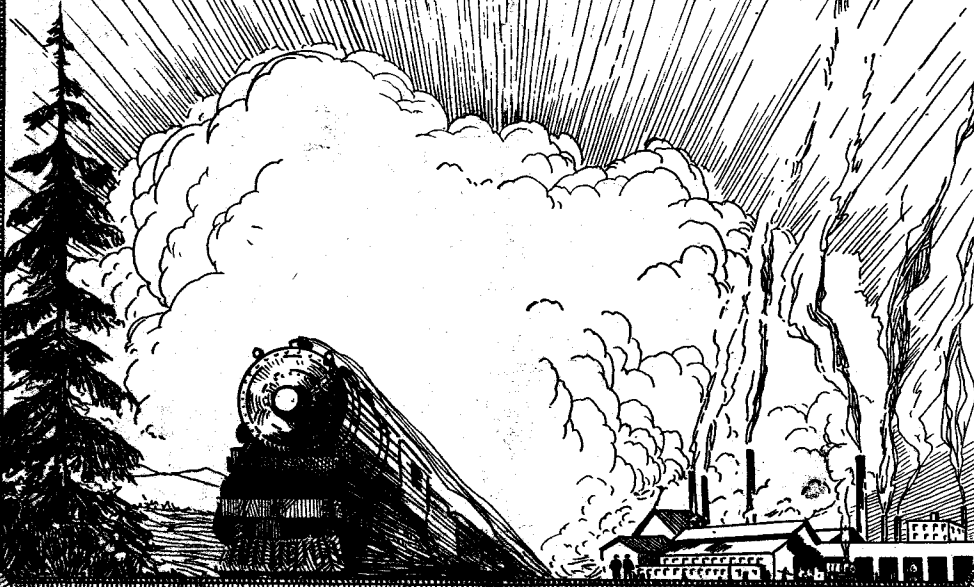


**MAINE CENTRAL**  
Employees'  
**MAGAZINE**



JULY  
1930

# "Trains"

I've heard tell of the "Flamingo,"  
The "Everglades" and the "Orange Blossom" too.  
The "Sunnyland" of the "Frisco"  
And the "Black Hawk" of the C. B. & Q.

I've heard 'em rave of the "Royal Palm"—  
And the "Black Diamond" that's never late.  
The S. P. offers the "Sunset Limited"  
And the "Rock Island" gives us the "Golden State."

Then there's the "Broadway" of the "Pennsy,"  
The "Olympian" of the C. M. & St. P.,  
The "Minute Man" of the B. & M.,  
And the "Chief" of the "Santa Fe."

Don't forget the "Capitol L'td" of the B. & O.,  
Or the "Bluebonnet" of the M. K. & T.  
But give me the "Century" of the Central,  
That's the "Train of trains" for me.

N. James Fitzgerald  
*Trainman's Magazine*

*The foregoing trains are all O. K.,  
But I've a weakness I must confess.  
It's for that good old Maine Central train,  
The crack, "Bar Harbor Express."*

*These trains are O. K. to the stranger,  
But to me they are void and null.  
'Cause I've a weakness for the M. C. train  
That is known to the world as "The Gull."*

*When you speak of the trains of the U. S. A.  
There is one that stands out in view to see;  
It's the crack train of the Maine Central Road,  
That is known as "The Flying Yankee."*

## Our Safety

By D. C. DOUGLASS  
*Vice President and Gen. Manager*

TWO employees were killed  
Maine Central Railroad and P  
Terminal Company during th  
1929. Both of these fatal ac  
were caused by sectionmen  
struck by trains. The number  
accidents last year compare  
1928 shows a decrease of fou  
with 1927 a decrease of four.

The number of non-fatal ac  
was approximately the same a  
previous year, notwithstandi  
fact that the number of ma  
worked in 1929 was less than i  
Out of a total of 148 non-train  
to employees in 1929, 104  
occurred in the Engineering a  
tive Power Departments. B  
the statement of the casual  
classes:

| Maine Central Railroad<br>1929       |                       |     |   |
|--------------------------------------|-----------------------|-----|---|
|                                      | Killed Injured Killed |     |   |
| Train and Train<br>Service . . . . . | 2                     | 34  | 4 |
| Non-train acci-<br>dents . . . . .   | —                     | 92  | 1 |
|                                      | 2                     | 126 | 5 |
| Portland Terminal Compa              |                       |     |   |
|                                      | Killed Injured Killed |     |   |
| Train and Train<br>Service . . . . . | 10                    |     | 1 |



# MAINE CENTRAL



## EMPLOYEES' MAGAZINE

Vol. VII

JULY, 1930

No. 7

### Our Safety Record

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

### for 1929

TWO employees were killed on the Maine Central Railroad and Portland Terminal Company during the year 1929. Both of these fatal accidents were caused by sectionmen being struck by trains. The number of fatal accidents last year compared with 1928 shows a decrease of four, and with 1927 a decrease of four.

The number of non-fatal accidents was approximately the same as in the previous year, notwithstanding the fact that the number of man-hours worked in 1929 was less than in 1928. Out of a total of 148 non-train injuries to employees in 1929, 104 (70%) occurred in the Engineering and Motive Power Departments. Below is the statement of the casualties by classes:

|                                   |   | Maine Central Railroad |         | Portland Terminal Company |         |
|-----------------------------------|---|------------------------|---------|---------------------------|---------|
|                                   |   | 1929                   | 1928    | 1929                      | 1928    |
|                                   |   | Killed                 | Injured | Killed                    | Injured |
| Train and Train Service . . . . . | 2 | 34                     | 4       | 20                        |         |
| Non-train accidents . . . . .     | — | 92                     | 1       | 111                       |         |
|                                   | 2 | 126                    | 5       | 131                       |         |
| Train and Train Service . . . . . |   |                        |         | 10                        | 12      |

|                               |    |    |    |
|-------------------------------|----|----|----|
| Non-train accidents . . . . . | 56 | —  | 54 |
|                               | 0  | 66 | 1  |
|                               |    |    | 66 |

| Casualty rate per million man hours |       |
|-------------------------------------|-------|
| 1929 . . . . .                      | 10.24 |
| 1928 . . . . .                      | 10.40 |

**Distribution of Non-Train Accidents according to Classes of Accidents 1929**

| M.C.R.R. P.T.Co.  |       |
|---|-------|
| Shop machinery . . . . .                                      | 4 1   |
| Locomotive cranes, steam-shovels, etc. . . . .                | 1 —   |
| Transmission Apparatus . . . . .                              | — —   |
| Use of hand tools . . . . .                                   | 8 3   |
| Flying Particles . . . . .                                    | 1 3   |
| Explosive, inflammable, hot or corrosive substances . . . . . | 1 1   |
| Collapse or fall of objects . . . . .                         | 6 8   |
| Handling rails, ties, bridge timbers, etc. . . . .            | 17 3  |
| Main. of Way hand cars . . . . .                              | 1 —   |
| Main. of Way motor cars . . . . .                             | 5 —   |
| Handling freight or supplies . . . . .                        | 10 11 |
| Falls of employees . . . . .                                  | 15 9  |
| Miscellaneous . . . . .                                       | 23 17 |
|   | 92 56 |

**Non-Train Accidents Classified by Departments Maine Central Railroad 1929 1928**

|                         |   | 1929   | 1928    |
|-------------------------|---|--------|---------|
|                         |   | Killed | Injured |
| Clerical & Gen. . . . . | — | 2      | —       |
| Engineering . . . . .   | — | 52     | —       |
| Motive Power . . . . .  | — | 24     | —       |

Blossom" too.  
B. & Q.  
Palm"—  
ever late.  
d"  
e "Golden State."  
e "Pennsy,"  
C. P.,  
;  
;  
the B. & O.,  
& T.  
Central,  
.  
James Fitzgerald  
Trainman's Magazine  
train,  
r,  
train  
Full."  
U. S. A.  
o see;  
tral Road,  
ee."

|                  |    |   |     |
|------------------|----|---|-----|
| Transportation — | 14 | 1 | 23  |
| —                | —  | — | —   |
| 0                | 92 | 1 | 111 |

**Portland Terminal Company**

|                     |    |   |    |
|---------------------|----|---|----|
| Clerical & Gen. —   | 2  | — | 2  |
| Engineering . . . — | 7  | — | 10 |
| Motive Power . —    | 21 | — | 21 |
| Transportation —    | 26 | — | 21 |
| —                   | —  | — | —  |
| 0                   | 56 | 0 | 54 |

Good accident records can be secured by constructive accident prevention effort, that is, applying the same intelligence to accident prevention as is applied to efficient operation.

Comparatively few employees are wilfully careless, however careful study shows it is the employees themselves who are responsible for most of the accidents, not only to themselves but to innocent co-workers. The foreman is the key-man in all accident prevention efforts and it is his duty to see that the men under him are properly instructed to avoid unsafe practices and that they do their work in a safe way.

The "All the Year, Every Year" safety campaign inaugurated by the American Railway Association in 1923 ends this year. This campaign has as its objective a 35% reduction in the number of accidents by the end of 1930. Our casualty rate for 1923 was 12.59 and in order to accomplish this result, it will be necessary to show a casualty rate of 8.18, for the present year. This can be done by determined effort on the part of employees and you are urgently requested to take a personal interest in this matter.

For the year 1929 the Maine Central Railroad bettered the average of eighteen different Railroads in the

same class having total man-hours of less than 20,000,000 and more than 10,000,000. The average total casualties (fatal and non-fatal) per million man hours in train, train service and non-train accidents—total employees on duty for Class I Steam Roads in 1929 was 14.66. The MAINE CENTRAL'S record was 10.24. The lowest was 3.96 and the highest 37.80.

In the same class the average for casualties in train, train service and non-train accidents—maintenance of way and structures employees was 18.46. The MAINE CENTRAL'S AVERAGE WAS 15.40. The lowest was 3.85 and the highest 58.26.

The average for casualties, train service, and non-train accidents—maintenance of equipment and stores employees was 15.13. The MAINE CENTRAL'S AVERAGE WAS 10.75. The lowest was 1.05 and the highest 53.73.

The average for casualties in train, train service, and non-train accidents—transportation (train and engine) employees was 24.09. The MAINE CENTRAL'S AVERAGE WAS 15.07. The lowest was 8.14 and the highest 44.51.

This record is most gratifying and is not only evidence of good work on the part of our officers and employees, but is an indication of what is possible in the way of further reduction of casualties this year. The goal set can be reached if every employee will consider himself a safety agent with responsibility not only for his own welfare, but that of his fellows, for it is unsafe actions, rather than unsafe conditions, which account for most of the accidents we experience.

**ACCIDENTS TO RAILWAY EMPLOYEES 1923-1929**

| YEAR | TOTAL CASUALTIES | TOTAL KILLED |
|------|------------------|--------------|
| 1923 | 153              | 15           |
| 1924 | 126              | 12           |
| 1925 | 120              | 11           |
| 1926 | 112              | 10           |
| 1927 | 89               | 8            |
| 1928 | 70               | 7            |
| 1929 | 61               | 6            |

This poster is being... Safety Section, American... taken from Interstate C... all reportable injuries, employees whether working... was an average of appro... fact that total casualties constitutes an amazing

Of the total casualties 60,090 were injuries, a 1923; whereas 1,348 were compared with 1923.

...ss having total man-hours of  
 ...n 20,000,000 and more than  
 ...00. The average total cas-  
 ...fatal and non-fatal) per mil-  
 ...n hours in train, train service  
 ...n-train accidents—total em-  
 ...on duty for Class I Steam  
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 ...and non-train accidents—  
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 ...ns, which account for most of  
 ...dents we experience.

# The Nation Points with Pride to the Railway Safety Record

ACCIDENTS  
 TO RAILWAY EMPLOYEES ON DUTY  
 1923-1929

| YEAR | TOTAL CASUALTIES<br><i>Killed and Injured</i> |
|------|---|
| 1923 | 153,900                                       |
| 1924 | 126,134                                       |
| 1925 | 120,158                                       |
| 1926 | 112,828                                       |
| 1927 | 89,058  |
| 1928 | 70,935  |
| 1929 | 61,438  |

This poster is being distributed by the Committee on Education, Safety Section, American Railway Association. The figures are taken from Interstate Commerce Commission reports, and include all reportable injuries, no matter how slight, to all classes of employees whether working in shops or offices. Considering that there was an average of approximately 1,700,000 employees last year, the fact that total casualties affected only about 60,000 or 3½ per cent constitutes an amazing tribute to the safety work of the railways.

Of the total casualties in 1929 to railway employees on duty, 60,090 were injuries, a reduction of 60½ per cent as compared with 1923; whereas 1,348 were fatalities, a reduction of 30½ per cent as compared with 1923.



Operator C. F. Ogilvie, at Tower Four listening to "the dope" on extra 625 East leaving Rigby Yard

## Station PBX Portland Terminal Increases Efficiency in Train Operation

WHEN the Company adopts a new idea marking a forward step in railroad methods, we all get a kick out of it. And if the step is so far forward that it maintains our usual position,—in the forefront with the larger trunk lines,—we get a still greater thrill. Do you remember

when the "Mikado" engines first came and later the stokers and boosters? What pride we took in the big fellows as they ground their way along with a heavy string of freight cars behind them. When our neighbors tried to tell us about their big power, we listened and then casually remarked.

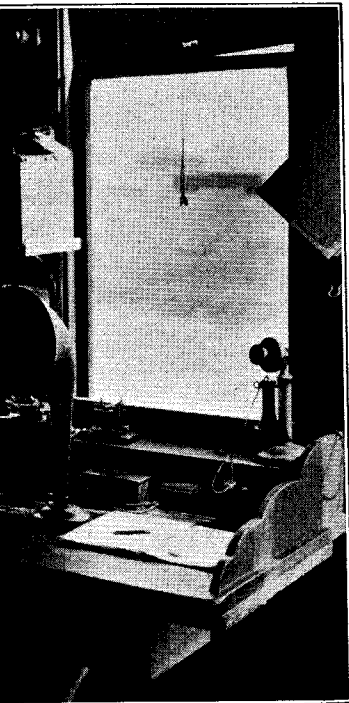
"Why we have had boosters and stokers for years."

On the morning of April 1, 1934, other distinctly forward steps were taken to increase capacity and efficiency when loud speakers were in operation throughout the Portland Terminal from Deering Junction to Tower One, at the west end of the yard, with the exception of Tower Four and that is now being installed. The loud speakers mean to the employees of the Terminal, and the percentage of increase in efficiency in operation there, cannot be reached by those outside its limits.

Unless one is in touch with the activities of a yard such as Rigby, Portland, the necessity for such cooperation as is rendered by loud speakers can hardly be overestimated. A man might be out throwing a switch and getting ready to make a change with an engine, when a broad "speaker" would change the line of action. A "PBX" (Private Branch Exchange) telephone system installed some years ago and the portion of the service rendered was for yard moves.

At Deering Junction, Tower Four, Tower Three, Tower Two, and One, individual phones were necessary as trains approached or passed. Under the present system a call from Deering Junction to Tower Five is heard all through the Terminal, and no one is taken by surprise at the sudden approach of a train for which they were not called.

At Tower Two, which has been called the focal point of the system, an average of thirty telephone calls per hour were attended to, in



ing to "the dope" on extra 625

## Portland Terminal Efficiency in Main Operation

the "Mikado" engines first came  
er the stokers and boosters?  
ride we took in the big fellows  
ground their way along with  
y string of freight cars behind  
When our neighbors tried to  
about their big power, we lis-  
and then casually remarked.

"Why we have had boosters and stokers for years."

On the morning of April 16th another distinctly forward step was taken to increase capacity and efficiency when loud speakers were put in operation throughout the Portland Terminal from Deering Junction to Tower One, at the west end of Rigby yard, with the exception of Yard 8, and that is now being installed. What the loud speakers mean to the employees of the Terminal, and the high percentage of increase in efficiency of operation there, cannot be realized by those outside its limits.

Unless one is in touch with the activities of a yard such as Rigby and Portland, the necessity for such close cooperation as is rendered by these loud speakers can hardly be grasped. A man might be out throwing a switch, and getting ready to make a move with an engine, when a broadcast from the "speaker" would change his entire line of action. A "PBX" (Private Branch Exchange) telephone was installed some years ago and the greater portion of the service rendered by it, was for yard moves.

At Deering Junction, Tower Five, Tower Four, Tower Three, and Tower Two, and One, individual phone calls were necessary as trains approached or passed. Under the present arrangement a call from Deering Junction to Tower Five is heard all through the Terminal, and no one is taken by surprise at the sudden approach of a train for which they were not looking.

At Tower Two, which might be called the focal point of the Terminal, an average of thirty telephone calls per hour were attended to, in addition

to the lever work. With the loud speakers this number has been reduced to approximately a dozen calls in eight hours. A similar reduction has been made at other strategic points.

Yardmaster Grimmer for example had seldom time for much other work except issuing instructions on the telephone. Someone at some point in the yard was calling him all during the day. Now with the same information available to all alike, he has an opportunity to lay his plans, call into the loud speaker and not only the party affected but any others who may be in any way interested will know what is going on. The value of this when freight is moving heavy and especially when the afternoon freights begin to move in around 4 o'clock, can easily be imagined.

This is the time when every man is on his toes as trains arriving with fast freight on our line must be promptly broken up and reclassified to go forward on the Boston and Maine, delivery must be made to the Eastern Steamship, and the Maine Steamship for boats sailing that night. 42's extra and the Lewiston Lower job is close behind them, 350's extra following that job a block behind, then comes No. 340, and 373's extra from the Mountain Road, all with cars to be "shaken" out, and reforwarded. There is not an idle man or moment, and the necessity of knowing what the other fellow is thinking and planning on, can readily be realized. In addition, too, No. 339 must be made up, and probably a coal, or wood train is getting ready to start out, which must be put together, and with the record for approximately "98 per

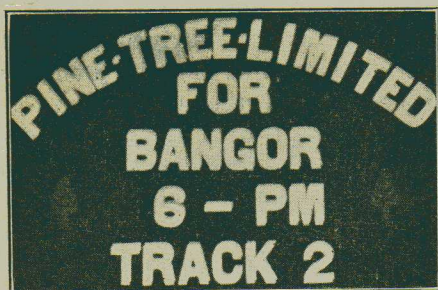
cent on time" of the Portland Terminal to shoot at, any of the yards in Portland or the Rigby yard is decidedly not a place for saying, "I didn't know what that engine was going to do."

The Terminal employees are enthusiastic about them, as they have cut the time required in transmitting in-

formation to a fraction of what it was. With the individual phone calls it took time to get a connection even with the very prompt service rendered by the operators in the "PBX" exchange, but with the present instrument all that is necessary is to remove the receiver, step on a foot circuitbreaker and talk. The world listens.

### *Travelers Are Greeted with Attractive New Signs at Portland Union Station*

PORTLAND UNION STATION has taken on a new appearance this summer. Everywhere that the traveler goes, both inside the awiting room



and on the station platform one cannot help seeing the new and attractive signs advertising the right track for the "Flying Yankee," the "Pine Tree Limited," "State of Maine Express," baggage room, Information attendant, parcel room, Western Union, taxicabs and mens' room.

To Announcer Jack Cady and Parcel Agent Cliff Bachelder belongs the credit for the engineering of these attractive signs. During their spare time last winter they conceived the

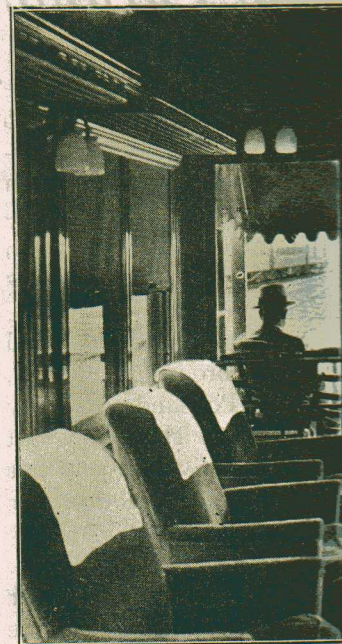
idea that some of the old signs which have been in the waiting room and on the platform for a great many years should be scrapped and replaced by new ones. So under the supervision of Station Master H. J. Kennedy, they went to work—and the result would make any regular sign painter sit up and take notice.

Several signs are electrically lighted and at night simply "stand out" like a sore thumb.

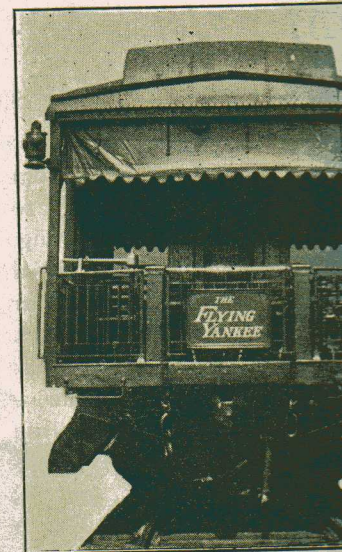
The signs advertising the "Yankee" and the "Pine Tree" are very noticeable as one enters a waiting room from the street as is also the Parcel Room sign.

Cliff Bachelder who has charge of the Information Booth, which incidently opened up for business on June 23, for the summer and J. W. Cady, Announcer, deserves a whole lot of credit for the many extra hours put in for the good of the Road. The signs are receiving much attention and the men many favorable comments.

## *New Observations "Fly"*



Looking Toward t



Added Comfort for Pat



n to a fraction of what it was.  
 e individual phone calls it took  
 get a connection even with the  
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## Attractive New Station

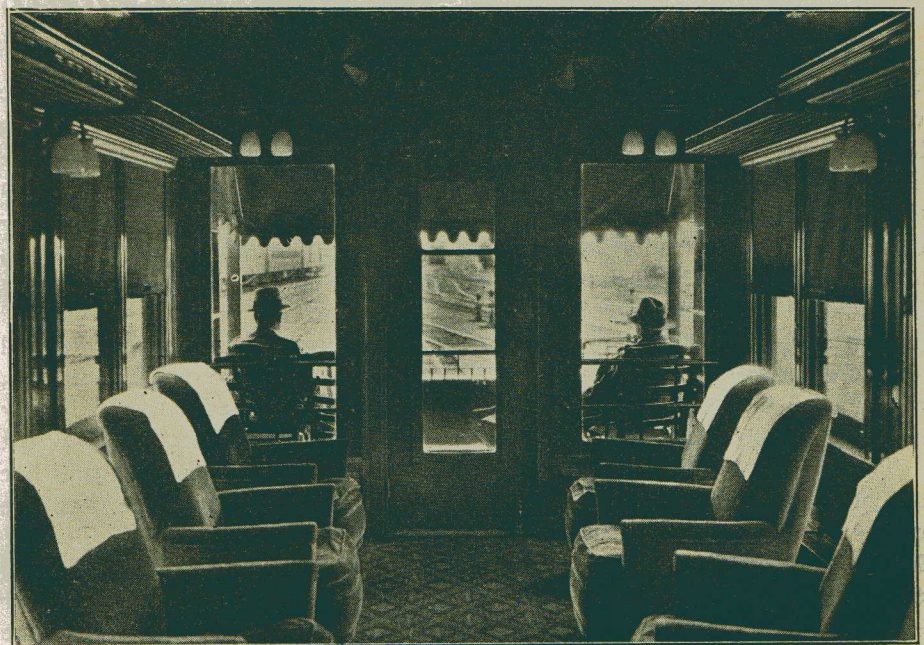
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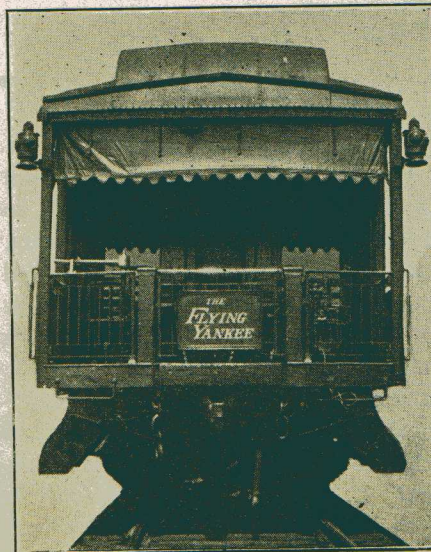
gns advertising the "Yankee"  
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 one enters a:d waiting room  
 e street as is also the Parcel  
 gn.

Bachelor who has charge of  
 ormation Booth, which inci-  
 ppened up for business on June  
 the summer and J. W. Cady,  
 ncer, deserves a whole lot of  
 or the many extra hours put in  
 good of the Road. The signs  
 eiving much attention and the  
 any favorable comments.

## New Observation Car on "Flying Yankee"



Looking Toward the Observation Platform from the Interior



Added Comfort for Patrons

Recently the "Flying Yankee" Nos. 11 and 102 were newly equipped with an up-to-date observation parlor car. This car had been running between Boston and Portland several months previous and on May 26 the service was extended through to Bangor, operating on trains 11 and 102.

The observation car now in service is of the most modern type. It has a seating capacity of 23 persons in addition to drawing room and will accommodate six on the observation platform. Magazines, a writing desk, electric fans, roomy comfortable seats are all part of the new equipment and proving very popular with our patrons.

# Shriners Charter Special Train to Toronto

SUNDAY, June 8, was the gala day when the Kora Temple's special train left Lewiston, Upper Station, for Toronto, Ontario, via Portland and the White Mountain Road. Approximately 250 Shriners from Kora Temple at Lewiston and Shrine bodies in Portland left for their annual pilgrimage on a special train made up of 7 standard sleepers, one compartment car, one 10 section, 2 drawing room sleepers, and a baggage car.

The train was given a big send-off at both Lewiston and Portland with cheers mingled with the blowing of hundreds of automobile horns as the train drew out of the station. It was estimated that more than 2,000 people crowded the station at Lewiston to see the Shriners away.

Several members of the Maine Central Family including Engineman Bob Sturgeon, Trainman Perley Witham, Portland; S. W. Hapgood and Fred Preston, Freight Traffic Manager's Office, Portland, attended the meeting of the Imperial Shrine on June 10, 11, 12 and reported that it was one of the most interesting trips ever taken by the Shrine bodies. The city of Toronto was turned over to the Shriners during the session and monster parades and continuous entertainment was staged for the large body of Conventionists all during the week.

More than 50 special Shriners' trains were parked in a specially prepared yard by the Canadian Pacific

at (Fez City). Parking space for the "Specials" was specially arranged to make the delegates comfortable; cement walks were constructed between the tracks, shower bath accommodations, restaurants, beauty parlors, temporary hospitals; in fact, it was a miniature city.

The return trip was made by special trains leaving Toronto Thursday, June 12, arriving Portland on Friday 6:55 P. M. and Lewiston Upper at 8:05 P. M. We received several fine compliments of the service over our lines.

Passenger Representative S. W. Hapgood and Traveling Conductor Harry Heughen were in charge of the specials.

## No. Me. Jct. Employees get Big String Salmon

A party of four railroad men from Northern Maine Jct., went out to Green Lake early Saturday morning, June 14th, and when they returned home at noon they had in their car ten salmon, the largest of which weighed five and three-quarters pounds. In the party, which made its headquarters at Peterson's Ike Walton lodge, were Roy Anderson, two salmon; L. H. Kitchin, four salmon; John Wray, two salmon and Edwin Carter, two salmon.

## MAINE CENTRAL Employees' Magazine

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

Vol. VII

JULY 1930

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

## Editorial

### Carelessness

Like the tiny snowball started from the mountain and when it reached the valley big it had gathered several mule and a flock of chickens following editorial taken from columns of the Observer, published the Western Electric Company just what havoc a slight bit of carelessness can accomplish ere the momentum which each evolution it can be arrested.

"A man who used to earn his money repairing farm machinery came to me about a careless farmer who had bought a new claw-hammer he paid for. He sent his son over to his neighbor's to borrow another hammer. The son in his hurry fell over a fence and got stung. Whereupon the father ran to help, got caught in the wire fence and broke it down. He lost his clothes and his hands. A goat came over the brook and into the garden and the cost of \$10 worth of vegetables, and the farmer chewed up all the washing

## ain to Toronto

City). Parking space for the "s" was specially arranged to make the delegates comfortable; cellars were constructed between tracks, shower bath accommodations, restaurants, beauty parlors, and hospitals; in fact, it was a pleasure city.

Return trip was made by special train leaving Toronto Thursday, arriving Portland on Friday morning at 10 A. M. and Lewiston Upper at 12 M. We received several fine compliments of the service over our

Engineer Representative S. W. and Traveling Conductor Heughen were in charge of the

## Me. Jct. Em- ees get Big String Salmon

A party of four railroad men from the Maine Jct., went out to Lake Umbagog early Saturday morning, and when they returned at noon they had in their car four and three-quarters pounds of salmon, the largest of which weighed five and three-quarters pounds. The party, which made its headquarters at Peterson's Ike Walton, were Roy Anderson, two salmon; H. Kitchin, four salmon; Gray, two salmon and Edwin two salmon.

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

Vol. VII JULY 1930 No. 7

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.



### Carelessness

Like the tiny snowball the boy started from the mountain summit, and when it reached the valley was so big it had gathered several pigs, a mule and a flock of chickens, the following editorial taken from the columns of the Observer, published by the Western Electric Company, shows just what havoc a slight bit of carelessness can accomplish ere the momentum which each evolution gives it can be arrested.

"A man who used to earn his living repairing farm machinery once told me about a careless farmer who lost a new claw-hammer he paid a dollar for. He sent his son over to the neighbor's to borrow another, and the son in his hurry fell over a bee-hive and got stung. Whereupon his father ran to help, got caught in the barbed wire fence and broke it down and tore his clothes and his hands. The cow and goat came over the broken fence into the garden and the cow ate up \$10 worth of vegetables, and the goat chewed up all the washing that was

hanging on the line. When the farmer's wife ran down stairs to chase them out of the garden she fell and broke a leg and her \$50 set of false teeth, and the three-year-old child, left all alone, found a can of paint and took it on the parlor rug and started playing with it and ruined the rug and got painter's colic. The pup, seeing everybody else get excited, got excited, too, and ran out into the hen house and killed all the setting hens; and the eldest daughter ran away with the hired man."

And whether you believe this story or not, it shows what carelessness may result in once it gets a good start.

Accidents never seem to know when to quit so the best thing to do is never to let them get a start.

### Live Stock Train

The Maine Central Special Live Stock development will this month make its third annual "Good Will" tour through the best farming sections of Maine along the line.

"The Special" will make stops at thirty-seven different stations. The valuable results derived from the tour cannot be estimated in dollars and cents. The personal contact of citizens of Maine with this "Ambassador of Good Will" does more to encourage and stimulate interest in better farm methods than can be realized.

Its purpose is to promote new business for the road, to aid the rural districts in adopting new ideas and methods, and impress upon the public the importance of using the best methods obtainable.

Let us all do our bit to make the train the success that it deserves.

## A Veteran Bridge Builder Retires

ALEXANDER YOUNG BAIRD, one of our veteran bridge workers, recently retired from the Maine Central after 42 years of continuous service.

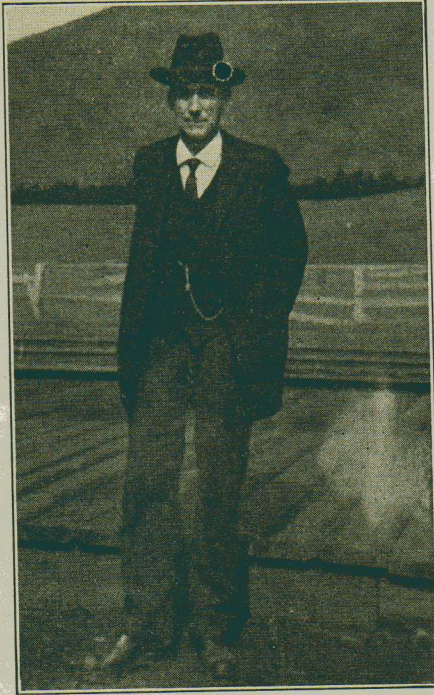
During that time his work has been mostly on the Mountain Road.

Having begun work when wooden bridges were in general use, he understood their construction thoroughly, but also worked on steel and concrete and has been foreman of the crew for many years.

The story of his life is an interesting one and sitting on the porch of his home we listened with interest as he related it.

His father and mother were born in Lannock, Scotland where the father, a (Chreechie weaver), worked on his loom at home. When machine looms were introduced and employment was scarce, the Bairds emigrated to America and settled with other Scotch people in Bristol, Ontario. Their first home was a log cabin built by the elder Baird with the help of neighbors at the "raising" as was the custom in those days. It was difficult for them to be-

come accustomed to the new life so entirely different from that in Scotland. The family of children born in the log cabin became used to hard work and grew to be helpful in developing and cultivating the land.



Alexander Young Baird

Alexander was born September 30, 1861, and at the age of 18 left home to work on the Canadian Pacific. In their bridge crew he went as far west as the Pacific Coast. In the spring of 1888 the man under whom Alec was working on the Canadian Pacific, came East and picked Alec and one other man from his crew to come with him. So it was that in May, 1888, Alec began work on the Hereford R. R., which later

was taken over by the Maine Central. These Scotch people were Presbyterians and despite the labor of the week they attended church regularly on Sunday. On Saturday the shoes for the family were blacked and on Sunday, Mother and all walked to the "Kirk" which was three miles away. In telling of his mother's piety, Alec said, "One reveres a Mother like that."

Her comfort must have been in his mind when he first went to work. As soon as it was possible he brought his father and mother a brick house and arranged for a brother to take the farm and help the parents. When the father died and some years later the mother. Then the brother contracted a fatal illness, so Alec decided to leave his house to his brother so that his brother would feel that his family was provided for. Two other brothers are now living, one in Keewatin, Ontario, the other in Portage la Prairie, Manitoba, and two sisters live in Ontario. Alec intends to make a trip West and visit the sisters and bring one of whom he has not seen for some time.

In 1899, Alec married Miss Maudmond of Colebrook, which is his home.

The early influence of Godly living and consideration for brother and sisters has remained with him and manifests itself in his unselfish dealings with others. His kindly nature has brought him a host of friends of whom wish him many years of health and happiness.

W. H. NO

## Another Mountain District Inv

In these pages, some time ago appeared an account of a wonderful invention of Joe Sayward, of L. (Incidentally, Joe is still giving the author of the article in q. Now, however, he has a rival in the person of Levi H. pilots the wayfreight between and Whitefield.

## Older Retires

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In 1899, Alec married Miss Hammond of Colebrook, which is now his home.

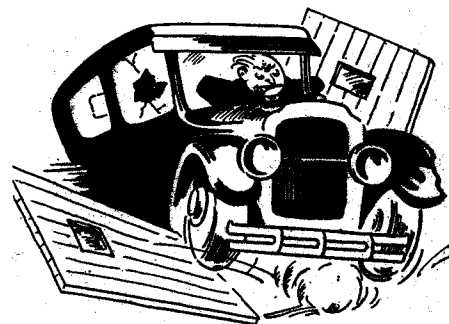
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W. H. NORRIS.

## Another Mountain District Inventor

In these pages, some time ago, appeared an account of a wonderful invention of Joe Sayward, of Lancaster. (Incidentally, Joe is still gunning for the author of the article in question). Now, however, he has a would-be rival in the person of Levi Henry who pilots the wayfreight between Bartlett and Whitefield.

It may be recalled that Levi runs around town in what he refers to as his "car." Recently this vehicle has become somewhat erratic, with the result that its driver finds it difficult to place it in the garage without damage to the door, the car and his own feelings.



Levi's Elastic Garage

After numerous experiences with crumpled fenders and broken door posts, Levi set his wits to work and is now working out his great invention—an elastic garage. Briefly, the idea is a garage wall which will automatically open up at whatever point the car is aimed—even playing hide-and-seek or peek-a-boo with the most uncertain driver.

He has not yet succeeded, but he is bending every effort to the solution of the problem. Failing this, he will necessarily have to park the car in the open, as the ordinary garage has too small an opening for his brand of driving.

— O —

Teacher (showing the class a copy of the picture of Washington crossing the Delaware): "Now, can any little boy or girl tell me the name of this picture?"

Small voice in the rear: "Sure! 'Sit down, you're rocking the boat!'"

—Patton's Monthly.

# IN MEMORIAM



**TIMOTHY REGAN**

Timothy Regan, employed for a number of years as freight trucker, and in recent years as watchman at the Portland Terminal Freight House, passed away at the Deaconess Hospital, April 17th, after a long illness. Tim was a likable chap with always a good word and joke for all. He will be greatly missed by all his associates. He is survived by three sons, John of Providence, James R., a policeman at Portland, Timothy of Boston, and one daughter, Anna, with whom he made his home.

**JOHN J. REARDON**

John J. Reardon, 61, for many years employee of the Grand Trunk and Maine Central Railroads, died June 9

in a Portland Hospital following a year's illness. Mr. Reardon was a life resident of Portland and was widely known among Portland Terminal employees. He is survived by a sister, Mrs. William Wilson and several nieces and nephews.

**FRED R. PINKHAM**



Fred R. Pinkham, 75, retired Passenger Conductor, died May 20. For 43 years Mr. Pinkham was employed on the Road and for the last 18 years resided at Farmington. He was born at Lewiston in 1855 and for years ran Passenger Trains on the Portland Division.

He is survived by his wife and one son, Alvin Pinkham of New York.

## Waterville Notes

By A. A. THOMPSON

The Twilight Baseball League opened on June fourteenth. The crossed bats with the heavy Winslow team on that date at Field. The score—15 to 8 in favor of the Shops—speaks well for the

Mr. and Mrs. Joseph Derocher open house on June 14th to all relatives and friends, the occasion being the fiftieth anniversary of marriage. Mr. Derocher is one of the oldest employees in the service.

A sad termination to the pleasant week-end, occurred when Carman K. C. Girdler and Master Helper Lafayette Jacques lost their lives by drowning on June 11th at China Lake where the two families had gone for a short outing. Funeral services for Girdler were held at Getchell Street Baptist Church, 2.30 P. M., June 11th. Rev. Doloff officiating and services for Jacques were held on June 12th at 8.15 A. M. at the Sacred Heart Church.

Car Repairer Albert E. Johnson, one of the older employees at the Street Hospital. Funeral services were held at the home, 3 E. Street, with Rev. L. H. R. officiating.

Funeral serviced for Clyde field, former Electrician Helper, held at the residence of Mr. and

# RIAM

Portland Hospital following a illness. Mr. Reardon was a resident of Portland and was known among Portland Ter-employees. He is survived by er, Mrs. William Wilson and 1 nieces and nephews.

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He is survived by his wife and one son, Alvin Pinkham of New York.

## Waterville Notes

By A. A. THOMPSON

The Twilight Baseball League opened on June fourteenth. The Shops crossed bats with the heavy hitting Winslow team on that date at Averill Field. The score—15 to 8 in favor of the Shops—speaks well for the boys.

Mr. and Mrs. Joseph Derocher held open house on June 14th to all their relatives and friends, the occasion being the fiftieth anniversary of their marriage. Mr. Derocher is one of the oldest employees in the service.

A sad termination to the plans for a pleasant week-end, occurred when Carman K. C. Girdler and Machinist Helper Lafayette Jacques lost their lives by drowning on June 7th in China Lake where the two families had gone for a short outing. Funeral services for Girdler were held at the Getchell Street Baptist Church at 2.30 P. M., June 11th. Rev. F. S. Doloff officiating and services for Jacques were held on June 12th at 8.15 A. M. at the Sacred Heart Church.

Car Repairer Albert E. Jones, one of the older employees at the Shops, passed away on June 8th at the Elm Street Hospital. Funeral services were held at the home, 3 Edwards Street, with Rev. L. H. R. Hass officiating.

Funeral services for Clyde Maxfield, former Electrician Helper, were held at the residence of Mr. and Mrs.

H. P. Hamlin in Benton, on June 8th, Rev. L. L. Campbell officiating. Mr. Maxfield was a student flier with the Skyways, Inc., of Boston and was coming to make a visit with his aunts, Mrs. H. P. Richardson and Mrs. H. P. Hamlin, and in making a landing at the Augusta Airport his plane crashed, killing him instantly.

Inspector Earl W. Moore has been appointed Asst. Foreman in the Erecting Shop.

Stewart Pugsley, Joseph Hall, Emory Hall and James O'Neal have returned from a fishing trip at Ten Thousand Acres Pond.

Among the recent changes in the personnel was the appointment of Asst. Foreman W. C. Lunt of Waterville Shops to the position of Day Foreman at Bangor Engine House. Mr. Lunt leaves Waterville with the heartfelt good wishes of all who know him. The Foreman, through spokesman E. E. Finnimore, presented him with a beautiful Masonic charm as a token of their esteem and on the day of his departure the employees gathered around him and gave him a fine traveling bag and fountain pen, Machinist J. N. MacCulley making the presentation.

A very pretty wedding took place on June first at 2.00 P. M., at the home of the bride's parents when Miss Mona B. Foster, daughter of former Blacksmith Helper and Mrs. Leslie S. Foster, became the bride of Asst. Piece Work Inspector Freeman A. Oliver, son of Machinist and Mrs.

Fred M. Oliver. The couple are very well known in the city so there were many friends who gathered to start them on their honeymoon which was passed in Boston, New York and Washington.

## Portland Terminal

By GRACE M. KATON

Sympathy is being extended to Night Assistant Yardmaster Herbert W. Fogg, in the loss of his mother recently, at Boston.

Mr. and Mrs. Edwin Cash have been on an extended vacation to Montreal, Toronto and Western Canada. There have been lots of suppositions as to whether or not "Ed" took along his radio. It has been rumored that he has had a station never reached before and not mentioned in polite society.

Mr. and Mrs. Walter W. Sawyer, Jr., who were married recently, have returned from a very pleasant wedding trip to New York, Washington and Boston, and are at their new home on Mayo Street. Mr. Sawyer is employed in the baggage room at Union Station.

Yard Conductors Patrick Norton and George Pettengill, who were injured some time ago, have recovered and resumed their duties in the Terminal yard.

Yard Brakeman Albert P. Skillings (Skilly) has been confined to his home

at Peaks Island by an attack of pneumonia but is rapidly gaining his usual health and we trust will soon be back on the job.

Friends of Al Russell, baggageman at Union Station, will be pleased to hear that he is coming along just fine. Al has been confined to his home with diabetes for several weeks.

The Portland Terminal Bowling League held their first annual banquet at the Moulton House, Monday evening, June 16th, thirty-three being present, which included some invited guests. A good time was enjoyed as well as a good feed and the evening was passed by cards and music.

George James has been on a vacation to New York, visiting a brother and sister. This is Mr. James's first visit in over thirty years and it was a very happy occasion.

All the little shanties, tool and paint sheds in the Terminal have been given their annual new suit of fresh paint and they certainly add to the appearance of things in general around here.

Ballot Clerk Patrick H. Joyce enjoyed a trip to Washington, D. C., and Virginia, recently. He also attended the graduation of his niece from the hospital at Baltimore.

Miss Elizabeth Burns has accepted position as stenographer at the Roadmaster's office. Former Paymaster Shirley Higgins is also working in the same office for a short time.

Mr. and Mrs. George T. D. have returned to Portland from coma Beach, Florida, and are re-joining their friends at the Church State Street. This is Mrs. D.'s first trip to Maine and she is looking forward to a very pleasant summer. She and Mr. Delano, who is a Clerk at the Agent's office, were married during the past winter.

Mildred E. Cressey-Steno covering from an appendicitis operation and will soon resume her duties at the freight office.

We were all sorry to learn of the death of Robert Kennedy, at Peaks Island, former Yardmaster at Grand Trunk Railroad and known by most of the P. T. and Central employees. His sons, J., Bennett F. and Robert, Jr., are employed at the Terminal. Sympathy is being extended to them as well as to the rest of the family in their loss.

Supt. Priest has returned from his recent fishing trip at Forestburg. From all evidence shown on Peaks Island black flies were biting that party all day. Car Distributor John F. Duffee also has been doing considerable fishing at Sebago Lake the last few weeks, but as usual all the fish ones got away.

Messenger William J. Farre has resigned his position at the Freight Office and accepted one with the M. & P. Company. Billy is a good worker and we wish him the best of success.



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Supt. Priest has returned from a recent fishing trip at Forest Lake. From all evidence shown only the black flies were biting that particular day. Car Distributor John F. MacDuffee also has been doing considerable fishing at Sebago Lake these past few weeks, but as usual all the big ones got away.

Messenger William J. Farrell, 3rd, has resigned his position at the freight office and accepted one with the A. & P. Company. Billy is a good kid and we wish him the best of success.

### *Heads Lodge of Station Employees*



Photo courtesy Portland Me. Pub. Co.

Clarence G. Trott, president of Portland Lodge, No. 1, entertained the first annual convention of the Brotherhood of Stations Employees, Inc., held June 16th in its Congress Street Hall, Portland. More than 40 delegates from all sections of the State attended the meeting in the United Spanish War Veterans Hall.

### General Offices

Blanche Reed, stenographer in Assistant Comptroller's office received a badly broken leg while alighting from an electric car on Saturday, June 7th. Miss Reed, whose home is in Gorham, is convalescing at the Westbrook Hospital.

Train Rules Examiner M. F. Dunn attended conventions held during the month in Minneapolis and Denver.

Freight Claim Agent M. C. Manning attended the annual convention of Freight Claim Agents held in Seattle, Washington, last month.

Fred Preston, Freight Traffic Manager's office, made the annual Shriners' Pilgrimage to Toronto on June 10-11-12-13.

Herbie Clough lost on the Sharkey-Schemling fight—nuff sed.

### Currier-Cook

Edward P. Cook of Bangor and Miss Madelyn Currier of Augusta, daughter of Mr. and Mrs. James H. Currier, were united in marriage at Waterville on May 24th. The single ring service was used. The couple were unattended.

Mrs. Cook was graduated from Cony High School in the class of 1927 and since then has been employed by the Augusta Trust Company.

The bridegroom attended the Waterville schools and is now employed by the Company at Bangor. He is a member of the Blue Lodge of Masons and of the Odd Fellows.

The couple are making their home in Bangor.

### Moran-Clendening

Donald G. Clendening employed as a Mechanic's Helper at Bangor and Miss Anna Moran, daughter of Inspector Richard Moran also of Bangor Shops, were united in marriage May 14th at a very pretty home wedding at the residence of the groom's father, Engineman M. G. Clendening. They

were attended by Miss Agnes Spragg and Warren McNeil. The single ring service was solemnized by the Rev. Wayne L. Robinson of the First Baptist Church.

Many acquaintances and relatives attended the reception which followed the ceremony. The house was beautifully decorated for the occasion. They left for a short honeymoon with the best wishes of a host of friends.

### "Shoot"



Harold Ray Tarbox, age 2 years, 8 months, son of Mr. and Mrs. Robert R. Tarbox, Lewiston Upper. Mr. Tarbox is a fireman at Lewiston.

Photo reaches us through the courtesy of W. B. Mennealy, Lewiston Lower Station.

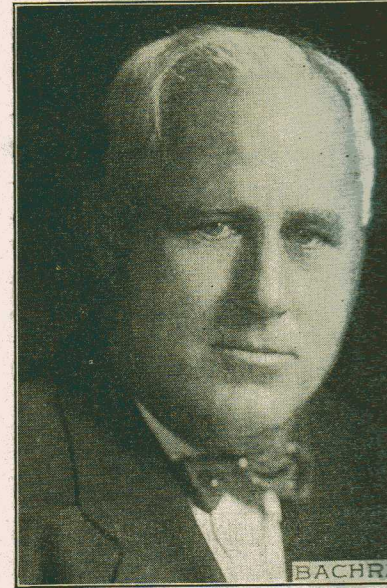
— O —

"I call my girl a 'golf bug.'"

"For what reason?"

"It's her ambition to go around in as little as possible."—*Kreolite News*.

## Recent Appointments in the Motive Power Department



H. A. Southworth

Effective June 1st, the following changes were made in the Motive Power Department:

Mr. F. W. Richardson, former Foreman at Bangor, was appointed General Foreman at Rigby. Richardson entered the service as fireman June 29, 1910, and was promoted to engineman December 1916. He was transferred various times between Waterville and Bangor during the years 1923 and 1928 and was appointed to the position of General Foreman at Rigby on the above date.

Mr. H. A. Southworth, since August 18, 1928, General Foreman at Bangor, was on June 1st, appointed Foreman at Rigby.

attended by Miss Agnes Spragg Warren McNeil. The single ring ceremony was solemnized by the Rev. E. L. Robinson of the First Baptist Church. Many acquaintances and relatives attended the reception which followed the ceremony. The house was beautifully decorated for the occasion. The bride and groom left for a short honeymoon with the best wishes of a host of friends.

*"Shoot"*



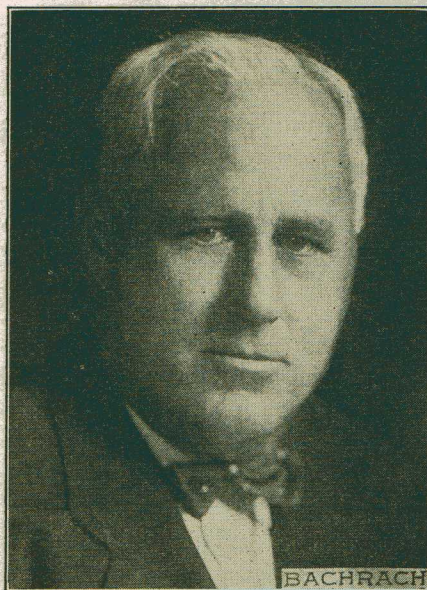
Harold Ray Tarbox, age 2 years, 6 months, son of Mr. and Mrs. Robert Tarbox, Lewiston Upper. Mr. Tarbox is a fireman at Lewiston. This photo reaches us through the courtesy of W. B. Mennealy, Lewiston Upper Station.

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"Call my girl a 'golf bug.' " "For what reason?" "For her ambition to go around in as many places as possible."—*Kreolite News*.

*Recent Appointments in the Motive Power Department*

at Vanceboro. Mr. Southworth entered the service June 25, 1907, as Division Foreman at Waterville. On March 1, 1911, he was transferred to Thompson's Point as Master Me-



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F. W. Richardson

mechanic and he held that position until December 17, 1923, when he was made Master Mechanic at Rigby. He was made General Foreman at Rigby on August 18, 1928, and held that position until June 1, when he was made Foreman at Vanceboro.

Mr. J. F. McWilliams, formerly assistant General Foreman at Rigby, was on June 1st, made Foreman at Waterville. Mr. McWilliams entered the service December 24, 1917, as Fireman, made Smoke Inspector April 1, 1922, Foreman at Thompson's Point July 22, 1922, Division Foreman Thompson's Point August 13, 1923, and in December of the same year Division Foreman at Rigby. On

August 5, 1926, he was made General Foreman at Rigby, Assistant General Foreman at Rigby Oct. 16, 1929, where he remained until his recent advancement on June 1st.

Mr. W. C. Lunt, for the past two years Assistant Foreman at Waterville, was on June 1st transferred as Foreman at Bangor. Mr. Lunt has been an employee of the Road since 1902, having started as a Machinist Helper at Waterville. Previous to his recent appointment, Mr. Lunt held positions as Machinist and Foreman at Oakland, Kineo and Waterville. The position of Assistant Foreman at Waterville was filled by E. W. Moore.

### *General Office Folk at Dinner Dance*

A dinner was enjoyed at Grant's in Scarborough, Thursday evening, June 12, by members of Lodge 374, General Offices. Cards and dancing were enjoyed following the dinner.

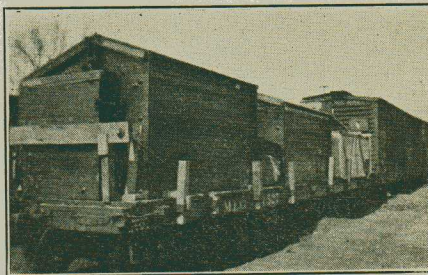
Those present were the Misses Florence Bass, Elaine Adjutant, Violetta Macomber, Marjorie Kelley, Angela Stevens, Alice Foley, Jennie Parker, Bernice Sanborn, Christine Parker, Marguerite Hollywood, Dorothy Hollywood, Frances Moran, Mrs. Mildred Keith, Mrs. Keith Davis, Mrs. Pearl Weeman and Mrs. Bertha Callahan, Joseph Reagan, Harold Foster, D. I. Gass, Howard Bean, Bud Blossom, Milan Doughty, Morris Hawkes, Neal Smith, Ernest Merrill, Raymond Hennigar, George Peterson, Fred Jordan, Jeff Warford, Harry Caldwell, Jr., Charles Spencer, Albert Foster, Percy Glasscock, Clyde Reynard, Leslie Marston, Clifford Barron,

Harold Molloy, James Gratto, Ward Childes, P. H. Smart, Robert Smith and Newton Towle.

### *Hardware Nine Bow to M. C. R. R. in Twi-game*

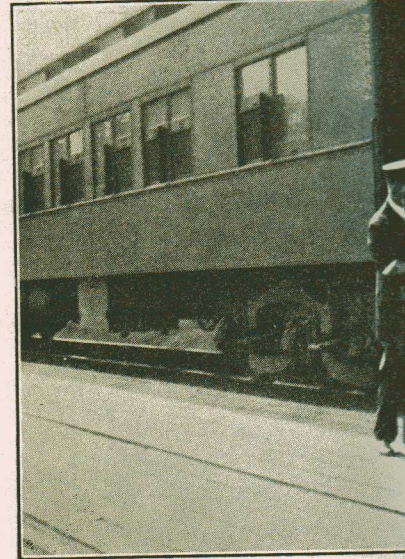
There was plenty action in the Bangor Twi-league one evening last month and a good attendance witnessed the game which saw the M. C. R. R. team nose out a 5 to 4 victory over the Haynes & Chalmers nine. The game was well played, Smith, Maroon and Gallant formed the battery material for the winners and did a bang up good job.

### *Mexico Bound*



The above flat, Maine Central 7527, is due for a long, long trip. This load is paper machinery manufactured by the Thompson Manufacturing Co., Lancaster, N. H., and was routed to Mexico City via Maine Central to Portland, B. & M. to Rotterdam Junction, New York Central to Cleveland, Big Four to St. Louis, Missouri Pacific to Laredo, Texas, for export to Mexico City, consigned to the Compañia de Las Fabricas de Papel-de San.

### *Pittsfield Summer Trip on "Bar Harbor Express"*



**Conductor Frank Curtis and P**

A special stop at Pittsfield was made by the "Bar Harbor Express," train No. 153, on its first trip eastbound June 17. This special stop was made by the Operating Department to allow C. P. Pushaw and sister, Mrs. M. Robbins, of Washington to de

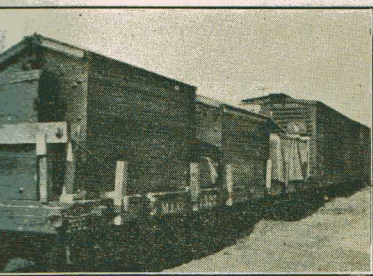
Mr. Pushaw and Mrs. Robbins have been making this trip from Washington, D. C., to Pittsfield every year since the "Bar Harbor Express" has been running and as a matter of fact they were the first to purchase round-trip tickets and pass through the gates in Washington to entrain for Maine so far back as 1870. Mr. Pushaw is 75 years of age, his sister 84, and this marks their 50th annual trip to their summer home in Pittsfield.

d Molloy, James Gratto, Ward  
es, P. H. Smart, Robert Smith  
ewton Towle.

*Hardware Nine Bow  
M. C. R. R. in  
Two-game*

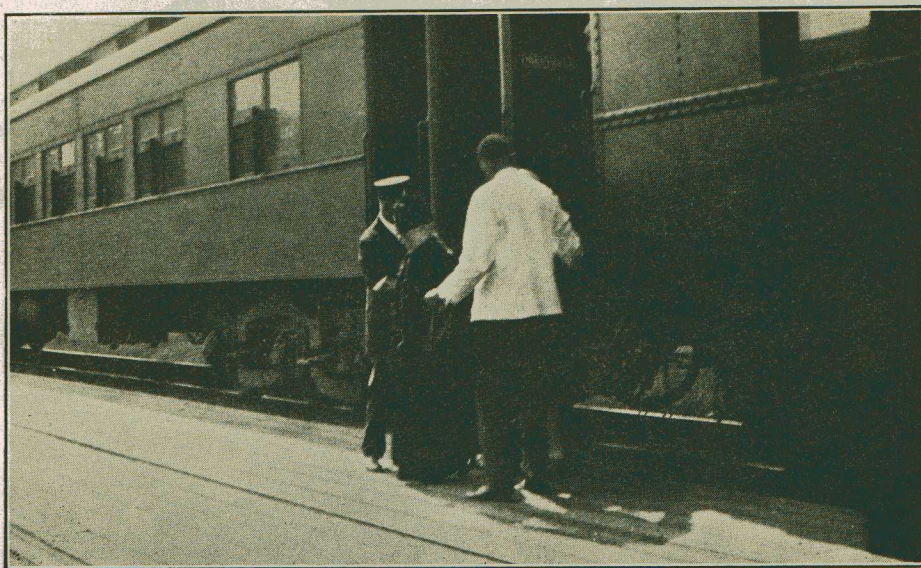
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Mexico City, consigned to the  
pia de Las Fabricas de Papel-de

*Pittsfield Summer Residents Make 50th  
Trip on "Bar Harbor Express"*



Conductor Frank Curtis and Porter assisting Mrs. Robbins to the Platform

A special stop at Pittsfield was made by the "Bar Harbor Express," train No. 153, on its first trip eastbound June 17. This special stop was made by the Operating Department to allow Charles P. Pushaw and sister, Mrs. Mariah Robbins, of Washington to detrain.

Mr. Pushaw and Mrs. Robbins have been making this trip from Washington, D. C., to Pittsfield every year since the "Bar Harbor Express" has been running and as a matter of fact they were the first to purchase railroad tickets and pass through the gates at Washington to entrain for Maine, as far back as 1870. Mr. Pushaw is 80 years of age, his sister 84, and this year marks their 50th annual trip to Maine to their summer home in Pittsfield.

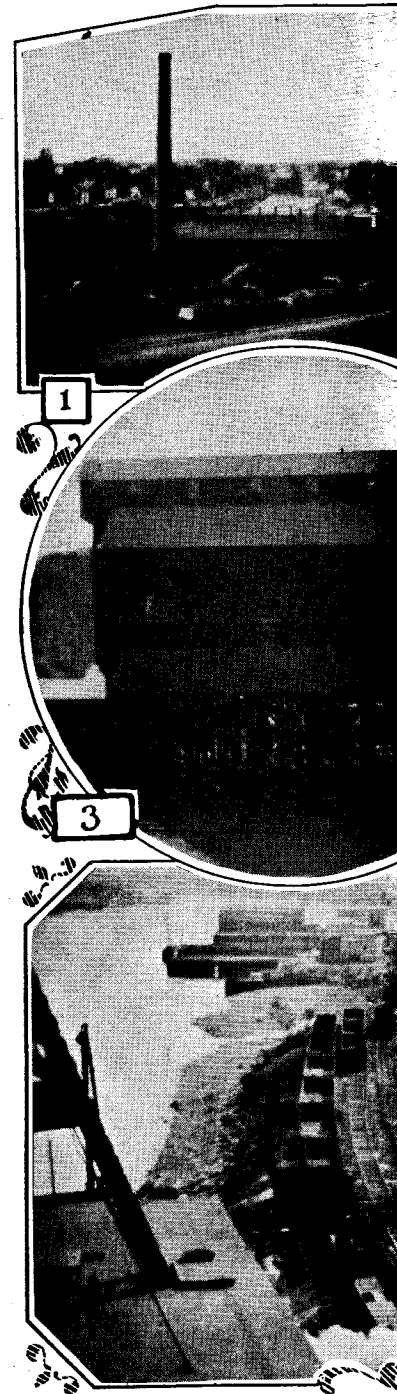
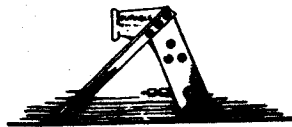


C. P. Pushaw (left) and Mrs. Robbins are greeted by friends upon arrival of "Bar Harbor Express"

## Two Death Claims Paid by Travelers Last Month

THERE were fifty-five sick claims, nine accident and two death claims paid by the Travelers Insurance Company during the period ended June 18, 1930. Death claims were paid to the beneficiaries of Albert E. Jones of Waterville Shops, fatally injured while at work, and Lafayette Jacques also of Waterville Shops who was drowned at China Lake.

| Name               | Location              | Reason   |                       |  |          |
|--------------------|-----------------------|----------|-----------------------|--|----------|
|                    | <i>General Office</i> |          | Amos Currie           | Oakland  | Health   |
| Mary E. Butler     | Freight Audit         | Health   | H. S. Dorsett         | Bartlett, N. H.                                    | Health   |
| Harry A. Chase     | Freight Audit         | Health   | Joseph Ferris         | Waterville   | Health   |
| Marjorie Goodwin   | V. Pres. & G. Mgr.    | Health   | John Gilman           | Waterville   | Health   |
| John J. Lyden      | Port. Div. S. Office  | Health   | Chester A. Goode      | Bangor   | Health   |
| Olive L. Smith     | G. P. Agent's Office  | Health   | Frad E. Gurney        | Waterville   | Health   |
|                    | <i>Engineering</i>    |          | Albert E. Jones       | Waterville   | Death    |
| Elmer J. Carter    | Bangor                | Health   | Frederick E. Lombard  | Portland   | Health   |
| Fred L. Dinsmore   | Waterville            | Health   | Allen H. Miller       | Portland   | Health   |
| Thomas E. Donahue  | Mattawamkeag          | Accident | Lafayette Jacques     | Waterville   | Death    |
| John A. Garland    | Conway Ctr. N. H.     | Health   | Adolph P. Legere      | So. Portland                                       | Accident |
| Augustus W. Hilton | West Pembroke         | Health   | Arthur Matthieu       | Waterville   | Health   |
| Raymond H. James   | East Holden           | Accident | Martin O'Brien        | Portland   | Health   |
| Alfred Lampron     | Westbrook             | Health   | Ernest Peters         | Fairfield  | Health   |
| Joseph LeBreton    | Fairfield             | Health   | Hugh Robinson         | Bangor   | Health   |
| James J. McAloon   | Kingman               | Health   | William Sinclair      | Portland   | Health   |
| Alonzo Otis        | Anson                 | Health   | Arthur E. Towsey      | Portland   | Health   |
| John R. Reed       | Columbia Falls        | Health   | E. J. Turner          | Benton   | Health   |
| Harry Rouse        | Danforth              | Accident | Philip Vigue          | Winslow  | Health   |
| Peter Sweeney      | Beecher Falls, Vt.    | Health   | Donald G. Whitmore    | Bangor   | Health   |
| Peter Sweeney      | Beecher Falls, Vt.    | Health   |                       |  |          |
| Peter Velleux      | Lewiston              | Accident |                       |  |          |
|                    | <i>Motive Power</i>   |          | Charles Beauchesne    | Waterville   | Health   |
| Vede Bellows       | Waterville            | Health   | Ellis M. Beane        | Waterville   | Health   |
| Merle B. Bickford  | Waterville            | Health   | Clifford L. D. Rocher | Waterville   | Accident |
| Edward Carey       | Waterville            | Health   | Charles H. Ham        | Brunswick  | Health   |
| Judson Chase       | Portland              | Accident | Teddie G. Kelley      | Kingman  | Health   |
|                    |                       |          | Frank R. Lawrence     | Brewer   | Health   |
|                    |                       |          | Wm. A. McDonald       | Vanceboro  | Health   |
|                    |                       |          | Joseph Norman         | Brunswick  | Health   |
|                    |                       |          | Flavie E. Priest      | Brunswick  | Health   |
|                    |                       |          | John L. Wallace       | Eastport   | Health   |
|                    |                       |          |                       | <i>M. C. Trainmen</i>                              |          |
|                    |                       |          | George E. Donahue     | West Peru  | Health   |
|                    |                       |          | Guy A. Ladd           | Waterville   | Health   |
|                    |                       |          | D. J. Octeau          | Biddeford  | Health   |
|                    |                       |          | William Traynor       | Waterville   | Health   |
|                    |                       |          |                       | <i>All Enginemen</i>                               |          |
|                    |                       |          | E. E. Bean            | Bartlett, N. H.                                    | Accident |
|                    |                       |          | L. P. Merrithew       | Eastport   | Health   |
|                    |                       |          |                       | <i>Portland Terminal Transportation Department</i> |          |
|                    |                       |          |                       | <i>P. T. Stations</i>                              |          |
|                    |                       |          | John W. Holmes        | So. Portland                                       | Health   |
|                    |                       |          | George Jacques        | Portland   | Health   |
|                    |                       |          | Dennis J. Leahan      | Portland   | Health   |
|                    |                       |          | Joseph E. Turcotte    | Woodfords  | Health   |
|                    |                       |          |                       | <i>P. T. Trainmen</i>                              |          |
|                    |                       |          | Thomas Cornelius      | So. Portland                                       | Health   |
|                    |                       |          | Albert P. Skillings   | Portland   | Health   |

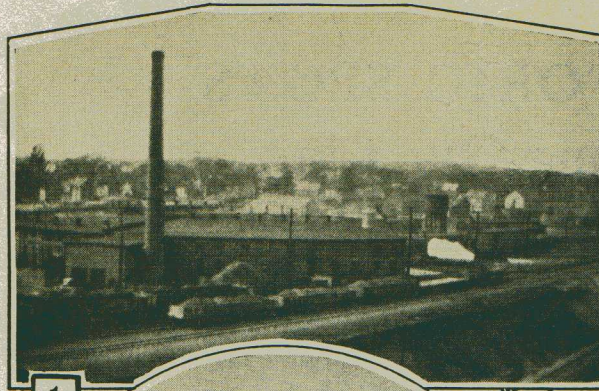


1. Section of Round House He Discharging Plant. 3. Side Vie charging Plant. 5. View of Wes

# High Head at Bangor

## Travelers Last Month

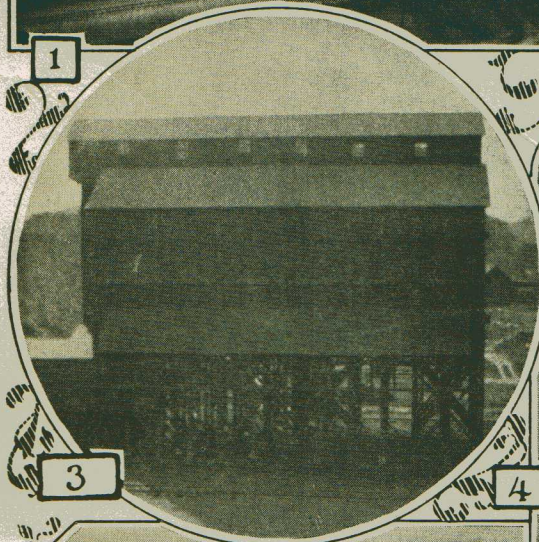
|  |                 |          |
|--|-----------------|----------|
| Currie   | Oakland         | Health   |
| Dorsett  | Bartlett, N. H. | Health   |
| Ferris   | Waterville      | Health   |
| Hilman   | Waterville      | Health   |
| A. Goode   | Bangor          | Health   |
| Gurney   | Waterville      | Health   |
| E. Jones   | Waterville      | Death    |
| Jack E. Lombard                                    | Portland        | Health   |
| I. Miller  | Portland        | Health   |
| Edte Jacques                                       | Waterville      | Death    |
| P. Legere  | So. Portland    | Accident |
| Matthieu   | Waterville      | Health   |
| O'Brien  | Portland        | Health   |
| Peters   | Fairfield       | Health   |
| Robinson   | Bangor          | Health   |
| W. Sinclair  | Portland        | Health   |
| E. Towsey  | Portland        | Health   |
| Turner   | Benton          | Health   |
| Vigue  | Winslow         | Health   |
| G. Whitmore  | Bangor          | Health   |
| <i>Stations</i>                                    |                 |          |
| Beauchesne   | Waterville      | Health   |
| Beane  | Waterville      | Health   |
| L. D. Rocher                                       | Waterville      | Accident |
| H. Ham   | Brunswick       | Health   |
| G. Kelley  | Kingman         | Health   |
| R. Lawrence  | Brewer          | Health   |
| McDonald   | Vanceboro       | Health   |
| Norman   | Brunswick       | Health   |
| E. Priest  | Brunswick       | Health   |
| Wallace  | Eastport        | Health   |
| <i>M. C. Trainmen</i>                              |                 |          |
| E. Donahue   | West Peru       | Health   |
| Ladd   | Waterville      | Health   |
| McTeau   | Biddeford       | Health   |
| Traynor  | Waterville      | Health   |
| <i>All Enginemen</i>                               |                 |          |
| Dean   | Bartlett, N. H. | Accident |
| Ferrithew  | Eastport        | Health   |
| <i>Portland Terminal Transportation Department</i> |                 |          |
| <i>P. T. Stations</i>                              |                 |          |
| Holmes   | So. Portland    | Health   |
| Jacques  | Portland        | Health   |
| J. Leahan  | Portland        | Health   |
| E. Turcotte  | Woodfords       | Health   |
| <i>P. T. Trainmen</i>                              |                 |          |
| S. Cornelius                                       | So. Portland    | Health   |
| P. Skillings                                       | Portland        | Health   |



1



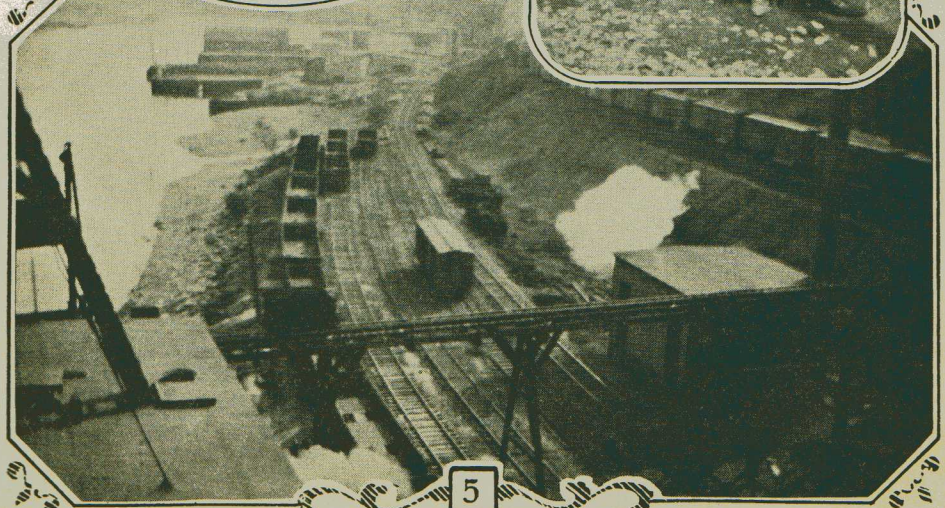
2



3



4



5

1. Section of Round House Heating Plant. 2. Foreman John H. Callan, Coal Discharging Plant. 3. Side View of Coal Pocket. 4. Track Crew at Coal Discharging Plant. 5. View of West End, Bangor Yards, showing extra freight west.

# HISTORIC SPOTS

## Along Our Line



This monument on the site of the meeting house of the Pioneers in the town of Lancaster, N. H., erected in 1907, was built in memory of the citizens of Lancaster who served in the wars of the country. The original meeting house of the Pioneers was erected in 1784.