



MAINE CENTRAL Employees' MAGAZINE



SEPTEMBER
1930

The Railroads to the Rescue

"How quickly the government and people of the United States call upon the railways for extraordinary action in many kinds of emergencies!" says the *Railway Age*. "Other and competing means of transportation are being fostered with government aid; but it is notable that when a large part of the country recently was stricken by drouth it was not the highways or the waterways, but the railways, to which the government and people turned, and from which they got unusual service and a 50 per cent reduction of rates on livestock and feed to save the drouth-stricken territory from disaster.

"Floods, drouths or storms—it is always the same. When the Mississippi valley was flooded a few years ago and navigation was practically suspended, the property of the railways suffered heavy damage, but their officers and employees worked night and day to make repairs, detoured trains from one road to another, and people in the flooded areas were rescued, passengers and freight were moved, and in a surprisingly short time railway service was completely restored.

"In the terrible weather of last winter the use of all kinds of motor vehicles was widely suspended, but, although trains were delayed, the railways continued to function and to handle their usual traffic, as well as that which usually moves by highway. Likewise this summer, when many of the principal inland waterways are too low for navigation, the railways are handling the freight of which the waterways were supposed to 'relieve' them.

"Why are no other industries called upon to make a 50 per cent reduction in their prices to help the drouth sufferers? The railways are incurring as heavy losses of earnings owing to the business depression as any other industry. The demands made upon the railroads are, however, a tribute to them. They show that government officials and the public still recognize the fact that the railroads are an 'essential' industry. Other means of transportation may, with government aid, divert traffic from them; but the public is still almost as dependent as ever on the railroads for service both under normal and abnormal conditions."

MAINE
CENTRAL
RAILROAD

MAINE
EMPLOYEE

A Magazine devoted exclusively
the 7000 employees of the Maine C
Maine, as the official magazine of
Company. Delm

Vol. VII

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another
of



C. S. Robinson
Engineer Maintenance of Way

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EMPLOYEES' MAGAZINE

A Magazine devoted exclusively to the interests of and for free distribution among the 7000 employees of the Maine Central Railroad. Published monthly at Portland, Maine, as the official magazine of the Maine Central Railroad and Portland Terminal Company.
Delmont W. Bishop, Editor.

Vol. VII

SEPTEMBER, 1930

No. 9

Rock Ballasting another Important Phase of Company's Improvement Program



C. S. Robinson
Engineer Maintenance of Way

DURING the past few months about twenty-five miles of washed gravel ballast has been installed on the main line by our Engineering Department.

The first installation was made on the First Track Division at Freeport, starting at Main Street crossing west of Freeport station and was continued through the end of double track to about half a mile east of Mile Post P 22.

The second installation on the Second Track Division started at the bridge just west of Clinton Station and extended through Burnham Jct.,

Pittsfield, and Detroit to one-tenth of a mile east of Mile Post P 107.

To install this stretch of Gravel Ballast required considerable preparation. First, a survey was made and profile prepared showing the finished grade, data compiled to determine where any changes in bridges required,



H. W. Stetson
*General Supervisor
Maintenance of Way*



Lowering main track at Pittsfield

where culverts must be lengthened, new headwalls built, embankments widened and cuts ditched.

With this information assembled the preliminary work was started, and early in the spring, masonry crews started on the culvert work. As soon as the condition of the ground would permit, the steam ditchers and work trains commenced the work of widening embankments and cuts. All of these jobs were kept sufficiently in advance to eliminate the possibility of interfering with the rock trains and ballast crews. In fact, during the winter, crews in territory affected were busy unloading material for preliminary lift in sags and sub ballast.

With the preliminary work well in advance, the ballasting itself was started on April 17th.

Five crews necessary to do the work were organized as follows:

- (1) Skeletonizing, tie removal crew
- (2) Ballast unloading crew
- (3) Rough lift crew

(4) Finished lift crew

(5) Trimming and lining crew

Photo at bottom of page five (inset) shows the skeletonizing and tie renewal crews. These crews removed all of the old ballast from the bottom of the ties, made all necessary tie renewals and prepared the new roadbed level and free from water pockets making the foundation ready to receive the rock ballast. After this work was done, the work trains delivered the ballast to the skeletonized track where it was carefully dumped by the unloading crew in accordance with the grade stakes showing the amount of the lift which averaged about eight inches.

Close behind the ballast unloading crew came the rough lift gang which jacked the track to grade and tamped it up thoroughly, as shown in bottom photos, page five.

At a sufficient interval behind the rough lift crews to allow the ballast to be compact under traffic followed

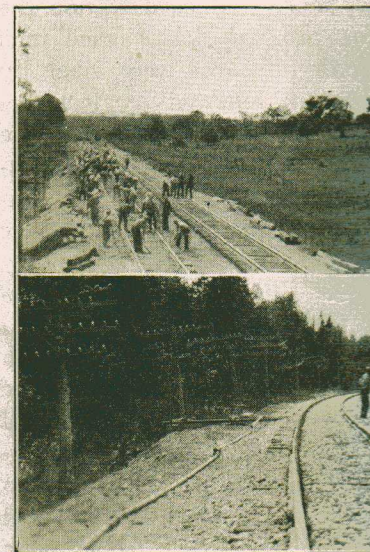
the finish lift crews. These brought the track to the final grade and carefully and firmly tamped it with air tampers.

Following the finished lift the track was lined to the proper centers and the ballast trimmed to standard cross section.

All of the washed gravel ballast obtained from the Maine Sand and Gravel Company at Libby's Pit Junction. Two trains were used for hauling from the pit to York Junction or Waterville and then unloading the rock on the lift.

The ballast was washed clean and ran from $\frac{1}{4}$ " to $2\frac{3}{4}$ " diameter, the percentage of various sizes being specified, a uniform mixture being essential.

Twelve tool Ingersoll-Rand steam presses were used by the finish lift crews. The American self-propelled ditcher was of great value except



Upper inset (left): Skeletonizing
Upper inset (right): Fireman
man John Sanborn and
Bottom: Rock lift crew



Pittsfield

Finished lift crew
 Trimming and lining crew
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Twelve tool Ingersoll-Rand compressors were used by the finished lift crews. The American self-propelled ditcher was of great value excavating

between tracks on double track in connection with skeletonizing and handling material by widening the subgrade.

Inter track platforms at stations were built with a penetrating asphalt mixture. The highway crossings at the main highways were constructed by a built up asphalt mixture and station grounds and wet cuts drained by installation of a system of perforated corrugated underdrains by special crews.

Approximately 160 men were required to do the work and the crews who did the job were under the direct supervision of Harry Goodwin, Augustus Cloutier, Alex Parras, F. J. Cowan and Shed Cilley.



Upper inset (left): Skeletonizing and tie renewal crew
 Upper inset (right): Fireman M. C. Kinney, Engineer C. N. Pratt, Asst. Foreman John Sanborn and Conductor "Bert" Corrigan
 Bottom: Rock lift crew

Third Annual Agricultural Train Biggest "Good Will" Project of the Year

APPROXIMATELY 1079 miles were covered by the Company's third annual Agricultural Train operated through fifteen of the sixteen counties in the state July 28th to August 6th inclusive. 7155 interested persons inspected the train at the thirty-seven stops along the line and one could not help but notice the interest and enthusiasm shown by the farmers and people in the rural districts, a marked contrast to the interest shown in the train in previous years. Each farmer who visited the train and heard the instructive lectures and demonstrations, seemed to have a new problem to solve, of vital interest to his welfare and community.

This year eight cars were handled on the train, one more than last year and again the College of Agriculture of the University of Maine, the State Department of Agriculture and the Maine Experiment Station cooperated with Industrial Agent W. G. Hunton, under whose direction the train was so successfully operated. This train has established such a hold on the people of Maine that in practically every community visited such questions were heard as "Are you coming again next year?" and "Will you include such and such a town in your itinerary in 1931?", thus manifesting more than ordinary interest in our "Good Neighbor" project.

Last year the exchange of pure bred bulls for scrubs featured the tour. This year a total of twenty-six pure bred ram lambs were exchanged for scrubs and in addition, one or more pure bred cockerels was left in each community and a mongrel taken away in its place. These rams and roosters were all purchased by the Maine Central from pure bred flocks, each ram and cockerel having an excellent pedigree, and through the cooperation of County Agents were placed on farms in Maine Central territory.

Each stop of the train averaged two hours or more. At each station the following program was carried out: introductory remarks were made by Mr. Hunton, followed by lecturers from the University of Maine or the State Agricultural Department, demonstrations by local 4-H Club members, inspection of train and exchange of rams and roosters.

The 4-H Club demonstrations attracted considerable attention and required much time and study in preparation of the work for the Special Agricultural Train; in all fifteen demonstrations were made.

For five days of the tour, the train was honored by the presence of retired Superintendent Frank J. Runey, who at each stop was greeted by many of his old friends whom he knew when in actual service.



1. Conductor A. E. Bickford
2. Pure Bred Ram Lambs w
3. 4H Club Demonstrations
4. Blue blooded Cockerels w
5. Engineman E. W. Glidden
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Agricultural Train "Mill" Project

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1. Conductor A. E. Bickford taking "Bozo," 810 lb. hog, for a walk.
2. Pure Bred Ram Lambs were exchanged for scrubs at each stop.
3. 4H Club Demonstrations were featured.
4. Blue blooded Cockerels were exchanged on same basis as rams.
5. Engineman E. W. Glidden piloted the train over the entire Portland Division.
6. Interested spectators at Fryeburg.

The train, operated by a picked crew, made an excellent record with no injuries, and arrived and departed from all stations exactly on time. Conductor A. E. Bickford was in charge for the third successive year and his efficient handling of the train contributed largely to its success. E. W. Glidden again was at the throttle with L. I. Mosher as fireman. No better man could have been selected than Engineer Glidden for this rather particular assignment. J. C. Hayes and W. L. Bennett acted as Brakemen. While the train was on the Eastern

Division, the Engine Crew consisted of Engineer A. Stanhope and Fireman A. J. Carmichael. Fred Norwood was again chosen as Chef and Arthur Ward his assistant in the diner. V. L. Crawford was Porter in charge of the Pullman sleeping car.

After the completion of the tour, the stock was returned to the owners and the cars returned to Waterville, there to be dismantled. We are pleased to add that the equipment will be carefully preserved so as to be available for a repetition of the trip another year.



De Luxe Coaches

SEVEN new luxurious coaches of the latest type providing passengers with De Luxe accommodations and service at standard coach fare have been ordered by the Management for service on the "Flying Yankee" and "Pine Tree Limited." It is expected that they will be delivered in December.

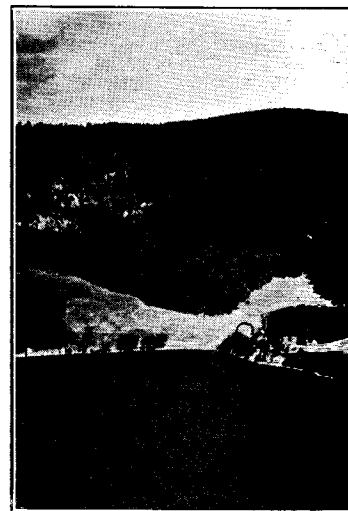
The new coaches will be built by the Osgood-Bradley Company of Worcester, Mass., and the seats of new type by Heywood-Wakefield Company, Wakefield, Mass. They are eighty-two feet long, all steel and designed to seat only sixty-eight persons instead of the usual eighty-eight day coach passengers. The space formerly occupied by the additional seats will be used to provide new comforts and more room for individual passengers.

The chairs of the revolving type with lounging backs will be built with several new features. They will be spaced 42½ inches apart providing ample leg room and will be set like an automobile seat. Each set of two chairs will be opposite a window thirty-two inches in width, the chair height so arranged that vision will be easy and clear.

The upholstery in the new day coaches will be double inner spring cushions of mohair plush. The new series of cars will include some in which smoking facilities will be provided with soft leather upholstery. The chairs were designed after tests were made by the Railroad and the chair manufacturers and they embrace improvements and comforts suggested during tests.

See page 23

Company's Hotels



The Mount Kineo, Kineo, Maine

OUR two hotels, The Mount Kineo at Kineo, Maine, and The Seaside at Rockland Breakwater, have a unique reputation for service, amenities and appeal. They are known to the four corners of America and in summer they attract men and women who are distinguished in social circles in the arts and sciences and in business and the professions, from all parts of the United States.

The roster of the hotels bears witness to the number of guests who have been attracted from what they have heard of the resorts and have booked for a stay. In this category the past few years find more names than in any previous years from such cities as New York, Philadelphia, Pittsburgh, Cleveland, Chicago, Toronto, and Montreal.

the Engine Crew consisted of Fireman A. Stanhope and Fireman Michael. Fred Norwood was chosen as Chef and Arthur was assistant in the diner. V. L. was Porter in charge of the sleeping car.

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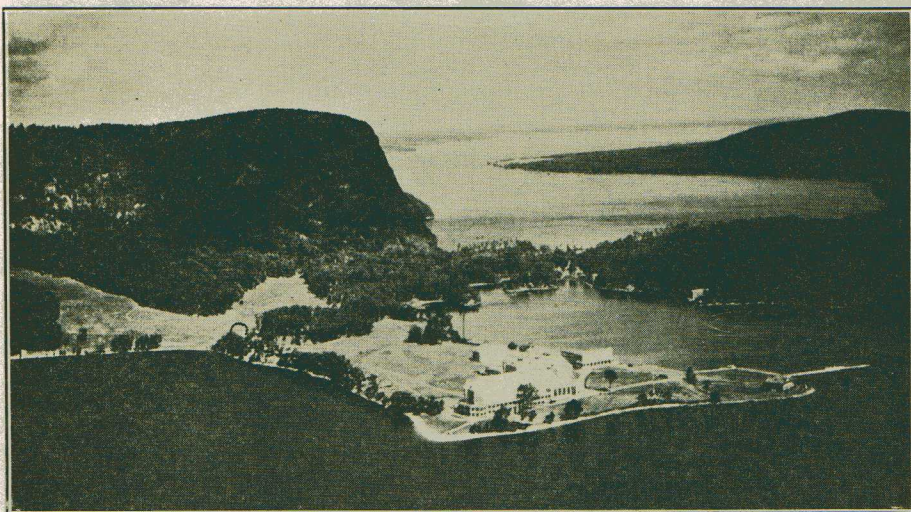
Coaches

The chairs of the revolving type with reclining backs will be built with new features. They will be 42½ inches apart providing ample leg room and will be set like a mobile seat. Each set of two will be opposite a window 24 inches in width, the chair to be arranged that vision will be clear.

The upholstery in the new day coaches will be double inner spring with mohair plush. The new coaches will include some of the latest smoking facilities will be provided with soft leather upholstery. The chairs were designed after tests made by the Railroad and the manufacturers and they embrace the latest comforts suggested by tests.

See page 23

Company's Hotels are Distinctive Resorts



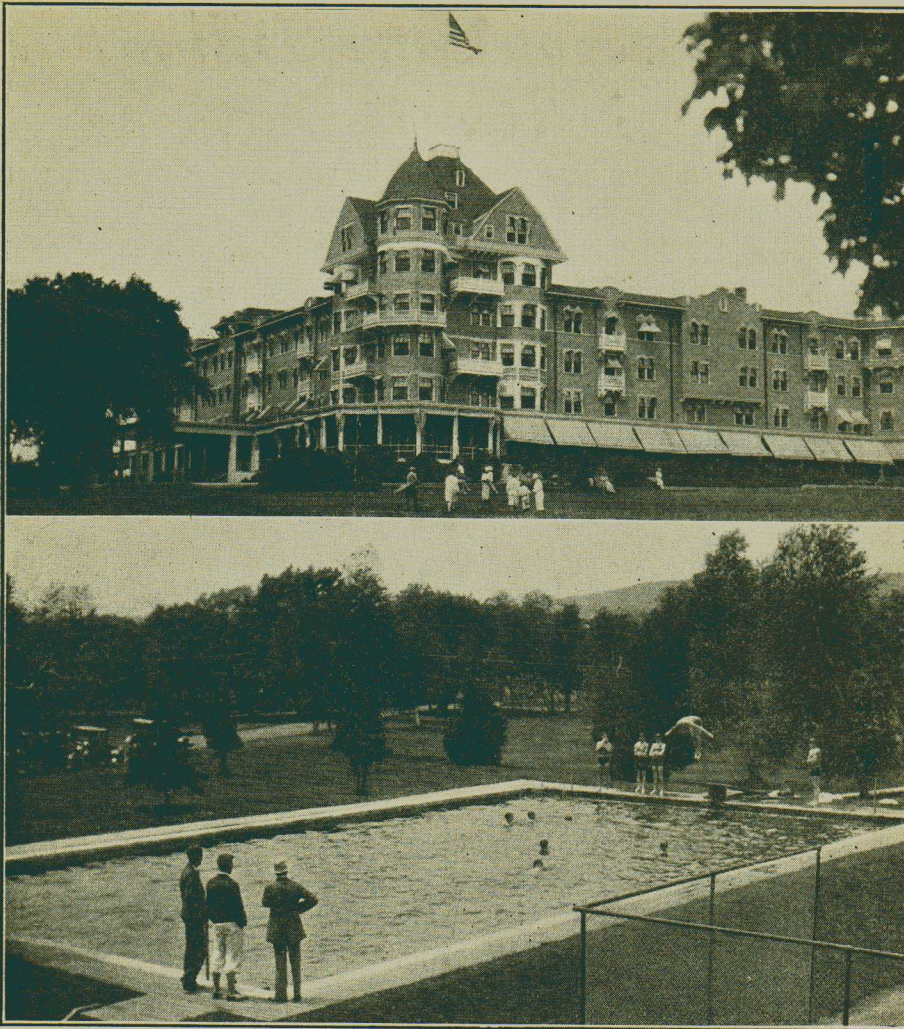
The Mount Kineo, Kineo Mountain and North Bay from the air

OUR two hotels, The Mount Kineo at Kineo, Maine, and The SamOset at Rockland Breakwater, have won a unique reputation for service, appointments and appeal. They are known in the four corners of America. Each summer they attract men and women who are distinguished in social circles, in the arts and sciences and in business and the professions, from all parts of the United States.

The roster of the hotels bears names of guests who have been attracted from what they have heard of the resorts and have booked for a definite stay. In this category the passing years find more names than ever from such cities as New York, Philadelphia, Pittsburgh, Cleveland, Chicago, Toronto, and Montreal, while

a definite quota from Washington and other large cities, make either The Mount Kineo or The SamOset their summer headquarters.

No greater compliment could be paid to these resorts. It is doubtful if there are any other resorts in Maine which have more playgrounds to choose from when the summer holiday is under consideration. Golf is one of the leading sports at the hotels and the newly constructed swimming pool at The SamOset is proving very popular with guests. The call of the great outdoors, golf, riding, canoeing, fishing, boating, mountain climbing and yachting makes all manner of "sport togs" appropriate and in evidence. At Kineo you get Nature at its best,



Top: The SamOset, Rockland Breakwater, Me.

Bottom: New Swimming Pool is big attraction

located as it is in the shadow of Kineo Mountain which rises almost perpendicular from the golf links to a height of 800 feet. The panoramic views are wonderful to behold.

At The SamOset there are wonderful sea views, and there is also the urban touch, located as it is on the outskirts of the city of Rockland.

The Mount Kineo accommodates 350 guests; The SamOset, 300. They are Maine Central Railroad hotels operated by our subsidiary, the Sam-Oset Company. John W. Greene is the Managing Director. Mr. Greene makes his headquarters at The Mount Kineo during the summer and The SamOset is managed under Mr.

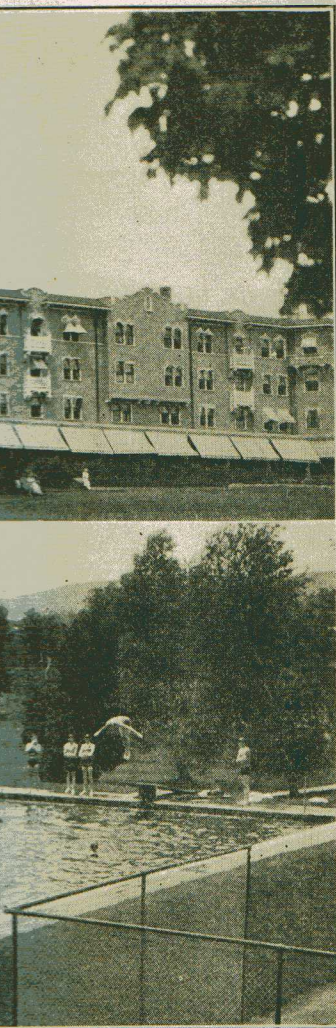
Greene's direction, by Sheridan Scott. The offices of The Sam-Oset Company are at 222 St. John Street, Portland, in the General Office

Historic Fr



Train No. 154 at east end of

The above photographs were taken shortly after the rebuilding of the famous Frankenstein Trestle on Mount Kineo Mountain Road. This trestle is about one-fourth of a mile from



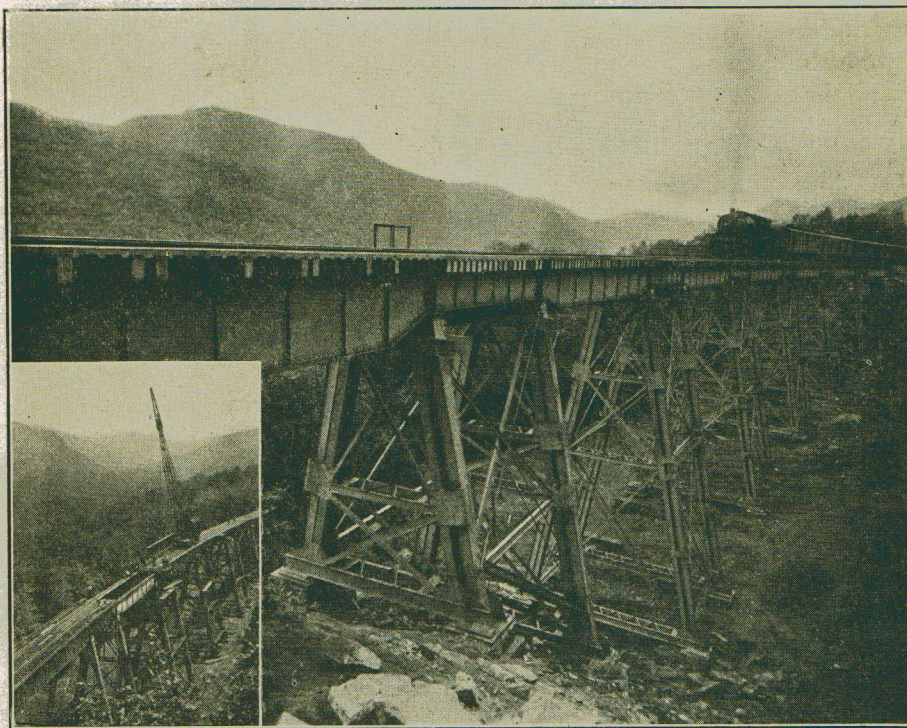
Peakwater, Me.
big attraction

Mount Kineo accommodates
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ompany. John W. Greene is
naging Director. Mr. Greene
his headquarters at The Mount
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Greene's direction, by Sheriden W. ing. The accompanying photographs
Scott. The offices of The SamOset taken recently illustrate the beauties
Company are at 222 St. John Street, and advantages of these two dis-
Portland, in the General Office build- tinctive summer hostleries.



Historic Frankenstein Trestle Rebuilt



Train No. 154 at east end of trestle. Inset shows actual construction work

The above photographs were taken shortly after the rebuilding of the famous Frankenstein Trestle on the Mountain Road. This trestle, located about one-fourth of a mile from the

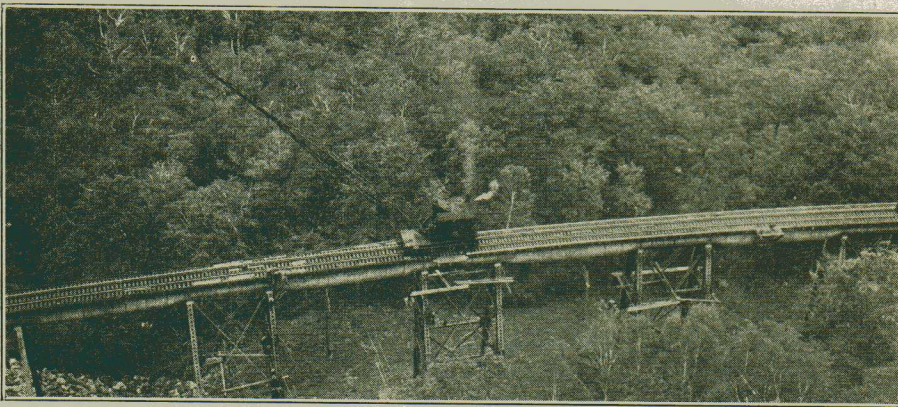
Wiley House, has recently been rebuilt by our Engineering Department. Large photo shows No. 154, morning passenger train Portland to St. Johnsbury, on the east end of the trestle.

The original Frankenstein Trestle, built in 1874, when the Road was extended from Bartlett to Fabyans, was in use about nineteen years. In 1893 a second structure was built. Due to increased weight of locomotives, longer and heavier trains and the use of all steel equipment instead of wood, it was necessary to strengthen and rebuild this well known landmark in the White Mountains which spans a dry gulf 75 feet above the ground.

The trestle itself is 519 feet long and this remarkable engineering feat of reconstruction was accomplished in record time without serious interrup-

tion of traffic and without the use of false work. A second trestle is now included inside the present structure. The actual work consisted of reinforcing the steel girders with additional girders between the two existing ones, girders being strengthened by bracing.

The new construction material weighed 870,000 pounds and required 22,000 field rivets. The work was accomplished in ten weeks time. The altitude at this point in the mountains is 1310 feet above sea level and there is a four degree curve and a 2.2 per cent grade.



Looking down on trestle from top of mountain

Attention 21st Engineers L. R.

The 21st Engineers L. R. Association will hold their annual reunion and election of officers at the University Club, Boston, October 7 at 6 o'clock P.M. Reception parlor at the Hotel Westminster will be open October 5, 6, and 7 and all members of the Regiment and attached troops are requested to register. Whether or not you attend the reunion, please send

your name and address to Frederick L. Webster, 6819-A Prairie Avenue, Chicago.

Federation of the 31st Railway Engineers of the A. E. F. will hold their annual reunion in Boston during the American Legion annual convention. Ex-members write to D. E. Benjamin, Pres., 4116 West Monroe Street, Chicago.

General
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Top of mountain

Engineers L. R.

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General Office Snap



Warren Phinney



Raymond Gline



Robert Woodill



Ray Dunton



Irving Russell

Former Maine Central Man Now Brilliant Police Captain

GEORGE P. BECKETT, Captain of Waterville Police Department is recognized as one of the city's leading officers.

George is on night duty at the City Hall and it is through his ability and efficient work that in many instances criminals have been to trial. He is



GEORGE P. BECKETT

ever considerate although partiality never enters into his work which probably accounts for the high standard he has been accorded by his fellow citizens. He has the reputation of being the most courteous officer ever to don the blue uniform in Waterville.

Before George entered the service of the city of Waterville, he formerly did railroad work, starting his career on the Boston Albany Railroad at the

Boston office, holding the position as Freight Clerk. He worked there for a period of six years. He is not a native of Maine, but has lived in Waterville for over 14 years. He was born in Providence, R. I., November 26, 1883, but when a lad of three, moved with his family to Boston. Three years later his family moved to Revere. He received his education in the Revere and Chelsea schools and started in railroading shortly after attending Chelsea High School.

It was in 1916 that he moved to Waterville and for a period of four years worked at the Waterville Freight Office and for a time was Foreman of the Waterville Freight House. On March 9, 1920, he became patrolman on the Waterville Police force. The appointment was made by the then Mayor Ernest E. Finnimore, who is now Chairman of the Police Commission and employed at the Waterville Shops.

For ten years now George has remained on the Police force, receiving appointments from Republican as well as Democrat Mayors. This is exceedingly unusual, but the continuous appointments of Captain Beckett reflects on his ability. For a while he belonged to the Waterville Fire Department, resigning when he became a Police Captain.

Mr. Beckett was married on April 14, 1904. He is affiliated with the Odd Fellows, Ahriam Encampment Canton Halifax and Aladdin Sanctorum.

Portland Terminal

By GRACE M. KATON

Mrs. Alice P. Donlan was hostess of a party of about twenty-five female employees in the various offices at the Terminal Station recently. The Grotto of the Chipman place on the Cape shore. Bathing, tennis, shuffle board, croquet and the like were all enjoyed as well as a bountiful picnic lunch.

General Yardmaster Quincy has been enjoying a vacation at his cottage at Pequaket Lake, but has returned to his duties.

Inter. & per Diem Bureau John W. Gurney has been confined to his home account illness but has recovered and returned to work.

Asst. Cashier Thomas H. Jones accompanied by Mrs. James, has been enjoying a motor trip through New York State to Washington, D. C. on return. During his absence R. F. Lee was substituting in the cashier's office.

Former Supvr. Cashier Elihu Rice was a caller on friends in Portland recently, enroute to Boothbay Harbor for a vacation.

About twenty of the force of Yardmaster and Motive Power Office of Rigby held a weenie roast on the beach at Prouts Neck during August. Bathing was enjoyed and a good time was had by all.

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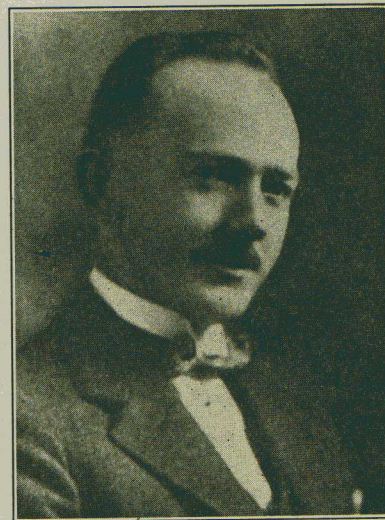
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Miss Winnifred A. Mohan, Kathryn Dillon and Eleanor H. Frates have been in camp at Crystal Lake.

Patrick L. Halloran with Mrs. Halloran and daughter Betty have been enjoying a vacation at Cliff Island, Montreal, P. Q., and New York City.

Mr. and Mrs. Thomas F. Foley are receiving congratulations on the birth of a daughter. Mr. Foley is Checker at the Freight Station.

Former Office
Employee Honored



G. S. J. MacDonald, former employee in the General Offices and now connected with the Pere Marquette Railroad in Detroit, was recently elected President of the Detroit Chapter of the Recreational League.

George was well known to many at the Portland Terminal when he was employed in the offices.

IN MEMORIAM

GEORGE W. PLAISTED



The many intimate friends of George W. Plaisted, 69, all over the system were shocked to learn of his sudden death which occurred Thursday, August 21st, at Kennebago when his body came in contact with a live wire.

Little is known of the exact manner in which Mr. Plaisted met his death while on his "day off." It is assumed that he came in contact with a live wire near the power house, evidence of this being a severe burn on one of his arms. His grandson, nine-year-old Edward J. Waldron, the only person with Mr. Plaisted on this trip, did not witness the fatality. Persons who found the body believe he stumbled

down the embankment near the power house and was electrocuted by a high tension wire.

Mr. Plaisted, known to all as "George," was born February 18, 1861, at North Berwick. He was the third oldest passenger conductor on the seniority roster and had been an employee of the Company for 48 years. He had lived in Portland from the time he entered the service in 1887. He was made a conductor in 1900.

He was a member of the Ancient Landmark Lodge F. and A. M., Greenleaf Chapter Royal Arch Masons, Portland Commandery, Brotherhood of Railroad Trainmen Order of Railroad Conductors, and is survived by his wife, his son, his daughter and a grandson, to whom sympathy is extended by all of the Maine Central Family.

CATHERINE L. PINE

Funeral services for Catherine L. Pine, widow of the late Foreman J. T. Pine, Waterville, were held at the Sacred Heart Church at 8.15 on August eighteenth. Mrs. Pine passed away on August fourteenth at the Sisters' Hospital after a long illness. She leaves two sons, Henry, a machinist, at Waterville Shops, and John of Everett, Mass.; two daughters, Sister Mary Helen of St. Joseph's Convent, and Catherine of Everett, Mass. A. A. T.

WILLARD W. FICKETT

Willard W. Fickett, pensioned employe of the Portland Terminal, passed away Thursday morning August 14th, at his home on Kennebec Street, South Portland. Mr. Fickett entered the employ of the Railroad in September, 1872, as Yard Brake and in 1877 was appointed Yard Conductor, which position he held until September, 1910, when on account of ill health he was appointed to the position as Drawbridge-leverman on the old Eastern Division bridge. On October, 1925, he was granted a pension. Although his health had been failing for some time it was not considered serious until within a few days of his death.

He was a member of Hiram Lodge of Masons, Cumberland Lodge of Knights of Pythias, of the Odd Fellows and of the Hiram Club. He was survived by his wife, two sons and four grandchildren.

MRS. JAMES E. WALDRON

Mrs. James E. Waldron, widow of Painter J. E. Waldron of Waterville Shops, passed away very suddenly on August eighteenth at her home on Fairfield. Funeral services were held on August twentieth at the home, Burrill Street. A. A. T.

EMILY A. HAYES

Emily A. Hayes, 87, widow of Francis E. Hayes, and mother of E. Hayes, Assistant Superintendent of the Portland Division, died July 19th at her home, 44 Berkley Street, Waterville. Burial was in Pine Grove Cemetery, Falmouth.

RIAM

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the time he entered the service in
1872. He was made a conductor in

was a member of the Ancient
Order of United Workmen, Grand
Council No. 10,000, Portland
District No. 10,000, and was
a member of the Ancient
Mark Lodge F. and A. M.,
No. 10,000, Portland Chapter
Royal Arch Masons, No. 10,000,
Portland Commandery, Brotherhood
of Railroad Trainmen Order of
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She leaves two sons, Henry, a mas-
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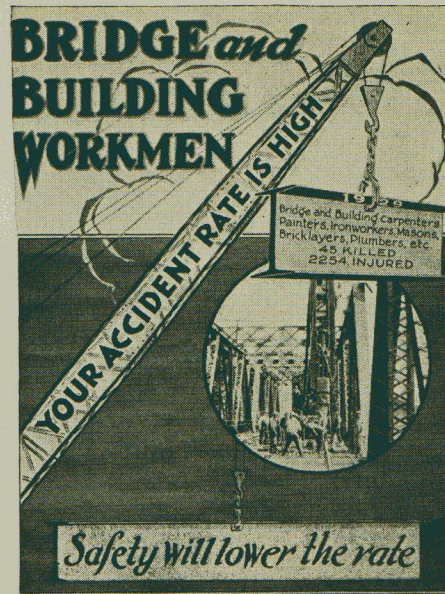
He was a member of Hiram Lodge
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her home, 44 Berkley Street, Wood-
fords. Burial was in Pine Grove
Cemetery, Falmouth.



Safety First

- I am Carelessness;—
 - I make my habitat wherever people work.
 - I bring sad accidents to all who play with me,
 - I shut out all the Sunshine and leave a gloomy murk.
 - I am Heedlessness;—
 - I heed not the warnings clearly placed to see.
 - I roam the world in company with Grim Despair,
 - I do not hesitate at thought of what is to be.
 - I am Observance;—
 - I teach Mankind the way to avoid the worst.
 - I bring security and peace unto the world.
 - I teach to all, one faithful lesson—
"SAFETY FIRST."
- H. R. Dodge.

Waterville Shops

By ARN

THE Waterville Shops' team has been playing some fast ball this season and up to August 1st they have played a total of twenty-six games. Twenty of these games were won and five were lost. Before the season is finally closed they will be well up to the top in the Central Maine League.

Some of the games have been "hot" and much interest has been shown by the fans.

Under the capable management of Arnold Dow and the personal instruction of Foreman Frank Bennett at Waterville Shops, the crew have been giving the followers a good brand of baseball.

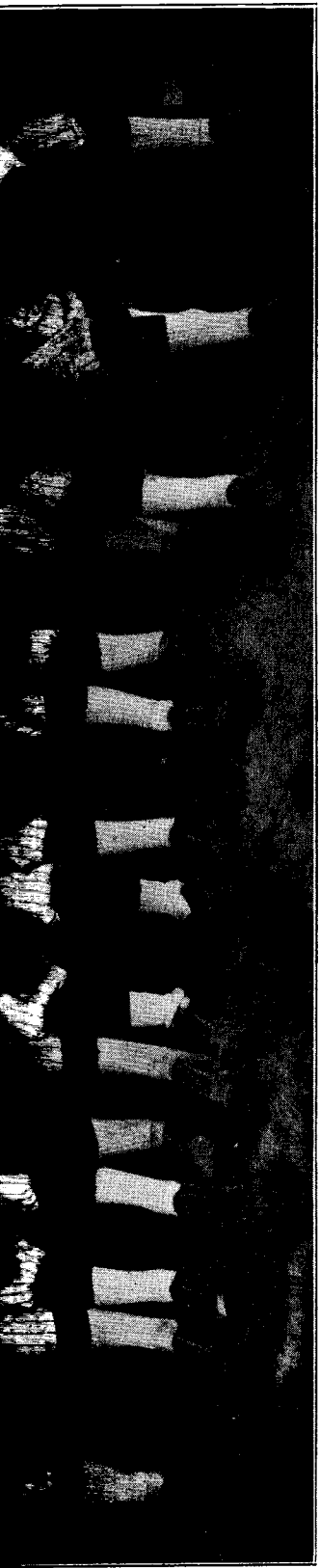
"Brick" Reed, old time ball player, has been coaching the boys. If there is anyone who knows the "ins and outs" of the game, it is "Brick". Their uniforms were purchased at the first of the summer and the practice has been done on our own field near the main office.

Just to show you that the boys are there with the hitting, in one of their games with Oakland they put Stinneford, pitcher, for sixteen innings including a long circuit drive by L. A. Pooler. The result was 12 to 0 in favor of the heavy hitting Waterville crew.

Patterson, Pooler and Herron slammed out three hits, while Fred Herron collected for a pair, including a double. Pollard and Locke worked over the mound for the Shops, each pitching steady ball in the pinches.



Back row left to right: A. A. Dow, Manager, "Brick" Reed, Coach; R. E. Patterson, S.S.; F. H. Bennett, M.M.; A. A. Thompson, Treas.; L. A. Pooler, R. F.; A. McKenney, 2nd base; Edw. King, Asst. Mgr. Front row left to right: Chick" Pooler, Captain; Geo. Foster, pitcher; David Moore, 1st base; Walter Glidden, 3d base; J. L. Sanborn, 2d base; Fred Herron, R.F.; John Belanger, C. F., and Roger Locke, pitcher.



Back row left to right: A. A. Dow, Manager, "Brick" Reed, Coach; R. E. Patterson, S.S.; F. H. Bennett, M.M.; A. A. Thompson, Treas.; L. A. Pooler, R. F.; A. McKenney, 2nd base; Edw. King, Asst. Mgr. Front row left to right: Edwin "Chick" Pooler, Captain; Geo. Foster, pitcher; David Moore, 1st base; Walter Glidden, 3d base; J. L. Sanborn, 2d base; Fred Herron, R.F.; John Belanger, C. F., and Roger Locke, pitcher.

Waterville Shops' Baseball Team have a Good Season

By ARNOLD A. DOW, Manager

THE Waterville Shops' baseball team has been playing some fast ball this season and up to August 20 had played a total of twenty-six games. Twenty of these games were won, one tied and five were lost. Before the season is finally closed they will be well up to the top in the Central Maine League.

Some of the games have been "red hot" and much interest has been shown by the fans.

Under the capable management of Arnold Dow and the personal interest of Foreman Frank Bennett at Waterville Shops, the crew have been giving the followers a good brand of baseball.

"Brick" Reed, old time ball player, has been coaching the boys and if there is anyone who knows the "ins and outs" of the game, it is "Brick." Their uniforms were purchased the first of the summer and the practicing has been done on our own field, right near the main office.

Just to show you that the boys are there with the hitting, in one of the games with Oakland they pounded Stinneford, pitcher, for sixteen hits including a long circuit drive by Chick Pooler. The result was 12 to 6 in favor of the heavy hitting railroad crew.

Patterson, Pooler and Herron all slammed out three hits, while Foster collected for a pair, including a double. Pollard and Locke worked on the mound for the Shops, each pitching steady ball in the pinches.

M. C. R. R.	ab	r	bh	po	a	e
Moore, ss	5	2	1	2	0	2
Patterson, rf	4	2	3	2	0	0
C. Pooler, c	4	3	2	12	1	0
Herron, lf	4	1	3	0	0	0
Belanger, cf	4	1	1	0	0	1
Glidden, 3b	4	0	0	0	0	2
A. Pooler, 2b	4	0	0	0	0	2
Pollard, p	3	1	1	0	3	0
Locke, p	1	0	1	0	0	0
Foster, 1b	4	2	2	5	0	0

Totals 37 12 16 21 5 6

Oakland	ab	r	bh	po	a	e
Collier, cf	3	0	0	0	0	0
C. York, cf	1	0	0	1	0	0
H. York, c	3	2	2	7	2	0
Bradstreet, 1b	4	2	1	5	0	1
Brown, cf	4	1	2	2	0	0
Stinneford, p	3	0	1	0	2	0
Leahy, 2b	4	1	0	2	1	1
Simmons, 3b	3	0	0	1	1	0
Calder, rf	3	0	0	0	0	0
Sullivan, ss	4	0	0	0	1	2

Totals 32 6 6 18 7 4

M. C. R. R.—12
Oakland—6

Home runs, C. Pooler. Stolen bases, Glidden. Left on bases, M. C. R. R., 5; Oakland, 5. Base on balls off: Pollard 3; Locke 0; Stinneford 0. Struck out, by Pollard 6, Locke 4, Stinneford 7. Hit by pitcher, by Pollard (Calder). Passed balls, C. Pooler, H. York. Winning pitcher, Pollard; losing pitcher, Stinneford.



Food for Thought

Si: Sarah, is there anything you want in town this morning?

Sarah: Well, Si, you might buy a jar of that traffic jam I've been readin' about.

Bad Business

"Vell, Abe, how's business?"

"Terrible! Even de people vot don't pay ain't buying noting."



Book Agent to Farmer: You ought to buy an encyclopedia, now your boy is going to school.

Farmer: Not on your life! Let him walk, the same as I did.

"I'd like to see some shirts for my husband. Soft ones, please, the doctor has forbidden anything starchy."

Hospitable Host: "Won't you have some more duck, Miss Stunner?"

Bashful Guest: "No, thank you."

H. H.: "Oh, do. Here's a nice little leg, just your size."

Somebody Knew

Fond Wife: "Will, do you know you have not kissed me for eight days?"

Absent-minded Man: "No? Dear me, how annoying! Whom have I been kissing?"

"Madam, do you mind if I smoke?"

"Oh, dear me, no. I don't give a damn if you burst out in flames!"

A little girl had been allowed by her mother to visit the minister's family and stay for dinner. After the preacher had finished asking the blessing, the child said:

"That isn't the way my papa asks a blessing."

"And how does your papa ask a blessing?" inquired the minister.

"Why, he just says, 'Good God, what a meal!'"

It's a



"AI" Emery, Condu

When he first came up h showed him the best places to trout and thought he knew the by this time. But no, he goes to the stream and comes back e handed. There he sits now tak easy as if he had just caught a v What can you do with a cha that?

No. 204 comes in here on time day, and after he has dinner, he his rod, and without a glance i direction says to Mother, "I w if Jack (that's me) would like fishin'." Well of course I know he's driving at. He wants help pretends not to know I'm a there. I know his game though. he says "fishin'" I may be stre out comfortable in a nice bed o but—well, you can't stand and feller walk off like that and not help him. I know where thos

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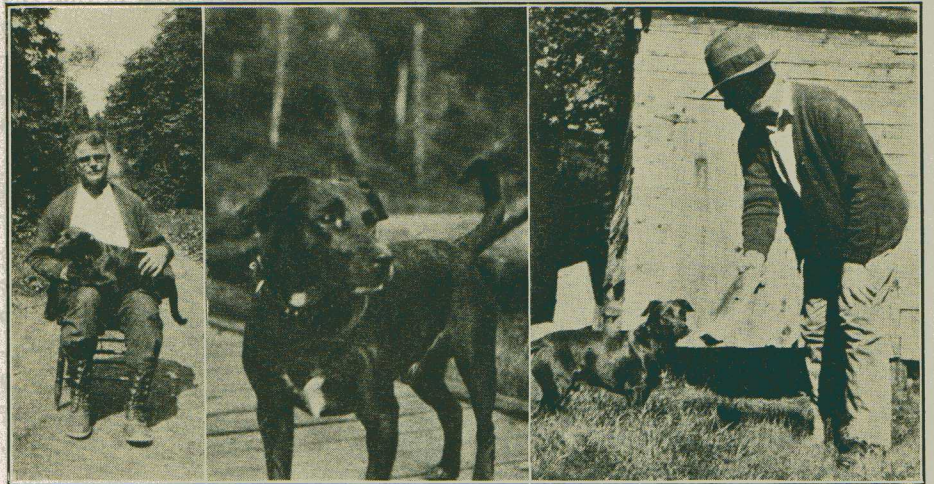
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It's a Dog's Life



"Al" Emery, Conductor on "The Rangeley" and Jack

When he first came up here I showed him the best places to get a trout and thought he knew the ropes by this time. But no, he goes down to the stream and comes back empty handed. There he sits now taking it easy as if he had just caught a whale. What can you do with a chap like that?

No. 204 comes in here on time every day, and after he has dinner, he takes his rod, and without a glance in my direction says to Mother, "I wonder if Jack (that's me) would like to go fishin'." Well of course I know what he's driving at. He wants help, and pretends not to know I'm around there. I know his game though. When he says "fishin'" I may be stretched out comfortable in a nice bed of hay but—well, you can't stand and see a feller walk off like that and not try to help him. I know where those big

fellows lie in the stream pools and he knows that I know it. He may appear not to follow me, but when I cross the dam, he follows, knowing there is something on the other side. I can see those trout down there just as plain, and try to make him see them when they strike the fly. But what's the use. He stands there, his eyes and his mind way off in the clouds. What can you do with a man who is forever looking for the blue beyond the rift, watching the soft outlines of the billows to catch the glimpses of sunshine on their edges, and sighing with satisfaction when the golden glow shines through, seeing the delicate tracery of the white mists over the mountain, and where the greenery of the pines breaks through the mist like a spearhead, as it rises and falls with the breeze.

A fisherman who would rather

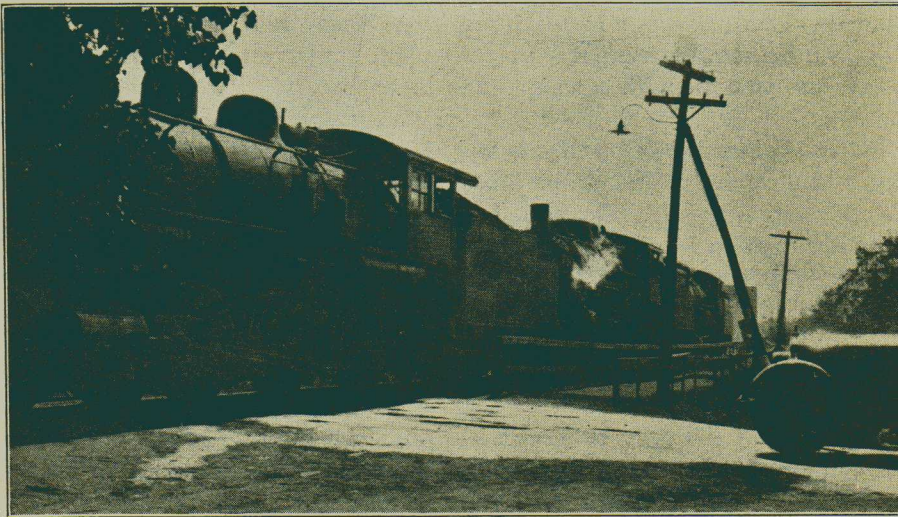
watch the sunshine chase the shadows across the valley, noting every varying tint of the foliage on the face of the great outdoors, who will watch for an hour the flitting of a pair of chickadees in the bushes, or the quick flash of a Redstart's wing from a twig,—what's the use, I ask, of guiding a fisherman who feels sorry to hurt the fish he hooks, and who will sit and dream with his eyes on the distant hills seeing—seeing—the infinite.

Just the same his big rough hand is awfully chummy when he grouses the back of my neck and takes hold of my ears, and puts his fingers around my nose to make me sneeze. I forget

his shortcomings as a fisherman then, and am just contented to lay around his feet when he lays back in that old armchair talking to Mother. For after all, while there may be better fishermen, from a dog's point of view, there are no better men, and a dog's point of view is pretty often correct. I guess after all I don't mind his being a dub fisherman if he will just stay as he is and keep his big heart warm, and his soul continue to see the blue beyond the clouds. If he can't do that, he won't be my chum, "Al" Emery, and I won't want to see him run into Kennebago any more, nor put my paws on his knees and lick his face. And that would sure be a Dog's life



Triple Header on "The Rangeley"



Snap taken by S. O. Swett, Rumford, shows three engines that hauled train 203, "The Rangeley," Rumford to Kennebago August 2nd

You May Carry Wh

EMPLOYEES who are laid off on account of reduction in force may obtain leave of absence maintain their Travelers Group Insurance for a period of ninety (90) days. The same may be temporarily canceled.

Notify your foreman, superintendent, or write to the Auditor Paul J. 232 St. John Street, Portland, Maine, in order that your insurance will be continued or temporarily canceled according to your desire.

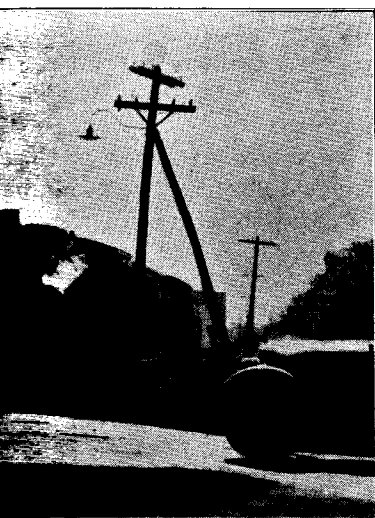
The insurance of employees whose certificates have been temporarily canceled will be reinstated automatically on their return to service.

During the period ended August 31, 1930, 44 sick and 3 accident benefits were paid as shown in detail below.

Name	Location
<i>General Office</i>	
Ernest L. Elgee	Aud. Frt. Acct.
Catherine Jones	Asst. Compt.
<i>Engineering Department</i>	
Donald R. Bowden	Bucksport
Clifford P. Flint	Newport Jct.
Frank H. Lamb	Ayers
Herbert Marshall	Danforth
Rosario Paquette	Augusta
Joseph M. Scott	Portland
Edwin I. Spencer	Cumberland Mills
<i>Motive Power Department</i>	
Robert W. Boucher	Fairfield
Madeline E. Brooks	Woodfords
Vede Delaware	Waterville
Henry R. Doyle	Bartlett
Coleman Durant	Portland
George Elliott	Waterville
Clyde F. Gary	Portland
Charles H. Gibson	Fairfield
Eben N. Hutchinson	Dixfield
W. L. Johnson	Bartlett
Wilfred C. Labrecque	Waterville
Beatrice M. Light	Waterville
Frederick E. Lombard	Portland
George H. McPherson	Hampden
Thomas Mills	Vanceboro
Edward V. Peterson	So. Portland
M. F. Tulley	Fairfield
Myron West	Waterville
<i>Stations</i>	
James E. Andrews	Eastport
Dana F. Aubin	Lewiston
George W. Lacombe	Waterville
Charles E. Longley	Milford
W. A. Thompson	Houghton
John L. Wallace	Eastport
Frank N. Blaisdell	Oakland

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"The Rangeley"



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You May Carry Travelers Group Insurance While Laid Off

EMPLOYEES who are laid off on account of reduction in force or who may obtain leave of absence may continue their Travelers Group Insurance for a period of ninety (90) days or same may be temporarily canceled.

Notify your foreman, superintendent, or write to the Auditor Payrolls, 232 St. John Street, Portland, Maine, in order that your insurance will be continued or temporarily canceled, according to your desire.

The insurance of employees whose certificates have been temporarily canceled will be reinstated automatically on their return to service.

During the period ended August 18, 1930, 44 sick and 3 accident claims were paid as shown in detailed list below.

Name	Location	Reason
<i>General Office</i>		
Ernest L. Elgee	Aud. Frt. Acct.	Health
Catherine Jones	Asst. Compt.	Health
<i>Engineering Department</i>		
Donald R. Bowden	Bucksport	Accident
Clifford P. Flint	Newport Jct.	Health
Frank H. Lamb	Ayers	Health
Herbert Marshall	Danforth	Health
Rosario Paquette	Augusta	Accident
Joseph M. Scott	Portland	Health
Edwin I. Spencer	Cumberland Mills	Health
<i>Motive Power Department</i>		
Robert W. Boucher	Fairfield	Health
Madeline E. Brooks	Woodfords	Health
Vede Delaware	Waterville	Health
Henry R. Doyle	Bartlett	Health
Coleman Durant	Portland	Health
George Elliott	Waterville	Health
Clyde F. Gary	Portland	Health
Charles H. Gibson	Fairfield	Health
Eben N. Hutchinson	Dixfield	Health
W. L. Johnson	Bartlett	Health
Willfred C. Labrecque	Waterville	Health
Beatrice M. Light	Waterville	Health
Frederick E. Lombard	Portland	Health
George H. McPherson	Hampden	Health
Thomas Mills	Vanceboro	Health
Edward V. Peterson	So. Portland	Health
M. F. Tully	Fairfield	Health
Myron West	Waterville	Health
<i>Stations</i>		
James E. Andrews	Eastport	Health
Dana F. Aubin	Lewiston	Accident
George W. Lacombe	Waterville	Health
Charles E. Longley	Milford	Health
W. A. Thompson	Houghton	Health
John L. Wallace	Eastport	Health
Frank N. Blaisdell	Oakland	Health

<i>M. C. Trainmen</i>		
Joseph Clair	Portland	Health
Fred M. Estabrook	Waterville	Health
Roy B. Garland	Oakland	Health
Charles A. Messer	Bangor	Health
Joseph E. Poulin	Waterville	Health
<i>Enginemen</i>		
Leon Hooper	Waterville	Health
<i>P. T. Stations</i>		
Mildred E. Cressey	Portland	Health
Daniel Sullivan	Portland	Health
Robt. M. Thomas	Portland	Health
<i>P. T. Trainmen</i>		
Charles E. Billings	Portland	Health
Arthur T. Coffin	Portland	Health
Stinson D. Lewis	So. Portland	Health
George J. Provancher	Portland	Health

— 0 —

De Luxe Coaches

From page 8

There will be wash rooms with running water in each car for both men and women. The ladies' compartment will be fitted with a vanity mirror and other feminine appointments.

The cars will be equipped with roller bearings on all wheels, exhaust fans, combination hat and ticket holders attached to the back of the seat, Wilton rugs for aisle strips, flexible flooring in color to harmonize with the interior color scheme and vapor heat with thermostatic control on both sides of cars.

All fittings will be chromium plated, brass window sashes, double windows and special water coolers.

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The Present Trend

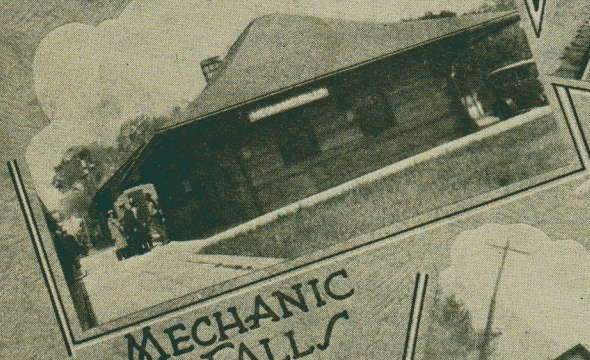
Smith: "I see by the paper that a widower with twelve children has just married a widow with nine children."

Jones: "That was no marriage—that was a merger."—*Earth Mover.*

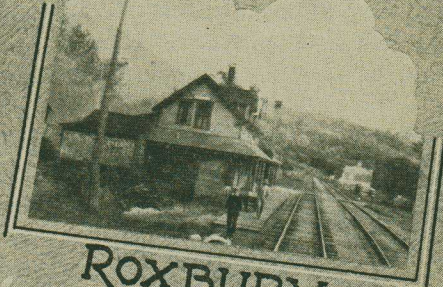
Rumford Branch



FRYE



MECHANIC FALLS



ROXBURY



EAST SUMNER



DIXFIELD