The Bloodless Sportsman

ANONYMOUS

I go a-gunning, but take no gun;
I fish without a pole;
And I bag good game and I catch such fish
As suits a sportsman's soul.

For the chiefest game that the forest holds,
And the best fish of the brook,
Are never brought down by a rifle shot,
And are never caught with a hook.

I bob for fish by the forest brook,
I hunt for game in the trees,
For bigger birds that wing the air,
Or fish that swim the seas.

A rodless Walton of the brooks,
A bloodless sportsman, I,
I hunt for the thoughts that throng the woods,
The dreams that haunt the sky.

The woods are made for the hunters,
The brooks for the fishers of song.
To the hunters who hunt for the gameless game,
The streams and the woods belong.

There are thoughts that roam from the soul of the pine,
And thoughts in the flower-bell curled;
The thoughts that are blown with the scent of fern,
Are as new and as old as the world.

So, away, for the hunt in the fern-scented wood,
Till the going down of the sun.
There is plenty of game still left in the woods
For the hunter who has no gun.

So, away, for the fish, by the moss-bordered brook,
That flows through the velvety sod:
There are plenty of fish still left in the streams
For the angler who has no rod.

—From The Valve World via A.A.T.

Pullman Service
Of

IT has been truly said that the railroads have built America, and so it is an equal truth that the Pullman car has furnished the travelin' comfort in this marvelous expansion. Without this systematized service, furnishing the necessary luxurious comforts to the numbers who make rail journeying pleasant in the case of business as well as for pleasure.

Some 78 years ago—on the evening of September 1, 1859, to be exact—the first Pullman sleeper car was put into service, by the Illinois Central Railroad, in Chicago. It was No. 9, a two-berth coach. The car contained four passengers, four being the numbers who make up every Pullman car today.

A Far Cry

It is a far cry from those two little experiments to 1928 when the Pullman Company owned nearly 2000 of its cars; and the four passengers per night have increased mightily, the number of 33,923,920 passengers were carried by the company during the fiscal year ending Dec. 31, 1927, the company's average being over 7,500,000. At the time of his death in 1913, George M. Pullman, pioneer in the mechanical arts of railway travel comfort, had built his humble enterprise blossomed into a mammoth.
Pullman Service An Important Part Of Railroading

It has been truly said that the railroads have built America, and it is an equal truth that the Pullman car has furnished the traveling comfort in this marvelous expansion. Without this系统化 success in furnishing the necessary luxuries there would be a noticeable diminution in the numbers who make rail journeys, in the case of business as well as of pleasure.

Some 78 years ago—on the evening of September 1, 1859, to be exact—the first Pullman sleeping car left Bloomington, Illinois, for the night trip to Chicago. It was No. 9, one of two remodeled railroad coaches, and it contained four passengers who were willing to pay extra for a comparatively good night’s sleep on an actual bed, rather than sit and doze in a regular Chicago & Alton day coach.

A Far Cry

It is a far cry from those two little experiments to 1928 when the Pullman Company owned nearly 9,248 cars; and the four passengers of that night have increased mightily, since 33,923,920 passengers were carried for the fiscal year ending Dec. 31, 1928, a daily average of more than 92,942.

At the time of his death in 1897, George M. Pullman, pioneer builder of railway travel comfort, had seen his humble enterprise blossom like a rose garden; but were he alive today it is likely that, far-seeing as he was, he would be astonished.

These 33,923,920 passengers traveled in the aggregate 14 billion miles, or an average distance of about 411 miles a passenger, or a car ride of more than 116 miles for every resident of the United States.

A man in Bangor can buy a Pullman ticket clear through to San Diego, California, and this convenience can, practically, be duplicated between any points to which there is Pullman service. This does not mean that the State of Maine man has a through Pullman to California, since he would change at Boston and Chicago.

America’s Greatest Housekeeper

The first Pullman sleeping car was a stubby little thing, about half the size of the palaces on wheels of today. Its furnishings were plain, its decorations practically none. The beds had mattresses, blankets and pillows but no sheets; candles furnished a dingy illumination; one basin in open view sufficed for the passengers’ hasty washings.

What a contrast today! During the 12 months cited the 160 storerooms in all parts of the country had 10,116 articles on hand, including 9,691,951 pieces of linen, required for daily equipment and reserve. During the
and is in keeping with the obvious cleanliness of Pullman service.

Hotel Rooms Anew

The majority of American travelers prefer the open-section sleeping cars as they are not only thoroughly comfortable but also permit the passenger to catch glimpses of his car companions and see what is going on. Nearly all this type of car contain a drawingroom and one or more compartments, affording the more exclusive the privacy they desire. Then there are sleeping cars containing nothing but drawingrooms and compartments, parlor cars for day travel and luxurious combination sleeping or parlor cars that have observation lounge rooms. The open-section sleeper of today has a fixed headboard between each section, giving a semi-privacy not found in the old-style cars.

The new single-room sleeping car proved popular from the start and now is in operation on railroads on the Atlantic and Pacific coasts and in the Middle-West for overnight service only. Regular bedsteads, individual toilet facilities and other comforts give the traveler a hotel room awheel.

New Refinements

New Pullmans are built a foot longer, and the additional space is given to the women's dressing room and permits much greater capacity. The green floor light shows possible aisle obstructions to wanderers without the reflection disturbing any sleeping passenger. The luminous berth is another convenience in a darkened car.

Separate curtains for upper and lower berths have done away with the annoyance that the full length curt-


tains sometimes brought throughlessness on the part of a passenger.

Lower berth occupants find a convenient shelf for luggage in the old-style inverted headrest, permits necessary bags to be at hand while occupying any sleeping space. A shelf of webbing, that displaced old hammock, gives upper ber-
sengers equal comfort.

Pullman Car Names

The names of Pullman cars occasioned rapt public interest many decades, and fanciful names about them have gone the rounds of the newspapers. When the Pullman organization was in its swashbuckling days, the letters of the alphabet were used but when the 26 letters were exhausted it was seen other method was needed. Then the names, beginning with the Pullman in 1865, the first all-Pullman-built car. At first feminine and floral names were given parlor cars only, but the rule did not hold good long. The ancient and romantic history fiction and the studbooks of thoroughbred racehorses contributed to Pullman car nomenclature, but the

Upper: Exterior of First Pullman

Use on Our Road

(4)
Hotel Rooms Awheel

The majority of American travelers on the open-section sleeping cars are not only thoroughly comfortable but also permit the passenger the privacy and dignity of his car companion and see what is going on. They all this type of car contain a steward and one or more attendants, affording the more exclusive passengers the privacy they desire. There are sleeping cars containing both drawingrooms and compartments, parlor cars for day travel and luxurious combination sleeping rooms. The open-section car of today has a fixed headboard in each section, giving a semi-privacy not found in the old-style cars. There is a new single-room sleeping car popular from the start and in operation on railroads on Atlantic and Pacific coasts and in the Middle-West for overnight service. Regular bedsteads, individual facilities and other comforts give the traveler a room awheel.

New Refinements

Pullmans are built a foot longer and the additional space is given to the women’s dressing room, which offers much greater capacity. A green floor light shows possible obstructions to wanderers without disturbing any sleeping passenger. The luminous berth is a feature in a darkened room where separate curtains for upper and lower berths have made away with the necessity that the full length curtains sometimes brought through carelessness on the part of a passenger.

Lower berth occupants find a convenient shelf for luggage in the new inverted headrest, permitting necessary bags to be at hand without occupying any sleeping space. A shelf of webbing, that displaced that old hammock, gives upper berth passengers equal comfort.

Pullman Car Names

The names of Pullman cars have occasioned rapt public interest for many decades, and fanciful stories about them have gone the rounds of the newspapers. When the Pullman organization was in its swaddling clothes the letters of the alphabet were used; but when the 26 designations were exhausted it was seen some other method was needed. Then came the names, beginning with the Pioneer in 1865, the first all-Pullman-built car. At first feminine and floral names were given parlor cars only, but that rule did not hold good long. The most ancient and romantic history and fiction and the studbooks of thoroughbred racehorses contributed to Pullman car nomenclature, but the last few years names of new cars usually signify a type of car. The prefix word tells the tale to every Pullman or railroad man interested. For instance, El Alamo, El Ulloa and the other “Els,” and Mountain Burg and the other “Mountains” are 10-section library observation cars; Camp Bragg, Camp Bullis, etc., Fort Amador, Fort Worden, etc., Cape Alava, etc., are all 10-section, drawingroom, two-compartment style; East Arcadia, etc., and the “Me” cars, McAdams, McLaren, etc., the “Saints,” St. Albans, etc., East Buffalo, East Palmyra, etc., Orange Bay, Orange Bend, etc., Red Ash, Red Bluff, etc., are all 12-section, drawing-room variety; Glen Alta, Glen Nevis, etc., are six-compartment, three-drawingroom type; Point Airy, Point Wilson and other “Points” are 10-sections, 2 drawingrooms; while the cars named after lakes are 4 sections, drawingroom and two compartments, and so it goes. Cars on notable limited trains are often named after historical events or places peculiar to the territory traversed.

Upper: Exterior of First Pullman Sleeper No. 9. Lower: A Modern Sleeper in Use on Our Road Today. Note Comparative Size
Second Annual “Farm Special” Tours
Fifteen Counties Along The Line

LEAVING Portland on Saturday, July 29th, the Maine Central's Special Livestock and Farm Development train started on its ten-day tour around the State under the supervision of Industrial Agent W. G. Hunton of Portland. The “Bull Special” will make three or four stops each day in important farming sections along our line, offering helpful suggestions to farmers and stockmen on the value of pure-bred livestock; on how to preserve soil fertility; a helpful plan for practical crop rotations; a strong appeal for a diversity of crops on all farms; and suggestions on how to convert cheap feeds into meat and dairy products on the farm.

State Institutions Cooperate

The personnel of the train is composed in part of representatives of the College of Agriculture, University of Maine, the State Department of Agriculture, the Maine Experiment Station and the State Forestry Department. The well developed organization of the University of Maine Extension forces, practically gives the Livestock Train a local representative in the County Agents in every part of the State.

Mr. Hunton recently visited many of the leading stock farms of the State in the interests of the “Bull Special” and through the hearty cooperation of breeders of pure-bred livestock secured representatives of the leading dairy breeds.

One Up on J. J. Hill

There are several new features added this year which will increase the interest and efficiency of the Livestock Train. A number of years ago James J. Hill, pioneer Great Northern railroad builder, took a trainload of young pure-bred bulls into his territory, distributing them along the line as a railroad enterprise. This year the Maine Central is going Hill one better. Not only are we distributing a large number of pure-bred dairy bulls in Maine, but Mr. Hunton has arranged to swap them for scrub bulls. The bulls will be brought back to Portland destined to the slaughter house.

Not only will this leave in our community a bull which is bound to raise the level of dairy products in that section, but the result will be the elimination of an animal if allowed to breed, would be sure to decrease the average milk and butter fat production of the State of Maine. The farm exhibition, the display of feeds and seeds, the exhibits of practical farm forestry, grains and grasses, other features of the “Bull Special” will be far more pretentious than the first train run last year.

Especial attention will be paid to the need of lime and to insect and plant diseases and farmers have been urged to bring soil to the train for tests as well as specimens of diseased plants and fruits for the expert to diagnose and recommend a remedy.

The consist of the seven-car train is as follows: Pullman, Home-Owner's Grains and Soil Car, 3 Stock Platform Demonstration Cars, Commissary Car. Stations stop will be made and complete itinerary for
Special" Tours Along The Line

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The consist of the seven-car train is as follows: Pullman, Home-Grown Grains and Soil Car, 3 Stock Cars, Platform Demonstration Car and Commissary Car. Stations stops to be made and complete itinerary follow:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
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<tbody>
<tr>
<td>July 29th</td>
<td>Fryeburg, Hiram and Cornish</td>
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<td>July 30th</td>
<td>Gray, Poland, Canton and Farmington</td>
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<tr>
<td>July 31st</td>
<td>Leeds Ctr., Readfield, Oakland, Norridgewock and Waterville</td>
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<tr>
<td>Aug. 1st</td>
<td>Hinckley, Skowhegan and Lewiston Upper</td>
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<td>Aug. 2nd</td>
<td>Sabattus, Wiscasset, Warren and Brunswick</td>
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<td>Aug. 3rd</td>
<td>Bowdoinham, Richmond, Burnham Jct. and Pittsfield</td>
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<td>Aug. 5th</td>
<td>Harmony, Dover-Foxcroft, Dexter and Newport</td>
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<td>Aug. 6th</td>
<td>Carmel, Bangor, Mattawamkeag and Lincoln</td>
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<td>Aug. 7th</td>
<td>Cherryfield, Machias and Calais</td>
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<td>Aug. 8th</td>
<td>Ellsworth and Holden</td>
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The Lion and the Mouse

If the automobile continues to strengthen its aggressiveness toward the railroads the latter may be placed completely on the defensive. Last year in 20 per cent of the railroad versus automobile collisions it was the motor car that did the attacking and crashed into the ribs of the obstructing steam train. — New Orleans Times Picayune.
Bath Iron Works Corporation Stages Phenomenal Come-Back

SINCE its reorganization in October, 1927, when the total force of the Bath Iron Works Corporation consisted of a President, Vice President and a Treasurer and a Chief Clerk, the come-back of this well known Maine concern has been nothing less than phenomenal. So well is the new organization equipped and organized to produce yachts and trawlers of the very finest craftsmanship and reliability that 736 men are 10-day working overtime, the payroll is in excess of $20,000 per week and new ways are required for keels soon to be laid down.

Since December 1, 1927, when the Bath Iron Works Corporation began operations, four of the finest yachts in the world have been completed or are still under construction in the yards, three trawlers have been completed for the Atlantic and Pacific Fish Company, two more are building for this concern, as well as two trawlers for the Bay State Fish Company, and a utility boat has been constructed for the Brown Corporation.

Ultra-Modern Equipment

The yachts mentioned include the Vanda, 240 feet in length and with a displacement of 1279 tons; the Hi-Esmaro, 267 feet, 5 inches in length and with a displacement of about 1,400 tons; the Corsair, 343 feet 6 inches in length and with a displacement of about 2,000 tons, and the Paragon, built for Chas. D. Davol, President of the Davol Rubber Company, which is practically completed and will be launched on August 7th.

The Hi-Esmaro was launched last month with great eclat and christened with what appeared to an interested observer to be real pre-war champaign, and now lies in the stream receiving the finishing details to its marvelous interior under the watchful eye of its owner H. Edward Manville of the John Manville Company. 314 men are now at work on this boat, which is equipped with every modern device for the safety and comfort of its passengers.

Gyro compasses, radio bearing finders, sonic sounders, an elaborate heating and ventilating system, and suchlike, ultra-modern gadgets included in this boat but the thing that most impressed the writer was the amount of teak, mahogany, walnut and other choice woods that went into the finish of the various cabins and the remarkable precision of the craftsmanship with which the work was being done. Truly it may be said that New England makes quality products, and the Bath Iron Works Corporation deserves to be placed up at the head of the list of New England firms which are producing products that customers want today.

The Hi-Esmaro Described

For those who are interested in naval architecture, it might be pointed out that the Hi-Esmaro is a twin screw, 300 horse power oil burning, Diesel yacht, class G, at Lloyds. Her length overall is 277 feet, depth at lowest point to deck 22 2/2 feet, and loaded draught will be about 12 feet.

The yacht has a clipper bow, long overhanging stern, and is completed with the bronze figure and carvings, will present a very Handsome appearance. She is schooner rigged, having two pole masts.

The two propelling engines are Bessemer type, 4-cycle, solid cylinders, full Diesel, each having cylinders 18" in diameter and stroke developing 1500 shaft horsepower each and capable of driving the yacht at a speed of 18 miles per hour with the Hyde bronze propeller turning at 300 revolutions per minute.

The Hi-Esmaro is a handson dition to the ever growing fleet of large pleasure yachts.
Corporation Stages Come-Back

which is practically completed will be launched on August 7th. 

*Hi-Esmaro* was launched last with great eclat and christened, what appeared to an impressionable observer to be real pre-war design, and now lies in the stream of the finishing details to its splendid interior under the watchful eye of its owner H. Edward Mann of the John Manville Company. 

The photos are now on this which is equipped with every device for the safety and comfort of its passengers. 

To compasses, radio bearing finders, sounders, an elaborate lighting and ventilating system, and suchlike, ultra-modern gadgets are included in this boat but the thing that most impressed the writer was the amount of teak, mahogany, walnut and other choice woods that went into the finish of the various cabins and the remarkable precision and craftsmanship with which the work is being done. Truly it may be said that New England makes quality products, and the Bath Iron Works Corporation deserves to be placed way up at the head of the list of New England firms which are producing what customers want today.

**The Hi-Esmaro Described**

For those who are interested in naval architecture, it might be said that the *Hi-Esmaro* is a twin screw, oil burning, Diesel yacht, class 100 At Lloyds. Her length overall, without including the bowsprit, is 267 feet, depth at lowest point to main deck 22 feet 6 inches, and when loaded her draught will be about 15 feet.

The yacht has a clipper bow and long overhanging stern, and when completed with the bronze figure-head and carvings, will present a very handsome appearance. She is schooner rigged, having two pole masts.

The two propelling engines are Bessemer type, 4-cycle, solid injection, full Diesel, each having eight cylinders 18" in diameter and 22" stroke developing 1500 shaft horse power each and capable of driving the yacht at a speed of 18 miles per hour with the Hyde bronze propellers turning at 300 revolutions per minute. The *Hi-Esmaro* is a handsome addition to the ever growing fleet of large pleasure yachts.

**Corsair Means Pirate**

Even outclassing the *Hi-Esmaro* is the *Corsair*, being built for J. Pierpont Morgan. Her keel is laid and she is well in frame. When completed she will be the largest private yacht afloat. We didn't hear this in Maine so it's probably all right to tell it. Believe it or not as you wish. As many people know, J. Pierpont of the house of Morgan, now has a very large and beautiful yacht, known as the *Corsair*, but the new *Corsair* will simply be the *Corsair* and not *Corsair III* as is usual in most cases. Webster defines this word as "a privateer. . . . In Europe generally a corsair was regarded as a pirate; hence a pirate." The Morgans are said to be descended from the famous buccaneer Captain Henry Morgan who is almost as famous as Capt. Kid, Bluebeard, and like famous gentry. You can draw your own conclusions.

The present work and position of the Bath Iron Works Corporation is of particular interest to the Maine Central Family for two reasons. One since beginning operation slightly over a year ago up to July 1st of this year, the Bath Iron Works Corporation has paid the Maine Central $59,095.09, which makes them one of the most important patrons on the whole system. While the *Hi-Esmaro* was being built, this stip alone required incoming carload shipments of four or five a day. Over 300 cars of steel went into the boat beside countless carloads of machinery, paint, insulating material, teak, mahogany and miscellaneous materials.
The difference between a couple of caretakers and a payroll of over $20,000 a week has made Bath a flourishing city instead of what we may now admit was a dismal stagnating town. The difference in incoming freight shipments of shoes and sealing wax and radios, and grapefruit and anthracite coal and what have you, which is directly attributable to the Bath Iron Works payroll, makes a not inconsiderable difference in the Maine Central balance sheet.

While comparative figures of incoming freight traffic are not available, General Agent L. J. Sanborn of Bath, states: "Our business for June was the largest for any month I have been here, that is, January, 1928, and I think a statement that the general business at this station this year over same period five years ago shows a general increase on nearly all commodities.

"To my mind, the Bath Iron Works, employing between seven and eight hundred men with a payroll of around $20,000 a week, at the present time reflects on all business in Bath. In other words everyone gets his part of this payroll."

Our Old Friend Gene

The other particular interest we have in the Bath Iron Works is the fact that a former member of the Family, ex-General Agent L. E. (Gene) Thebeau of Bath, now Treasurer and Director of the Bath Iron Works, is one of the most important factors in the remarkable recrudescence of this great Maine industry. Mr. Thebeau, with the same energy, force and tact that so many of us remember, in his well equipped and smoothly running office, has charge of the accounting, purchasing, time keeping, stores, expense control, payrolls and advertising of the Corporation. He is still as interested in routing shipments from the West to Bath via the Maine Central as he used to be.

The Bath Iron Works Corporation is an outstanding example of what New England brains, capital and the craftsmanship of skilled New England labor can accomplish to the benefit of everyone,—transportation companies, individuals, merchants, community and state.
Fleet of 1000 New Box Cars Ordered into Service

Superintendent of Motive Power P. M. Hammett Turns Over First Car

to Superintendent of Car Service Fred L. Strange

Things are looking a good deal brighter this month around all Maine Central Yards, as more and more of the fleet of the thousand new box cars roll into the yards and go directly into service. Clearly, we are keeping in step with modern transportation methods, for these new cars are built for us by the Standard Steel Car Company at Butler, Pa., along the designs recommended by the American Railway Association for the heaviest kind of service and insuring the utmost possible reliability and lowest maintenance cost.

If the entire order of a thousand cars were assembled on one track, the result would be a train over eight miles long. Split up into eight trains of 125 cars each over a mile long, it would require the services of eight Maine Central locomotives of the heaviest tonnage rating, the number 630 series, to haul these cars, empty, from Northern Maine Jct. to Portland.

Loaded, this fleet of one thousand new Maine Central box cars would have an aggregate capacity of 122,500,000 pounds of freight. Full of news print, one of Maine's most important individual commodities, this would supply the State's newspaper of largest circulation with a sufficient supply to print over 8,000 24-page days editions, enough to supply week-day editions for over 25 years.

The addition of this new fleet of freight cars to our present equipment, railroad officials asserted, will enable us to give shippers and receivers of freight even better service than they have received in the past.

What Could Be Sweeter?

Dining Car Commissary Coombs has received the following note written on menu and sent from dining car No. 1202, July 3rd:

"Dear K—

The enclosed menu shows you why travelling in Maine is an epicurean delight and really economical pastime. Wonderful food at very low price. Who could ask for more?

Signed—Ned"
Miles Of Extra Equipment Required To Handle Invasion Of Campers And Tourists

Camp Parties Waiting for No. 154 for Mountain Road Points

Portland Union Station was undoubtedly the busiest spot on the System during the hectic period of the tourist invasion to points in the State of Maine.

The first of the expected horde of campers and councillors bound for a few months' roughing in the Maine woods descended upon us Thursday, June 27th, and for approximately a week up to and including Fourth of July literally thousands of these city youngsters jammed the station and trains.

Fifteen Thousand Youngsters

It was estimated by officials that the traffic was even greater this summer than in previous years and it has always been good business, immediately following the closing of schools, colleges and the opening of summer homes and camps by out-of-State people.

Scattered throughout Maine are more than three hundred boys' and girls' camps with an enrollment of about 15,000, each camp having an average of about seventy campers. The ages of the children run from seven to sixteen. The majority of these boys and girls travel by rail from their homes to camp and it is a gigantic task on the part of the transportation companies to carry the campers safely.

Frequently in Five Sections

Most of the campers were delivered to us by the Boston & Maine. The State of Maine Express, the Bar Harbor Express and other through trains from New York ran frequently in four and five sections. Our No. 157 with through sleepers from Montreal brought several extra sleepers via the White Mountain Route.

Upon arrival at Portland our problems begin, not only with traffic men but with the Western Union and the Union Station Dining Room employees. The sleepers arrive in Portland in the early morning and it is a common sight to see 75 or 100 boys and girls in their camp uniforms in the Union Station dining room for breakfast. It seems to be the custom for every camper to send a telegram to the parents at home telling of arrival. This alone means an enormous amount of work for the telegraph operators.

The Kids Take Charge

If the camp is situated on the main trunk line of the Road, the Bar Harbor Express, No. 153, delivers the special car or cars to the nearest camp stations. If they are destined to points on the Kineo Branch, the car goes through on No. 253, and on to points on the Rangeley Branch, it's the Rangeley No. 53, and Rockland Express serves the Rockland Branch. Many of the camps are located on Rangeley Lake, the transfer at Portland is made from Pullman cars to motor cars of the Saco set Company, our steamers.

From the Boston region the usual travel in special charter cars, the distance not being such as to necessitate the use of sleeping cars. The crews have to use every precaution for the safety of the children as they want to roam all over the trains once they take possession of everything. Of course the baggage is important and a large camp requiring the greater a baggage car at least and sometimes two.

Movement Extends to Middletown

The origin of the camp traffic is interesting to know. Although most business comes from New York City, there are many of special car movement.

Will Enlarge Wharf

No. 3 Wharf at the Portland in the Fore River is soon to be.

An 82-foot addition to the wharf to permit the berthing and discharge of additional vessel is proposed. The wharf will be built on the side of an 82-foot bank of which only the rotted pilings remain. The work will be a continuation of the present clay wharf.
required To Handle And Tourists

Mountain Road Points

Frequently in Five Sections

The Bar Harbor Express, the Bar Harbor Express through trains from New York frequently in four and five sections. No. 157 with through sleepers from Neal brought several extra sleepers via Maine Mountain Route.

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The Kids Take Charge

The camp is situated on the main line of the Road, the Bar Harbor. No. 153, delivers the special cars to the nearest camp stations. If there destined to points on the Kennebec, the car goes through on No. 253, points on the Rangeley Branch, its Rangeley No. 53, and Rockland Express serves the Rockland Branch. As many of the camps are located on Sebago Lake, the transfer at Portland is sometimes made from Pullman cars to motor coaches of the SamOset Company, our subsidiary.

From the Boston region the campers usually travel in special chartered parlor cars, the distance not being sufficient to necessitate the use of sleeping cars. Train crews have to use every precaution for the safety of the children as they naturally want to roam all over the train, in fact they take possession of everything in sight. Of course the baggage is important, each large camp requiring the greater part of a baggage car at least and sometimes more.

Movement Extends to Middle West

The origin of the camp trade is interesting to know. Although most of the business comes from New York City proper, many of special car movements originate from points as far west as St. Louis, and as far south as Knoxville, Tenn., Louisville, Ky., and Mississippi, from points in Canada and Ontario, from the central states of Ohio, Illinois, Middle Atlantic States, points in Pennsylvania and Massachusetts.

Our records show that a total of 24 extra coaches, 164 extra sleeping cars, 16 extra parlor cars and 40 extra trains were handled during the rush.

It was necessary to rush return of empty Pullmans to Boston, New York and Philadelphia each day in order to take care of the requirements of the week ending the 4th. Practically all the extra equipment used in moving the campers and tourists had to be returned by extra deadhead service so that the total number of extra trains run on account of the additional traffic was approximately 80.

Will Enlarge Wharf At Portland Terminal

Site of New Wharf, Looking Toward China Clay Pier

No. 3 Wharf at the Portland Terminal in the Fore River is soon to be enlarged. An 82-foot addition to the china clay pier to permit the berthing and discharge of an additional vessel is proposed. The addition will be built on the side of an old wharf, of which only the rotted piling remains and will be a continuation of the present china clay wharf.

Construction of the new wharf will be followed by dredging operations in which 140 feet of bottom will be deepened and widened. The proposed extension will be used not only for the discharge of china clay, when two or more of such vessels are in port, but will be used for the handling of other commodities either loaded or discharged.
MAINE CENTRAL
Employees’ Magazine

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by the Maine Central Railroad Company, and
devoted to the interests of the company
and its employees.

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D. W. BISHOP, Associate Editor

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Joseph D. Peurke, Roadmaster’s Office
John F. Dunn, Rigby

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E. I. Hill, Freight Claims

Communications by members of the Maine Central family, and by all others interested are earnestly solicited. They may be forwarded to “P. R. B.” and should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

EDITORIALS

A PERSONAL WORD
From Dudley Alleman

The job of editing this Magazine has its pleasures and its pains. Among the latter may be mentioned the fact that custom has long dictated a stilted, impersonal style for the editorial columns of publications, which the editor most thoroughly deplores. As after this issue my name will cease to appear at the top of this column, here goes custom overboard. I have a few thoughts, coming direct from the heart, that I want to set down in good bold type.

First I want to say that the job of producing this monthly has been a very happy one. I fail to remember a single instance in which a reasonable request to any employee or official for help on Magazine work has not been granted—and mark this because it’s vitally important—granted with a smile. In the same breath I doff my straw Kellogg to the men and women whose names appear above, and to the many others who for one reason or another are unnamed—without whose sterling cooperation this Family magazine would have been a flop.

Next I want to say that I have knocked around these United States pretty thoroughly up to the Rocky Mountain wall, taken a long jaunt to the eastward, and have tried to keep my eyes and ears open en route, as I agree with the philosopher that the proper study of mankind is man. If it wasn’t for their veneer of provincialism, encased with a slightly harder shell of ultra-conservatism, I believe sincerely that the Northern Yankees would be the salt of the earth.

Most of the Maine Central Family are Northern Yankees, but by the Lord Harry, they have travelled around enough and met enough outsiders so that this hard shell I worry about has been pretty much cracked and rubbed off.

Finally, though I admit that railroading is a hard game, I believe that the Maine Central is about as fine an organization to be hooked up with as you’ll find in many days’ journeys. I’m proud to have been one of the small cogs in the great machine.

And so, as Tiny Tim so aptly remarked, God bless us, every one.

For my successor, Delmont W. Bishop, I bespeak the same enthusiastic cooperation that has been accorded to me, which has made my work so pleasant and, I hope, somewhat constructive.

Joseph M. Vigue

Joseph M. Vigue, 62, died at his home, 256 Main St., Waterville, June 25th, following a lingering illness which became serious about three weeks before his death. Mr. Vigue was General Yardmaster at the Water Mill Yard and had been in the employ of the Road for 41 years. He was born May 16, 1887, in Waterville, and in his early youth before he entered railroad service, he was employed as a spinner at the Locke Mill. He entered the service of the company March 3, 1888, as clerk and messenger in the Yard. On March 2, 1890, he was made a Yard Brakeman and two years later was promoted to spare Yard Conductor and Road Brakeman. He held the regular position as Yard Brakeman in the Yard 25 years, those days it was customary to use men to operate as road crews.

In 1895 Mr. Vigue took the position of Conductor of the Shop Switcher and, after qualified as Road Conductor, road and yard service and doing construction work.

In 1902 he was transferred to Lewiston as Yardmaster. While at Lewiston he spent part of his time as Conductor of the Shop Switcher, making use of his knowledge of the line for road work, and relaying work. In the winter of 1902-03, he was transferred to the Road and Relief Switcher. In February, 1904, he was again transferred.
overboard. I have a few thoughts, direct from the heart, that I want to say in good bold type.

I want to say that the job of being this monthly has been a happy one. I fail to remember a single instance in which a reasonable request any employee or official for an article has not been granted. In the same breath I doff my hat to the men and women who have appeared above, and to the others who for one reason or another are unnamed—without whose cooperation this magazine would have been a flop.

I want to say that I have traveled around these United States thoroughly up to the Rocky Mountain wall, taken a long jaunt to the Orient, and have tried to keep an eye on the ears open in route, as I with the philosopher that we are might be named—without whose cooperation this magazine would have been a flop.

The Maine Central Family and the Yankees, but by the way, they have travelled around and met enough outsiders so that the Northern Yankees have a salt of the earth.

In 1887, the Maine Central was bought by the railroad, and that day a train was made at the Lockwood Mill. He entered the service of our Company March 3, 1888, as clerk and checker in the Yard. On March 2, 1900, he was made a Yard Brakeman and two years later was promoted to Yard Conductor and Road Brakeman. He held the regular position as Yard Brakeman, but in those days it was customary to use yardmen to operate as road crews.

In 1895 Mr. Vigue took the position of Conductor of the Shop Switcher and soon after qualified as Road Conductor, running relief trains and doing construction work.

In 1902 he was transferred to Lewiston as Yardmaster. While at Lewiston he spent part of his time as Conductor on relief plow and other emergency trains. In February, 1904, he was again transferred to Brunswick as Yardmaster and in that same year, six months later, was made General Agent at that point.

It was on Jan. 1, 1906, that Mr. Vigue was transferred to Waterville at his own request. He held positions in Waterville Yard as Night Yardmaster and Asst. Yardmaster until his promotion or Feb. 1, 1911, to the position of General Yardmaster, the position which he held until his death.

Mr. Vigue was one of the few remaining members of the old school. Deeply loyal, an energetic and forceful worker, it might also be said that he was married to his job, following his work, ever intent on producing the best possible service with the utmost economy. "You didn't have to call him out of bed," declared Superintendent Frank J. Runey, "whenever there was an emergency he was sure to be on the job, any time day or night. He was a real 24-hour man."

To use an apt quotation, Mr. Vigue might be written "as one who loved his fellow men." His deep devotion to his family and his warm friendship for all those with whom he came in contact explain his wide popularity and measure the general sorrow throughout the Maine Central Family at his untimely death.

Forty-three years ago he was married to Mary A. Butler, who survives him. There are also three sons, Arthur J., Herbert H. and Ernest J.; four brothers, Charles of Waterville, Henry of Augusta, Frank of Portland and John of Indiana, beside two sisters, Mrs. May Cordes of Portland and Mrs. Elizabeth Case of Portsmouth.

A. W. BENSON

Albert W. Benson of Bangor, 79, for more than fifty years a resident of that city and for years ticket agent at Bangor Union Station, passed away Saturday,
July 13, at the home of his daughter, Mrs. Frank H. Davis, angina pectoris being the cause.

Mr. Benson was born in Oakland, the oldest of five children. His railroad career extended over a period of nearly a half century, starting while very young as telegraph operator, later becoming an agent and then for many years ticket agent at Bangor. He was possessed of an exceedingly pleasant personality which made him popular in a wide personal circle as well as with the traveling public. To his friends he was always “Al” Benson. He entered Maine Central service as operator in July, 1869, working as such at Fairfield, Lewiston and Bangor. In June, 1871, he became ticket agent at Bangor, holding this position until his retirement on April 1, 1913.

Of late years Mr. Benson has passed his winters in the South, having been for many years a resident of Southern Pines, N. C.

He was prominent in Masonry, being a member of St. John’s Commandery and the Mystic Shrine. He is survived by his daughter, Mrs. Davis; a son, Frank H. of Great Neck, Long Island; a sister, Mrs. Frederic H. White of Lewiston; three brothers, Charles C. of Auburn, former agent at Lewiston Upper, Harry of Lewiston, former freight agent at Winthrop, and Willard of Boston, former clerk in Bangor office, later traveling passenger agent for Can. Pac. Ry.; four grandchildren and three great grandchildren.

**ERNST N. HERRICK**

Ernest N. Herrick, 40, Agent at Cumberland Center for the past fifteen years, died at his home June 30th following an illness of but three weeks. He had apparently been making a good recovery when on Sunday afternoon he suffered a relapse and died a few minutes later.

Mr. Herrick was born in Brownville and was widely known throughout western Maine on account of his ability as a musician, playing the cornet, banjo and violin. It was but a short time ago that he organized an orchestra among the pupils of the Intermediate Schools in Cumberland. He was a member of the class of 1912, Colby College, and a member of the A. T. O. Fraternity and was very popular with his college mates.

He was thoroughly a man’s man and was more than popular among members of the Maine Central Family and with the general public with whom he came in contact. An excellent agent, it could be well said of Mr. Herrick that he was a master of his job, paid strict attention to business and knew it thoroughly. Coming, as he did, from a long line of railroad men, he had a natural ability for his work, and in his passing the Road lost a most efficient worker.

Mr. Herrick is survived by his wife, Mrs. Mollie Moulton Herrick, who is also a graduate of Colby in the class of 1910. A son, Moulton, a sister and his mother also survive him.

**CHARLES C. BERRY**

Charles C. Berry, 82, retired conductor, died recently at his home, 35 Jefferson St., So. Portland, after a long illness. Mr. Berry, a native of Bath, had served 32 years on the Road at the time of his retirement, 23 years of which he had been a conductor between Portland and Bath. Following his retirement he was associated for four years with the Union Safe Deposit and Trust Company, Portland. He was a Past Master of Portland Lodge of a member of Greenleaf Chapter, St. Commandery and the Order of Conductors.

His daughter, Mrs. Edith B. Berry, whom he lived, is the only near relative.

**HERBERT N. WILLEY**

Herbert N. Willey, 47, Car Bellman at Rigby, died July 19th. He was born August 14, 1882, and entered Terminal service July 6, 1908, as a carman at Thompson’s Point. August, 1910, he was transferred to Rigby as carman and held that position at the time of his death. He resided at 1200 Cong, Portland.

The sympathy of the Maine Family is extended to his wife and who survive.
Ernest N. Herrick

Graduated from the Normal School in Cumberland. He was a member of the class of 1912, Colby College, and a member of the A. T. O. Unity and was very popular with his classmates. He was thoroughly a man's man and was more popular among members of the Central Family than with the general public with whom he came in contact. An efficient agent, it could be well said of Herrick that he was a master of his line, strict in attention to business and customer service. Coming, as he did, from a long line of railroad men, he had a natural ability for his work, and in his time on the Road lost a most efficient agent.

Herrick is survived by his wife, Mrs. Moulton Herrick, who is also a member of Colby in the class of 1910. A son, Houlton, a sister and his mother also survive him.

Charles C. Berry

A Past Master of Portland Lodge No. 1, members of Greenleaf Chapter, St. Albans Commandery and the Order of Railroad Conductors.

His daughter, Mrs. Edith B. Brett, with whom he lived, is the only near surviving relative.

HERBERT N. WILLEY

Herbert N. Willey, 47, Car Repairman at Rigby, died July 19th. He was born August 14, 1882, and entered Portland Terminal service July 6, 1908, as carpenter at Thompson's Point. August, 1926, he was transferred to Rigby as car repairman and held that position at the time of his death. He resided at 1200 Congress St., Portland.

The sympathy of the Maine Central Family is extended to his wife and family who survive.
Maine Central Family

Portland Oil Plantation Produces Heavy Traffic

The Oil Plantation, so called, within a few hundred yards of the Portland Terminal tracks over the Fore River bridge at Portland, is the originating point of an enormous volume of freight traffic over our line. Records show that five companies have originated over 6,500 cars, mostly containing gasoline, during the last eight months.

Some of the oil is imported into Portland in tankers from Beaumont, Texas, Tampico, Mexico, and points in Venezuela. The oil companies have their own boats which make regular trips with their cargoes direct to Portland which is a distributing center for the entire State of Maine and New Hampshire. Here the tankers discharge the gasoline, motor oils, kerosene and fuel oil into large storage tanks holding many thousands of gallons. Smaller oil boats redistribute the gas and oil to towns along the coast, while tank cars keep the inland towns and cities supplied.


Not all of the supply coming into Portland Harbor comes direct from the originating point but is transferred at Boston, arriving there in huge tankers too large for the port of Portland. Only a short time is required to pump out the cargo from the boats into the storage tanks and within a very few hours the boats are ready to start through the bridges again and out to sea.

Harris Meets Dr. Lee

Herbert M. Harris, Chief Clerk in Assistant Comptroller's office, had the pleasure of being an invited guest at a convention of radio men held recently in Boston, where he met Dr. DeForest Lee, father of the radio tube, the guest of honor at the meeting. Dr. Lee explained the latest developments in television, which has made remarkable strides of late.

It is not at all improbable, by the way, that inside of five years we will be seeing moving pictures in our homes. Mr. Harris had the pleasure of conversing with Dr. Lee and was much impressed with his democratic attitude.