"Trains"

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

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

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

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

N. James Fitzgerald
Trainman's Magazine

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

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

When you speak of the trains of the U. S. A.
There is one that stands out in view to see;
It's the crack train of the Maine Central Road,
That is known as "The Flying Yankee."
Our Safety Record
for 1929

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

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

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

<table>
<thead>
<tr>
<th>Maine Central Railroad</th>
<th>1929</th>
<th>1928</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>Injured</td>
<td>Killed</td>
</tr>
<tr>
<td>Train and Train Service</td>
<td>2</td>
<td>34</td>
</tr>
<tr>
<td>Non-train accidents</td>
<td>92</td>
<td>1</td>
</tr>
<tr>
<td>—</td>
<td>2</td>
<td>126</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Portland Terminal Company</th>
<th>Killed</th>
<th>Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train and Train Service</td>
<td>10</td>
<td>1</td>
</tr>
</tbody>
</table>
Transportation — 14 1 23
— — — —
0 92 1 111

Portland Terminal Company
Clerical & Gen. — 2 — 2
Engineering — 7 — 10
Motive Power — 21 — 21
Transportation — 26 — 21
0 56 0 54

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

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

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

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

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

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

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

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

This poster is being carried by the Safety Section, American Railway Association, taken from Interstate Commerce Commission reports. It applies to all reportable injuries, although the number of employees whether working alone or in groups was an average of approximately 300,000. This fact that total casualties for the last five years constitutes an amazing record.

Of the total casualties 60,090 were injuries, a decrease of 29% from 1923; whereas 1,348 were deaths, compared with 1923.
The Nation Points with Pride to the Railway Safety Record

This poster is being distributed by the Committee on Education, Safety Section, American Railway Association. The figures are taken from Interstate Commerce Commission reports, and include all reportable injuries, no matter how slight, to all classes of employees whether working in shops or offices. Considering that there was an average of approximately 1,700,000 employees last year, the fact that total casualties affected only about 60,000 or 3 1/2 per cent constitutes an amazing tribute to the safety work of the railways.

Of the total casualties in 1929 to railway employees on duty, 60,090 were injuries, a reduction of 60 1/2 per cent as compared with 1923; whereas 1,348 were fatalities, a reduction of 30 1/2 per cent as compared with 1923.
"Why we have had boosters and stokers for years."

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

Unless one is in touch with the activities of a yard such as R.N. & A. in Portland, the necessity for such cooperation as is rendered possible by these loud speakers can hardly be realized. A man might be out throwing switches and getting ready to make a move with an engine, when a broadside from the "speaker" would change the line of action. A "PBX" (Private Branch Exchange) telephone was installed some years ago and this portion of the service rendered was for yard moves.

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

At Tower Two, which has been called the focal point of the yard, an average of thirty telephonic calls per hour were attended to in the past. Now only ten are necessary.
"Why we have had boosters and stokers for years."

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

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

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

At Tower Two, which might be called the focal point of the Terminal, an average of thirty telephone calls per hour were attended to, in addition to the lever work. With the loud speakers this number has been reduced to approximately a dozen calls in eight hours. A similar reduction has been made at other strategic points.

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

This is the time when every man is on his toes as trains arriving with fast freight on our line must be promptly broken up and reclassified to go forward on the Boston and Maine, delivery must be made to the Eastern Steamship, and the Maine Steamship for boats sailing that night. 42's extra and the Lewiston Lower job is close behind them, 350's extra following that job a block behind, then comes No. 340, and 375's extra from the Mountain Road, all with cars to be "shaken" out, and reforwarded. There is not an idle man or moment, and the necessity of knowing what the other fellow is thinking and planning on, can readily be realized. In addition, too, No. 339 must be made up, and probably a coal, or wood train is getting ready to start out, which must be put together, and with the record for approximately '98 per
cent on time” of the Portland Terminal to shoot at, any of the yards in Portland or the Rigby yard is decidedly not a place for saying, “I didn’t know what that engine was going to do.”

The Terminal employees are enthusiastic about them, as they have cut the time required in transmitting information to a fraction of what it was. With the individual phone calls it took time to get a connection even with the very prompt service rendered by the operators in the “PBX” exchange, but with the present instrument all that is necessary is to remove the receiver, step on a foot circuitbreaker and talk. The world listens.

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

**PORTLAND UNION STATION** has taken on a new appearance this summer. Everywhere that the traveler goes, both inside the waiting room and on the station platform one cannot help seeing the new and attractive signs advertising the right track for the “Flying Yankee,” the “Pine Tree Limited,” “State of Maine Express,” baggage room, Information attendant, parcel room, Western Union, taxicabs and mens’ room.

To Announcer Jack Cady and Parcel Agent Cliff Bachelder belongs the credit for the engineering of these attractive signs. During their spare time last winter they conceived the idea that some of the old signs which have been in the waiting room and on the platform for a great many years should be scrapped and replaced by new ones. So under the supervision of Station Master H. J. Kennedy, they went to work—and the result would make any regular sign painter sit up and take notice.

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

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

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

Looking Toward the Observation Platform from the Interior

Recently the "Flying Yankee" Nos. 11 and 102 were newly equipped with an up-to-date observation parlor car. This car had been running between Boston and Portland several months previous and on May 25 the service was extended through to Bangor, operating on trains 11 and 102.

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

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

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

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

More than 50 special Shriners’ trains were parked in a specially prepared yard by the Canadian Pacific at (Fez City). Parking space for the “Specials” was specially arranged to make the delegates comfortable; cement walks were constructed between the tracks, shower bath accommodations, restaurants, beauty parlors, temporary hospitals; in fact, it was a miniature city.

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

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

No. Me. Jct. Employees get Big String Salmon

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

(Peace City). Parking space for the "s" was specially arranged to delegates comfortable; cells were constructed between locks, shower bath accommodations, beauty parlors, very hospitals; in fact, it was a sure city.

The return trip was made by special leaving Toronto Thursday, July 21, arriving Portland on Friday at 2 P.M. and Lewiston Upper at 3 P.M. We received several fine reports of the service over our freight Representative S. W. Leighton and Traveling Conductor E. Mouwen were in charge of the

Me. Jct. Employees get Big String

Party of four railroad men from Maine Jct., went out to Lake early Saturday morning, July 21, and when they returned at noon they had in their car a large salmon, the largest of which weighed five and three-quarters pounds. The party, which made its head- stop at Peterson’s Ike Walton were Roy Anderson, two salmon; H. Kitchin, four salmon; Fray, two salmon and Edwin two salmon.

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

Vol. VII JULY 1930 No. 7

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

Carelessness

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

"A man who used to earn his living repairing farm machinery once told me about a careless farmer who lost a new claw-hammer he paid a dollar for. He sent his son over to the neighbor's to borrow another, and the son in his hurry fell over a beehive and got stung. Whereupon his father ran to help, got caught in the barbed wire fence and broke it down and tore his clothes and his hands. The cow and goat came over the broken fence into the garden and the cow ate up $10 worth of vegetables, and the goat chewed up all the washing that was hanging on the line. When the farmer's wife ran down stairs to chase them out of the garden she fell and broke a leg and her $50 set of false teeth, and the three-year-old child, left all alone, found a can of paint and took it on the parlor rug and started playing with it and ruined the rug and got painter's colic. The pup, seeing everybody else get excited, got excited, too, and ran out into the hen house and killed all the setting hens; and the eldest daughter ran away with the hired man."

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

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

Live Stock Train

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

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

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

Let us all do our bit to make the train the success that it deserves.
**A Veteran Bridge Builder Retires**

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

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

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

His father and mother were born in Lannock, Scotland where the father, a (Creechie weaver), worked on his loom at home. When machine looms were introduced and employment was scarce, the Bairds emigrated to America and settled with other Scotch people in Bristol, Ontario. Their first home was a log cabin built by the elder Baird with the help of neighbors at the "raising" as was the custom in those days. It was difficult for them to become accustomed to the new life so entirely different from that in Scotland. The family of children born in the log cabin became used to hard work and grew to be helpful in developing and cultivating the land.

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

These Scotch people were Presbyterians and despite the labor of the week they attended church regularly on Sunday. On Saturday the shoes for the family were blacked and on Sunday, Mother and all walked to the "Kirk" which was three miles away.

In telling of his mother's piety, Alec said, "One reveres a Mother like that."

Her comfort must have been mind when he first went to work, as soon as it was possible he bought a house to his brother so that his family would feel that his family was prospering. Two other brothers are living, one in Keewatin, Ontario, the other in Portage la Prairite, and two sisters live in Ontario. Alec intends to make a West and visit the sisters and brother, one of whom he has not seen for years.

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

The early influence of Godliness and consideration for brother and sister has remained with him and manifests itself in his unselfishness with others. His kindly nature has brought him a host of friends of whom wish him many happy and healthy years.

W. H. NO

**Another Mountain District Incident**

In these pages, some time has appeared an account of a wonder of invention of Joe Sayward, of Leeds. (Incidentally, Joe is still guide to the author of the article in question.)

Now, however, he has a rival in the person of Levi Livesey, who pilots the wayfaring between Whitefield and Whitefield.
Alder Retires

accustomed to the new life so differ-ent from that in Scotia-The family of children born in the cabin became used to hard work and grew to be helpful in developing the land.

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

The Scotch people were Presbyterians and despite the labor of the line they attended church regularly on Sunday. On Saturday the shoes of the family were blacked and on Sunday, Mother and all walked to the church which was three miles away. "A sense of his mother’s piety," Alec would say, "is a reverie a Mother like that."

Her comfort must have been in his mind when he first went to work for a building he had already built and lived in with his family. He later contracted a fatal illness, so Alec deeded the house to his brother so that his brother would feel that his family was provided for. Two other brothers are now living, one in Keewatin, Ontario, and the other in Pautage la Prairie, Manitoba, and two sisters live in Bristol, Ontario. Alec intends to make a trip West and visit the sisters and brothers, one of whom he has not seen for 44 years.

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

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

W. H. NORRIS.

Another Mountain District Inventor

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

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

Levi’s Elastic Garage

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

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

—O—

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

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

—Patton’s Monthly.
IN MEMORIAM

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

FRED R. PINKHAM

TIMOTHY REGAN

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

JOHN J. REARDON

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

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

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

Waterville Notes

By A. A. THOMPSON

The Twilight Baseball League opened on June sixteenth. The games were played on the old Winslow team on that date at Whiting Field. The score—15 to 8 in favor of the Shops—speaks well for the quality of the ball played.

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

A sad termination to the pleasant week-end, occurred on June 15th, when Carman K. C. Girdler and Mary Helper Lafayette Jacobs lost their lives by drowning on June 16th at China Lake where the two families had gone for a short outing. Funeral services for Girdler were held at the Getchell Street Baptist Church at 2:30 P. M., June 11th. Rev. D. Wolof officiating and service for Jacobs were held on June 16th at 8:15 A. M. at the Sacred Heart Church.

Car Repairer Albert E. Jones, one of the older employees at the Road, passed away on June 8th at his home, 3 East Street. Funeral services were held at the home, 3 East Street, with Rev. L. H. Rogers officiating.

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

Portland Hospital following an illness. Mr. Reardon was a resident of Portland and was known among Portland Terminal employees. He is survived by his wife, Mrs. William Wilson and nieces and nephews.

FRED R. PINKHAM

Waterville Notes

By A. A. THOMPSON

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

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

A sad termination to the plans for a pleasant week-end, occurred when Carman K. C. Girdler and Machinist Helper Lafayette Jacques lost their lives by drowning on June 7th in China Lake where the two families had gone for a short outing. Funeral services for Girdler were held at the Getchell Street Baptist Church at 2:30 P. M., June 11th. Rev. F. S. Doloff officiating and services for Jacques were held on June 12th at 8:15 A.M. at the Sacred Heart Church.

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

Funeral services for Clyde Maxfield, former Electrician Helper, were held at the residence of Mr. and Mrs. H. P. Hamlin in Benton, on June 8th, Rev. L. L. Campbell officiating. Mr. Maxfield was a student flyer with the Skyways, Inc., of Boston and was coming to make a visit with his aunts, Mrs. H. P. Richardson and Mrs. H. P. Hamlin, and in making a landing at the Augusta Airport his plane crashed, killing him instantly.

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

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

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

A very pretty wedding took place on June first at 2:00 P.M., at the home of the bride’s parents when Miss Mona B. Foster, daughter of former Blacksmith Helper and Mrs. Leslie S. Foster, became the bride of Asst. Piece Work Inspector Freeman A. Oliver, son of Machinist and Mrs.
Fred M. Oliver. The couple are very well known in the city so there were many friends who gathered to start them on their honeymoon which was passed in Boston, New York and Washington.

Portland Terminal

By GRACE M. KATON

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

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

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

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

Yard Brakeman Albert P. Skillings (Skilly) has been confined to his home at Peaks Island by an attack of pneumonia but is rapidly gaining his usual health and we trust will soon be back on the job.

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

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

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

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

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

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

Mr. and Mrs. George T. Delano have returned to Portland from Cocoa Beach, Florida, and are visiting their friends at the Church and State Street. This is Mrs. Delano’s first trip to Maine and she is looking forward to a very pleasant summer. She and Mr. Delano, who is a federal clerk at the Agent’s office, were married during the past winter.

Mildred E. Cressey-Stenographer is recovering from an appendicitis operation and will soon resume her work at the freight office.

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

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

Messenger William J. Farrell has resigned his position at the Hotel office and accepted one with the S. & P. Company. Billy is a good employee and we wish him the best of success.
Mr. and Mrs. George T. Delano have returned to Portland from Tacoma Beach, Florida, and are receiving their friends at the Churchill on State Street. This is Mrs. Delano's first trip to Maine and she is looking forward to a very pleasant summer. She and Mr. Delano, who is a freight Clerk at the Agent's office, were married during the past winter.

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

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

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

Messenger William J. Farrell, 3rd, has resigned his position at the freight office and accepted one with the A. & P. Company. Billy is a good kid and we wish him the best of success.
Train Rules Examiner M. F. Dunn attended conventions held during the month in Minneapolis and Denver.

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

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

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

**Currier-Cook**

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

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

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

The couple are making their home in Bangor.

**Moran-Clendening**

Donald G. Clendening employed as a Mechanic's Helper at Bangor and Miss Anna Moran, daughter of Inspector Richard Moran also of Bangor Shops, were united in marriage May 14th at a very pretty home wedding at the residence of the groom's father, Engineman M. G. Clendening. They were attended by Miss Agnes Spragg and Warren McNeil. The single ring service was solemnized by the Rev. Wayne L. Robinson of the First Baptist Church.

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

**"Shoot"**

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

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

--- O ---

"I call my girl a 'golf bug.'" "For what reason?" "It's her ambition to go around in as little as possible." — *Kreotite News.*

**Recent Appointments in the Motive Power Department**

H. A. Southworth

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

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

Mr. H. A. Southworth, since April 18, 1928, General Foreman at Rigby, was on June 1st, appointed Foreman.
Recent Appointments in the Motive Power Department

H. A. Southworth
Effective June 1st, the following changes were made in the Motive Power Department:
Mr. F. W. Richardson, formerly Foreman at Bangor, was appointed General Foreman at Rigby. Mr. Richardson entered the service as a fireman June 29, 1910, and was promoted to engineman December 11, 1916. He was transferred various times between Waterville and Bangor during the years 1923 and 1928. He was appointed to the position of General Foreman at Rigby on the above date.
Mr. H. A. Southworth, since August 18, 1928, General Foreman at Rigby, was on June 1st, appointed Foreman at Vanceboro. Mr. Southworth entered the service June 25, 1907, as Division Foreman at Waterville. On March 1, 1911, he was transferred to Thompson’s Point as Master Mechanic and he held that position until December 17, 1923, when he was made Master Mechanic at Rigby. He was made General Foreman at Rigby on August 18, 1928, and held that position until June 1, when he was made Foreman at Vanceboro.
Mr. J. F. McWilliams, formerly assistant General Foreman at Rigby, was on June 1st, made Foreman at Waterville. Mr. McWilliams entered the service December 24, 1917, as Fireman, made Smoke Inspector April 1, 1922, Foreman at Thompson’s Point July 22, 1922, Division Foreman Thompson’s Point August 13, 1923, and in December of the same year Division Foreman at Rigby. On
August 5, 1926, he was made General Foreman at Rigby, Assistant General Foreman at Rigby Oct. 16, 1929, where he remained until his recent advancement on June 1st.

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

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

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

Mexico Bound

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

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

The above flat, Maine Central 7527, is due for a long, long trip. This load is paper machinery manufactured by the Thompson Manufacturing Co., Lancaster, N. H., and was routed to Mexico City via Maine Central to Portland, B. & M. to Rotterdam Junction, New York Central to Cleveland, Big Four to St. Louis, Missouri Pacific to Laredo, Texas, for export to Mexico City, consigned to the Compania de Las Fabriscas de Papel-de San.
Pittsfield Summer Residents Make 50th Trip on "Bar Harbor Express"

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

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

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

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<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
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<tbody>
<tr>
<td>Amos Currie</td>
<td>Oakland</td>
<td>Health</td>
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<tr>
<td>H. S. Dornett</td>
<td>Bartlett, N. H.</td>
<td>Health</td>
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<tr>
<td>Joseph Ferris</td>
<td>Waterville</td>
<td>Health</td>
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<td>John Gilman</td>
<td>Waterville</td>
<td>Health</td>
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<td>Chester A. Goode</td>
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<tr>
<td>Fred E. Gunney</td>
<td>Waterville</td>
<td>Death</td>
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<td>Albert E. Jones</td>
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<td>Health</td>
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<td>Frederick E. Lembard</td>
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<td>Allen H. Miller</td>
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<tr>
<td>Lafayette Jacques</td>
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<td>Death</td>
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<td>Adolph P. Legere</td>
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<td>Accident</td>
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<td>Arthur Matthieu</td>
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<td>Arthur E. Townse</td>
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<td>Benton</td>
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<td>Philo Vigue</td>
<td>Winslow</td>
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<td>Donald G. Whitmore</td>
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<td>Charles Beauchesne</td>
<td>Waterville</td>
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<td>Plaive E. Priest</td>
<td>Eastport</td>
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<td>John L. Wallace</td>
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<td>George E. Donahue</td>
<td>West Peru</td>
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<td>Guy A. Ladd</td>
<td>Waterville</td>
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<td>D. J. Octau</td>
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<tr>
<td>William Traynor</td>
<td>Waterville</td>
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Charles Beauchesne (All) | Waterville | Health |

E. E. Bean | Bartlett, N. H. | Accident |

L. P. Merrithew | Eastport | Health |

Travelers Last Month

Currie
Rossett
Parras
Hillman
A. Goode
Gurney
E. Jones
E. L. Lombard
I. Miller
E. Jacques
P. Legere
E. Matthieu
O'Brien
E. Johnson
R. Sinclair
E. Towey
W. Turner
W. G.

Oakland
Bartlett, N. H.
Waterville
Bangor
Waterville
Waterville
Waterville
Portland
Portland
Waterville
Waterville
Portland
Bangor
Portland
Portland
Waterville
Fairfield
Benton

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Health

Beauchesne
Boone
L. D. Rocher
H. Ham
G. Kelley
B. Lawrence
McDonald
Norman
E. Priest
Wallace
James

Waterville
Waterville
Waterville
Brunswick
Kingston
Brewer
Vanceboro
Brunswick
Brunswick
Eastport

Health
Health
Health
Health
Health
Health
Health
Health
Health
Health

M. C. Trainmen

E. Donahue
I. D.

West Peru

Health
Health

Terhune

Bartlett, N. H.

Accident

Health

Railroad and Transportation Department

P. T. Stations

Holmes
J. Lehan
E. Tuscut

So. Portland
Portland
Woodforda

Health
Health
Health

P. T. Trainmen

Cornell
D. Skillings

So. Portland
Portland

Health
Health

1. Section of Round House Heating Plant. 2. Foreman John H. Callan, Coal Discharging Plant. 3. Side View of Coal Pocket. 4. Track Crew at Coal Discharging Plant. 5. View of West End, Bangor Yards, showing extra freight west.
This monument on the site of the meeting house of the Pioneers in the town of Lancaster, N. H., erected in 1907, was built in memory of the citizens of Lancaster who served in the wars of the country. The original meeting house of the Pioneers was erected in 1784.