The Railroads to the Rescue

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

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

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

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

The people of the United States have an extraordinary action in many instances in the New Age. "Other and competing industries are fostered with government aid. A large part of the country is not the highways or the railroads, but the government and its agencies. It is unusual service and a service that will have to be done or the country will fall behind in the race of progress."

The use of all kinds of traffic is considered, but, although trains and other forms of traffic are function and to handle our traffic on the railroads, the railroad industry moves by highway and rail. The railroads are the principal means of transportation and the railroads are handling the traffic that is supposed to 'relieve' the highways.

How are we going to make a 50 per cent reduction in the drouth sufferers? The reduction of earnings owing to the drouth is not prohibitory. The demands made for unusual service are a reasonable one. They show that the industry is still recognize the fact that the drouth is a problem. Other means of transportation are needed, and in aid, divert traffic from the highways and keep the roads dependent as ever on the state and normal conditions."

MAINE CENTRAL EMPLOYEES' MAGAZINE

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

Delmont W. Bishop, Editor.

Vol. VII SEPTEMBER, 1930 No. 9

Rock Ballasting another Important Phase of Company's Improvement Program

C. S. Robinson
Engineer Maintenance of Way

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

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

The second installation on the Second Track Division started at the bridge just west of Clinton Station and extended through Burnham Jct., Pittsfield, and Detroit to one-tenth of a mile east of Mile Post P 107.

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

H. W. Stetson
General Superintendent Maintenance of Way
where culverts must be lengthened, new headwalls built, embankments widened and cuts ditched.

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

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

Five crews necessary to do the work were organized as follows:
(1) Skeletonizing, tie removal crew
(2) Ballast unloading crew
(3) Rough lift crew
(4) Finished lift crew
(5) Trimming and lining crew

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

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

At a sufficient interval behind the rough lift crews to allow the ballast to be compact under traffic followed the finish lift crews. These brought the track to the finish grade and carefully and firmly tamped it with air tampers.

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

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

The ballast was washed clean and ran from 3/4” to 21/2” diameter, a percentage of various sizes being specified as a uniform mixture being essential.

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

Upper inset (left): Skeletonizing and tie removal crew
Upper inset (right): Fireman John Sanborn
Bottom: Rock lift crew
the finish lift crews. These crews brought the track to the finished grade and carefully and firmly tamped it with air tampers.

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

All of the washed gravel ballast was obtained from the Maine Sand and Gravel Company at Libby's Pit, Leeds Junction. Two trains were used, one hauling from the pit to Yarmouth Junction or Waterville and the other unloading the rock on the lift.

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

Twelve tool Ingersoll-Rand compressors were used by the finished lift crews. The American self-propelled ditcher was of great value excavating between tracks on double track in connection with skeletonizing and handling material by widening the subgrade.

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

Approximately 160 men were required to do the work and the crews who did the job were under the direct supervision of Harry Goodwin, Augustus Cloutier, Alex Parra, F. J. Cowan and Shed Cilley.
Third Annual Agricultural Train
Biggest “Good Will” Project
of the Year

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

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

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

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

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

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

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

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

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

For five days of the tour, the train was honored by the presence of retired superintendent Frank J. Runey, who at each stop was greeted by many of old friends whom he knew when in service.
The train, operated by a picked crew, made an excellent record with no injuries, and arrived and departed from all stations exactly on time. Conductor A. E. Bickford was in charge for the third successive year and his efficient handling of the train contributed largely to its success. E. W. Glidden again was at the throttle with L. I. Mosher as fireman. No better man could have been selected than Engineer Glidden for this rather particular assignment. J. C. Hayes and W. L. Bennett acted as Brakemen. While the train was on the Eastern Division, the Engine Crew consisted of Engineer A. Stanhope and Fireman A. J. Carmichael. Fred Norwood was again chosen as Chef and Arthur Ward his assistant in the diner. V. L. Crawford was Porter in charge of the Pullman sleeping car.

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

De Luxe Coaches

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

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

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

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

See page 23
Company's Hotels are Distinctive Resorts

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

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

The roster of the hotels bears names of guests who have been attracted from what they have heard of the resorts and have booked for a definite stay. In this category the passing years find more names than ever from such cities as New York, Philadelphia, Pittsburgh, Cleveland, Chicago, Toronto, and Montreal, while a definite quota from Washington and other large cities, make either The Mount Kineo or The SamOset their summer headquarters.

No greater compliment could be paid to these resorts. It is doubtful if there are any other resorts in Maine which have more playgrounds to choose from when the summer holiday is under consideration. Golf is one of the leading sports at the hotels and the newly constructed swimming pool at The SamOset is proving very popular with guests. The call of the great outdoors, golf, riding, canoeing, fishing, boating, mountain climbing and yachting makes all manner of “sport togs” appropriate and in evidence. At Kineo you get Nature at its best,
located as it is in the shadow of Kineo Mountain which rises almost perpendicular from the golf links to a height of 800 feet. The panoramic views are wonderful to behold.

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

The Mount Kineo accommodates 350 guests; The SamOset, 300. They are Maine Central Railroad hotels operated by our subsidiary, the SamOset Company. John W. Greene is the Managing Director. Mr. Greene makes his headquarters at The Mount Kineo during the summer and The SamOset is managed under Mr.
Greene's direction, by Sheriden W. Scott. The offices of The SamOset Company are at 222 St. John Street, Portland, in the General Office building. The accompanying photographs taken recently illustrate the beauties and advantages of these two distinctive summer hostelries.

**Historic Frankenstein Trestle Rebuilt**

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

The above photographs were taken shortly after the rebuilding of the famous Frankenstein Trestle on the Mountain Road. This trestle, located about one-fourth of a mile from the Willey House, has recently been rebuilt by our Engineering Department. Large photo shows No. 154, morning passenger train Portland to St. Johnsbury, on the east end of the trestle.
The original Frankenstein Trestle, built in 1874, when the Road was extended from Bartlett to Fabyans, was in use about nineteen years. In 1893 a second structure was built. Due to increased weight of locomotives, longer and heavier trains and the use of all steel equipment instead of wood, it was necessary to strengthen and rebuild this well known landmark in the White Mountains which spans a dry gulf 75 feet above the ground.

The trestle itself is 519 feet long and this remarkable engineering feat of reconstruction was accomplished in record time without serious interrup-
tion of traffic and without the use of false work. A second trestle is now included inside the present structure. The actual work consisted of reinforcing the steel girders with additional girders between the two existing ones, girders being strengthened by bracing.

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

Looking down on trestle from top of mountain

Attention 21st Engineers L. R.

The 21st Engineers L. R. Association will hold their annual reunion and election of officers at the University Club, Boston, October 7 at 6 o'clock P.M. Reception parlor at the Hotel Westminster will be open October 5, 6, and 7 and all members of the Regiment and attached troops are requested to register. Whether or not you attend the reunion, please send your name and address to Frederick L. Webster, 6819-A Prairie Avenue, Chicago.

Federation of the 31st Railway Engineers of the A. E. F. will hold their annual reunion in Boston during the American Legion annual convention. Ex-members write to D. E. Benjamin, Pres., 4116 West Monroe Street, Chicago.
Traffic and without the use of scaffolding. A second trestle is now under construction inside the present structure. The actual work consisted of riveting the steel girders with additional girders between the two existing girders, girders being strengthened and strengthened.

A new construction material was used and 870,000 pounds and required 200,000 field rivets. The work was completed in ten weeks time. The tunnel at this point in the mountains is 1310 feet above sea level and has a four degree curve and a 1.2 per cent grade.

Gnome L. R.

Name and address to Frederick Webster, 6819-A Prairie Avenue, Chicago.

The Annual Convention of the A. E. F. will hold annual reunion in Boston during American Legion annual conventions. Ex-members write to D. E. Minn, Pres., 4116 West Monroe Chicago.
Former Maine Central Man Now Brilliant Police Captain

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

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

![George P. Beckett](image)

George P. Beckett

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

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

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

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

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

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

Portland Terminal

By GRACE M. KATON

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

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

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

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

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

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

By GRACE M. KATON

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

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

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

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

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

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

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

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

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

Former Office
Employee Honored

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

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

GEORGE W. PLAISTED

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

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

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

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

Catherine L. Pine

Funeral services for Catherine L. Pine, widow of the late Foreman J. T. Pine, Waterville, were held at the Sacred Heart Church at 8:15 on August eighteenth. Mrs. Pine passed away on August fourteenth at the Sisters’ Hospital after a long illness. She leaves two sons, Henry, a machinist, at Waterville Shops, and John of Everett, Mass.; two daughters, Sister Mary Helen of St. Joseph’s Convent, and Catherine of Everett, Mass.

WILLARD W. FICKETT

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

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

MRS. JAMES E. WALDRON

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

EMILY A. HAYES

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

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

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

MRS. JAMES E. WALDRON

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

EMILY A. HAYES

Emily A. Hayes, 87, widow of Francis E. Hayes, and mother of D. E. Hayes, Assistant Superintendent Portland Division, died July 10th at her home, 44 Berkley Street, Woodfords. Burial was in Pine Grove Cemetery, Falmouth.
THE Waterville Shops' baseball team has been playing some fast ball this season and up to August 1st they played a total of twenty-six games. Twenty of these games were won, five were tied and five were lost. Before the season is finally closed they will be well up to the top in the Class B Maine League.

Some of the games have been highly dramatic and much interest has been shown by the fans.

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

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

Just to show you that the boys were there with the hitting, in one game with Oakland they posted a score of fifteen runs, and Stinnesford, pitcher, for sixteen, including a long circuit drive by Pooler. The result was 12 to 1 in favor of the heavy hitting Shop crew.

Patterson, Pooler and Herron slugged out three hits, while Smith collected for a pair, including a double. Pollard and Locke worked on the mound for the Shops, each pinning steady ball in the pinches.
Waterville Shops' Baseball Team have a Good Season

By ARNOLD A. DOW, Manager

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

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

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

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

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

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

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

Totals 37 12 16 21 5 6

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

Totals 32 6 6 18 7 4

M. C. R. R.—12
Oakland—6

Food for Thought
Si: Sarah, is there anything you want in town this morning?
Sarah: Well, Si, you might buy a jar of that traffic jam I’ve been readin’ about.

Bad Business
“Vell, Abe, how’s business?”
“Terrible! Even de people vot don’t pay ain’t buying noting.”

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

Hospitable Host: “Won’t you have some more duck, Miss Stunner?”
Bashful Guest: “No, thank you.”
H. H.: “Oh, do. Here’s a nice little leg, just your size.”

Somebody Knew
Fond Wife: “Will, do you know you have not kissed me for eight days?”
Absent-minded Man: “No? Dear me, how annoying! Whom have I been kissing?”

“Madam, do you mind if I smoke?”
“Oh, dear me, no. I don’t give a damn if you burst out in flames!”

A little girl had been allowed by her mother to visit the minister’s family and stay for dinner. After the preacher had finished asking the blessing, the child said:
“That isn’t the way my papa asks a blessing.”

“And how does your papa ask a blessing?” inquired the minister.
“Why, he just says, “Good God, what a meal!”

Book Agent to Farmer: You ought to buy an encyclopedia, now your boy is going to school.
Farmer: Not on your life! Let him walk, the same as I did.

When he first came up here, he showed me the best places to catch trout and thought he knew them by this time. But no, he goes to the stream and comes back one-handed. There he sits now taking it easy as if he had just caught a whale. What can you do with a child like that?

No. 204 comes in here on Tuesday, and after he has dinner, he takes his rod, and without a glance in any direction says to Mother, “I wonder if Jack (that’s me) would like to go fishin.’” Well of course I know he’s driving at. He wants help but pretends not to know I am there. I know his game though. He says “fishin’’ I may be stretch out comfortable in a nice bed or not, but—well, you can’t stand and let this feller walk off like that and not help him. I know where that
I’d like to see some shirts for my end. Soft ones, please, the doctor forbidden anything starchy.”

Hospitable Host: “Won’t you have more duck, Miss Stunner?”

Shyful Guest: “No, thank you.”

H.: “Oh, do. Here’s a nice little last your size.”

Somebody Knew

and Wife: “Will, do you know you not kissed me for eight days?”

Sentimental Man: “No? Dear how annoying! Whom have I kissing?”

Will: “Adam, do you mind if I smoke?”

Sentimental: “Oh, dear me, no. I don’t give a if you burst out in flames!”

...little girl had been allowed by mother to visit the minister’s and stay for dinner. After the her had finished asking the bless- the child said:

“Is that the way my Papa asks singing.”

and how does your Papa ask a thing?” inquired the minister.

“Shyly, he just says, “Good–God, a meal!”

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

No. 204 comes in here on time every day, and after he has dinner, he takes his rod, and without a glance in my direction says to Mother, “I wonder if Jack (that’s me) would like to go fishin’.” Well of course I know what he’s driving at. He wants help, and pretends not to know I’m around there. I know his game though. When he says “fishin’” I may be stretched out comfortable in a nice bed of hay but—well, you can’t stand and see a feller walk off like that and not try to help him. I know where those big fellows lie in the stream pools and he knows that I know it. He may appear not to follow me, but when I cross the dam, he follows, knowing there is something on the other side. I can see those trout down there just as plain, and try to make him see them when they strike the fly. But what’s the use. He stands there, his eyes and his mind way off in the clouds. What can you do with a man who is forever looking for the blue beyond the rift, watching the soft outlines of the billows to catch the glimpses of sunshine on their edges, and sighing with satisfaction when the golden glow shines through, seeing the delicate tracery of the white mists over the mountain, and where the greenery of the pines breaks through the mist like a spear-head, as it rises and falls with the breeze.

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

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

**Triple Header on "The Rangeley"**

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

**You May Carry Your Employees' Insurance**

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

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

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

During the period ended August 1, 1930, 44 sick and 3 accident claims were paid as shown in detail below.

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>Ernest L. Eige</td>
<td>Engineer</td>
<td>Buckport</td>
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<tr>
<td>Catherine Jones</td>
<td>Engineer</td>
<td>Newport Jct.</td>
</tr>
<tr>
<td>Donald R. Bowden</td>
<td>Engineer</td>
<td>Ayers</td>
</tr>
<tr>
<td>Clifford P. Flint</td>
<td>Engineer</td>
<td>Danforth</td>
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<tr>
<td>Frank H. Lamb</td>
<td>Engineer</td>
<td>Augusta</td>
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<tr>
<td>Herbert Marshall</td>
<td>Engineer</td>
<td>Portland</td>
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<tr>
<td>Rosario Pagouret</td>
<td>Engineer</td>
<td>Cumberland Mills</td>
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<tr>
<td>Joseph M. Scott</td>
<td>Engineer</td>
<td>Motive Power Department</td>
</tr>
<tr>
<td>Edwin I. Spencer</td>
<td>Engineer</td>
<td>Fairfield</td>
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<tr>
<td>Robert W. Boucher</td>
<td>Engineer</td>
<td>Woodfords</td>
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<tr>
<td>Madeline E. Brooks</td>
<td>Engineer</td>
<td>Waterville</td>
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<tr>
<td>Vede Delaware</td>
<td>Engineer</td>
<td>Hartsell</td>
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<tr>
<td>Henry R. Doyle</td>
<td>Engineer</td>
<td>Portland</td>
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<td>Coleman Durant</td>
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<td>George Elliott</td>
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<td>Clyde F. Gary</td>
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<td>Charles H. Gibbons</td>
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<td>Eben N. Hutchinson</td>
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<td>W. L. Johnson</td>
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<td>Beatrice M. Light</td>
<td>Engineer</td>
<td>Hampsden</td>
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<tr>
<td>Frederick E. Lombard</td>
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<td>Vassabro</td>
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<tr>
<td>George H. McPherson</td>
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<td>So. Portland</td>
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<tr>
<td>Thomas Mills</td>
<td>Engineer</td>
<td>Fairfield</td>
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<tr>
<td>Edward V. Peterson</td>
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<td>Waterville</td>
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<tr>
<td>M. F. Tuley</td>
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<td>Waterville</td>
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<tr>
<td>Myron West</td>
<td>Engineer</td>
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<tr>
<td>James E. Andrews</td>
<td>Engineer</td>
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<tr>
<td>Dana F. Aubein</td>
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<tr>
<td>George W. Lambe</td>
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<td>Charles E. Longley</td>
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<tr>
<td>W. A. Thompson</td>
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<tr>
<td>John L. Wallace</td>
<td>Engineer</td>
<td>Oakland</td>
</tr>
<tr>
<td>Frank N. Blaisdel</td>
<td>Engineer</td>
<td>Oakland</td>
</tr>
</tbody>
</table>
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The Rangeley

Shows three engines that pulled Kennebago August 2nd

You May Carry Travelers Group Insurance While Laid Off

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

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

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

During the period ended August 18, 1939, 44 sick and 3 accident claims were paid as shown in detailed list below:

<table>
<thead>
<tr>
<th>Name</th>
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<th>Reason</th>
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<tbody>
<tr>
<td>Ernest L. Elgin</td>
<td>General Office</td>
<td>Health</td>
</tr>
<tr>
<td>Catherine Jones</td>
<td>Adm. St. Acct.</td>
<td>Health</td>
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<td></td>
<td>Asst. Compt.</td>
<td>Health</td>
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<tr>
<td>Donald R. Bowden</td>
<td>Engineering Department</td>
<td>Health</td>
</tr>
<tr>
<td>Clifford P. Flint</td>
<td>Bucksport</td>
<td>Health</td>
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<td>Herbert Marshall</td>
<td>Ayers</td>
<td>Health</td>
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<tr>
<td>Rosario Paquette</td>
<td>Danforth</td>
<td>Accident</td>
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<td>Joseph M. Scott</td>
<td>Augusta</td>
<td>Health</td>
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<td>Edwin L. Spencer</td>
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<td>Health</td>
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</tbody>
</table>

M. C. R. R. EMPLOYEES' MAGAZINE

De Luxe Coaches

From page 8

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

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

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

The Present Trend

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

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

Frye

Mechanic Falls

Roxbury

East Sumner

Dixfield