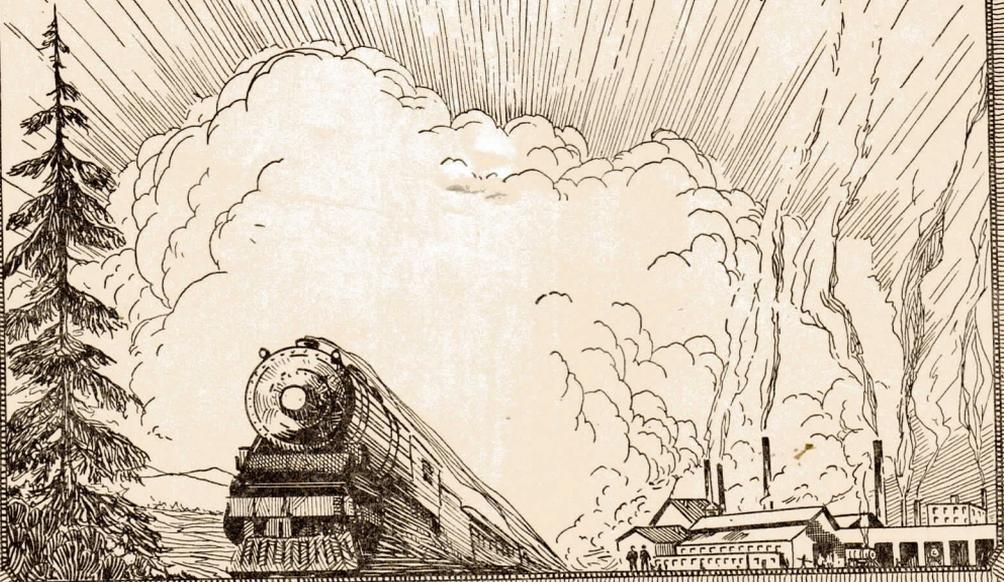




MAINE CENTRAL Employees' MAGAZINE



AUGUST
1930



“POWER”

MAINE
CENTRAL
RAILROAD

MAINE CENTRAL

MAINE
CENTRAL
RAILROAD

EMPLOYEES' MAGAZINE

A Magazine devoted exclusively to the interests of and for free distribution among the 6500 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

AUGUST, 1930

No. 8

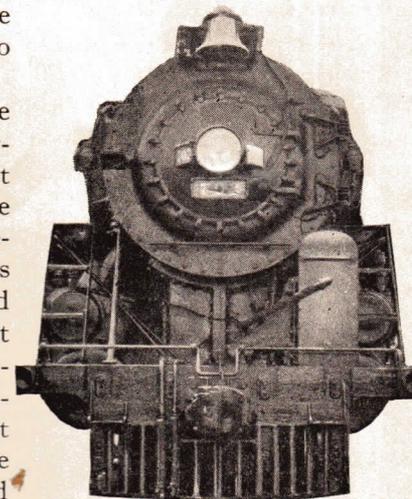
Our two new Nos. 701 and 702 Locomotives

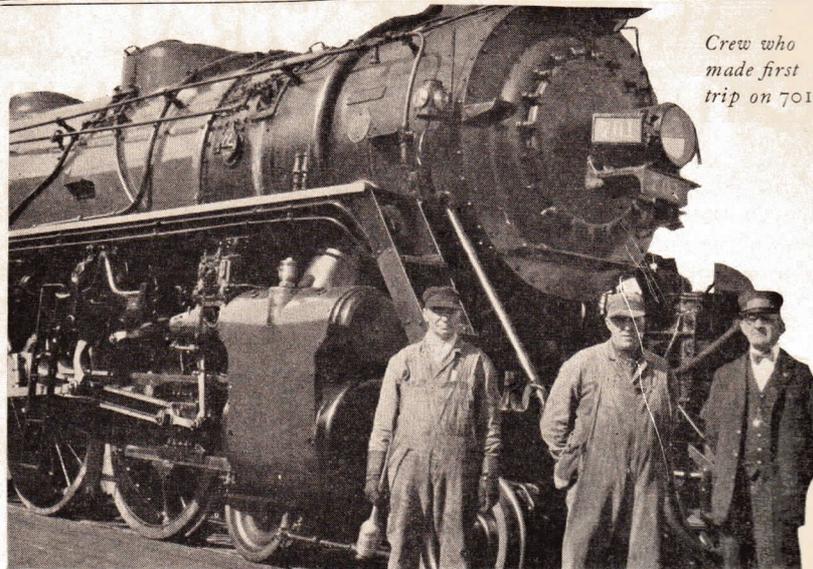
IN introducing the “Hudson” type locomotives, it may be of interest to summarize briefly the Pacific type locomotives—type 4-6-2, the largest in service prior to the purchase of the two new Hudsons.

Six years ago the Maine Central purchased their last lot of the “Pacific” type of locomotives, designed along the lines of well established principles current at that time. Twenty-one of these locomotives are in service at the present time, five of them equipped with boosters, all ranging between 32,000 and 47,700 pounds tractive effort with varying weights on drivers having boiler pressures of 185 pounds per square inch. Engines 469 and 470, the last group to be built, have a

tractive effort with locomotive booster, of 47,700 pounds and a weight of 171,500 pounds in working order.

We depend entirely upon these locomotives for the support of all the main line passenger traffic and also a part of the branch line passenger service. Frequently where heavy passenger trains were involved, these engines were double headed or assisted by lighter passenger engines. Although these locomotives have rendered a high standard of service and will for many more years to come, it soon became apparent that if newer power was to be acquired, a larger locomotive would be desirable with greater availability for reserve power and capacity to meet more





*Crew who
made first
trip on 701*

Engineman A. P. Johnson, Fireman A. S. Baker and Conductor Seward Ham

satisfactorily and economically our daily requirements and possibly eliminate double heading. The Hudson type locomotive was, after considerable study decided upon as necessary for these needs, and requiring additional passenger power, two new locomotives of the Hudson type, Nos. 701 and 702 were purchased.

The first to be delivered was No. 701, which ran under its own steam from the shops of the Baldwin Locomotive Works at Eddystone, Pa., to the Rigby Terminal at Portland, arriving on June 26th.

The Maine Central is the second Road in New England to use the "Hudson" type locomotive, the Boston & Albany being the other Road. These two new Hudsons are not quite as large as the Boston & Albany's, but are very similar in general design. In appearance "701 and 702" are an improvement over their predecessors and are expected to meet satisfactorily

the exacting demands of heavy passenger traffic. At the present time they are on service on the "Bar Harbor Express," the "Flying Yankee" and "The Gull."

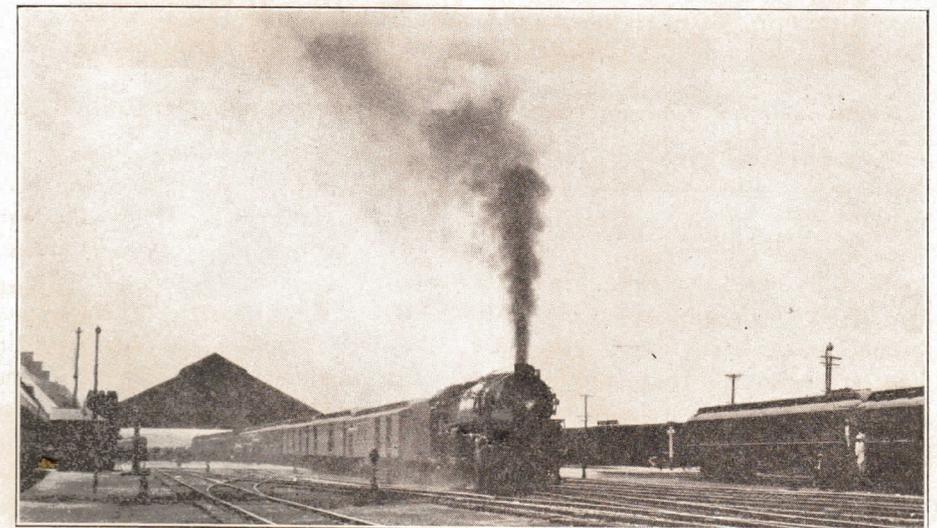
The overall length of these coal burning locomotives, including the large tenders, is 83.3 feet and the combined weight in working order of engine and tender is 502,190 pounds. They are the first passenger engines of the road equipped with mechanical stokers. The engines are equipped with "boosters"—auxiliary engines attached to the trailer wheels to give added traction in starting heavy trains. The combined tractive power of locomotive and booster is 53,500 pounds compared with 47,700 pounds, the tractive power of our latest "Pacific" type locomotives in use on the Maine Central. This is an increase of about ten per cent over the present type of locomotive.

These monster "power plants on wheels" have roller bearings on the tender and engine trucks, a larger firebox and grate area and a larger boiler of generous capacity.

The tenders are equipped with four wheel trucks and have coal capacity of 14 tons and water capacity of 10,000 gallons. With this equipment runs of 80 to 100 miles with the heaviest trains can be made without stopping for water. The engines can easily develop a speed of 60 miles per hour with a train of fifteen all steel

Pullman cars weighing approximately 1,300 tons.

Four wheel trailing trucks were found necessary because of the increased weight on trailing axles. Of the Specialties, the new engines have standard B-K stokers, stoker engine unit mounted on a tender, front end multiple throttle valve, Franklin trailing truck booster, type E, super heater, roller bearings on the tender trucks and engine truck and several other appliances too numerous to mention.



Engine 702 leaving Portland Union Station on its first trip hauling the "Flying Yankee"

Vacation Pictures

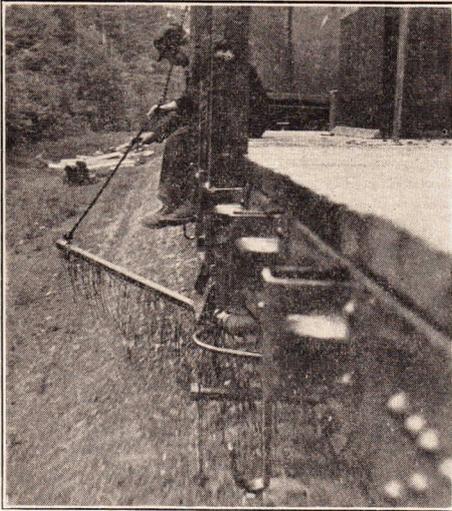
Happy days are here again. The call of the forests and streams and beaches and open roads are ringing in our ears again, and soon that long anticipated vacation, with its change of scenery and much needed rest, will be a realization. A vacation clears out

the cobwebs, releases some of the blood pressure, and renews the old fight and enthusiasm for the game of life.

When you pack up the family bus with all the necessary vacation para-

See page 17

Oil Sprinkler lays



One of the Wings in Operation

DURING the past month 437 miles of road-bed have been oiled, marking another step in the Company's program for improving its service and offering comfort to passengers.

The Rockland Branch was the first to receive the oil blanket and this was followed by the main line on both the lower and the upper roads between Portland and Bangor.

The oiling of the road-bed is working out very satisfactorily and is very much appreciated by travellers. There is practically no dust raised by high speed trains and the policy of oiling will no doubt continue during the summer months as long as there is gravel ballast over the major part of the road. As a result, unusually clean transportation is provided.

The oil used is of such consistency that it forms virtually an unbroken blanket over the road-bed. The apparatus used in oiling the roadbed on the Maine Central is an improvised affair constructed in the Road's shops and is mounted on a standard 40 foot steel underframe flat car. In utilizing the flat car for applying the oil all of the piping is placed under the floor and between the trucks. The only parts of the equipment above the



A typical stretch of Oiled Track

floor include tool box and three oil valve operating levers, two pipes of the sprinkler distribution system about 10 feet long are hung horizon-

the Roadbed Dustless

tally on opposite sides of the car at the center where they extend over the shoulders of the road-bed, also a horizontal pipe which oils between the rails. These wing pipes are fed from the main feed line through short lengths of rubber hose. By this arrangement the wing distribution pipes can be operated through a complete half circle thereby moving it in or out to prevent striking structures or obstacles along the right of way. Sheet metal protecting shoes are hung on the horizontal pipe over the rails to prevent the oil in windy weather from going on the rails. The horizontal and wing pipes are perforated with $\frac{1}{8}$ " diameter holes spaced $\frac{3}{4}$ " apart through which the oil is discharged. Control of the oil, which is a specially prepared road-bed oil with approximately 65% asphalt, to the distribution pipes is effected by means of three lever stands grouped together in the center of car where they can be operated readily by one man.

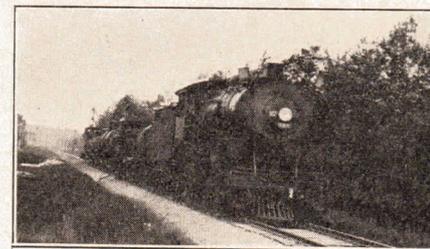
The oil is delivered hot to the roadbed under the force of gravity alone and falls from the orifices in the dis-



Operating the Levers

tribution pipes in threadlike streams. When it first reaches the surface of the ballast it runs out in fine strings, but within a few hours, depending upon the temperature of the oil and the atmosphere, the oil spreads out to form a uniform coating over the ballast.

Heating of the oil is accomplished by means of steam from the locomotive on the oil train which passes through the coils provided in the tank cars in which the oil is received. Depending somewhat upon the weather, the oil in the cars can be made viscous enough for oiling operations by the application of steam for from two to six hours. Ordinarily it is the practice to hook up the steam connection to the tank cars in the oil train as soon as the locomotive arrives, applying the steam at a pressure of about 40 pounds. Following this practice, the oil is usually heated enough to begin operations as soon as the equipment gets out to the point where oiling is



The Oil Train

to begin and relatively little difficulty is encountered with the clogging of the holes in the distribution pipes. When using the oil continually no trouble is experienced. In this regard, the tendency to clog occurs only when spot oiling is being done, in which case the oil in the distribution pipes often becomes too cool to flow readily.

When any tendency to clog is noticed, or when there is any difficulty in starting the flow of oil from the pipes, steam under pressure is admitted into the distribution system and immediately sets up the flow of oil. Steam is also used to blow out the distribution system when oiling operations are concluded for the day.

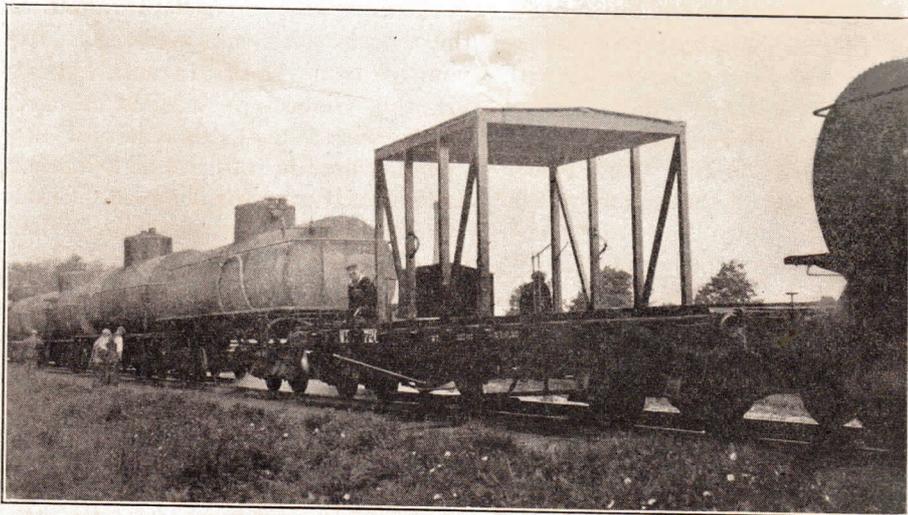
Subsequent oiling is done only at some dusty road crossing and at points where it has been necessary to disturb the ballast in conducting track work for the initial oiling.

In carrying out the work of oiling the car is run in a special work train and is operated by a force of three or

four men. Two of the men operate the wing sprinklers and the third operates the valves under the direction of the Foreman who is in direct charge and who indicates the places to be oiled. From two to five tank cars each containing 10,000 gallons are usually carried in the oil train, depending upon the amount of oiling to be done during the day and when oiling, the train is operated at a speed ranging from five to ten miles an hour, depending upon the condition of the road-bed and the amount of oil necessary to hold down the dust. In all of the work the train is operated under train orders, closing the main line for passenger and freight trains.

Careful observations indicate that the oiling doesn't tend to foul the ballast or cause pumping joints and that it has little effect upon weeds and other vegetation in the track and if anything, in this respect, it has reduced its growth.

See page 17



Oil Car and Tanks

Shoe Pegs and Lollypops

*Do you know
that your youngsters
"Sweet tooth" helps
to pay your wages?*

IF you wear shoes with "pegged" soles—which you probably do not—and if your boy and girl like lollypops—which they probably do—then you are helping to pay your own wages.

In this world, no one is really independent. The baker, because he cannot live by bread alone, goes to the butcher to buy meat; and the butcher, in turn, purchases bread of the baker. Then both of them use a part of that money to pay the Maine Central for transporting their stock in trade. Out of the railroad's revenue, a large percentage goes to pay wages. Then, when you have cashed your pay check, you go to the butcher and buy a roast, and to the baker for bread and cake—and they have some more money with which to pay freight charges. Sort of an economic circle, so to speak.

When your little girl, with a penny tightly clasped in her chubby fist, goes to the candy shop and lisps, "Mithter, I want a lollypop, pleathe," an infinitesimal portion of her cherished penny goes back to the railroad, and thence again to you as wages. For did you know that our station at Readfield ships, every year, literally millions of lolly-pop sticks? And every tiny purchaser of one of those delightful confections known as lolly-pops, or "all-day suckers" pays tribute to the railroad.

The newspaper which you bought for two cents this morning has paid tribute to the railroad, too. The wood and chemicals used to manufacture the newsprint paper were transported over our line; carload lots of paper were shipped to the newspaper publishers; and the printed papers themselves were sent to your town by train. Your two cents helped pay the freight—and hence helped pay your wages.

Among the demands on your purse is the school tax in your home town; and this tax, among other things, helps to pay for a school physician and a school nurse. Every time one of these nurses or physicians examines the throat of a school child, part of your tax comes back to you in wages, for the youngster's tongue is depressed with a small strip of hardwood, manufactured in Oakland or Dixfield, and shipped over the Maine Central.

If, disregarding the mandates of the books of etiquette, you still like to use a toothpick after dinner, you are patronizing a Maine industry, and incidentally helping to pay your own wages. Toothpicks are manufactured by the million, and sold largely to the "5 and 10" stores throughout the country. The five-cent box which you purchase has paid its share of freight charges to the Maine Central.

Look on page 22

IN MEMORIAM

EDWARD MAGOON



Many members of the "Family" have learned with regret of the death by suicide of Edward Magoon, 64, at Lancaster, N. H., on July 11th.

The recent death of his wife and failing health are believed to have been the cause of his act.

He was born in North Anson July 10th, 1867 and as a lad began work on the old Somerset Railroad, then operated between Waterville (Oakland) and North Anson. Later in life he became an engineer on the Kineo Branch and in this capacity made many friends all over the system. His death was a shock to his neighbors, his railroad associates and his many friends.

For many years his home was in Bingham. From Bingham he was transferred to Lancaster as Master Mechanic in the shops and had been employed there since 1913. He was held in high esteem by his associates.

For the last ten years his health had not been good although he had lost but few hours from his labors. On April 17th he was sadly stricken by the death of his wife, Lettie Jones, whom he married in 1889.

He is survived by his son Herbert of Lancaster and a brother Fred of Solon. Funeral services were held at his home in Lancaster. Sympathy is extended to his son Herbert who has lost both mother and father within three months.

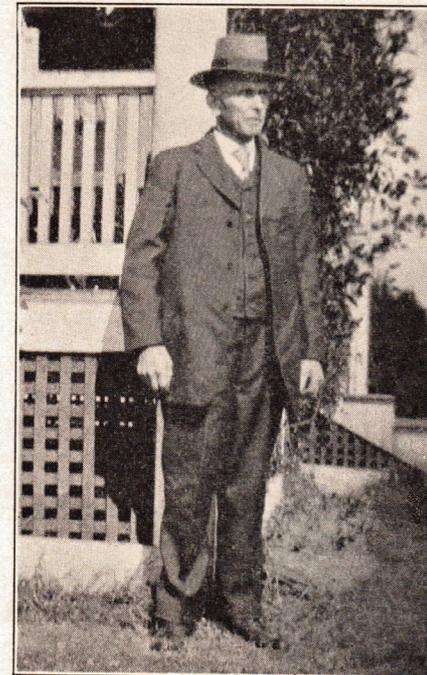
THOMAS C. FOSS

Thomas C. Foss, 52, employed for nearly twenty years by the Portland Terminal Company, died suddenly June 27, when stricken with a heart attack while changing an auto tire on the way to his farm at Raymond. He was first employed as a freight handler, January 31, 1912, and had served in various positions as delivery clerk, checker and clerk.

He was very active in the work of the station employees organization and was one of its first officers. June 1st, 1925, he was granted a leave of absence to take up the duties of Grand President of that body, which position he held until June 1st, 1927, when on account of ill health, he was obliged to resign until September 27th, 1928, when he came back as clerk in the Interchange and Per Diem Bureau, the position he was holding at the time of his death.

Although "Tom" had been in poor health for a number of years he had taken an active part in various affairs, being a member of the Portland Terminal Bowling League during the past winter, and his death came as a great shock to his many friends. He is survived by a widow, a son, Walter, a daughter, Dorothy, and by a sister, Mrs. Walter Scholes, all of Portland.

GILBERT A. EMERY



Gilbert A. Emery, seventy-three years old, of 1308 Congress Street, died July 2nd. Mr. Emery, a native of Steep Falls, had lived in Portland the last ten years of his life. For many years he was employed by the Maine Central Railroad as a cook in the Repair Crew of the Bridge and Building Department.

Surviving Mr. Emery are his widow, Abbie E., and one daughter, Ella.

Funeral services were held from the residence and interment was in Steep Falls Cemetery.

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MARY THERESA NICKERSON

Mrs. Mary Theresa Nickerson (wife of General Agent Henry E. Comins) died very suddenly at her home on Crescent Street, Rockland, on Memorial Day, aged 48 years. She had been in ill health for some time and a month ago was quite seriously ill. Her death was believed to be the result of a paralytic shock.

She was born in Athol, Mass., 1881, but at an early age moved to Orrington, Maine. For the past 11 years she has been a resident of Rockland. She had a wide circle of friends who received the news of her death with great sadness. Funeral services were held at the home and floral offerings of rare loveliness extended their messages of silent sympathy. The bearers were Frank F. Trafton, Emerson Sadler, E. G. Davis and Victor F. Atwood.

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Card of Thanks

I wish to express our heartfelt thanks to all members of the Waterville Car Shops for their kindness and sympathy during the loss of my dear son, and also for the beautiful flowers.

Bertha Girdler Andrews and family
Waterville

Waterville Shops

By A. A. THOMPSON

The new baseball uniforms look fine. The body of the suit is white and has a dark blue stripe. The cap is dark blue and the stockings are white and dark blue.

The badge on the shirt is dark blue bound with an orange stripe and white letters. M. C. R. R. appear in the center.

Master Mechanic F. H. Bennett attended the A. R. A. Convention at Atlantic City.

Electrician Gordon Berry has donated a silver cup which will be presented to the player on the baseball team, who gets the highest batting average for the season.

Storekeeper and Mrs. W. L. Coburn passed their vacation with their daughter in Quincy, Ill.

Carman and Mrs. James Ifel are the proud parents of a daughter, born July sixth.

A very pretty wedding was held at the home of Asst. Foreman and Mrs. F. P. Farwell on July twelfth at 2 P. M., when their daughter Vivian became the bride of Carman Leon S. Cox.

Rev. T. J. Coolbroth officiated. After a honeymoon spent at North Pond the couple will be at home to their friends at 324 Main Street.

Portland Terminal

By GRACE M. KATON

Sympathy is being extended to Rate and Waybill Clerks Linden P. Brown and Herbert L. Ross in the loss of their fathers recently.

William Carey, janitor at the Freight Station, is a patient at a hospital in Boston for treatment of his throat. Everyone will be glad to welcome "Bill" back and wishes him a speedy return to his usual state of health.

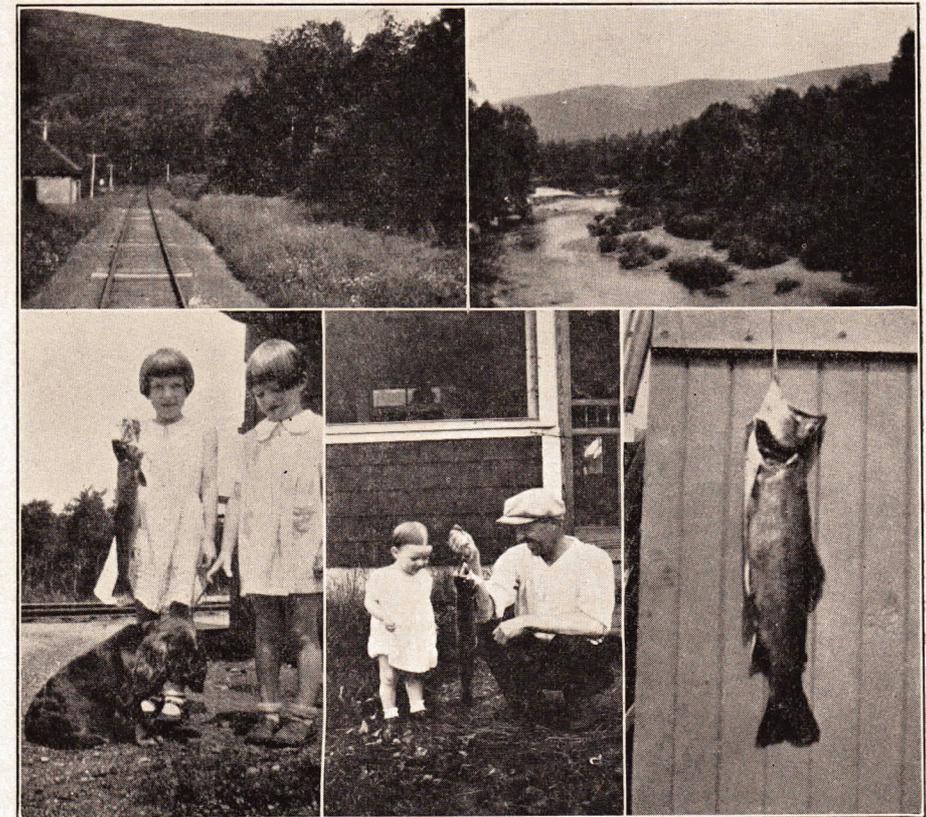
Owing to transfer of work, John M. Coyne, Hartley L. Lounsbury, Margaret K. Coyne and Mrs. Jeanette D. Keough have been transferred to the new accounting bureau at the General Offices. Louise M. Scannell has bid in a position at the same bureau and Marjorie R. Jordan, for many years clerk for the Company at Vanceboro, bid in position left vacant by Miss Scannell.

Sybil Noyes, clerk at the Superintendent's office, as returned from her annual vacation.

Mr. and Mrs. Leonard Starbird of the Roadmaster's force have returned from a camping and auto trip through the northern part of the State.

Marjorie M. Fay has been enjoying a few days' vacation at St. Stephen and St. John, N. B. The trip was made by auto with a party of friends.

Round About Kennebago



When Agent Ray Bartlett at Kennebago feels he would like a mess of fish, all he has to do is to pick up his rod and four willing and enthusiastic helpers are ready for the fray. Helen, eight years old, brings home the "bacon," if Dad is lucky. Rae-Elaine, six years old, is strong with advice as to where the cast should be made, and Priscilla, two years old, is boss of the expedition. When she wants what she wants, she wants it when she wants it.

Ray thinks he is the fisherman of the family, but the children think otherwise. Rae-Elaine and Helen say that he may make the cast, but "Peggy"

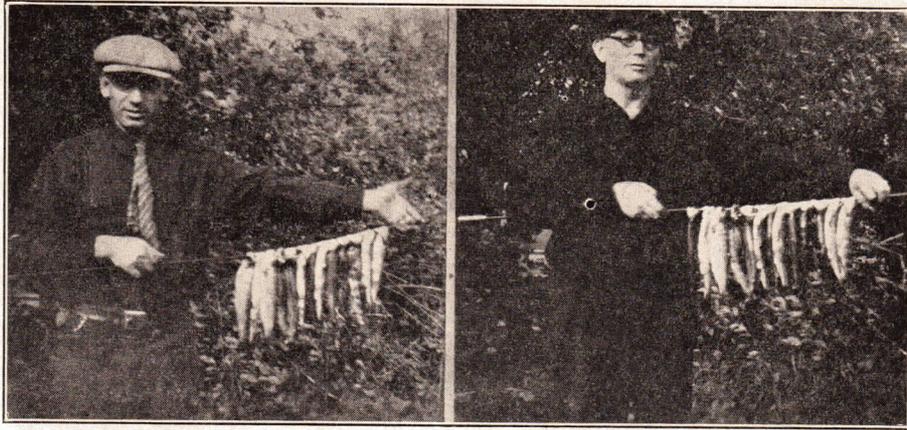
tells him when to haul in the fish.

On July 11th their last expedition left the base camp for the quick water below the "Plant," where the "big fellows" are. They started at seven A. M. and at eight thirty, the beauty shown in Helen's hands was being fried with a half dozen strips of bacon. And it tasted as good as it looked.

Outside of fishing and the railroad, Ray's interests are all in his home and family, of which he is very proud.

"Peggy" is a thoroughbred spaniel, and very intelligent. She follows her master around like his shadow. She is so gentle that everyone has a caress for her.

A String of Beauties



Albert Violette, carpenter at Bangor, and his string of "square tails" caught at Carry Pond. Violette, although not a "Specialist" by trade, is a specialist with the hook and line and knows just where the best fishing

and hunting of the state is to be found.

George Dickey, machinist at Bangor Shops, is an enthusiastic fisherman. His string of trout were caught near Ripogenus Dam.

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Man Attacked by Moose at Goodrich Falls

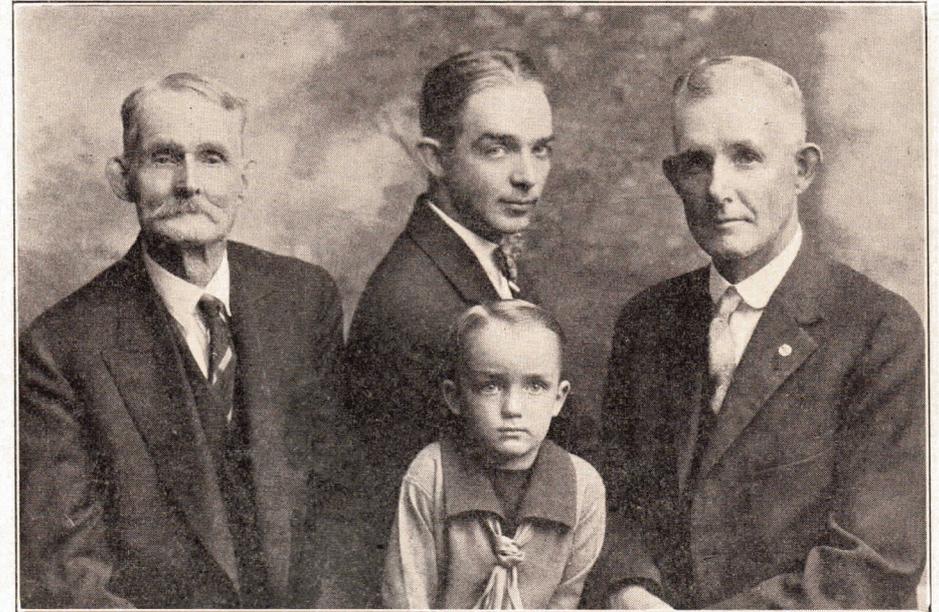
Natives of Goodrich Falls were somewhat alarmed when the noise of a man was heard and he was later seen coming down the road leading from Goodrich Falls to Glen in somewhat of a hurry when being interviewed by a fellow walking along the road it turned out to be our old friend Mr. Springer, lineman for the Western Union. He said he had heard a loud bellow and the shaking of trees and clatter of hoofs in a pasture where he was inspecting some telegraph poles and took it to be a moose. He did not stop to see the animal but hot-footed it for the road and to Glen station.

Natives of Goodrich Falls formed an army and started out to look for the animal when upon investigation it proved to be nothing else but a yearling heifer owned by Richard Morton.

We think in the future it would be a grand idea if our friend Mr. Springer when inspecting the Western Union lines between Jackson and Glen would be more careful when entering the pastures at Goodrich Falls and bring some shooting material with him in case of an emergency.

F. S. B., Glen, N. H.

Auburn Railroaders



The above group represents four generations of the Davis family of Auburn, the oldest in the picture being eighty and the youngest, four. William F. Davis, Portland, on the extreme left, is a retired railroad man.

For thirty-five years he was employed by the Grand Trunk, then entered the employ of the Maine Central. For over twenty-five years he was Yard Foreman.

His son, Herbert Francis Davis of

Auburn, has been working for the Road for thirty-two years and is now Foreman of the Lewiston-Auburn Yard. Between them they have eighty-two years of service.

Herbert R. Davis is with the Columbia Mills in Lewiston, and the youngest in the picture, Raymond Gordon Davis, plans to follow in the footsteps of his grandfather and great-grandfather and become a railroad man.

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Roadbed Dustless

From page 8

The average application of oil to the mile is approximately 800 gallons, equivalent to about one gallon for each seven feet of track.

Vacation Pictures

From page 5

phernalia, don't forget to include the camera, and when you return give the readers of the *Magazine* a glimpse of some of the scenery you have enjoyed. Send in your vacation pictures to the *Magazine*.

Snapshots at Livermore Falls



Photos Courtesy A. E. Lambert

TOP: New crossing signals at Livermore Falls, taken the first day of operation. This is Depot Street crossing with water tank house and signal house showing at the left.

BOTTOM: Photo of Percy Trafton's crew, taken at time of installation of Depot Street crossing signals.



Squirrel's Cage

"When are Joan and Ed to be married?"

"Never, I'm afraid."

"Why, how's that?"

"Well, she won't marry him until he pays his debts, and he can't pay his debts until she marries him."

Most people see their own faults thru the wrong end of the telescope.

Gates Ajar

Saint Peter scanned the latest applicant for admission to the pearly portals.

"What did you do on earth?" he asked.

"I was a truck driver," said the applicant.

Saint Peter jumped several feet into the air. "Open the gates, boys!" he shouted. "Give this fellow the right of way."—*Earth Mover.*

College Bakery

Small Boy: "What is college bred, pop?"

Pop (with son in college): "They make college bred, my son, from the flour of youth and the dough of old age."—*Earth Mover.*

Sales Psychology

Why do you employ such dumb-looking salesmen?"

"Well, it makes the customers feel that they cannot help but get the best of the bargain."—*Pitt Panther.*

No Amateurs Needed

Mother: When that naughty boy threw stones at you, why didn't you come and tell me instead of throwing them back at him?

Willie: What good would it do to tell you? You couldn't hit the side of a barn.

Tricked Herself

Actress: I'm ruined! I'm ruined! Look at this newspaper.

Friend: Have they published some scandal about you?

Actress: Worse than that. I signed a testimonial stating that I always smoked Mildwhiff Cigarettes because they never bothered my throat; and I signed another testimonial that I always use Lymphatic Lozenges to protect my throat after smoking; and here they are, both on the same page!

—*Life.*



Veteran E. A. Starrett - the Silent Trainman

THE photo below shows E. A. Starrett, an old Maine Central brakeman who many of the older employees will well remember. His career began as water boy on the Belfast & Moosehead Lake during construction about 1870, later coming to Maine Central and running with "Dan" Wescott, "Jim" Elder and Frank Willetts until the late '90's.

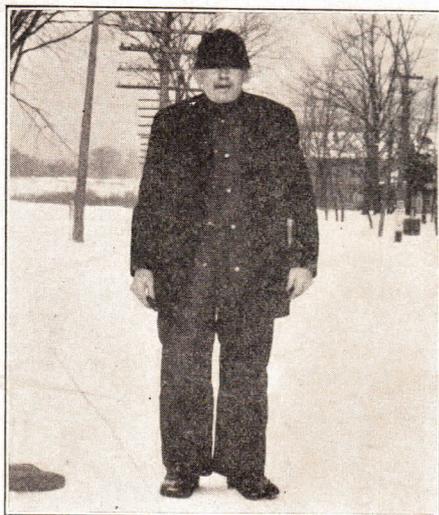
A most unusual condition surrounds this man's railroad experience as he has never heard a sound or spoken a word in his life and is perhaps the only man in these parts who in spite of such a handicap followed and gave the best of his life to the arduous life of a trainman. Those who knew him well during those years all attest to his ability and his alertness under all conditions. It is said that his vision was so sharp that he could detect

whistle signals by escaping steam and all of the ordinary train happenings were as apparent to him as to his more fortunate co-workers. He was a master switchman, ever on his toes for the next move and was always a favorite in his crew.

Since resigning from Maine Central he has made his home in Burnham where he is loved and respected by all. During the past few months he has been slightly used up having been the victim of a "Hit and run driver" but he is mentally as alert

as in the old days and always takes an interest in Maine Central prosperity and affairs. When in good health he is often to be seen on the platform at Burnham as No. 102 pulls out and all the older employees salute him with the customary "high ball."

M. W. FLYNT, Operator,
Burnham, Jct.



E. A. Starrett

He Shines the Shoes of a Nation

FOR forty-three years Moses Green, porter at Union Station, Portland, has seen 'em come and go—tourists visiting the Playground of the Nation, commercial travelers, home-folks taking a trip—and of the thousands who have passed through the station in that time, many have climbed up into Moses' chair for a shoe-shine.

"How many pairs of shoes have you shined in those years, Mose?" I recently asked him.

"Good Lord, I don't know," replied Moses, "but I'd hate to see 'em all piled up here to be done over again!"

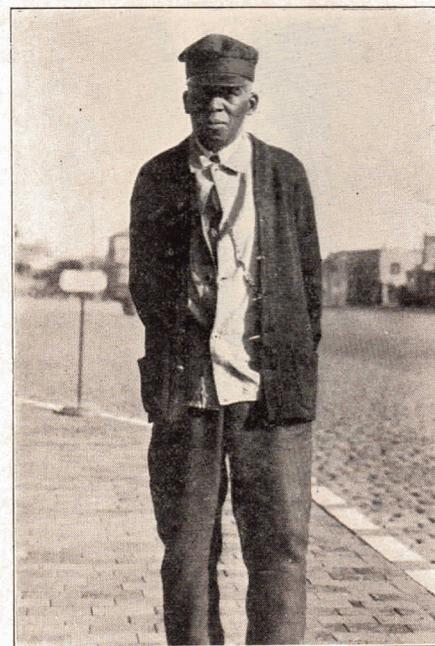
And so this writer, out of curiosity, commenced to do some figuring.

There have been "fat" days and "lean" days, of course, but it appears that a conservative average for the entire 43 years would be 20 shines a day, year in and year out. In forty-three years, therefore, Moses has probably wielded his brushes over 313,900 pairs of shoes. He can't be blamed for not wanting to do them all over again!

The footgear he has polished has been of all kinds—from the brogan of the lumber-jack to the custom-made, dainty slipper of the city flapper; but at least the average cost of the whole lot would be \$5.00 per pair. At this figure, the value of the shoes given treatment by Moses Green reaches the somewhat imposing total of \$1,569,500—more than a million and a half.

It would be interesting to carry this study farther. How many boxes of shoe paste has he used in forty-three years? How many brushes and polishing cloths have been worn out and discarded? How many clothes-brushes have been required for that final flip over the customer's coat while waiting for the fee?

Anyway, Moses has played a very definite part in making New England attractive to the tourist—and as he gives every patron a pleasant smile, you might take your pencil and figure how many times the muscles of his face have had to work to accomplish this welcome to Maine!



Moses Green

It's Much Better to Have Insurance and Not Need It Than to Need Insurance and Not Have It

THE monthly lists of those who have received benefits show those who have found the insurance very useful for no matter what a person's condition may be financially no man lives who cannot use extra cash in times of disability.

Any way you look at it for 25c a week the Travelers Plan of Accident & Sickness Insurance offers a wonderful buy. We can all spare 25c a week; but what a kick you get out of a \$10.00 check each week when you are laid up. And over 80% of all the employees of the Maine Central Railroad and Portland Terminal Companies realize it and belong to the plan. There's room for the rest, too.

Below is a list of the names of employees whose claims were settled during the period June 19, 1930 to July 17, 1930:

Name	Location	Reason
<i>General Office</i>		
Carl W. Burns	Aud. Pass. Accts.	Accident
Dorothy S. Coburn	Aud. Disb.	Accident
Perley D. Jordan	Aud. Frt. Accts.	Accident
Clyde L. Raynard	Aud. Frt. Accts.	Health
Bertha H. Trufant	Aud. Frt. Accts.	Health
<i>Engineering</i>		
Leonidas Belanger	Brunswick	Health
James E. Campbell	Brewer	Accident
James E. Densmore	Danforth	Health
Gilbert A. Emery	Portland	Health
Harry Goodwin	Waterville	Health
Benjamin Johnston	Bangor	Health
Joseph Joslyn	Concord, Vt.	Health
Harold L. Mitchell	Portland	Health
Roland B. Moore	Clinton	Health
Wilbur C. Nutt	Thorndike	Health
Alonzo Otis	Anson	Health
Stuart Robinson	Bangor	Health
F. A. Shepard	Bath	Health
Stanley Sirois	Lewiston	Accident
Hollis A. Swett	Walnut Hill	Health
Lester A. Tibbetts, Jr.	Rockwood	Health
Peter Velleux	Lewiston	Health
Delbert Yorks	Steep Falls	Health
<i>Motive Power Department</i>		
John L. Bodge	Woodfords	Health
Charles Derocher	Waterville	Health
H. S. Dorsett	Bartlett, N. H.	Health
Leslie D. H. Drew	Portland	Health

Michael Dupere	Fairfield	Health
Augustus King	Waterville	Health
Philip Lanregue	Waterville	Health
Edward Magoon	Lancaster	Health
John Murphy	Portland	Health
Albert J. Pine	Oakland	Health
Samuel Pooler	Waterville	Health
S. K. Thurston	Fairfield	Health
<i>M. C. Trainmen</i>		
Levi W. Berry	Rockland	Health
Wesley W. Jacobs	Waterville	Health
Joseph Laliberte	Waterville	Health
<i>M. C. Stations</i>		
Otie Allen	No. Anson	Health
John Armstrong	Pittsfield	Health
Amenzer Bigelow	Newport	Health
Charlotte M. Harkey	Orono	Health
Patrick J. Hardiman	Bangor	Health
Fred B. Lewin	Bath	Health
Harry Mullen	Newport	Health
Erving L. Newcomb	Brewer	Health
E. W. Rowe	New Gloucester	Health
B. J. Sirois	Clinton	Health
Edward Vigue	Waterville	Health
<i>Enginemen</i>		
Maynard L. Hincks	Portland	Health
Allan R. Johnson	Vanceboro	Health
Aaron Stanhope	Bangor	Health
<i>P. T. Stations</i>		
John Craven	Portland	Health
Clifford L. DeRocher	Waterville	Accident
Henry E. Fowler	So. Portland	Accident
Dana B. Libby	Portland	Health
Mathias O'Toole	Portland	Health
<i>P. T. Trainmen</i>		
Charles M. Jordan	Brunswick	Health
Walter H. Kimball	Portland	Health

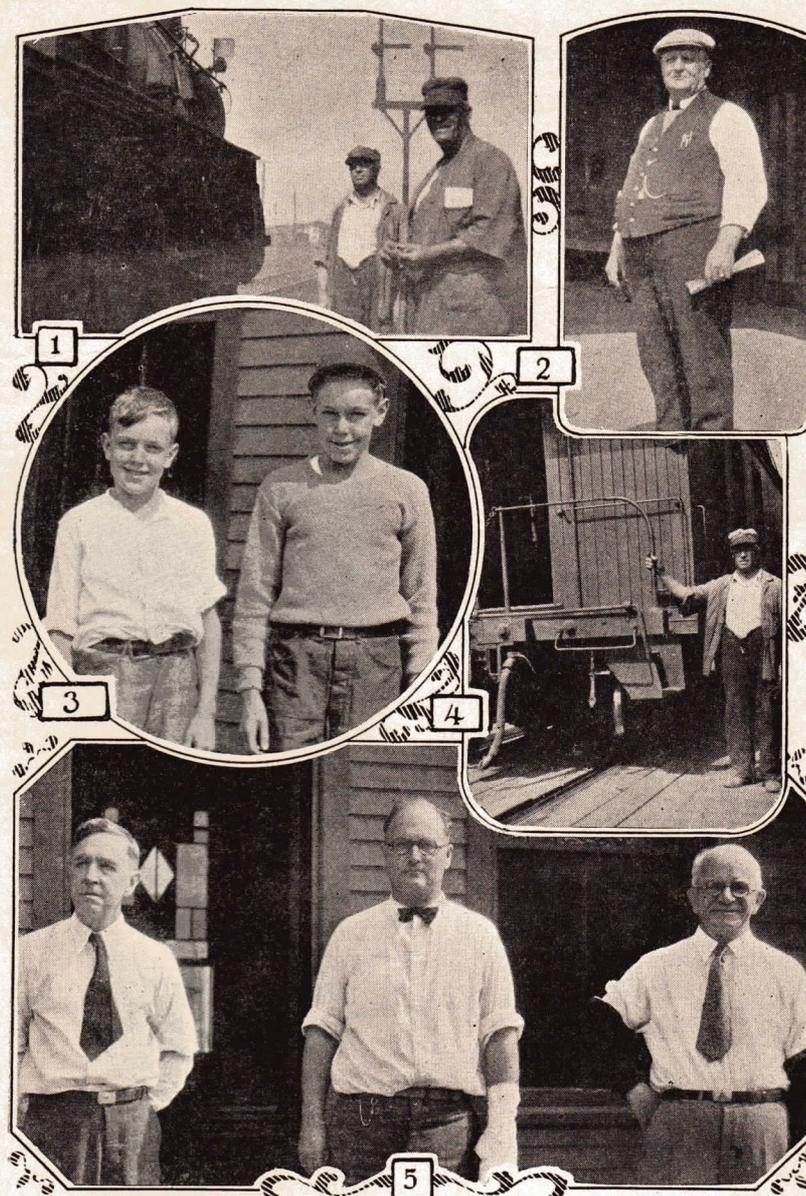
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Shoe Pegs and Lollypops

From page 9

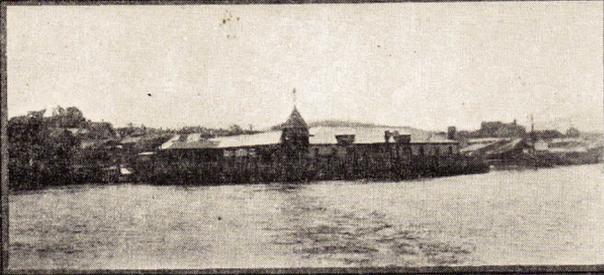
And the shoe pegs? In Bartlett there is a mill devoted exclusively to the manufacture of these little slivers of hardwood. A large part of them are used by manufacturers for polishing metal parts; but primarily they are for pegging soles onto shoes. And if there are pegs in your shoes, probably they came from Bartlett—and helped to pay your wages!

PITTSFIELD

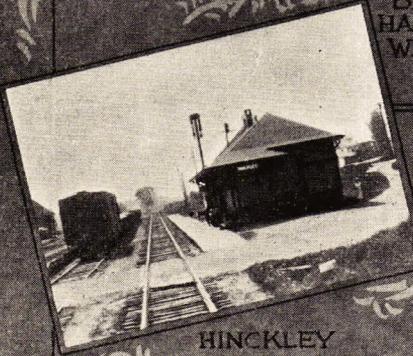


1. George Pushaw and "Win" Taylor.
2. H. L. Pettingill, Conductor Harmony Branch.
3. Walter 9, and Simeon 14, sons of S. L. Provencher.
4. Geo. Pushaw, trainman local Freight.
5. "Sim" Provencher, formerly ticket Agent, now in "PA" Office, Portland; Raymond Hurd, clerk and G. S. Staples, Agent.

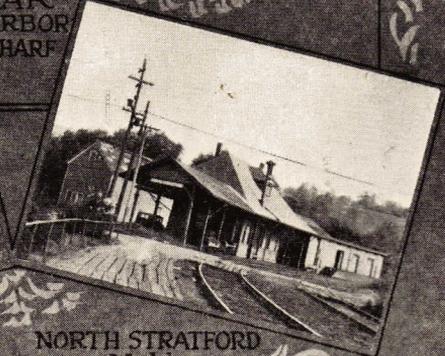
Along the line



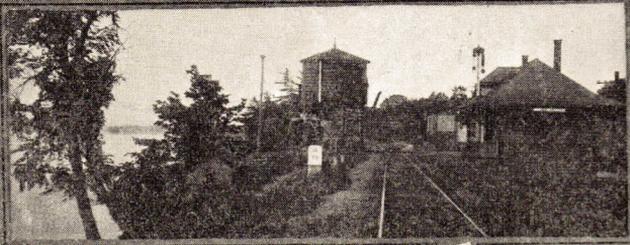
BAR
HARBOR
WHARF



HINCKLEY



NORTH STRATFORD
N.H.



NORTH BELGRADE



PITTSFIELD