Group Insurance Plan To Be Extended

Every security-minded employe of our Maine Central family will want to devote his attention and cooperation to extension of our Employees Group Insurance Plan which expires May 31, 1950.

In an Executive Department announcement First Vice President E. Spencer Miller explained that “continuing the policy of the Management in providing our employes with an opportunity to protect themselves and their dependents against the burden of hospital and surgical expense, we have negotiated an extension of the Plan with the Continental Casualty Company for a further period of two years, effective June 1, 1950.”

But in order that our employes may continue this protection, 75 per cent of all regular employes must participate in the Group Plan. Those already enjoying the protection of this accident and health insurance, and employes interested in joining must make out new enrollment and payroll deduction authorization cards.

These cards have been forwarded to each employe and must be returned promptly. If you have not received a card, additional ones are obtainable from your supervisor or by writing to E. C. Paine, special assistant to the comptroller, at the Portland General Offices.

WHAT DOES THE GROUP PLAN DO?

Those already participating in the Plan will realize that general provisions of the contract have been altered to permit them to collect $8 rather than $6 a day for the cost of their hospital room and $160 rather than $100 for other hospital expenses for each disability. It readily can be seen that these benefit increases correspond with increased hospital costs and are designed to match them.

NEW PROTECTION ADDED

The Plan has added an additional benefit. It will pay a maximum of $5,000 to cover expense incurred over a period of two years if you or your dependents are disabled by polio (infantile paralysis.)

RATES INCREASED

In order to continue the Plan and provide the additional benefits, it has been necessary to increase the premium paid. Effective June 1, 1950, payroll deductions for all employes who enroll will be:

Class 1—Employe only
Weekly $ .50 Monthly $2.17
Class 2—Employe and one dependent
Weekly $1.20 Monthly $5.20
Class 3—Employe and family
Weekly $1.65 Monthly $7.15

IS IT WORTH IT?

During the 22 months the present Group Insurance contract has been in effect, the Continental Casualty Company has paid out hospital and surgical benefits to our employes or their families of more than $275,000. This represents 93 cents of each dollar in premiums paid by our employes through payroll deduction. In the health and accident field this is an exceptionally large benefit return for dollars paid in.

Employes wishing to participate for the first time will find a complete description of the Group Plan in a booklet forwarded with enrollment cards. In the booklet Vice President Miller concludes: “I believe this plan as extended for the next two years is the most favorable to be obtained at the low rate of payroll deductions provided, and I recommend your consideration for enrollment in the class best suited to your individual needs.”
Bath General Agent Receives Gold Pass

Lewis J. Sanborn, general agent at Bath for 33 years, joined the ranks of Maine Central Gold Pass holders last month and then announced his plans to retire and "do all the things I've wanted to and couldn't, all my life."

Sanborn was issued Life Service Pass No. 143 with a congratulatory letter from President E. S. French that noted: "I sincerely hope you will enjoy this small token of esteem on many happy occasions."

A "seacoast" employee most of his service, Sanborn began railroading as an operator at Belfast in 1900, served at Thomaston and Brooks, came back to Belfast as agent in 1904, went to Eastport in 1918 and back to Belfast in 1927. Sanborn is the proud father of nine children, his son, Maurice, is the Magazine representative of the "competitive spirit of American life."

Buddies

Engineer Al Pritchard of Columbia Road, Portland, and Fireman Bunny Utecht of Brunswick spend a lot of time together in the cab of a Maine Central Railroad engine. They've become quite chummy during their runs to Bangor and back. But because their jobs enforce a "where one goes, the other will follow" sort of comradely relationship, you wouldn't think they would carry the thing to extremes in their private lives. But that they do. Recently Bunny got carted off to the Maine General Hospital for a bit of surgical carving and that left Al bereft of his usual traveling companion. So Al in a jiffy sought out the operating room of the Maine General himself and after surgery wound up in a bed in the same room with Bunny. And there they've been, side by side, just as in their locomotive cab, except that this time neither of them are going anywhere in particular.

From "We Hear" a column in the Portland Evening Express

Wilton Girl Scouts Inspect Train 7

By John J. Keating

A coach of our Train 7, Portland to Farmington, served as a classroom for a Wilton Girl Scout Troop recently when they boarded the train at Wilton to learn "all about trains." Upon arrival at Farmington, Troop 23 with Mrs. Lucile Hammon as leader, was treated to a 30-minute lecture and inspection by Conductor Henry H. Howard, Flagman Emile Morin, and Baggagemaster Coleman L. Conley.

The scouts were shown how trains start and stop with air communicating signals; use of torpedoes and fuses; how the train is heated; the meaning of locomotive whistles in sending out and calling in a flagman; turning a train on a wye; and booking trains in and out of a terminal. This train crew deserves much credit for their intelligent and cooperative conduct in winning new friends for us.

RIGHT AS RAIN

The earliest sign of Spring: When stupid people who can think of nothing better to say quit asking you, "Well, is it cold enough for you?"

The Maine Central Directors' Trophy Presented

The Maine Central Directors' Trophy was presented to the championship General Offices bowling team April 13 by E. Spencer Miller, first vice president, at a dinner honoring the members and their wives in the Lafayette Hotel, Portland.

The Trophy was accepted by Co-Captains Dick Harrington and Warren Spires.

Miller also presented each member of the five-man team a desk cigarette lighter in the shape of a miniature bowling pin, engraved with their initials.

Complimenting the team on its victory, Miller declared that he was proud to present the Trophy as representative of the "competitive spirit of American life."

"I like to think," he said, "that the idea of a group of men acting as a team, in everyday work and in sports, and in friendly competition with others, is everything we recognize as fine and good in our American way of life."

Reviewing the brief history of the Directors' Trophy, the first vice president recalled that last year the Railroad's directors gladly contributed the funds for its purchase "from their own pockets," as an award in an annual bowling tournament to be sponsored by the Railroad Magazine. The directors have followed its progress with much interest, he declared.

Team members and their wives attending were Mr. and Mrs. Frank Rivers, Mr. and Mrs. Warren Spires, Mr. and Mrs. Dick Harrington, Mr. and Mrs. James J. Finley Jr., Charles Welch and Mrs. Hazel Tanner.
The Public Is Our Boss

Every person is a customer or potential customer of the American railroads and they must all be treated as customers.

The railroad is personified by the railroad employees who meet the public. They think of the railroad according to the impression created by the employees. One of their major responsibilities is to do their job in such a sincere and friendly manner that their actions will generate and maintain cordial and friendly relations between customers and the industry.

ACTIONS SPEAK LOUDER

The quality of the railroad industry's public relations depends upon what employees do as well as upon what they say, and actions speak louder than words. To the employee, the work at hand may appear to be only part of his daily routine, but to the customer the manner in which he does his work is an important matter.

The customer's interest is the factor that gives railroad employees the opportunity to earn the customer's confidence and good will. This can result only in customer dissatisfaction. The first impression that a customer gets initially makes our job easy or difficult. Therefore, personal appearance, personal interest and a friendly manner are of utmost importance.

A great deal of business must be transacted with our customers only by means of the telephone. The voice must therefore do something more than convey mere words. It must carry with it the personality, courtesy and attitude of the speaker. The well known slogan "The Voice With a Smile Wins" very aptly expresses this thought.

CORTEOUS EXPLANATIONS

If a customer questions the necessity for certain actions, rules, delays, the situation should be explained to him briefly and never in a manner that appears to be curt. Make him feel that we are trying to serve him.

GET ALONG WITH YOUR CO-WORKER

The manner in which employees transact business with one another has an influence on the manner in which customers regard our industry. Unfavorable reaction is bound to occur if a customer observes first-hand evidence of lack of cooperation between employees. Unsatisfactory internal relationships indirectly affect our customer relations by lowering the general efficiency of the service we provide.

The fundamental principles upon which we rely to produce good customer relations apply equally as well to our personal contacts with our associates on the job. Personal efficiency, courtesy and consideration will gain the cooperation of fellow-workers. Their jobs will be easier and more pleasant as a result.

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Bandleader Interviews

Waterville Ticket Agent

Maurice W. Flynt, our reporter and ticket agent at Waterville, had the bobbysoxers swooning recently when he was interviewed by nationally-known bandleader Sammy Kaye during a surprise radio broadcast from our railroad station.

Arriving on the Flying Yankee, Kaye was greeted by Mayor Russell M. Squire and announcer Paul Willey of Station WTWL. A special wire was set up and the interview broadcast directly to the public from the railroad station. The ebullient Kaye took the opportunity to conduct an interview of his own, poked the microphone through the hole in the ticket window and engaged in an informal chat with Flynt.

Reports have it that the Waterville telephone exchange was swamped with congratulatory "I-heard-you-on-the-radio," calls from Flynt's friends.

Moest Maurice, an amateur radio ham who thinks little of an after-breakfast chat with an operator in Scotland, took it all in stride.

New Timetables Feature Daylight Saving Time

An added service to the traveling public was provided by the Maine Central this month when we joined with two other New England Railroads in publishing our new Spring and Summer timetables in Daylight Saving Time.

Effective April 30, the timetables of the Bangor and Aroostook, the Boston and Maine, and the Maine Central, will be on Daylight time, conforming with our patrons' watches. In addition all station clocks will be on Daylight time. A spokesman for the three roads said that, "this change has been made to simplify for the public, the reading of timetables during the summer months, when Daylight Saving Time is in effect."

Many Buses Chartered

By High School Seniors

By Lucille Bridge

A record number of Maine High schools chartered Maine Central Transportation Company buses this year for their annual Spring vacation tours to New York and Washington.

Eighteen groups from high schools in Augusta, Dixfield, Livermore Falls, Madison, Norwich, Rumford, Skowhegan, Standish, South China and Waterville chartered the buses for the entire trip.

Itinerary of several of the groups included the Shenandoah Valley, Luray Caverns, Va., and Valley Forge as well as New York, Philadelphia and Washington.

Groups from several other schools used regular Maine Central bus service to Portland, where they transferred to trains and B. & M. buses.

GROUP PLAN ENRIODED

The following letter was received last month by Special Assistant to the
Comptroller E. C. Paine. Its timeliness coincides with our story on Page 5 of this issue and its personal endorsement of the insurance plan was further emphasized when Operator Coffin's permission was sought to publish this letter. He declared: "I might add that I am signing up in the new plan for the whole family." His letter:

Dear Mr. Paine:

A few days ago I received draft covering my claim for hospital service rendered to me on March 31, 1950.

This is the third claim I have had since last November due to sickness and hospitalization for surgery, and I have been very pleased at the promptness with which my claims have been handled.

The insurance coverage your company gives fills a great need and I do not hesitate to recommend its benefits to all employes of the railroads in this group. The protection is something that no one should be without.

Cooperation of interested volunteers from over the entire system to organize this gala Summer event will be appreciated. Contact Winslow at the General Offices.

THE COVER

Maine water sheds, depleted after two dry Summers, were filled to the brim this Spring as good run-offs and rains combined to send rivers near overflow and through power generators throughout the state. Our cover shows the eye-catching falls at Lewiston with our Androscoggin River bridge stretching across the background.

FAMILY PICNIC TO REPEAT

Rules Examiner Gene Winslow, successful impresario of last year's Railroad Family Picnic, is calling for volunteers and suggestions for a repeat performance.

Held late in the season and starting with short notice, last year's affair attracted more than 200 railroaders and their families to Snowberry Park, Pine Point.

Cooperation of interested volunteers from over the entire system to organize this gala Summer event will be appreciated. Contact Winslow at the General Offices.

RAILROAD FACTS

The railroads of the United States transported 6,217,387 carloads of coal in 1949. If all these cars were loaded at one time and arranged in train formation, they would form 15 solid freight trains side by side reaching from Boston to San Francisco.

VETS FORM CHAPTER

A Maine Chapter of the New England Association of Railroad Veterans was formed last month at Portland. Temporary officers elected were E. H. Winslow, chairman; Norman Fuller, vice chairman; and LeRoy Kane, secretary-treasurer. An estimated 60 veterans from Boston and 40 from Maine attended the initial meeting. Subsequent meetings will be held at the Portland YMCA Building.

THE GENERAL OFFICES WIN BOWLING TOURNAMENT

Bangor Runners-up for Second Year

(A picture on Pages 12 and 13)

A determined quintet of keglers from the Portland General Offices that refused to break under pressure, came from behind twice in the last string to capture the Maine Central Directors' Trophy in the system-wide bowling tournament March 25 at Portland.

The General Offices five won over a jocular, easy-bowling Bangor aggregation, runners-up for the second year, in the finals by 55 pins and squeaked out a victory over Waterville, the competent and dangerous last year's champs by 13 pins in the opener.

The four team tourney opened with nerve wracking matches that saw Bangor eliminate a hard-working Rigby team by 52 pins in a seesaw battle. It was tournament stand-out Larry Warren of the Bangor team that ruined the Rigby chances with tournament record individual string of 127 and high five-string total of 540.

Rigby Jerry Flaherty's excellent individual string of 112 and 109 by teammates Jerry Shea and Casey could not out Warren's blaze.

The sensational General Offices—Waterville opener had the Officemen leading by 11 and six pins in the first two strings only to have the Elm City five surge ahead by 14 pins in the third string and increase their lead to 32 in the fourth string.

It was then that Warren Spires, sharing tournament performance honors with Bangor's Larry Warren, came up with 105, Captain Dick Harrington collected 109 and Frankie Rivers 110, to crush the Waterville hopes and pick up 45 pins in the last string to emerge the victors.

The Bangor—Portland final match followed the same pattern. A brilliant duel between Spires and Warren saw the Bangor ace bowl a neat third string of 119. But Spires was due, bowling 113, 107, 102 and 115 in the last four strings to hang up a second-high tournament five-string total of 503.

Excellent strings of 106 and 104 by Bangor's Lester Snyder and 112 and 103 by Jim McPherson, were matched by two strings of 100 and a 109 by Officemen Rivers, 100 and 101 respectively by Herb Whitmore and Dick Hartington. Going into the final string the Officemen again were down 15 pins but picked those up and 40 more to win by 55 pins.

Team members participating were:


Rigby—Capt. Roy Tibbetts, From Tataruzuk, Jerry Flaherty, G. M. Shea, Casey.


SQUELCH

"Haven't you any more recent books on anatomy?" complained the student. "These are at least ten years old."

"Look, Bud," said the librarian, "there have been no bones added to the human body in the last ten years."
Bowling Tournament Hi-Spots

SCENES AT THE DIRECTORS' TROPHY TOURNAMENT in Portland March 25 include (1) Amiable Albert McKenney, standing, chairman of the Shops bowling league. (2) Waterville's Woody Gillcash and (3) Walter Pearl show their form. (4) Tournament team captains. Left to right: Don Priest, Waterville; Roy Tibbetts, Rigby; Ben Whitney, Bangor; Dick Harrington, General Offices. (5) Tibbetts shows his porsuder delivery. (6) Charley Welch leaves one for the General Offices. (7) Best-dressed in forest green sport shirts with the above legend embroidered in yellow letters are, left to right: Frank Caruso, John Shaughnessy, Lester Snider, of the Bangor team. (8) Perry Morse, Waterville Shops machinist and amateur photographer of note, snaps one of the home team. (9) Rigby's able team. Left to right; Gerry Shea, Brom Tatarczuk, Tibbetts, Emil Casey and Jerry Flaherty. (10) Go victors pose with losers. Left to right: Frank Rivers, Herb Whitmore, Charley Welch, Warren Spires, General Offices; Walter Pearl, Woody Gillcash, Armand Melziner, Waterville; Harrington, General Offices; Ted Jewett, Waterville. (11) The Bangor Boys, runners-up in the tourney. (12) The distaff side, Hostler and Mrs. Frank Caruso and Mr. and Mrs. Lester Snider, Bangor. (13) Part of the large crowd of railroaders that watched the tournament.
Harry C. Hobson of Powsland St., Portland, mail clerk in the General Offices, retired April 1 after 40 years of service. A former locomotive engineer on the Mountain Division, the popular Hobson entered service as a fireman in 1901. He became an engineer in 1907 and left the service in 1928. He returned to work in the General Offices in 1937.

Patrick F. O'Donnell, 72, of 98 Western Avenue, Waterville, former boilermaker there, after 32 years' service.

Edward M. Coyne, 72, of 23 West Street, Waterville, former locomotive engineer, after 51 years' service.

Oliver F. Prescott, 57, of 344 Broadway, Bangor, after more than 50 years of railroading. Starting out with the Maine Central in 1884 as a telegrapher, he went to work for the Bangor and Aroostook in 1901 where he served 31 years. Recently he returned to the Maine Central working at Pittsfield, Newport and Hermon Pond.

Three veteran Maine Central locomotive engineers were honored at a banquet in the Hotel James, Waterville, recently by fellow members of the Brotherhood of Locomotive Engineers.

The honored guests included Archie C. Towle, Oakland, who retired after 17 years as general chairman of the order, Harry W. Warren, Bangor, and Harold N. Smith, Waterville, each of whom have completed 40 years continuous membership in the brotherhood.

Speakers at the dinner were Waterville Mayor Russell M. Squire, M. A. Thomas, assistant general manager of the Maine Central and B. & M.; and Warren Noyes, Waterville, president of Division 814, B of LE. A 16-piece orchestra played for the dinner and the publicity department's film "Snow Train," was shown.

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the hospital at this writing and will be there for some time while he undergoes two operations.

Many of our men out sick during this period among whom are Stores Department Clerk Jerrie Flaherty, Charles D. DeCosta, Edward Flynn also of the Stores Department.

The hospital was also made to see some of our furloughed boys back to work, Machinists John Prater and Donald Tracy. By the way Don Tracy opened his play ground project at Fallbrook Street for the children in that area.

Machinist Helper Alexander Wright has shipped plenty of dirt from Michigan there from his former farm soil.

Edward Babb has been chosen as a test pilot for the latest F-80 jet propulsion planes. He was in the U. S. Navy during the late war. Our safety board record now reads 597 days without reportable accident. Keep up this good work boys.

The daughter of one of our former machinists, Cyril Elsworth, was chosen Miss Greater Portland in an American Legion beauty contest.

Laborer Hazel Beattie now on vacation will take a second trick job when she returns.

We had a rather heavy month at which two complete suits of overalls were given away. The winners were Larry Beaudry, assisted by Machinist Helper Cyo and Doyon.

Blacksmith Parris Maxwell returns to work after a long illness.

Track Driver Ernest Brown, Bridge and Building Crew, will be on work after a 15-month layoff on account of sickness.

Former Machinist Helper William Greene has gone into politics and is running for the State Senate, as candidate of the Young Democrats Club of which he is chairman.

Carmen Ivan Perkins had his garage broken into and his car stolen while away from home. He however was at home when he heard Jack Dempsey’s bar visit. We are all sorry to hear that Chief Clerk Harold Duffie is confined to the Mercy Hospital for treatment. We hope for his speedy recovery.

Big doings in the Terminal Bowling league as shown in the accompanying articles.

PORTLAND TERMINAL TOWERS

By WILLIAM M. CUMMINGS

C. E. Young has bid in third trick. Deerling Junction.

E. F. Otis has bid in third trick, Tower 2.

L. A. Campagna has bid in relief 6-T. Swingman Leslie Stoddard.

W. R. Graham has bid in relief, 2-T. Temp.

By LUCILLE BRIDGE

Congratulations to Operator and Mrs. Damon E. Cunningham on the birth of their son on March 24. The young man’s name is Frederick.

Operator and Mrs. Conrad Mason have returned from a motor trip through Florida. One of the highlights of their trip was a personal interview with Mel Allen, announcer who covers the Yankee games during the regular season. Mason, a rabid Yankee fan, saw several exhibition games.

Operator Clarence W. Anderson has been on the sick list for several weeks and at the time is unable to say when he can return to work. We all wish Andy a speedy recovery.

Laborer Pete Pierce, wife of Operator Pierce, has returned from a trip to Connecticut where she visited relatives.

Fred Douglas, son of Mrs. Jaquie Astle, and a student at Bates College, will play baseball for the Auburn Aces this summer.

Mr. and Mrs. Philip Dow have returned from Baltimore, Md. Their visiting son and her husband, Phil is assistant foreman at Augusta garage.

Dexter Earley, son of Supervisor and Mrs. Charles D. Earley, broke his leg while playing ball during school vacation. Rumor has it that Charlie is keeping Dexter’s bike rolling.

Blanche Plourde, ticket seller at Lewiston Bus Terminal, was in Boston recently visiting friends.

Operators Charles Weitstein and Arthur Bennett spend their spare time building Chariot, which is now in progress, with the building of a house at home, and Art has started a camp at Orrs Island.

Condolesces to Mr. and Mrs. William Purinton and family. They recently attended the funeral of Mrs. Purinton’s father at Providence, R. I. Purinton is a mechanic at Lewiston garage.

ROCKLAND

By F. L. CARSLEY

First Trick Clerk-Operator and Mrs. E. B. Buswell are vacationing in Miami and St. Petersburg, Fla.

Spare Operator V. F. Atwood is covering first trick at the ticket office for two weeks.

Billing Clerk Lilian McCoy is on vacation and takes to Los Angeles, Calif., and the Grand Canyon and other points of interest.

General Agent and Mrs. Carsley returned W. W. 30 hours ago from Panama, San Francisco, and the Rockland Courier-Gazette. With the passing of Karl Everett O’Brien, the community loses one of its valuable citizens.

Karl O’Brien was born in Rockland, Dec. 21, 1888, son of John and Lizzie O’Brien, both of whom died when he was very young. From the time on his home was with his uncle, Stephen O’Brien and Mrs. O’Brien, who loved him as a son of their own.
In 1916 Mr. O'Brien took employment with the Maine Central Railroad as brakeman, and in fulfilling his duties to the utmost and becoming a conductor, he also endeared himself to all his associates. This fact was apparently noticed by the last long months of his illness by their constant attentions, making his path somewhat easier.

He was a member of Rockland Lodge, F.A.M., Universalist Men's Club, and Brotherhood of Railroad Trainmen.

Karl O'Brien was a loving husband and father—friendly, jovial, interested in his home, work, and friends, and will be greatly missed by all those who knew him and appreciated his sterling qualities.

In 1913 he was married to Miss Edythe Clark of Rockland, who bore him one daughter, Betty, now the wife of Frank Sawyer of Camden.

Oakland

By M. L. SANBORN

The Oakland Street Department swept the Railroad Square in front of the Station one day this month and also picked up last winter's accumulation of rubbish. Baggageeman Merlin O'Neal cleaned out the station after the operation, all of which added to the general appearance of the Station.

CUTIES are year olders Rusty Otis, left, son of Carmanhelper and Mrs. William D. Otis, Jr., and Cousin Achorn, right, daughter of Sentinellman Bill and Jacqueline Tobey. They are the grandchildren of Assistant Passenger Foreman and Mrs. William D. Otis, Sr.

Room recently are Carmen Helpers, Charlie Bacon, Morris Coln, Loren Stevens, Earl Granite, Sid Stewer, Sr., Urban Dulaney, Arthur Curtis, Dana Soule, Frank Giberson and Clarence Bassford. New set-ups in the Freight Room are Neil McCaskill, Carl Fisher, J. Bourque, Jimmie Steeves and Roland Boulette. It is reported that Carmen Henry Glenn swapped off his wife's pony; recently he has the new pony that he has acquired.

Cheeker Tom Smith is making extensive repairs to his home.

The last of the maple trees along the Railroad Square, set out long ago by Joe Chamberlin, was recently cut down by Mr. O'Neal.

Piper Percy "Cutie Pie" Grant came to work recently and found a "No Parking" sign in his usually reserved space. Percy tore his hair and raised the roof and took the matter up with the "Boss." It turned out to be a practical joke and Percy is happy again and still wonders who engineered the deal. Yeah, who did?

People's taste in flowers varies from season to season as was shown by the Office force choice of sweet peas, last summer. Now the choice seems to be rose buds.

At a recent jurisdictional election of the Electricians held by the Union, the Charley of the RRSC of A won out by a large majority.

The Wilfred Pooler listed in the Sentinel as having two brushes with the Law in Florida, who was working in the Boston & Maine Office, is now working for the B&B Department.

Mr. Joe Banks, wife of upholsterer Joe, has been visiting relatives in Schenectady, New York.

Waterville Shops

By M. W. FLYNT

Dispatcher of Portland.

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WATERVILLE SHOPS

By J. G. SYNGE

Laborer Irving Knight, who was kurt recently, has returned to work in the Lumber Crew.

Win Potter is ran-rod-ming the Mill Room in the absence of Eddie King who has been at the Sisters' for X-ray and observation.

New ice cold cola machines have been installed in nearly every department of the station.

Men who have returned to the Freight

Assistant Superintendent Wilbur Lunt is a patient at the Maine General Hospital in Portland.

Carman Clarence Buterbaugh has been in Pittsburgh recently, called there by the doctors for his appendix.

Carman Helper Clyde Bruckott is delving extensively into his own business. He is an expert in the field.

Dispatcher Alice Inman is expecting a baby daughter. This young lady starts her career as a practical nurse next week.

Any newInteresting results.

By M. L. SANBORN

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Machinist John Lararacy wonders why Donald McEachron is likely to be the Champion at horseshoes, is sitting on the sidelines this year.

Machinist George Smith has opened his camp out at "No Parking" sign in his usually reserved space. Percy tore his hair and raised the roof and took the matter up with the "Boss." It turned out to be a practical joke and Percy is happy again and still wonders who engineered the deal. Yeah, who did?

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WATERVILLE SHOPS

By M. W. FLYNT

WATERVILLE SHOPS

By M. W. FLYNT

Sympathy of all is extended to Retired Conductor Guy E. Stafford whose wife died very recently.

Ticket Clerk Elizabeth Beach and Operator MacEriellis are both out on account of illness. Mrs. Elmo is on the sick list and Operator Aehorn is handling the Ticket Office.

Operator R. Michaud has been a recent visitor to his old home in Montpelier, Vt.

Mrs. Hugh Travers has returned to her home and spent the past three months in California.

Conductor G. V. Green and wife have returned from an extended trip to Central and South America.

Conductor E. W. Durrell has resumed his work after leave of absence. Charles Williams, his assistant, was not returned. The B&B Operator-Engineer is handling the Ticket Office.

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On this pleasant Spring day, thoughts turn to out-of-doors, and perhaps baseball. Which brings to mind recent detailed labors of George Peters, foreman, Casey Jones, weilder, and your correspondent within the realms of baseball Performance, together with a detailed analysis of good and bad points, trades, etc., within the Red Sox fold, cause us to figure the Red Sox as second best, and that is that.

Vanceboro

By HARRY D. DAVIS

Retired trackman Fred DeGrasse, 74, died here March 29, after a short illness. Until his last sickness Fred had always enjoyed the best of health, looking many years younger than his age; was very devoted to his invalid wife who survives him and to their only child, Engineer R. J. DeGrasse, to whom we extend our sincere sympathy. Retired Engine Hostler D. M. Nason was 80 years young April 7. Receiving many congratulations from neighbors and friends, Davey is hale and hearty, meeting everybody with a cheery smile. Only places the road be rough or smooth His son Clerk B. C. Nason is employed in General Agent's Office and is a typical "chip off the old block."

Due to return of spring and warmer weather Eastman Heater crew have ended season's work.

First Trick switcher working 6 A.M. to 2:30 P.M. was discontinued April 11 until further notice.

At annual Town Meeting, March 27, members of his family were well represented among those elected to office, following being elected: A. M. Scott, Engine House and Car Foreman, as Selectman; W. L. Blanchard, General Agent; R. C. Jones, Signal Maintainer. Assessors and Overseers of Poor.

Mrs. C. A. Philbrook, wife of late engine-hostler, is one of Mrs. Pullen's mother.

Mrs. P. D. Adams, wife of cashier, was chosen as Tax Collector. Mrs. Raymond Beers, wife of Trackman, was chosen as Tax Collector, and your correspondent was selected as Moderator. All the incumbents are bending over their books at this time every spare minute in order to get that important tax rate figured out.

The following have been enjoying vacations during April: Machinist R. S. Tilton, his place being filled by I. D. Murphy; Deputy Collector of Customs A. J. Dickson also Customs Inspector P. McDermott.

Calais

By P. D. ADAMS

William W. Peaslee, son of Fireman and Mrs. C. J. Peaslee, who is attending The Calvin Coolidge Law School in Boston, passed his Easter holidays with his parents at Charlotte.

Mrs. Philip Holmes, wife of the agent at Woodland, is a medical patient in the Calais Regional Hospital.

Operator and Mrs. William H. McKay are spending a few days in Boston and will attend a ball game while there.

Agent and Mrs. Bert Pullen passed a few days in Eastport recently, the guests of Mrs. Pullen's mother.

Assistant Track Patrolman Ralph Scott is back on the job here after being away all winter.

Bangor Operating

By MARY E. GIBBONS

New signs with the name RANGOR have been prominently displayed at the Bangor Station.

Operator and Mrs. R. G. Wheeler are receiving congratulations on the birth of a daughter whom they have named Kathrynn Joyce. W. A. Curran, baggagemaster, recently attended a meeting of the Systems Board in Boston.

Bangor M. of W.

By JOHN MINCHER

Reginald Hanson, son of B. & B. Inspector and Mrs. R. E. Hanson, has enlisted in the U. S. Navy for four years. He entered with rating as seaman first class, and is now at Great Lakes Naval Training Station, Illinois.

The mechanical department of the Eastern Division made their first runs for the season Thursday, April 13. Harold Murphy, trackman, on the Woodland Section, has returned to work after being off several months due to an automobile accident.

Assistant Superintendant Ellis Manter is now driving a new car.

Lee Smith, foreman, B. & B. Dept., has been on the sick list for some time and we all hope he will soon be able to return to work. Chet Brown is taking his place in the crew, and at this writing they are engaged in repairs to the Bangor-Brewer railway bridge.

Mechanical Department

By C. H. LEAHO

Congratulations to: Engineer and Mrs. John C. Cayford on the birth of a granddaughter, Karen Ellis, born at the Eastern Maine General Hospital April 3rd. John is a popular Portland Division engineer working out of Bangor.

Portland Engineer Ralph W. Hopper on his recent engagement to Miss Mary E. Day of Oakland.

Mrs. Clara C. Hathaway, mother of Electrician Guy M. Hathaway, who celebrated her 80th birthday, April 19. She is one of the oldest living members of the First Christian Church. She keeps house for her son, Guy, and arises at 5 A.M. each day so she "won't oversleep." Her hobby is a very colorful flower garden in which she takes great pride and spends most of her leisure time.

Sympathy is expressed to: Machinist Helper Murray Hill on the death of his brother J. E. Blakney of Brooks, Me., Jan. 22.

To Machinist Borden R. King upon the death of his father, F. G. King, April 13. Mrs. and Mrs. King attended the funeral at Lincoln, Me. Mrs. King had reached the ripe old age of 90 years and had fared the greater part of his life in Prentiss, Maine.

To Relief Switchman Calvin T. Clark, who was operated on for appendicitis Feb. 15 and returned to work on March 9.
MISS BETTY ANN COOMBS, Daughter of Engine Houseman and Mrs. Coombs, Bangor, was married to Francis W. Smith of Shetzville, Ind., April 9 in the First Methodist Church, Brewer. A reception followed at the bride’s home which was attractively decorated with flowers.

Also to Mrs. F. C. Mooney, wife of Crew Dispatcher and family, owing to the death of her brother, L. E. Kearns, in Boston, March 27. He was a linotyper on the Boston American and a son of T. E. Kearns who for years was a Machinist at Bangor Shops. Mr. and Mrs. Mooney and L. E. DeYoung, son of Machinist Clifford De-Young, attended the funeral services in Rockbury.

To Engine Houseman and Mrs. W. B. Hanson, whose 13-year-old daughter, Ruth, came home from school on the afternoon of April 14 and was operated on that night to St. Joseph’s Hospital for appendix removal.

To Engine Houseman M. J. Roach whose wife was operated on at the Eastern Maine General Hospital March 20 and Laborer Edwin H. Rankin who had a serious operation in the same hospital March 25.

Carmen James L. Dion recently had his annual vacation.

Carman W. Spannling’s new home in Green Acres, Brewer, Me., is now completed and he is planning to move in Monday, April 21.

A free all night to the car owners is the purchase of a sedan by Carmen Roland E. Lancaster, Jr.

F. G. Perkins of Retired Pullman Conductor Harry Cuts was a patient at Symmes Hospital, Aitlron, Mass.

Baggage master W. L. Bennett of Trains 23 and 48 was confined at home with a severe case of grippe.

Conductor F. A. Nicholson made a little trip to Boston April 15.

Baggage master George Glaster of Trains 29 and 52, has been off duty for 12 weeks with a knee injury.

Station Baggage master John Bud McDonough and the Mrs. celebrated their 25th wedding anniversary, April 19. Many more “Bud” and “Ag.”

Conductor George Larsen and his daughter, Mrs. Thomas Moran, celebrated their 25th wedding anniversary.

Sympathy is extended to the relatives of the Retired Pullman Conductor, Ralph Bailey, who died in Boston.

Senior Baggage Checkers at Portland Union Station have Bill McConn of Detroit, Mich., and was a patient at the Sisters’ Hospital, Waterville.

A group of railroad men’s wives enjoyed a luncheon at Mrs. J. E. McAlhavy’s Tea Rooms, South Portland, recently. Among those attending were Mrs. George Larsen, Mrs. William O’Neill, Mrs. Ernest Bliodeau, Mrs. E. P. Frank, Mrs. Marion McDonough, Mrs. Richard Kelly, Mrs. Joseph Crotzer, Mrs. Adelise Kinnabi, Mrs. John Kelly, Mrs. Harold Clark, Mrs. Delia Moran and Mrs. James Sullivan.

By EDITH W. MACGIBBON, DORIS M. THOMAS, and Lillian G. SMALL

Mrs. Mary Morse, clerk in engineering department, accompanied by her husband, motored to New York, Washington and Baltimore on her vacation. Congratulating the retiring Conductor C. W. Farrar and Mrs. Farrar on the birth of a son born May 22, Clerk Harrison Elliott, freight claims, says he sure will enjoy the fishing this season. Took him out all one noon hour to get two fishing licenses, a dog license and an inspection sticker for his car.
"There is not a citizen of the United States who does not have a deep concern in the prosperity and welfare of our whole industrial organization. It is a national asset of priceless value, in peacetime or in war. Experience within the memory of all of you has demonstrated that fact. An estimated eighteen million stockholders should have an interest in every measure which affects business, and more than that many employees, who are integral parts of the industrial fabric, should be alert to the fact that the problems of industry are likewise their problems. The industrial structure of the country is not strengthened by having industry serve as a political whipping-boy, nor is the ultimate interest of any individual fostered by making private competitive enterprise weak and ineffective."

Excerpt from a speech by R. E. Zimmerman, vice president, research and technology, of the U. S. Steel Corporation.