Elected to the newly-created position as Chairman of the Board of Directors of the Maine Central Railroad and the Boston and Maine Railroad, Edward S. French completed an illustrious term as President of the Maine Central that began in 1932. In announcing his retirement as president, the directors said: "Mr. French, as president, has had a loyal and friendly group of officials and employes who have admired and respected him throughout his term of office. He turns over to his successor a well-organized and efficient plant which maintains a friendly relationship with its patrons."

E. Spencer Miller was elected President of the Maine Central Railroad April 23 by the Board of Directors at their annual meeting at Portland. At the same time, the Board announced the election of Edward S. French, president of the railroad since 1932, as chairman of the Board of Directors. French also becomes chairman of the Board of Directors of the Boston and Maine Railroad.

Miller, who was first vice president, is a member of the Board of Directors of the Maine Central Railroad and is president of the Maine Central Transportation Company, the highway subsidiary of the road. He started his railroading career as an attorney for the Boston and Maine Railroad in 1937.

His record shows a steady advancement. In 1938 he became commerce counsel of the B&M, and in 1940 was transferred to the Maine Central Railroad as general attorney for the road. He became assistant general counsel in 1943, and in 1946 he assumed the position of general counsel.

In 1947 he was made vice president of the railroad and was elected first vice president of the Maine Central Railroad and Portland Terminal Company, the waterfront subsidiary of the road, in January 1949. He was elected a member of the Board of Directors of the Maine Central Railroad in April 1949, and was made president of the Maine Central Transportation Company in January 1952.

Well known in railroad and financial circles, Miller is a director of the National Bank of Commerce of Portland; a director of the New England Council; and an executive director of the Portland Chamber of Commerce.

The Board of Directors of the Maine Central Railroad, in announcing the election of Miller as president said, "In Mr. Miller the Board believes it has secured a president for the railroad who will command the confidence of stockholders, the cooperation and respect of officers and employes, and a man who will receive the support of the New England public."

He was born in Springfield, Vermont in 1908, was graduated from Dartmouth College A.B. in 1931. He is a member of Phi Beta Kappa and Theta Chi fraternities. He is a graduate of Harvard Law School LL.B., class of 1934. Miller is a member of the Union Club of Boston, Portland Rotary Club, Cumberland Club of Portland, New England Railroad Club, Newcomen Society, and a member of the Maine and Massachusetts Bar Associations.

Miller is married and makes his home in Portland with his wife and three children.
A MESSAGE TO FELLOW EMPLOYEES

I am deeply appreciative of the many messages of congratulations and good wishes that have come to me from members of our Maine Central family on my election as President.

Our Railroad has done somewhat better than railroads nationally in recent months, but it faces the same general difficulties which are causing concern to the industry and in addition certain peculiar financial problems which must be solved.

In the trying months just ahead I shall need the help, understanding and cooperation of every employee and shall do my utmost to reciprocate and be worthy of your respect and trust.

Sincerely,

President

French becomes chairman of the Board of Directors of the Maine Central Railroad after twenty years as president of the Railroad. During his term of office he has become a national figure in the railroad industry. He has made great gains in modernization, and has greatly reduced the debt of the railroad.

In announcing his retirement as president of the Maine Central to become chairman of the Board of Directors of the road, the directors said, "Mr. French, as president, has had a loyal and friendly group of officials and employees who have admired and respected him throughout his term of office. He turns over to his successor a well organized and efficient plant which maintains a friendly relationship with its patrons."

The election of Timothy G. Sughrue as president of the Boston and Maine Railroad also was announced the same day by the Board of Directors of that road. Sughrue has been executive vice president of the Maine Central Railroad and the B&M since January, 1949. A native of Nashua, N. H., Sughrue's election climaxed a Horatio Alger railroad career that began in the early 1900's as a section hand with the Boston and Maine. In 1939 Sughrue was appointed Engineer, Maintenance of Way, of the Maine Central and the Portland Terminal Company with headquarters at Portland. He served in that capacity until 1942 when he returned to Boston as chief engineer of both railroads.

Other Maine Central officials elevated by election and appointment by the directors were Walter P. Reeves, former comptroller and treasurer, appointed assistant to the president; Horace N. Woodbury, elected comptroller; and Ralph B. Lunt, elected treasurer.

Reeves started his service with the Maine Central Railroad in 1901 as a clerk in the office of auditor of freight accounts. In 1910 he became secretary to the vice president and comptroller, and in 1916 was made chief clerk in the auditor's office. He was named assistant comptroller in 1921, and in August 1933 was appointed assistant to the executive vice president. He was elected to the position of comptroller and treasurer in June 1940, the position he had held until his present appointment as assistant to the president.

Woodbury started his service with the Maine Central in 1906 as a clerk in the office of general auditor. He became general bookkeeper in June 1915, and chief clerk in the comptroller's office in 1921. In 1940 he was appointed general accountant, the position he has held until his present election as comptroller.

Lunt entered the service of the Maine Central Railroad in 1907 as clerk in the office of general auditor. In 1918 he was made a bookkeeper and became an examiner in 1922. He was appointed assistant treasurer in January 1939, the position he has held until his present election as treasurer.

Top, W. P. Reeves; center, H. N. Woodbury; bottom, R. B. Lunt
DECALS AVAILABLE TO EMPLOYEES

Attractive Windshield Stickers Result From Reporter's Suggestion

Maine Central employes who enjoy the fraternity of railroading, now may have a means of identifying each other while traveling to and from work and at the same time, advertise their pride in their railroad.

As the result of an idea suggested by Ken Stevens, assistant foreman, Waterville paint shop, and well-known Magazine reporter, attractive decalcomanias of the Maine Central insignia are available for distribution free of charge to all interested employes.

At a meeting of Magazine reporters held at various intervals with R. M. Edgar, assistant to the president and Cliff Somerville, editor-in-chief, to develop new ideas and further employe relations, Stevens advanced his suggestion. Employes might, he said, welcome a device by which their common bond in railroading would be recognizable outside their immediate working area and hours. At the same time such an insignia would serve to advertise their belief in the railroad services and indirectly promote their jobs.

A transfer-type decalcomania for automobile windshields was agreed upon as the most popular device and Edgar agreed to further the idea through the railroad advertising committee.

The new decal is approximately three inches wide by four and a quarter inches deep in green and white with "Maine Central" in black letters. It may be used on the windshield of a car, or on opaque surfaces.

Quantities of the decals will be distributed throughout the system for allocation by Magazine reporters. Any railroad employe or pensioner who desires a decal may have one by writing to the Editor, Maine Central Railroad Magazine, 222 St. John Street, Portland.

Worry is like a rocking chair. It will give you something to do, but it won't get you anywhere.

Six New Buses For MCTCo.

Potential development of increased year 'round travel through use of the most modern type equipment and improved service to passengers was predicted by the Maine Central Transportation Company last month as it added six new diesel buses to its fleet.

Arrival of the vehicles also marked the Company's affiliation with the National Trailways System, nation-wide organization of independent bus operators, who are joined together to promote bus travel, coordinate schedules and integrate operations.

The new diesel buses represent the latest-type General Motors equipment. They are commonly known as "silver sides" in the trade. Several new innovations are incorporated in the interior design. Seat cushions on the all-reclining chairs are zippered so that back and seat coverings may be removed and cleaned regularly. Large baggage storage compartments also are provided in the undercarriage. Interior colors in upholstering and design are tastefully blended for passenger appeal.

Due to the psychology of bus travel, the six new vehicles wear the cream, maroon and silver colors of the National Trailways System in the knowledge that the continuous sight of these vehicles on Maine routes will familiarize Maine bus travelers with the fact that they may travel coast-to-coast on buses originating in their "own backyard."

The new vehicles will further promote the through service inaugurated last year from Bangor to New York. Affiliation with the Trailways System, Superintendent E. K. Goddard pointed out, also enables the MCTCo. to effect economies in the purchase of materials and supplies and participate in the benefits of national advertising of the System routes.

The annual tours to Washington, D. C. by Maine high schools were the immediate beneficiaries from the new buses as they first entered service for that purpose. The MCTCo, this year handled a top volume of high school seniors from such Maine schools as Erskine Academy, Lewiston, St. Dominic's, Madison and Skowhegan, Lisbon Falls, Cony, Gorham, Rumford, Livermore Falls and Westbrook high schools. Operators making the trips included Bennett, Leighton, Landers, Wheeler, Delehanty, Murphy, Mason, Pierce, Foss, Libby, Brune, Rollins and Frank.

Most modern equipment on the highways are represented by these six new diesel coaches added to the Maine Central Transportation Company fleet last month.
LINCOLN AGENT RESCUES CHILDREN

By M. J. WILLETTE
Operator, Lincoln

Lincoln Agent L. M. Blood and his wife were responsible for the heroic rescue of two little girls from the icy waters of Mattanawcook Lake late in March.

The little girls were playing near the shore of the lake near their homes when they decided to walk out towards an opening in the ice, and the ice quickly broke beneath them.

Little Jeanne Wilson, 5, said that her playmate, Don Wilson, also 5, was the first to break through the ice and she followed, trying to help her.

Our agent's wife, Mrs. Lawrence Blood, was the first to see the struggling children; then Agent Blood and an Albert Murchison, hearing the screams, hurried to the scene and plunged into the water and grabbed the children in time to hand them to another man, Earl Savage, who had seen the accident and run across the thin ice from the opposite shore. Mrs. Blood and Mrs. Murchison wrapped the children in warm clothes and called a doctor.

Among Those Retiring

William E. Kingston, assistant superintendent of the Eastern Division, retired last month after establishing the amazing record of 62 years of loyal and faithful railroad service.

"Ernest" Kingston, as he was known by his friends, started railroading with the Maine Central in June, 1891 as a telegrapher at Tomah in the wilderness between Forest and Vanceboro. He served at Danforth, Waterville and Vanceboro and became train dispatcher at Bangor in 1898. When the railroad moved into its "new" quarters in Union Station in 1906, he moved with it. He was made chief train dispatcher in 1917 and appointed assistant superintendent in 1925. He was the second oldest Gold Pass holder in active service, holding LS Pass 92 awarded him 11 years ago.

The Bangor Daily Commercial aptly stated in an editorial, the respect we all feel for a man of his character and qualities. The editorial said under the head "Tribute to An Old Time Railroader": "Some people become great one way, and other people make it in other ways. A man doesn't have to wipe out a pill-box single-handed or make a million dollars to reach the realm of greatness.

A Bangor man made it this week. He is William E. Kingston, who retired Monday after serving the Maine Central railroad for 61 years. That's a long time. Any man who can stay with it for more than three-score years is all right.

Kingston went to work for the railroad in 1891 as a telegraph operator. And although that sounds like an office job, it was much more than that in those days. A man had to be tough, smart and healthy. It was rugged duty.

Kingston later worked his way up to train dispatcher, then was promoted to chief train dispatcher and was later appointed assistant superintendent. That's the post he held this week when he decided, probably reluctantly, that his railroading days were over.

A tip of the editorial hat to William E. Kingston, a railroader from the old school.

Other retirements were: Leroy A. Stoddard, of Eaton, Me., trackman after 29 years of service.

Guy E. Travis, 63, of Danforth, signal maintainer, after 22 years of service.

Officemen Win Directors' Trophy

Rigby A's Are Runners-Up as Record Number of Teams Compete

(Pictures on Pages 12-13)

A smooth-bowling quintet from the General Offices led by iron-nerved Warren Spikes who smashed the opposition in the final box, captured their second leg on the Maine Central Directors' Trophy at the fourth annual tournament March 15 at Portland.

Nosed out by seven pins and runners-up for a second time were the hard-fighting and keenly-competitive Rigby A's, host to eight competing teams, the largest number in the four-year history of the tournament.

Winning third place were the Rigby B's who led their Ligonia colleagues in the first box, were only six pins off in the third and fourth, but staggered in the final box.

Finishing from fourth to eighth in order were the Old Timers, Waterville, Bangor, General Office B's, and Rigby C's.

Bent on gaining a second leg on the Directors' Trophy after their first victory in 1950, the Officemen took command of the lead after the second string, leading the Rigby B's by 13 pins. The Rigby A's were third, Old Timers fourth and Bangor, last year's Trophy winners, fifth. Equally determined to win a leg on the Trophy for the first time, the Rigby A's went ahead of the B's in the third string but were 38 pins behind the Officemen when Bron Tatarczuk's 110 for Rigby couldn't match Dick Harrington's 116 and Tom Wiley's 109.

It was here that a tournament dark horse, Horace Budd's Old Timers, a last minute entry, gained a grip on fourth place and held it throughout.

In the fourth and fifth strings it was a bitter three-way fight between the Officemen, the Rigby A's and Rigby B's. Jerry Shen, out of a sick-bed from virus pneumonia bowed a herculean 116 for the A's. MacVane and Deroche garnered 105 and 101 for the B's while the Officemen faltered despite Wiley's 101. At the end of the (Continued on Page 11)
WE ARE ALL PUBLIC RELATIONS REPRESENTATIVES

Every railway employee is in a very real sense a public relations representative of his railroad. Through his numerous daily contacts with the public — on duty and off duty — whether he is aware of it or not, he is in a position to make friends — or enemies — for his railroad. Whether he be conductor, engineer, trainman, station agent, telegrapher, freight handler, office worker or boilermaker — he has daily contacts with actual or potential users of railway service or persons who are in fields of activity where they can influence public opinion, for or against the railroad.

It has been pointed out that there are five major forms of contact between a railroad and the public, namely:

1. Contact through service to persons who ride the trains and who ship and receive goods by rail.
2. Contacts of the individual railroad worker, in railroad stations, trains, offices; in the home; at the church, lodge, club; on the street, and elsewhere.
3. Contacts through correspondence.
4. Contacts through telephone conversations.
5. Contacts through advertising in newspapers and magazines, through radio programs, speeches, published articles and other forms of publicity.

It is through these five forms of contact that the public at large gains all of its impressions and forms all of its opinions of railroad service and railroad personnel. Each and every railroad man and woman makes some of these contacts every day, on or off duty.

It is well that each of us keep these facts in mind as we go about our daily work — when we write a letter, when we talk on the telephone, or when we attend church, club or lodge. What we do, how we do it; what we say and how we say it — every act on our part is adding to or subtracting from the reservoir of good will which is so essential to the future well-being of the company and the industry with which we are identified and which gives us our livelihood.

It is not amiss for each of us to ask ourselves frankly and earnestly: "How well do I represent my railroad? Am I making friends or enemies for my company? Am I contributing to the company's reservoir of good will?"

INFLATION

The reason a dollar doesn't do as much for people as it used to is that people won't do as much for a dollar as they used to.

TOURNAMENT

(Continued from Page 9)

Fourth the Office men led by four pins, the Rigby A's were second, and the Rigby B's seven pins behind their brethren. Meanwhile Waterville took over fifth place from Bangor.

The pressure was on in the final string. For the Rigby A's the two Jerrys, Flaherty and Shea, bowled 104 and 108 while Joe McDonald got a 94. For the Office men Tom Wiley took a 95 and Dick Harrington a 97, a 94. For the Officemen Tom Wiley got a 95 and Dick Harrington a 97, but the chips were down for Emile Casey of the A's and Spires of the Office men. Tension mounted as Spires got a strike and Casey matched it. Then with the fate of the Trophy in balance, Spires smashed through with a double strike, while Casey with a nine-pin break couldn't match the pressure to spare it up. Squires phenomenal bowling gave him a 132, highest individual string in the history of the tournament and topped his own mark of 129 set last year. He also won honors for the highest five-string total of 510.

Other individual honors in the tournament went to Casey whose 123 in the second string was second high; Warren Tate, Bangor, Dick Harrington, General Offices and Jerry Shea, Rigby's A's who each had strings of 116; Don Priest, Rigby B's with 114, Jim Finley of the Offices' B team 113, Bron Tatarchuck, Rigby A's and Don Priest, Waterville, each with 110. Second high five-string total went to Tom Wiley of the Office men, 500; Priest, 491; and Casey, 490.

Special mention goes to Joe Malloy, Rigby league manager and Tournament chairman for the unqualified success of the event.

SQUELCH

Voter: "Why, I wouldn't vote for you if you were St. Peter himself."
Candidate: "If I were St. Peter, you couldn't vote for me — you wouldn't be in my district."

CHERRY BLOSSOM BAND

PARTICIPATING in the annual Cherry Blossom Festival in the Nation's Capital last month was the high stepping Edward Little High School band of Auburn selected to represent Maine as one of the Country's outstanding high school instrumental and marching bands. They traveled to and from Washington by train using three special cars over Maine Central lines.
ACTION AT THE 1952 MAINE CENTRAL DIRECTORS' TROPHY BOWLING TOURNAMENT include (1) General Office "B" team. Kneeling is youthful Les Mills. Seated left to right, Bill Brownell, Steve Conley, Jim Finley, Marty Holmes (2) Office-man Herb Whitmore looks one over (3) The Bangor defending champs. Seated, Warren Tate, Larry Warren, Ben Whitney, Standing, Frank Caruso, John Shaugnessy (4) The Old Timers, fourth place winners. Left to right, Beaver McDowell, Phil Smart, Captain Horace Budd, Frank Rivers, Al Foster (5) Art Landry checks the progress with Joe Malloy, seated, tournament chairman (6) The hard-fighting Rigby B's. Front, left to right, Joe DeRoche, Stack and Mizula. Standing, MacVane and Ham (7) The Runners-up for the Trophy Rigby A's. Left to right, Jerry Shea, Jerry Flaherty, Brom Tatarczuk, Joe MacDonald, Emile Casey (8) Frank Caruso and Amiable Abbott McKenney heave a couple (9) Al Foster shows his form (10) Joe DeRoche wishes one in (11) The Waterville team. Kneeling Don Priest and Walter Pearl, Standing, Charlie Whitney, Abbott McKenney and Charlie Durrocher.
NARROW ESCAPE for Rigby Machinist and Wife

By BILL HALE

CARPENTER James J. Jacobsen, who entered the Mercy Hospital March 20 and was operated on, is home and coming along fine.

Robert Mulhern entered the Maine General Hospital March 25 and has had two serious operations. He is progressing as well as can be expected at this writing.

Helper Fred Bush, who was off sick several days, has returned to work.

Machinist Helper Joseph Ashley had a bad hip, due to his mother's sickness.

Machinist Helper Joseph Martell decided spring is here and he took the house off the crane and claimed that it looks like a new car now and runs better than ever before.

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Beecher Falls, Vt.

By Donald DeCoste

Retired Trackman Bert Haves spent Easter Sunday with his son in Groveton. The pig which your scrirne raised last winter dressed off 204 pounds. The hams for the opening day of fishing.

Brakeman Halsey Chandler and Francis Grimes are checking over the fishing tackle for the opening day of fishing.

T/S R. G. Lang, son of Diesel Main-Graves are working with Conductor and Mrs. George McLearn of the engine house, is taking his vacation. Was headed for Florida.

By John J. Keating

A recent new arrival: To Wesley P. Moody, engine house man, and Mrs. Moody, a little girl, named Lynne.

Pvt. David Whetlifer of the U. S. Army, who left the engine house for the armed services, was honored recently by the community.

By William H. Holcombe

The ice and slides patrol has started for the Yankee Stadium when he left town.

By O. R. Burdwood

And is taking up signal work, including code receiving.

Our former agent, C. A. Small, who died at the hospital in Bangor. We all hope he has a speedy recovery.
Eastern Division M. of W.

By JOHN MINSCHER

Frederick Chick, trackman of Holden wishes to sincerely thank all his fellow employees on the Eastern Division for their kindness in gift of money presented him and his wife following the tragic loss of their two small children and household property in a fire last winter.

Arthur Landry, trackman in Hamilton's Extra Crew has returned to work following absence on account of a broken ankle and is preparing with crew flagging Teledow Rail End Welders on the Eastern Division.

Louis Boyington has been acting assistant foreman in Bangor Yard during sickness of regular assistant foreman, Oscar Johnson, who at this writing has returned to work.

James Mathews, trackman at Cherryfield, has bid off job as assistant foreman in Forrest Perkins' Extra Crew.

Louis Robichaud, trackman at Northern Maine Junction, has returned to work following illness.

Oscar W. Brown, former assistant foreman in Perkins' Extra Crew, has bid off job as assistant foreman in Forrest Perkins' Extra Crew. He has been off the job on account of illness.

James Mathews, trackman at Cherryfield, has bid off position as assistant foreman in Forrest Perkins' Extra Crew.

L. J. Hartery in freight yard has returned to work after being off duty on account of illness. Gus Moore is an authorized referee in this district and well liked for his honest dealings.

MARRIAGE OF TWO DAUGHTERS is being announced by Mr. and Mrs. W. E. Feakes of Grand Lake Stream.

J. Hartery has taken on a new look, it having been renovated by the B. & B. Dept., the Freight Repair Track, this being one of the color schemes being buff and light green.

Oscar W. Brown, former assistant foreman in Perkins' Extra Crew, has bid off job as assistant foreman in Forrest Perkins' Extra Crew.

Gus Moore is an authorized referee in this district and well liked for his honest dealings.

C. H. LEARD

Carman D. K. Bridgham has displaced Carman M. R. Grass has displaced Harrold Johnston in Pass Yard, being displaced in Freighter Yard.

Carman R. Berry has returned to work after being off duty on account of illness. C. F. Lambert substituting in his place.

**Bangor Car Department**

By C. A. JEFFERS

Coach Cleaner Arthur King recently was called to New York City to attend the funeral of his brother, John F. Filarettu. It was a little more than a month ago that Local 534 Shop Foreman L. J. Hartery took on a new look, it having been renovated by the B. & B. Dept., the Freight Repair Track, this being one of the color schemes being buff and light green.

Many of his old friends are greeting Arthur M. Kelby, trackman in the city of Bangor, as he is on his way to the Bangor T. Dist. to distribute just as the Winter Repair Report, this being one of the first signs of hot weather.

Miss Margaret G. Ferry, daughter of retired Engineer J. J. Ferry, was program chairman for the EMG Hospital Nurses Alumni Association at their last regular meeting.

Locomotive Foreman J. Furrow and wife spent their vacation visiting their son, Tech. Sgt. Howard, at his air base in Las Vegas, N. M. Young Furrow expects to be transferred at an early date. Hope Irvin doesn't lose his roll out there as according to recent magazine articles and stories many slot machines and other nasty games are numerous.

The J. M. Blakneys have returned from a trip after visiting their daughter in Denver, Colo.

According to all reports, Ralph S. Tilten, machinist at Vanceboro, is the most chagrined, disappointed and disgusted man in one world. Last Febrday. Gene Moore, catcher in Hamilton's Extra Crew has returned to work following absence on account of a broken ankle and is preparing with crew flagging Teledow Rail End Welders on the Eastern Division.

Louis Boyington has been acting assistant foreman in Bangor Yard during sickness of regular assistant foreman, Oscar Johnson, who at this writing has returned to work.

James Mathews, trackman at Cherryfield, has bid off job as assistant foreman in Forrest Perkins' Extra Crew.

Louis Robichaud, trackman at Northern Maine Junction, has returned to work following illness.

Oscar W. Brown, former assistant foreman in Perkins' Extra Crew, has bid off job as assistant foreman in Forrest Perkins' Extra Crew. He has been off the job on account of illness. Gus Moore is an authorized referee in this district and well liked for his honest dealings.

MARRIAGE OF TWO DAUGHTERS is being announced by Mr. and Mrs. W. E. Feakes of Grand Lake Stream.

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Waterville Station and Yard
By M. W. FLINT

Frank E. Nelson of Winslow, an employee of the Maine Central for more than fifty years, most of which time as agent at Winslow, died recently. He was a member of several Masonic bodies and of Congregational Church in Winslow where funeral services were held.

Car Inspector and Mrs. A. H. Roderick are spending several weeks in San Diego, Calif., visiting relatives.

Asst. Cashier H. T. Crook is hospitalized by illness. All join in wishing him a speedy recovery.

General Agent H. Travers was recently in Boston on a business trip.

Operator Richard Ackstrom has taken second trick at Brunswick. Operator Atwood covering third trick Waterville Station.

Rockland
By FRANK CARLEY

Sectionmen Robert S. Boney who is a patient at the Central Maine Sanatorium, Fairfield, is now gaining and wants to thank all those who donated for his gift. He would like to hear from the boys.

Engineer C. M. Overlock is back on the Rockland Switcher after several weeks absence.

Sectionmen Ansel Worcester and Harold Ulmer are sick several days and John Bedman and Leroy Pease covering their jobs.

The candle pins were falling at Thomason Friday night, when the Railway Express employees, Chet Smalley, Morill Morang, George Robishaw, Adriel Fales, Mervin Harriman, Kenneth Kyes, Ralph Ludlow, and the Maine Central Railroad employees, Ivy Breckett, Fred Snowman, Stanley Prescott, Floyd Montgomery and Frank Carsley met in a five-string bowling match.

The total was 36 pins in favor of the Express employees, Chet Smalley, Morill Morang, George Robishaw, Adriel Fales, Mervin Harriman, Kenneth Kyes, Ralph Ludlow, and the Maine Central Railroad employees, Ivy Breckett, Fred Snowman, Stanley Prescott, Floyd Montgomery and Frank Carsley, who were on work cars.

Director Bob Foss is fast becoming the acme of sartorial excellence with his new hats and polka dot bow ties. The office girls have dubbed him "Lord Calvert, the Man of Distinction" for the month.

Blacksmith Clayton Johnston is recovering from a gall bladder operation, coming along well, according to Junior Dow.

Blacksmith Arthur Rancourt is on the sick list.

Carman A. J. Michaud has entered the City General Hospital for major surgery and is coming along as well as can be expected.

Clerk Chuck Wilson has completed his enlistment in the Machine Shop receiving with his honorable discharge a box of cigs, a quart of Haig and Haig and a bottle of Alka-Seltzer (they were sold separately), a pair of the latest type of night-riding goggles, a quart of Haig and Haig and a bottle of Alka-Seltzer (they were sold separately), a pair of the latest type of night-riding goggles.

Punch the time clock for the last time surrounded by appropriate gifts is Painter Henry Pooler.

Superintendent Frank Bennett has been a recent patient at the Thayer for surgical treatment.

Foreman Archie Lemoine directed the work on the railway in good shape, and the workmen are spending several weeks in San Diego, Calif., visiting relatives.

Waterville Shops
By KEN STEVENS

The machinists under the direction of Foreman Archie Lemonte, Eddy Fish a baby shower and presented him with a nice gift. The purchasing was directed by Stenog Ellie Beech.

Millman Cecil Niles came to grief on Ritz Street when his car skidded and became stuck in the mud and tipped up on its side. The irony of the situation is the fact that Ceci is one of the bigger shots in the city government that has supervision over the roads.

Accountant Johnnie Abbott has returned to work after a long and severe illness. A nice gesture was manifested by the employees of the shop, who presented Bennett an extraordinary piece of hand luggage, compliments of the Shop Supervision. The hand bag came equipped with built-in warming containers and three traveling companions.

Welder Harold Varney has returned to the Sister's Hospital for major surgery and is coming along as well as can be expected.

General Agent H. Travers has returned to work after a long and severe illness.

Asst. Cashier II. T. Crock is hospitalized by illness.

Agent Estes wintered well in Pittsfield, No. 55-56 and 52-57 is off duty on account of sickness.

Mrs. Ralph Giroux, wife of Paint Storekeeper Ralph, has been a surgical patient at the Thayer.

The Round House Safety Record took a tumble recently after 1333 days. We have yet to hear from any other points with a record comparable.

M. W. FLINT

Odd item: Three men in the Freight Shop were working as a watchman, has applied for his pension.

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Gardiner
By M. L. SANBORN
Station Agent David C. Cameron has been busy this month getting ready for summer. Dave has been raking the yard, washing windows, burning trash, etc., and in general, cleaning up the station which in all helped make the station take on a very clean appearance.

Operator Wendall B. Lewis has his noonday lunch brought down to him by his faithful wife on days that he works at the Gardiner Station. Wendall used to eat at the restaurant but has finally decided that home cooking tastes the best in the long run.

Operator Eben M. Lord visited friends in Augusta this month.

Freight Clerk Clyde Cooper paid his car registration license tax, poll tax, real estate tax, income tax, sales tax and a few other taxes this month and was able to break even which to say the least was quite an accomplishment in these times in our great free country.

Baggageman Olin Gordon is thinking seriously of buying a couple of young pigs and raise them this summer. Olin figures that this venture might help cut down the cost of living besides providing him and his family with some home-cured bacon and pork chops next fall.

By MARY E. MORSE AND LILLIAN G. SMALL
Wishes are expressed for the speedy recovery of Eugene Decker, retired purchasing agent, who is surgical patient at the Osteopathic Hospital.

We are pleased to report that Mrs. Ed-GENUINELY SURPRISED was Burton Pease, Chainman in Engineering Department, when he suddenly turned around and found the complete Office Force about to present him with a Parker Pen and Pencil Set and Travel Kit. H. W. Shepherd, assistant engineer, made the presentation. Burton is on leave of absence for military service in the ground crew of the Air Force.

RETIRED TRACK SUPERVISOR Joe Brooks and Mrs. Brooks, Brunswick, as they attended the ladies' night meeting of the Travel Club at Portland win W. Farrar, who was a patient at the Maine Eye and Ear Infirmary, has returned to her home.

Mr. and Mrs. C. A. Plamly motored to Newark, N. J. on a recent week end to pay a visit to their daughter and family, especially that new grandson, who is as cute as he can be.

Among the folks who didn't keep ahead of the ole flu bug were Lin Lamson, Maurice Thorne and Wilbur Lampson.

Edith MacGibbon, stenographer, and her sister, Alice Warren, telephone operator in the PBX, journeyed to Boston especially to take in "Affairs of State" starring June Havoc.

Come Spring, Mr. and Mrs. S. Sullivan are heading toward Maine after their exciting visit in California this winter, and expect to arrive home during April.

Mrs. Dorothy Olds spends her spare time admiring her grandson, now visiting her.

Among those attending the Regional Meeting of Safety Section of the Association of American Railroads in Boston, April 15, at the Sheraton-Plaza Hotel were Wilbur Lampson, R. A. Jackson, H. Ho-mans and L. M. Lentz.

We heard that Bill Hayward and Phil Parley are going into the rabbit raising industry. At least, they have made a start.

Millard Bailey recently brought in his latest creation in inlaid wood pictures, a handsome circus clown's bust. He is working on a floral at the present, consisting of red, yellow and purple tulips.

Hod Hayward is preparing for a busy fishing season and already has his bait line in shape. Bon Voyage, Hod, and we want pictures!

Lin Lamson, our Engineering Department photographer and dark room expert, is very enthusiastic about the new process for coloring pictures perfected by the Eastman Kodak Company.

All kinds of odds are given by a certain Red Sox rooter that the Sox will finish better than 5th place. Here's your chance to pick up some easy money or cigars. Inquire of Pete Connary for further information. (Watch out, he may pay off in Confederate money.—Ed.)
RAILROAD MEMORIES

AT LEWISTON, left, about 1905 the crew with 171 were, left to right, Yardmaster Jim Fox, Bill Kelley, Fire­man Archie Carignan, Engineer Al Soule, Brakeman Frank Gallop and a man known as Lew, possibly (Foss). At right, No. 7 at Kineo Station with the only man identified Conductor Frank Traynor

A RARE PHOTO is Engine 226 on Train 150 at North Conway, N. H. in 1915. This photo submitted by Charles Allen of the Eastman Kodak Company, Rochester, New York

EQUALLY RARE are these photos loaned by Engineer Chauncey Hutchinson. Lower is a panoramic view of Kineo yard station facilities while upper Engines 234 and 237 meet at Bingham Heights