ONE OF THE BIGGEST JOBS in the construction of the new combination rail-highway bridge over Fore River at Portland was the setting of two of these huge beams each 120 feet long, weight 85 tons. Three-flat cars were used to transport them. The beams span the main channel and are shown here being set in place. They were loaded on a barge and floated downstream at high tide. As the tide ran out the beams were lowered into position by a series of jacks.

From the Editor

October has been designated as Careful Car Handling Month, just to lend added emphasis to a condition that is a year ‘round problem.

Says a shipping bulletin: “Business goes where it is invited and stays where it is well treated.” That’s it in the proverbial nutshell. Shippers want their goods, not claims payments. We’re judged by the treatment we accord him, upon the condition in which his goods arrive. Yardmen particularly can help us have more satisfied customers by careful car handling.

We’re thinking of reviving a column in the Magazine once known as the “Yankee Trader” in which you folks can send in items to swap, sell, or trade. Maybe some National Geographies for that old milking machine. Won’t run it unless you send us in the material. Let us know by dropping a line to our office.

Our railroad neighbor to the North whose reporting marks, BAR, always intrigues us, has just had a book dedicated to it: “The Fastest Hound Dog in the State of Maine,” by John Gould. It’s a bit of Maine whimsy that almost moves us to send an editorial dog biscuit to Ken Ludden, their Magazine editor.
TOP SAFETY RECORD:

Terminal Company Awarded Famed Harriman Certificate

The Portland Terminal Company last month was selected as one of two terminal companies in the United States to be awarded the railroad industry's famed E. H. Harriman Certificate of Commendation for outstanding safety performance in 1952.

BEST RECORD FOR SMALL COMPANY

The Terminal Company, which effected a commendable reduction in employe casualties last year, was well above the National average in its safety record and had the best record in the Class One switching and terminal companies with less than 2,500,000 employe man-hours worked last year.

Presentation of the coveted Harriman Certificate was made by James G. Lyne, editor of Railway Age and chairman of the Awards Committee of the American Museum of Safety at a dinner Sept. 17 in the Hotel Ambassador, New York, attended by more than 250 railroad officials and safety representatives. Cyril Ainsworth, president of the Museum, presided.

REPRESENTING EMPLOYES

Receiving the award on behalf of the Terminal Company were Frank Reynolds, assistant to the vice president — Operations, and Clifford L. Quigley, safety and fire prevention agent, who were directly responsible for supervision of the safety program that achieved the award.

PRESIDENT of the American Museum of Safety Cyril Ainsworth, right, presents Harriman Award to Frank Reynolds, center, and C. L. Quigley, left

The Terminal operates approximately 46,000 engine miles per month and is composed of some 1,030 employes. It has not had a single employe fatality for six years.

Portland Terminal took its place in being honored beside the Chicago Union Station Company which represented the larger switching and terminal companies, and such railroads as the Baltimore & Ohio, Lehigh Valley and Lehigh and Hudson River Railway Company, in the Eastern District certificate awards.

COMPETITION INTENSE

Competition among the railroads for 1952 safety honors was especially intense, since the industry last year set a new safety mark, Lyne revealed in presenting the commendations. He pointed out that the railroads last year not only surpassed their own previous best record but they also exceeded the best safety mark ever set by any comparable form of transportation.

The E. H. Harriman Memorial Awards were founded in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, railroad pioneer. They have since been continued by her sons, W. Averill Harriman and E. Roland Harriman. This year (1953) marked the 34th presentation of gold medals and awards to the railroads achieving the best over-all safety records in the year preceding the award ceremony.

AN INSPIRATION

In accepting the Commendation Certificate Reynolds told the assembly that the Harriman Award was "a
symbol that we will always treasure and that will inspire us to protect the welfare of our employees.

Reynolds attributed receipt of the Award to a Seven-Point Safety Program. "We have established Safety and all its principles, as an integral part of operations—for responsibility and for enforcement, he said.

They are, Reynolds said: (1) prompt reporting of all accidents, and (2) to see to it that an injured employee receives medical attention at once. Applying these two factors has eliminated much unnecessary suffering and prolonged disability, he explained.

(3) Prompt and thorough investigations for accident cause and a remedy is a must. (4) Good Housekeeping—order and cleanliness is an important factor in the program. (5) Elimination of hazards in the property, plant, equipment and tools. (6) Posting of close clearance conditions and elimination of all possible structure hazards. High visibility paint on all guy wires, telltale posts and other fixtures. (7) Combining knowledge with analytical operational reports to make an applied, continuing safety program.

Plans are underway to present photostatic reproductions of the original Harriman Award Certificate, suitably framed, to the various departments and offices comprising the Terminal Company.

NEW TYPE PULP CARS

A NEW DESIGN for pulpwood cars is represented by this "IPCX" open-side which speeds up loading and unloading. Maine Central has ordered 40 of these 50-tonners for early delivery.

WIGGINS NAMED CHIEF ENGINEER
HARRY HOMANS APPOINTED DIVISION ENGINEER

The promotion of James W. Wiggins to the position of chief engineer of the Maine Central Railroad was announced Oct. 1 by E. Spencer Miller, president. Wiggins simultaneously announced the appointment of Charles D. Prentice of New Haven, Conn., as engineer of track; John F. Stanford of Springfield, Mass., as signal engineer; James O. Born of Grand Junction, Colorado, as engineer of structures, and Harry Homans of Bangor, as division engineer.

Wiggins, a graduate of the University of Maine, started his railroad career in 1930 on the Erie Railroad as a draftsman. In 1933 he went to the Bangor and Aroostook Railroad engineering department, and in 1936 left that road to become assistant engineer on the Maine Central Railroad. He went back to the Bangor and Aroostook in 1938 to become superintendent of bridges and buildings and in 1940 he was made principal assistant engineer of that road. In 1945 he joined the engineering department of the Boston and Maine Railroad as assistant to chief engineer, and in 1949 Wiggins left the Boston and Maine to become engineer of maintenance of way of the Maine Central Railroad, the position he has held until his present appointment.

Prentice is a graduate of Yale University and has worked on various engineering positions of the New Haven Railroad for over 30 years including assistant division engineer, office assistant engineer to engineer maintenance of way, and for the past seven years has been division engineer in charge of the road between New Haven, Conn., and New York. In his new position he will make his headquarters at Portland.

Stanford is a graduate of Rochester Institute of Technology. He started his railroad career in 1928 in the signal department of the Boston and Albany Railroad and has worked at various positions including draftsman, electrical assistant and signal inspector on that road. He transferred to the New York Central Railroad to become assistant circuit engineer and was promoted to assistant engineer of the road, the position he held when he received his present appointment to the Maine Central Railroad.

Born is a graduate of Colorado A and M in 1944 and went in service with the Navy construction battalion. On his return from active service he was employed by a firm of consult-
ing engineers in Denver as a structural designer. For the past four and a half years he has been connected with the Rio Grande Railroad, starting as assistant supervisor of structures and was promoted to supervisor of structures, the position he has held until his present appointment on the Maine Central Railroad. Born will make his headquarters at Portland.

Homans is a graduate of the University of Maine and started his railroad career on the Maine Central Railroad in 1911 as a rodman in the engineering department. He has held various positions and his record shows numerous promotions. He was made assistant division engineer in 1943, the position he has held until his present appointment. In his new position he will be in charge of all track from Waterville east and will continue to have his headquarters at Bangor.

Administrative structure of the Engineering Department now consists of the following: TRACK—Charles D. Prentice, engineer of track. Division Engineer Raymond A. Jackson, headquarters at Portland with territory including Portland Terminal, Maine Central west of Waterville, Supervisors in Districts 1, 2, 3 and PTCo. Division Engineer Harry Homans, headquarters at Bangor with territory Maine Central east of and including Waterville. STRUCTURES—James O. Born, engineer of structures. Supervisor of Bridges and Buildings Wilbur Lampson, headquarters at Portland and territory Maine Central west of Waterville and Portland Terminal. Acting Signal Supervisor Herbert R. Sawyer, headquarters at Bangor and territory Maine Central east of and including Waterville.

WHAT COUNTS

We can talk about push-button railroading, the greater economy and better performance of diesels, electronics in railroading, and all our other improvements—but our talk will not result in increased business unless we convince our customers through actual performance that these improvements mean better service for them...

The shipper does not concern himself with how fast operating men can switch his cars, or how swiftly the railroad performs bookkeeping chores and keeps track of cars en route. What he cares most about is the period of time it takes the railroad to deliver the shipment to the consignee, from the moment he places the goods in the railroad's care to the time it arrives at a receiving platform. I have found that a dependable, scheduled service is what they want—and they want dependability even more than speed. There are markets to meet, and in modern industry the railroad, in many situations, is part of an assembly line. If we fail to maintain the schedule, we tie up the assembly line.

Our big problem is to reduce the amount of time a car stands still. Even today, with all the advances that have been made, a freight car spends about four times as long in terminals as it does on the main line. The solution to this problem is in the collective experience and minds of operating officers. If we can eliminate terminal delays, we will have made our greatest stride toward providing the kind of service shippers want and will use. From the shipper's standpoint, cars standing in a railroad yard are wasting his time. They are also wasting the railroad's time and money.

-D. J. McGANNEY, Vice-President, Southern Pacific Company
Eastern Division Abolished

Pierce, Williams, Crocker Promoted

Abolishment of the Maine Central’s Eastern Division was announced Oct. 1, by Frank W. Rourke, vice president—Operations. The trackage presently comprising the division will hereafter be known as the “Eastern Subdivision” of the Portland Division and will be under the jurisdiction of the Portland Division superintendent.

At the same time, Willard E. Pierce was promoted to be assistant superintendent of the Portland Division with headquarters at Portland, and Ralmond W. Williams, assistant superintendent of the same division with headquarters at Bangor.

Also, A. W. Crocker, road foreman of engines, was appointed trainmaster of the Portland Division, continuing to act in his former capacity.

Announcement of the promotions was made by Division Superintendent Harris L. Strout. Strout said that while the promoted men are all division officers, they would normally exercise jurisdiction as follows: Pierce, all territory west of Northern Maine Junction; Williams, Northern Maine Junction, Bangor and the Eastern Subdivision; Crocker, Eastern Subdivision.

MAGAZINE CHIEFS ELECTED TO ARMEA

Clifford A. Somerville, editor-in-chief of the Boston and Maine Railroad Magazine, was elected president, and George P. McCallum, editor-in-chief of the Maine Central Magazine, secretary, of the American Railway Magazine Editors Association at their 32nd annual convention this month at New Orleans, La.

It marks the first time in the history of the organization that a New Englander has held the top office in the Association which represents 57 railroads publishing employe magazines throughout the Nation.

WINSLOW HONORED

Rules Examiner E. H. Winslow was elected third vice president of the United Veterans Association at a convention at Richmond, Vt., this month.

President E. Spencer Miller greeted the men and women who comprise the reportorial staff of your magazine at a meeting last month in the Portland General Offices.

Some 30 reporters representing such far-flung points as Vanceboro and Bartlett were guests at a luncheon and business meeting in the Directors' Room.

President Miller complimented the group, some of whom have been writing for the Magazine for many years, on their spirit and tireless dedication in contributing to the success of the publication.

The President acknowledged his personal interest in providing not only a method of communication between employees and management but also among employees themselves through the Magazine.

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Beyond that, Miller said, the Magazine serves as a display case for the railroad with its shoppers and the public. Such a use must necessarily be of high caliber, one of which the railroad may be proud and one that is well received by its readers.

The President said that the Magazine was successfully maintaining those qualities and congratulated the reporters for their part in it, urging continuing enthusiasm in producing a publication of interest and value.

Following the luncheon, the railroad's color film “Autumn in New England” was shown. A workshop session led by the editor discussed story ideas and methods to improve the magazine during the coming months.
How Railroad Retirement and Survivor Benefits Compare with Social Security Benefits  
(Reprinted Courtesy Santa Fe Magazine)

FROM the very beginning, the railroad retirement plan has offered railroad workers better over-all protection than has been available to employees under the general social security plan. This was true even after the far-reaching improvements which were made in the social security system in 1950. In the light of further improvements made in the Railroad Retirement Act in 1951, and taking into account the Social Security Act amendments of 1952, railroad employees have protection which is, on the average, far more valuable than that available to employees under social security. When compared with employees under social security, it can be said that—

(1) Railroad employees receive higher retirement benefits.
(2) Survivors of railroad employees are paid benefits which are at least equal to those paid under social security, and in many cases they are higher.
(3) Railroad employees alone have valuable protection against disability before age 65. Under social security, no retirement benefits are payable until age 65.
(4) Railroad employees alone are guaranteed that the retirement and survivor benefits paid in their cases will be greater than the taxes they contributed to the retirement system.

The data below illustrate the superiority of the Railroad Retirement Act:

<table>
<thead>
<tr>
<th>RETIREMENT BENEFITS</th>
<th>Railroad Retirement Act</th>
<th>Social Security Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>Present maximum benefit to employee alone</td>
<td>$165.60</td>
<td>$85.00</td>
</tr>
<tr>
<td>Employee and wife</td>
<td>$205.60</td>
<td>$127.50</td>
</tr>
<tr>
<td>Present average benefit to employee alone</td>
<td>$95.00</td>
<td>$48.00</td>
</tr>
<tr>
<td>Wife or dependent husband</td>
<td>$37.00</td>
<td>$26.00</td>
</tr>
<tr>
<td>Future maximum benefit to employee alone (with 40 years of service after 1936)</td>
<td>$220.80</td>
<td>$85.00</td>
</tr>
<tr>
<td>Employee and wife</td>
<td>$260.80</td>
<td>$127.50</td>
</tr>
<tr>
<td>Employee alone (with 45 years' service after 1936)</td>
<td>$248.40</td>
<td>$85.00</td>
</tr>
<tr>
<td>Employee and wife</td>
<td>$288.40</td>
<td>$127.50</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SURVIVOR BENEFITS</th>
<th>Railroad Retirement Act</th>
<th>Social Security Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>Present maximum to the widow (of employee with 16 years after 1936)</td>
<td>$63.80</td>
<td>$63.80</td>
</tr>
<tr>
<td>Widow and 1 child</td>
<td>$127.60</td>
<td>$127.60</td>
</tr>
<tr>
<td>Widow and 2 or more children</td>
<td>$168.75</td>
<td>$168.75</td>
</tr>
<tr>
<td>Future maximum to the widow (of employee with 40 years after 1936)</td>
<td>$73.50</td>
<td>$63.80</td>
</tr>
<tr>
<td>Widow and 1 child</td>
<td>$127.60</td>
<td>$127.60</td>
</tr>
<tr>
<td>Widow and 2 or more children</td>
<td>$168.75</td>
<td>$168.75</td>
</tr>
<tr>
<td>Insurance lump sum (payable under Railroad Retirement Act when no survivor is immediately entitled to a monthly benefit, but in all cases under Social Security Act)</td>
<td>$609.00</td>
<td>$255.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WHEN EMPLOYEES MAY RETIRE</th>
<th>Railroad Retirement Act</th>
<th>Social Security Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before age 65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>About one third of all railroad employees, some in their 30's</td>
<td>No Provision</td>
<td></td>
</tr>
<tr>
<td>Because of total and permanent disability</td>
<td>At any age after 10 years' service</td>
<td>No Provision</td>
</tr>
<tr>
<td>Because of permanent disability for regular occupation</td>
<td>At age 60 after 10 years, or earlier after 20 years' service, if the employee has a current connection with the railroad industry</td>
<td>No Provision</td>
</tr>
</tbody>
</table>

Residual payment equal to 4 per cent of taxable earnings 1937-46 plus 7 per cent thereafter, less benefits previously paid.
Present maximum residual (assuming 16 years' service, 1937-52, and that $609 insurance lump sum was only other benefit previously paid) | $2,343.00 |

Future maximum residual (assuming 40 years' service, 1937-76 and that $735 insurance lump sum was only other benefit previously paid) | $8,265.00 |

An unsolicited testimonial from an ardent golfer to a hosiery manufacturer read: "Fifteen minutes after putting on a pair of your socks, I made a hole in one."
IN DEFENSE OF AGENTS

Why is the train so late tonight?
Isn't it EVER on time?
And what's gone wrong with your gum machine
My Johnny's just lost a dime
Will you kindly watch my suitcase?
Yes, the large one, there by the door,
Aren't you new on the job here?
I've never seen YOU before
Do they sell light lunches across the street?
How's their prices, terribly high?
No, Johnny dear, I'm tired, I can't lift you up so high
No, the man's not mad, why does he pound on the shelf?
He's stamping a ticket for me
Now you come right out of there, Johnny,
It's the office, there's nothing for you to see
How long have YOU worked for the railroad?
Your work must be almost like play,
It's such a thrill, I always think,
Just meeting new people each day.

Your very truly,
ALICE W. CLARK
Arlington, Mass.
September 18, 1953

MAIL BAG

42 Marathon Street
Arlington, Mass.
September 18, 1953

Maine Central Railway Co.
Portland, Maine

Gentlemen:
For the past three consecutive seasons it has been my pleasure to ride on your Trailways bus from the Boston Terminal to Ellsworth, Maine, the connecting point, to West Gouldsboro.

Adding much to the comfort and enjoyment of these annual trips, each time, was your efficient and helpful driver, Mr. Robinson, who always joined us at Portland. He pointed out historic spots, tagged our baggage which he also put for us and took down as well as created a general feeling of pleasantness.

I am not a fan letter writer but do feel good service should be appreciated. I have traveled half way round the world and in every state service should be appreciated. I have traveled.

We extend our best wishes to Miss June Dawn Clay, daughter of Supply Clerk and Mrs. Edwin C. Noyes, whose engagement to Vincent Desimbo has been announced. The wedding will take place in February.

Very truly yours,
/Mrs. PAUL D. BOWLER/

Dear Sir:

Brunswick, Maine

Maine Central R. R.
Station Master

Dear Sir:

The other day a friend and I had to wait in your railroad station for a belated bus.

It's such a thrill, I always think,
Just meeting new people each day.

Your very truly,
/MR. Paul D. Bowler/

Gentlemen:

Portland Freight Office
and Freight House

By MARJORIE QUIGLEY
and ALICE MCLAUGHLIN

Revision Clerk James B. Keegan expects to leave next week for his annual tour to the West Coast and various other points of interest. This is Jimmie's fourth trip in that direction and he says he enjoys it more each succeeding year. A pleasant vacation, Jimmie.

Head Delivery Clerk Michael G. Norton has resumed duties at the Freight House after being absent for some time due to illness.

Good to see you back, Mike.

Among those enjoying recent vacations are Freight Claims Inspector and Mrs. Wendell M. MacDowell, Assistant Freight Cashier and Mrs. Mark B. Fishbeer, Mr. and Mrs. Ames F. Nelson.

We extend our best wishes to Miss June Dawn Clay, daughter of Supply Clerk and Mrs. Edwin C. Noyes, whose engagement to Vincent Desimbo has been announced. The wedding will take place in February.

Very truly yours,
/MRS. PAUL D. BOWLER/

Robert H. Hasson and Genevieve J. Houston

Congratulations are extended to Mr. and Mrs. Robert H. Hasson, who were married at Holy Cross Church recently. Mr. Hasson is the son of Head Clerk James J. Hasson and the bride was the former Miss Genevieve J. Houston, daughter of Mr. and Mrs. James F. Houston, South Portland. The bridegroom is a graduate of South Portland High School and Gorham State Teachers' College and is a teacher at Henley School. The groom is a graduate of Cheverus High School, St. Michael's College, Winoski Park, Vt., and Boston University, where he received his master's degree in education.

We send our best wishes to Miss Ann C. Norton, who entered the order of the Sisters of Mercy, at St. Joseph's Convent, Portland. Sept. 25, Freight Clerk Eleanor F. Norton is a sister of Ann.

Best wishes for a speedy recovery to Dennis McCorson, who was employed for many years as a Freight Handler at Portland Freight House. Mr. McCorson is a patient at the Maine General Hospital and would appreciate seeing or hearing from his old friends.

We extend our sympathy to the families of Arthur H. Fogg and Charles D. McCallions, former loaders and callers, who died recently.

Terminal Car Department

HUGH F. FLINN

There were three deaths in the families of our car department forces since our last report. On Aug. 3, William R. Hale 3rd, son of Carman and Mrs. W. R. Hale, Jr.; on Sept. 1, Carman Fred Ward's mother, and on Sept. 18 Mrs. Rose Fries, wife of Laborer Jack Fries. Our sympathy to all in their bereavement.

On Aug. 22, Carman and Mrs. Joseph Geoffroy became proud grandparents when their daughter Mrs. Doris Boucher gave birth to a daughter, Lucille Linda.

Carman Ed Landry and family have moved into their new home on Thornton Heights.

Leading Carman Henry Grimmer is back to work after being absent because of illness.

While out recuperating Henry caught three large salmon at Setaugee, the longest being 19'.

Coach Cleaner Merle Cook, Jr. is back working after being laid up eight months with a broken leg incurred in a motorcycle accident.

Among those on vacation are Carmen Frank Landry and Nellie Axelsen.

At this writing plans are being made for a civic reception to be held for Carman Walter Dahms' son, "Babe" who is now home after being released as a prisoner of war in Korea.

Carman Carl Carter has been inducted into the armed forces and shipped out on Sept. 21st.

A recent visitor to our shop was former Coach Cleaner Ralph Cary who has completed his basic training in the U. S. Army and has been assigned to the Engineers at Camp Devens. Ralph is the son of Store Clerk "Al" Cary.

General Foreman Tom Alvey and the Mrs. attended the Mechanical Officers Convention in Chicago.

Our traveling retired Carman Pete Griffin recently returned from a visit at Prince Edward
Island. Pete paid us a visit recently, obtained in New York on vacation at the time of the heat wave. They were visiting relatives. Jim attended the Yankee-Red Sox game.

Laborer and Mrs. James Ashley were in New York on vacation at the time of the heat wave. They were visiting relatives. Jim attended the Yankee-Red Sox game.

THE LANDRY BROTHERS whose combined service totals 100 years at Portland Terminal and Rigby. Left to right: Carmen Helper Arthur, Wreckmaster Alpine and Air Roek Man Eddy. A fine record

Rigby Engine House
By ALBERT B. WETMORE
One of the first items of my report came in stating that former Machinist Elmer Densmore had died rather a sudden death. Elmer was one of our war-time employees, and after being laid off at this point he went to the west coast on another railroad. He is the brother of Hostler Guy Densmore, now employed at Rigby. A floral tribute was sent.

Foreman Frederick Lombard purchased a new car of popular make.

Machinist Ray Killinger visited the shop twice this month. He is recuperating after a hip operation similar to the Arthur Godfrey operation. Ray is much improved and although he still uses crutches, is around very nicely.

A new heat unit was installed in the shop. The heat wave during early September affected some of the boys in various ways.

Chief Diesel Inspector Larry Ellerson and Mrs. Ellison attended the convention of diesel locomotive maintenance association at Chicago.

The Safety Board reading is 454 days or 10,416 hours for all 3 shifts. No accidents at the engine house this month at all.

Janitor (engineman's quarters) Mike Gresley retired Sept. 2. A purse of $42.00 was presented to him by them.

Another death occurred of an old timer. Machinist Helper Amos Knight died at the home of his daughter at Peak's Island. A floral tribute was sent.

Engine Dispatcher Frank Garland tells me his mother died during the past month. A floral tribute was sent.

Janitor (engine house) Mike Gresley retired Sept. 2. A purse of $24.00 was presented to him by them.

Another death occurred of an old timer. Machinist Helper Amos Knight died at the home of his daughter at Peak's Island. A floral tribute was sent.

Bartlett, N. H.
By BUD BURDWOD
The tie plating job is progressing in good time: New plates Fabyan to Whitefield, with Peters' and Perras' outfits on the job.

PATRIOTIC FAMILY of Your Bartlett Re­porter, O. R. Rigby, are Marine Corps, Pfc. Janice, right, stationed at Olathe, Kan., and stationed at Bartlett, N. H. Rigby is an operator and Pvt. Robert C. Burwood, stationed near Seoul, Korea as a communications man. He formerly worked as a Marine Central tele­grapher, last assignment, Royal Junction

We are pleased to report that John B. McCann, son of Mrs. A. T. Thompson, Rigby Engine House

Augusta
By E. E. WALKER
Freight Handler Leland S. Hopkins is on vacation and in company of the Mrs. is spending the time visiting in Massachusetts.

The harvest meeting of the Augusta Chapter of the Amalgamated Shooting and Eating Club was held recently in Whitefield. During the afternoon horseshoes were engaged in by these present. Cashier Ray Burns, throwing both right and left handed, was easily the "Star" of the game. General Agent F. E. Fuller was winner of the Second Trick Clerk Telegrapher Verne Hitchenson in this month relieved by Spare Operator White.

Conductor George W. Green has left the road switcher for greener pastures. Conductor Marshall Pratt has bid in the job with Trainman Sterling Fisher taking the braking job.

Agent N. X. Horton, Hallowell, vacationed this month relieved by Spare Operator White. Baggage and Mailman Horace Rodrigue says he has given up washing dishes. He was afraid the habit would grow on him.

Mason Foreman Jack Lawrence and crew are in town patching the station platform.

EARLY AUGUSTA FORCE

Gardiner
By M. L. SANBORN
Station Agent David Cameron has closed his summer camp in Harpswell for the summer. Operator R. F. Tracy has gathered up all his garden vegetables this month from his farm in West Gardiner.

Freight Clerk Clyde Cooper was glad to see Ted Williams' general return to the Red Sox baseball team. Clyde said, "Wait until next year when Ted will be back there all year long with the good new talent that did so well this year."

Baggage agent Olin Gordon has gone into farming this year in great style. Olin is raising pigs, has some ducks, a flock of hens and roosters, and a nice vegetable garden to take care of which has kept him pretty busy this summer.

Signal Maintainer George Curtis recently purchased a brand-new television set, the latest thing, so George claims. George read the instructions on how to run this new-fangled invention and also received a lot of good advice from his railroad friends, and so the first night after it was installed George fiddled around, turning knobs here and there and just plain monkeying, etc., George decided that he had better call the service man and have him turn off the thing before it ran all night and gave a good boost to the electric light bill. George got the service man out of bed at midnight, and he told George to turn of knob way off and not just part way as George had been doing which solved the problem.

Section Foreman Albert Allaire and his crew have been fixing the Randolph Bridge crossing this month.

Engineer Harry Pettingill is thinking of buying a power plant and making his own electricity for his farm in West Gardiner if electric rates increase again.

Retired Railway Express Agent Romeo Mann of Augusta was a caller at the Express Office in Gardiner this month.

Wilton
By ANN NEWCOMB
George Buck, sectionman from Farmington, has transferred to Canton crew. He is now commuting from Farmington to Canton daily account he is unable to find a rent available.

Lawrence Stevens, sectionman from Farmington, has transferred to Pete White's crew at East Livermore. Lawrence has moved from Farmington to Livermore Falls.

E. Mercier, sectionman in Val Robinson's crew at North Jay, has terminated his duties with the road going to work with his brother doing carpentry work.

L. R. Bumgarner, trackman working with H. L. Russell, Nut Runner operator on Farmington Branch, has been transferred to V. I. Robinson's crew to replace R. Mercier.

Mr. and Mrs. E. E. Newcomb have entertained company for a few days from Long Island, N. Y., Mrs. Francis Bailey and son Robert. Mr. Russell Mr. Bailey is leverman in "A" tower, Penn. Station, New York.

F. A. Richardson, agent Livermore Falls enjoyed himself at the Farmington Fair the past week.

Section Foreman B. Hodgdon, Livermore Falls, was taken to the hospital at Rumford this month. He has a sudden heart condition recently. A speedy recovery is wished by all.

WATERVILLE SHOPS
By "STEVE"
Carman George Colford has been a recent delegate to the national convention of the American Locomotive at St. Louis, Mo. While fishing at Great Pond Mrs. Chick Pooler hooked a large bass. During the ensuing struggle to net the fish the bass made a great leap and landed in the boat. (at least that's the story as Chick tells it).

Superintendent F. H. Bennett has been a surgical patient at the Thayer for a shoulder operation.

Carman Bill Otis wishes to thank all those who so thoughtfully contributed to the fund to help him. He also thanks Blacksmith Helper George Gray has entered the Sisters where he will undergo surgery for hernia.

Carman Helper Joe Bouchard has been recalled to work after being furloughed.

Machinist Cecil Gray, who has been on sick leave, is much improved at this writing.

Machinist Sid Hamlin has been making his annual tour repairing and checking turntables around the system.

Bell ringers in the Stork Derby are Carman
Steenog Fabiola Tartiffe, Clerks Wilfred Binette, Arnold Dow, Mr. and Mrs. Connie Begin, Machinist and Mrs. Wilfred Pooler, Clerk Rollie Armstrong, Clerk and Mrs. Albert Rancourt, Checker and Mrs. Dick Delano attended a Memorial Mass and Communion Breakfast held in the Boston Garden Sept. 13. The affair was sponsored by employes of the Boston and Maine Railroad. Archbishop Cush of the Massachusetts Diocese was the speaker.

Painter Merle Otis has swapped his jalopy for an automobile.

Painter and Mrs. Eddie Gurski have been recent anglers at Moosehead.

Carmen Ring Crosby and Ken Hall have been substituting as car inspectors during vacations in the Yard.

Sweeper Leon Cookson is planning to build a home in the country with the help of his son-in-law.

James Craig and his wife are the parents of a new baby. Mrs. Craig is doing fine but the baby has been taken to Bangor for treatment. Jimmy is freight handler at Sea St.

**Mechanical Department**

By L. P. SEVERANCE

A newcomer in the Signal Department created by the installation of the two-way radio is Electrician Harry L. Sweeper Leon Cookson is planning to build a home in the country with the help of his son-in-law.

A GREEN THUMB has Relief Foreman Irvin “Luther Burbank” Funco as evidenced by this pleasing transformation he personally undertook at the Bangor Engine House. Above left, the plot of bare ground he started with and right, a beautiful lawn and center shrub, four weeks and several blisters later.

Eastern Division M of W

By JOHN MINCHER

Partitioning for new offices in Bangor Union Station has been completed with a new office for Division Engineer Harry Homans, one for Track Supervisors Carl Davis and Maurice Thoms together and separate ones for Assistant Signal Supervisor Herbert Sawyer and Assistant B & B Supervisor-Ellis Manter. A new face seen around Bangor is that of Harry Martin, communications maintainer, who will maintain train radio systems and dispatcher's telephones.
ener Division which makes for smoother riding of equipment and reduces track maintenance by eliminating rail-end banger considerably.

Arthur Palmer, former section foreman at Columbia Falls, has been awarded position as foreman at Whittenville.

Bangor Operating
By R. G. WHEELER

Operator T. D. Ouellette, Bangor-Bucksport switch, has returned to railroading after a tour of duty with the Air Force.

While on his way to work a few days ago, Yardmaster Alfred French swung onto an engine passing through Bangor Yard and in so doing his dinner plate flew open. French lost the contents and supposedly replaced them all and continued on his way. At supper time he discovered much to his sorrow, his false teeth were not in their usual place in the dinner pail. Next day a phone call to the engineering revealed that the missing teeth had been found riding the engine.

Retired Engineer William E. Staples has purchased a special locker installed in the new yard office for storage of store-bought teeth while not actually in use.

Washington Jct., a spot located 39.60 miles east of Bangor Union Station on the Callais branch, has been reported to us as one of the widest and most uninhabited places in the state. It seems our editor was dropped at Washington Jct. near the hour of darkness, to meet train CB-2 which was making the initial test run of two-way radio equipment. CB-2 this day, having a long train and a heavy load of engines arriving at the Junction, and upon arrival found a man, very hungry, cold and worried, pacing the ties with only a large barnyard lantern for a companion. The instant the train came to a stop, this man boarded the engine and no amount of talk could convince him to again set foot on it. He was safely in Bangor. He reported hearing many strange noises during his long wait, and we are now having the surrounding country thoroughly searched to see if any of the cougars previously reported near Lambert Lake have migrated to Washington Jct. Another matter which is being investigated centers on what finally became of the lantern.

Vanceboro
By H. D. DAVIS

Engineer and Mrs. H. D. Lounder, while on their vacation at Woodbury, were at Rangeley, Russells Camps, also called on retired Conductor "Nick" Huston at Fairfield. Made a trip to Boston to visit their daughter, then to Burie, Idaho, to visit Mrs. Window's relatives. While the weather was unsettled they could not have seen the wildest and most uninhabited places in the state.

Mrs. A. R. Blanchard, while on vacation, visited their son Laurel,mer of St. John, N.B., Kent, N.S., and Rangeley, also called on retired Operator T. D. Ouellette, Bangor-Bucksport Branch. While on his way to work a few days ago, Operator T. D. Ouellette swung onto an engine passing through Bangor Yard and in so doing his dinner plate flew open. French lost the contents and supposedly replaced them all and continued on his way. At supper time he discovered much to his sorrow, his false teeth were not in their usual place in the dinner pail. Next day a phone call to the engineering revealed that the missing teeth had been found riding the engine.

Engineer Revery with the Mrs. and a relative made a trip to St. John's, N.F., one way, mileage 500 miles. Retired Conductor "Nick" Huston from Fairfield made a trip to the railroad yard, vacationing at relatives at St. John, N.B., Kent, N.S., and Halifax, N.A.

Trainman and Mrs. Penney made a trip by auto to Bangor, visiting his brother Ronald's family. They made their first trip to Moosehead Lake by auto and train, enjoying a boat trip among the Islands, the Parry Islands, and the Thousand Islands where they enjoyed a boat trip among the Islands, the Parry Islands, and the Thousand Islands where they

Treasurer and Mrs. Ralph Lunt were recent guests at the beautiful Mackinac Island Resort in Lake Michigan attending the National Treasurers' Convention.

Retired Car Distributor Harry Hubbard wishes to extend through the medium of the Magazine his sincere thanks and appreciation for the gifts presented to him by many friends on his retirement.

Bangor Operating
By JOHN J. KEATING

Engineer Revery Severy with the Mrs. and a relative made a trip around the Gaspe.桂

General Offices
By ERNESTINE GRIMES, MARY MORSE, LILLIAN SMALL and DORIS THOMAS

Best wishes go to Clerk John Ball, who is returning to his college studies at the University of Maine. Margaret Lutes has been on vacation. We understand that he has renewed acquaintances with Tip Foster while going through Bartlett.

Engineer Revery Severy with the Mrs. and a relative made a trip around the Gaspe.桂

STENOGRAPHER Shirley Smith, Cashier's Office, shown with electric broiler and decorated desk, presented by associates on her birthday Sept. 12 to William W. Wilson, Railway Mail.
The development of a good public relations program calls for teamwork. And the more extensive the teamwork, the greater the results.

The average railroad differs from most other industries. Its employes are widely scattered. Substantial numbers of them come in contact daily with the public, and each contact helps create good-will or ill-will for the railroad.

To a great extent, the public forms its opinion of the railroad as the result of employe contacts. Whether these opinions are favorable or unfavorable depends upon the attitude and action of the employes.

To be helpful to its employes, the railroad must have some practical method of communication with them. One of the most successful and effective tools is the employe magazine. It enables management to discuss the importance of good personality traits and to show how they contribute to the happiness and welfare of the employe himself and to the railroad.

The employe magazine is an excellent and effective medium for management to use in explaining and interpreting its policies, its plans and its operations.

Although the company magazine is an important tool in the development of good employe and public relations, it is but one of the methods which can be used in such a program. Of itself, the magazine can do little. It must have substantial personal support. The officers and supervisors must demonstrate by their actions that they believe in and support the policies and philosophy discussed in the magazine. Acts must square with words.

W. G. VOLLMER, President,
The Texas and Pacific Railway

If the railroads had to pay their taxes in silver-dollars, thirty-seven express trains, each made up of 20 cars—each car loaded with 50 tons of silver dollars—would be required to carry the coins.

Last year federal, state and local taxes paid by the railroads amounted to $1,262,000,000. One thousand silver dollars weigh 58.93 pounds, avoirdupois measurement. Therefore, 1,262,000 thousand silver dollars weigh 74,369,660 pounds. This amounts to 37,189 tons of 2,000 pounds each. Loaded 50 tons to the car, a total of 744 cars would be required to carry that much silver. This would make 37 trains of twenty cars each.

The balance in the unemployment insurance fund administered by the Railroad Retirement Board was $692,000,000 on June 30, 1953. This fund has been built up entirely from payroll taxes levied against the railroad companies, plus interest earned thereon.

Approximately 12,000 different items are required to be kept on hand at railway shops for diesel locomotive repair work. Storerooms and storage yards are usually located centrally in the shop grounds, often adjoining the main shop building.