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Bangor Hydro Electric News: October 1940: Volume 10, No.10, Safety Issue

Bangor Hydro Electric Company

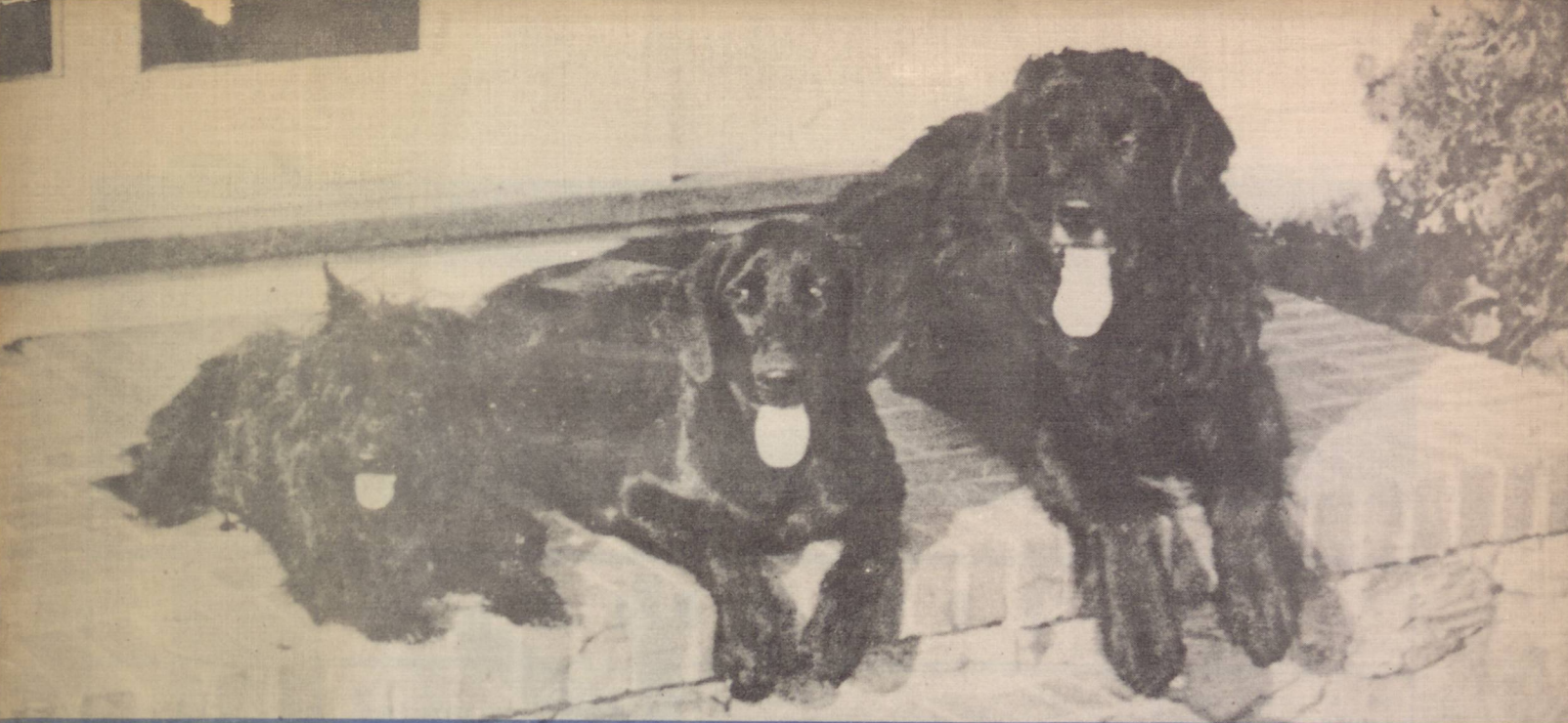
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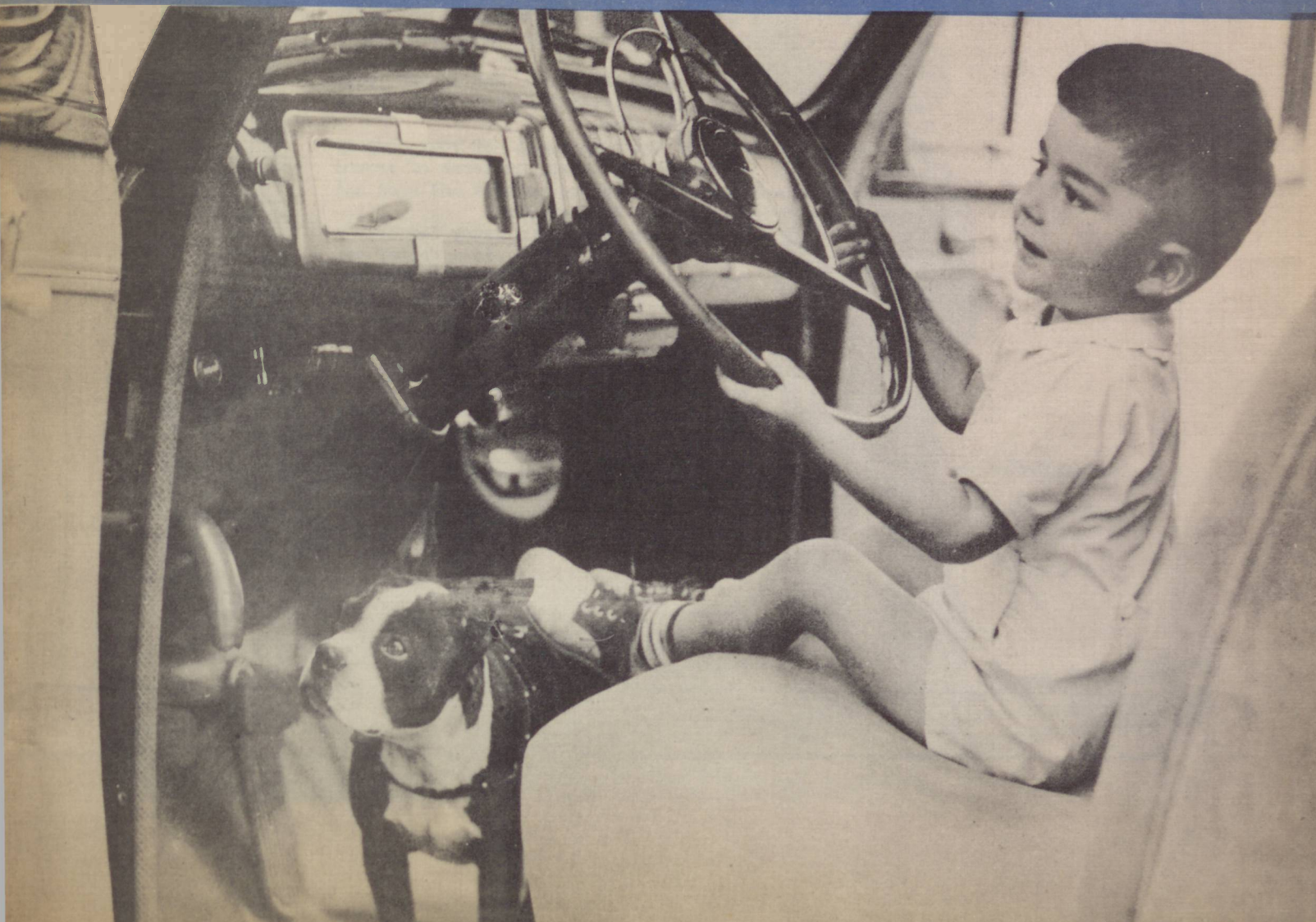
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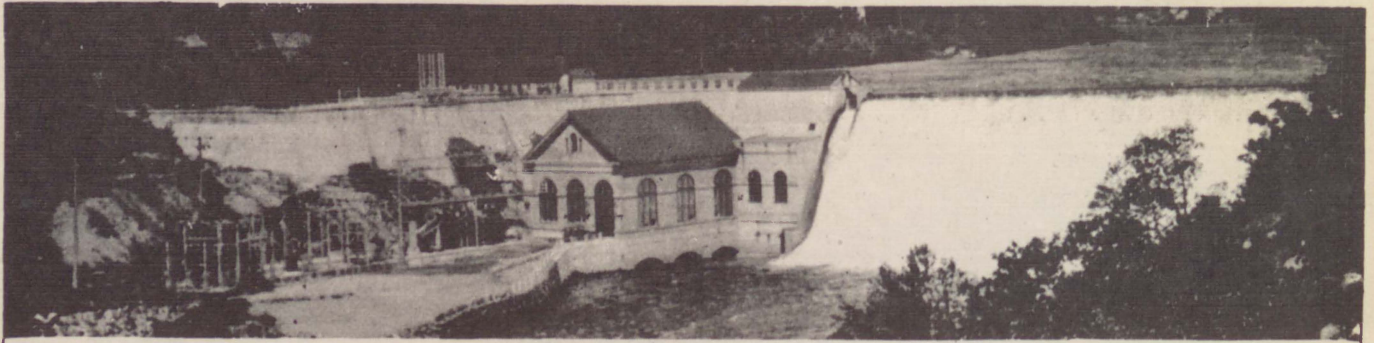
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BANGOR HYDRO-ELECTRIC
NEWS

October 1940
Volume X Number 10
"Safety Issue"





EDITORIAL

Safety Begins with You

If when you, as an individual, think of Safe Procedure in your activities at work or at home, naturally you think first of your own family and yourself. You know what it means to have a smashed finger, or a broken bone in your own family circle.

But also when you are more conscious of what Safety means, you instinctively think of the Safety of the men with whom you are working or of the Safety of the children who are playing with your own near motor traffic or other hazards.

And, if you are in charge of a crew and of the work that is going on, you most certainly will think of the Safety of every man in the crew.

As to the position of the management of your company on this subject of Safety, we think in terms of around 400 employees and their fathers and mothers and sons and daughters, a Hydro family of 2000 or more.

We know that a healthy family means a happy family; a healthy employee with a healthy family is a better employee with his fellow workers. Of course, a healthy employee with a clean accident record stands a better chance of advancing himself in his own interests and in the interests of the company.

I am extremely appreciative of the fine cooperation which has been given by our employees in all of our efforts to make our industry safer and our people healthier and happier.

Edwin M. Graham.
President.

All I Know is
That

Frederick M. Grindle

Line Foreman, Bar Harbor
August 15, 1939

Was hunting an open series street light circuit part of which was alive. He climbed a pole to head height of about 18 feet above ground, when, he says "there seemed to be a flash", and he fell to the roadway. He was reached immediately and taken to the Mt. Desert Island Hospital. X-Rays show a badly fractured ankle and an injury to one of the vertebra of the spine. He lost nearly eight months.



October Number

Edited
By

Series #10

News Hawk

Editorial:

When you're angry, maintain silence,

Do the same when you're in doubt,
Keep your beans all on the platter,

Let the other fellow spout.

Bus Notes:

Cop: Hey there, didn't you hear me say stop?

Hard Pan Carr: I didn't know that was you, I thought it was someone I'd run over.

Peaches Philbrick became so entangled on his safety bar while trying to climb out of his bus seat yesterday, that the Company has eliminated said bars, in order to avoid embarrassing Peaches in the future.

Young Jean awoke about two in the morning. Tell me a story mama, she pleaded. Hush dear, said her mother, "Speed" will be in soon and tell us both one.

Mouser Farnsworth drove a special bus up to Patten and back, last week. The six Golden Wedding couples speedily became his friends, and one 90 years old grand pap asked him up to the farm for a week's hunting this fall. We hear he accepted this offer, too.

Hard Pan Carr says that the reason Dimples Street sells more passes than he does, is because he gives a ten dollar bill away with each pass he sells.

Our reporter tells us that Dimples Street was asked to pay his fare last night on a trolley car. He did, and asked for a transfer. Afterwards the street car operator tried to explain that he was only fooling, but Dimples says that this operator wants to be careful of what may happen in the future.

Quiz of the month:

Did Guy "Busy" Webster swipe that little dog he had in his arms on Central Street?

Who was the bus driver who dis-

believed his gas gauge and stalled at the Air Port?

Why doesn't Dead Shot Eisnor reply to our wise cracks about him?

T.P.P.A. NOTES:

President Poacher Bowden says: "Oil up your artillery as the big season is here. Be sure your flash light has new batteries. I always use a shot gun on deer, as you may get six at one shot. Our members are asked not to worry about licenses, as all that is necessary is to show a warden your membership card with my engraved signature on it. Our members also have my permission to hunt nights and Sundays."

Clyde "Silent" Arnold wishes to thank his brothers for their support and the votes that swept him into the Treasurer's chair. He has plenty tricks up his sleeve and will show you boys some of them this season in the woods.

Dead Shot Eisnor sends us his idea on how to kill the fleas on our dog. We tried his advice on our night serviceman Beede's dog first. We are not printing this recipe, because it killed the dog too. Now Beede is after your scalp, Eisnor.

Poacher claims the deer are good and tender this fall. He should know, as he has had a few steaks already. He certainly gets the jump on the rest of us, by being such an early bird.

There is a large poster containing the season's game laws etc., on the Bulletin Board at the waiting room. This may not interest our members, but the rest of our readers are invited to look 'em over.

Davy "Kid" Rice has started the season trapping for skunks out in his corn patch. He claims to have caught none of these varmints so far. We predict that Davy will have his barn door lined with hides and perfume by the

spring.

OUT ON THE FARM:

One Shot Avery: Phew! I smell a skunk.

Farmer Rudge: That's not a skunk, that's only my old Tom cat who's raised a sweat, trying to catch a mouse.

Overheard at the car barn:

Rainy Day: Do you drink coffee?
Hurricane Folsom: Yeah, I drink about 50 cups a night.

Rainy Day: Doesn't it keep you awake?

Hurricane: Well, it helps a little.

We regret that our friend Skip Gordon is moving from the waiting room to a new location around the corner on Harlow Street. We will all miss his wit and sense of humor. Good luck Skip, come in and see us sometime.

We have learned why Busy Webster is so nervous. When he was a small boy, he crawled under a circus tent and found himself in the midst of a religious revival. He's never recovered from the shock.

We watched Mr. Danny Webster play one of those pin games in the waiting room this P. M. and will admit he plays a good game, but he lost out that time.

Our old veteran Eddie Carvel tells us that he has heard hundreds of passengers pick quarrels with the street car operators, but that never in his career has he heard an operator pick a quarrel with a passenger. Right, Eddie, we never have, either.

Someone slipped a dog biscuit into a bag of peanuts that Pop Godsoe was taking home. As Pop was absent-mindedly crunching a few on the bus, he broke off one of his store teeth. He says he will mangle the man responsible for this outrage. Do you know anything about this P. Dynamite Davis?

Our Rabble Rouser asked Charles Mansur where Swede Arnold got his nickname. Charles said: Remember that little poem about: 10,000 Swedes jumped out of the weeds, at the battle of Copenhagen? Well, Arnold was one of 'em.

Drive me somewhere north of Birch Street,
Where the married wimmin play,
And their husbands roar like thunder,
In old Brewer, cross the Bay.
(What about this, Art "One-man" Grotton?)

Henry "Highnotes" Ryder wishes to thank the many employees who cheered him on to a new vocal height at Lucerne. He claims his success is due to the fact that he rinsed his throat with a drop of Old Doc's Tonic, just before he stepped to the "Mike". Henry is a modest gent, and believes in giving the credit where it is due

We hear that Wilby Watson was in the waiting room lately, with a cow chain that would hold a battleship. But all that could be seen on the other end, was a pint size pup.

Pop Godsoe wishes to notify the public and Mr. Dynamite Davis that he would rather be a "has been" than a "never was".

Lew "High Water" Davis says that he raises cukes over in Brewer big enough to make canoes of. In fact, he may start a canoe factory there this next summer

PERSONAL PLEASE: Miss Mildred Willard, Orono.

We are again informing you that Windy Hodgman has no connections with the News Hawk. As for your warnings, Well, we have been hissed at, cussed at, and shot at so one more yelp makes no difference to us. Yell away.

Passengers on our Main Street car lines, have noticed a strange silence whenever they rode on Sailor Sprouls car last week. This was due to the fact that Sailor had such a bad cold, he couldn't speak a word, but was forced to whisper.

Sid Moore tells us that he caught Ray Crosby going home with a pound of waste from the carbarn last night. Investigating this

scandal, we found that the waste was behind Ray's ears, and that he was innocent of any wrong doing.

Bob Hamilton received his wives permission to attend the American Legion Convention in Boston. He says that he had a wonderful time dancing around on the sidewalks, etc.

Millinocket

Ellen M. Barnes

Miss Doris Buck returned from her vacation looking much refreshed while Ivan Buck collapsed by the wayside and has retired for a week of complete ?? rest. Hope he gets that camp finished while he is resting.

Our parking space has acquired a new coat of tar and presents itself as a very desirable place to park. For employees only, of course!

Reddy Kilowatt will soon go to work on the new eight pole extension in East Millinocket bringing light, heat and power to several new home owners.

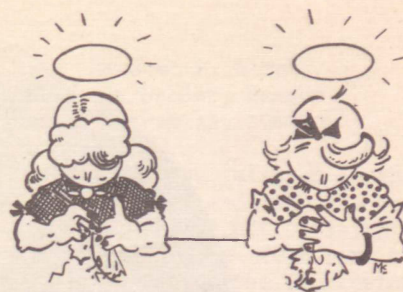
Joe Kingsbury's crew is working on Line 43 changing over transformers and bringing everything up to requirements.

A very notable visitor to our office was Guy W. Butler, U. S. Immigration Inspector from Vanceboro who spent quite some time with us looking over our office and substations. It may be remembered that Mr. Butler worked on the Water Survey with Mr. Clark about fifteen or twenty years ago. Mr. Butler also took advantage of our Lamp Campaign and took with him a sizable order of light bulbs.

B. H. E. Co. visitors were Mr. K. Cosseboom, Mr. E. R. Webster, Mr. Hall Dearborn, and Mr. R. N. Haskell.

On Sept. 14, Chester Crawford, our Meter Reader, was married to Miss Phyllis Knorr or East Millinocket. Several of our employees attended the wedding which was held in East Millinocket. The couple spent their honeymoon touring Maine and New Hampshire.

Mary had a little lamb
She fleeced him as white as snow,
And when she got his last four bits
She let the sucker go.



Accounting Dept.

Welcome to Snoop & Peep
Peggy DeCourcy Ruth Sawyer

"There is something in the autumn
That is native to my blood."

We on the third floor, haven't been able to determine whether it is the autumn, the draft bill, or the light campaign that has kept us all agog.

First off we want to introduce our newest member, Miss June Pullen. June is a Bryant & Stratton graduate, and comes to us from Monson. We want to wish her smooth sailing.

Our bride of the month is Frances Rogers. She was married Oct. 12th to Mr. Joseph De Angelis of Boston. Our only regret is that she wasn't here long enough to experience a "relief week".

If we can tear ourselves away from football games and nice long walks, we of the accounting department have posies we want to hand to Mr. Floyd Hudson. His latest brainchild, the new power rate, is something to write home about!!

Blake is at it again. His light sales are skyrocketing higher and higher every day. He makes the rest of us feel kind of ashamed but keep at it, Blake, we will make that quota yet!!

The last of the vacationists are either just returning or "visa versa". Clara MacKay is viewing the Fair with open mouth this week, Mr. Stockwell won't tell where he's been and Rosemary Danforth is heading for the "Big City" next week.

With the prospect of a "boy-friendless" winter ahead, the knitting and crocheting friends are among us. However, remember the new proverb, "Too many teachers spoil the doily".

Now where was I, --- two double crochets and, --- OH! the thread broke!!

I Had My Right Foot Balanced When . . .

James Legace

Lineman, Old Town
November 16th, 1939

Loading poles on trailer in
Milford; strained his right knee.
He had complications from the in-
jury and lost 21 days.



The First Thing I knew, That Rail

Wallace H. Graves

Carpenter, Bangor
May 6th, 1940

Building concrete form for the
changes in the car house, stand-
ing in pit, reaching up over an I
beam, when a rail which was being
fitted by other employees fell on
his hand, causing lacerations on
the back of the hand and slight
fracture of a bone of the hand.
He lost 34 days.



Charles A. Brown
Mechanic, Bangor
January 19, 1939

Changing gear case in street railway car. While setting gear case on rack, to be burned out, one of the rack rails slid off dropping on instep of his right foot, causing slight fracture in one of the instep bones. He lost 26 days.

Robert Edgecomb
Electrician, Ellsworth
August 1, 1939

Moving regulator on rolls at the power plant, something went wrong and the regulator came back on him causing several bruises on the body and legs, and an ankle injury. He lost 3 days.

Lowell W. Vose
Groundman, Harrington
July 27, 1939

Working on pole line, stepped on a nail which was not visible in the grass at the foot of a pole, received a puncture wound in the ball of the right foot. Lost 2 days.

W. Earle Hersey,
W. Earle Hersey
Operator, Veazie,
August 8, 1939

Was using a power saw in the Veazie work shop, the facilities of which are reserved for use of the company mechanics under the supervision of the station superintendent, when in some manner his left hand contacted the saw, cutting off the little finger on his left hand and injuring the third finger badly, and nearly severing the thumb. He lost 34 days.

Frank H. Spencer
Riverman, Ellsworth
April 2, 1940

Working on taintor gate in Graham Lake Dam below where wires had previously been pulled out of concrete duct; piece of concrete dislodged, and dropped, hitting him a glancing blow on the head near the ear. Received a badly lacerated ear. Lost 10 days.



Follow The Rules

One of the first lessons that must be learned in any game, pastime, or job is to "follow the rules." If the batted ball does not go between the flags it is a foul; the two first fouls are strikes; when you miss again you are out.

Rules are for our protection. Some of our rules have been obtained at a tremendous cost, such even, as the loss of life. Many of them have been learned through the loss of a hand, a finger or an eye. All of our rules are important and all of them are made to be followed. To break some of them would be fatal. To break most of them would be serious. To break any of them would be unfair to ourselves, our fellow workers, our job, and our families.

After all you must admit, it is the person doing the job who is most directly concerned. In other words it is a job of the individual, whether he be of the management or a helper, to prevent accidents in working at their job of Safety.



Marley H. Lovely
Serviceman
March 29, 1940.

Had to cut out asbestos covering an overhead pipe and dust from asbestos went into his eyes. He lost 5 days.

Newcomb F. Clark
Meter Reader, Bangor
March 11, 1940

Reading meters, slipped on the steps and fell, injuring his ankle. Accident was not officially reported until March 20th, and he returned to work the following day. He was assigned inside work which did not require walking or standing on his feet. He lost 7 days.

Layzime Theriault, Jr.
Temporary Employee, W. Enfield
July 29, 1940

Straightening spikes on an anvil which was not properly fastened to block, anvil worked off the block and fell on his feet injuring toes of left foot. Was not wearing safety shoes. Lost several days.

Sandy C. Faulk
Trackman, Bangor
June 18, 1940

Removing ties using road machine; tie caught in machine and tilted, hitting him on the shin bone of the right leg, causing a bad bruise and strain. He lost 9 days.

Harold Sawyer
Temporary Employee, Milford
March 6, 1940.

Handling stone on construction of a pier through the ice. Large stone rolled from the edge of a platform, striking on his left foot and causing severe toe injury near the nail of the big toe. Safety toe boots would probably have prevented the accident. He lost 17 days.

Juan T. Bleau
Temporary Employee, Veazie
September 3, 1940

Painting inside veazie station, fellow employee dropped a ladder which he was moving so that it struck Bleau on the back about the hips. Was under doctor's care for several days and unable to work.



Just when did Safety start?

No one knows when safety began, but everybody knows of the changes that have taken place within their own memory. Mr. Charles H. Johnson, our Hydro employee who has to his credit the most years of active service with the company (45 years), has been doing safety work during all the years that he has been on his various jobs. When the time came in about 1932 that it seemed worth while to make safety work more important in the conduct of our business, Mr. Johnson was one of the first to give still more of his time and effort to an active safety campaign.

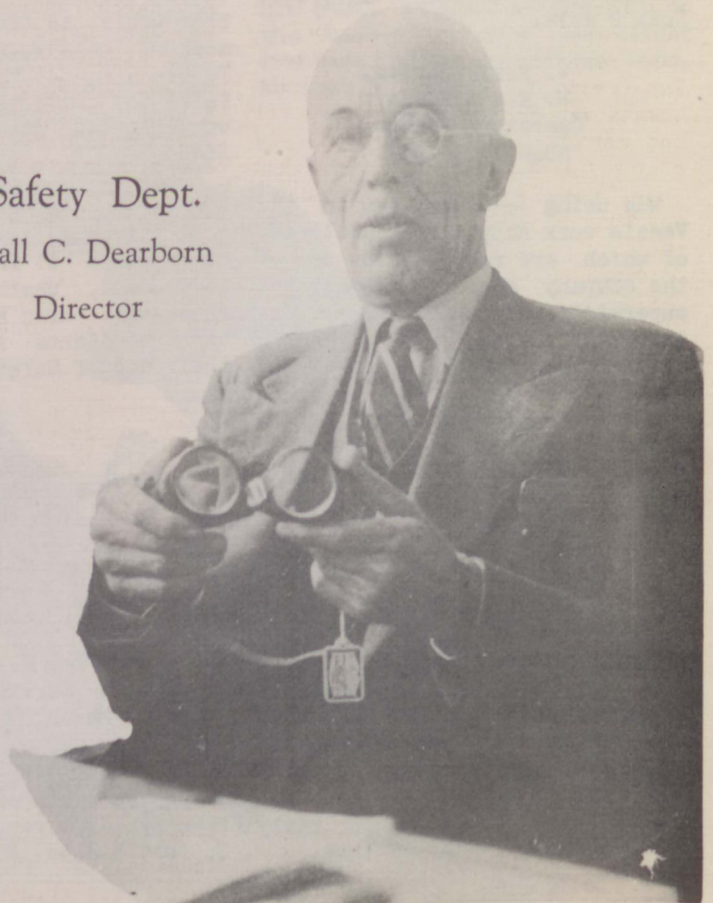
Henry W. Daggett, who died May 12, 1937, was our first Safety Director, and the program which we have since followed and was produced, and established by him with the help of Mr. Johnson and others and with the support and encouragement of the management. In fact, our management, (always our biggest booster) had already laid the foundation for the safety work which was to develop. For example, the establishment of our Relief Association and Welfare Board and numerous other outstanding advances.

How well Mr. Daggett did his job is shown by the awards which our company has received since we began participating in the State-wide safety movement thru the State Safety Contest.

State Safety Awards For Perfect Score.

1934	Trophy	Railway Dept.
1936	Trophy	Railway Dept.
1938	Cert.	Railway Dept.
1939	Trophy	Light & Power

Safety Dept.
Hall C. Dearborn
Director



Milford-Old Town

Frank A. Randall

Last month we complained bitterly because there was nothing new to write about - this month, however, owing to some mysterious happenings that have been and are now taking place around here conditions are somewhat different.

The Company is fencing in our whole front yard, a plot approximately 100 ft. by 300 ft. They are putting up a solid metal fence-posts set in concrete so that we can't pull them up-heavy non-climbable wire netting 6 feet-high with 3 strands of barbed wire above, making the height over all approximately 7 ft.-try and jump it and we don't know yet what it is all about-whether they propose to keep us all shut in or out or whether or not we will be the only ones affected.

Some of the boys have an idea that this is to be a regular concentration camp - that all of the would-be politicians in town will be rounded up and corralled here until election day.

If this proves to be the case-and looking at the matter from economical standpoint- it is, in some respects, an ideal location. For instance, whenever trouble breaks out among the inmates, all the guards will need to do is simply touch the offenders with a private wire or raise a window and sluice them into the tail race, or both, thus saving a lot of ammunition.

Probably Cosseboom suggested this phase of the matter as he would undoubtedly hate to see any ammunition wasted so near the open season on ducks. Mr. Brown is chief engineer on this job and probably he could give us a few hints that would tend to lessen the tension around here, but he don't seem inclined to do so.

Oh well, I suppose we will have to wait and see what happens and perhaps it may work out all right but if you don't receive any items from this station next month, you will have a pretty good idea as to what may have happened to your reporter.

Aside from this fence problem work around here has been going on much as usual. During the past few weeks the boys have been doing some work on the dams and flash boards, here and at the falls, getting ready for the cold

season.

Much sympathy is felt by our group for Operator Dunn in the loss of his brother Fernando, who lost his life in an automobile accident at Howland.

Believe it or not - one day recently a red fox trotted in at our side door-glanced casually around and trotted out the front door, passing between Mr. Brown and Mr. Coffin, who were standing directly in front of the door, and then trotted unhurriedly off across the field and the next day your scribe saw him near his home and called the warden. Don't yet know the sequel, but the most likely theory being advanced is that he was a tame fox that had escaped from a neighbor who lives about two miles from the village.

Judging from the conversation heard around here these days, there will be a lot of powder burned in this vicinity during the next few weeks.

Saturday afternoon, September 28th, Miss Caroline - youngest daughter of assistant operator Cunningham - played hostess to a party of fifteen young friends who gathered at her home for a grand celebration and to wish her many happy returns of the day, it being her third birthday.

The high water of last spring wrecked the gate house and damaged some of the concrete work at Gilman Falls and Joe Fournier and crew are now engaged in the construction of a new pier and repairs to other parts of the concrete structures. After this work is completed a new gate house for housing the boiler in use at that place will be built on the new pier.

The lamp campaign seems to be getting off to a good start. The Old Town office reports that Walter Le Breton is bringing in orders faster than they can fill them. We have just finished installation of a new commercial refrigerator at Wickett's store on No. 4th Street.

Harold Barnjum assisted Miss Willard with work at the Orono office several days during week of September 23rd.

Mr. and Mrs. O'Connor-Tom and Ella-to their friends-are back on the job again after a two weeks' vacation, most of which was spent at Philadelphia, Wallingford and Chester, Pa. They also made a short stop at New Britain, Conn. on their way home.

Phil Herbert, in company with

some other members of the Hydro family, attended the safety conference at Portland Thursday and Friday, Sept. 19-20. Phil says he had a very enjoyable trip and absorbed much useful information and that he greatly appreciates the generosity of the company in making the trip possible.

Roland Tait was away one week-from Sept. 9th to 16th-during which time he did some cruising in Katahdin region and drove as far north as Presque Isle.

And I guess that is about all for this time.

"Most of the world's big jobs are handled by men whose neckties and hosiery don't match."

Ellsworth

Vivian Moore

What's news for the Bangor Hydro this month--- not much. Our rush season is nearing a close. The grand finale will be after the Lamp Campaign which has brought about plenty of enthusiasm to the employees of the Ellsworth Branch. They're putting to the front, the good old sales talk that the customers are unable to resist. Are they doing the trick? And how! Just watch our lamp sales scale to the top this month. The boys realize they have a real job ahead of them in order to make our quota, but they are all doing their best. Somebody has got to be better than the rest of us. I wonder who!!!

Recent visitors from the Bangor office are---Mr. Earle Webster, Mr. P. L. Sprague, Mr. H. C. Dearborn Mr. Morris Perkins and Mr. Earl Young.

Blaine Holmes and his crew are finishing an extension to Bunkers Harbor, Gouldsboro, Maine, and are planning sometime this fall, to build a line extension on Caterpillar Hill in Sargentville.

Roy Bragdon is out on his vacation.--- Some say he is out campaigning.

It gave us great pleasure to welcome back to Ellsworth, a former Divisional Manager of this company, Mr. Linwood H. Cushman, who for many years was the local manager for the Bar Harbor and Union River Power Company. Leaving here in 1919 for Leadville, Colorado. He is now employed with the Hal Roach Studio in Culver City, California, and is enjoying excellent health.



Safety affords Protection to Those we Love .

To try to go down stairs or up with a child by one hand and a load in the other hand is very dangerous.

Matches of all kinds must be kept out of the reach of children. Always watch carefully any liquid boiling on a stove.

Burns and scalds cause the death of more children than any other kind of accident, and most of these can be prevented.

Do not pass a cup of hot coffee over someone sitting at a table. Many children have been badly scalded in this way.



Do not attach a percolator or electric iron cord where someone may trip over it, pulling the apparatus over on themselves.

If tubs or boilers of hot water must be placed on the floor, keep small children at a distance.

Do not use open flame lights where curtains or draperies may blow against them.

Do not use lighted candles on a Christmas Tree.

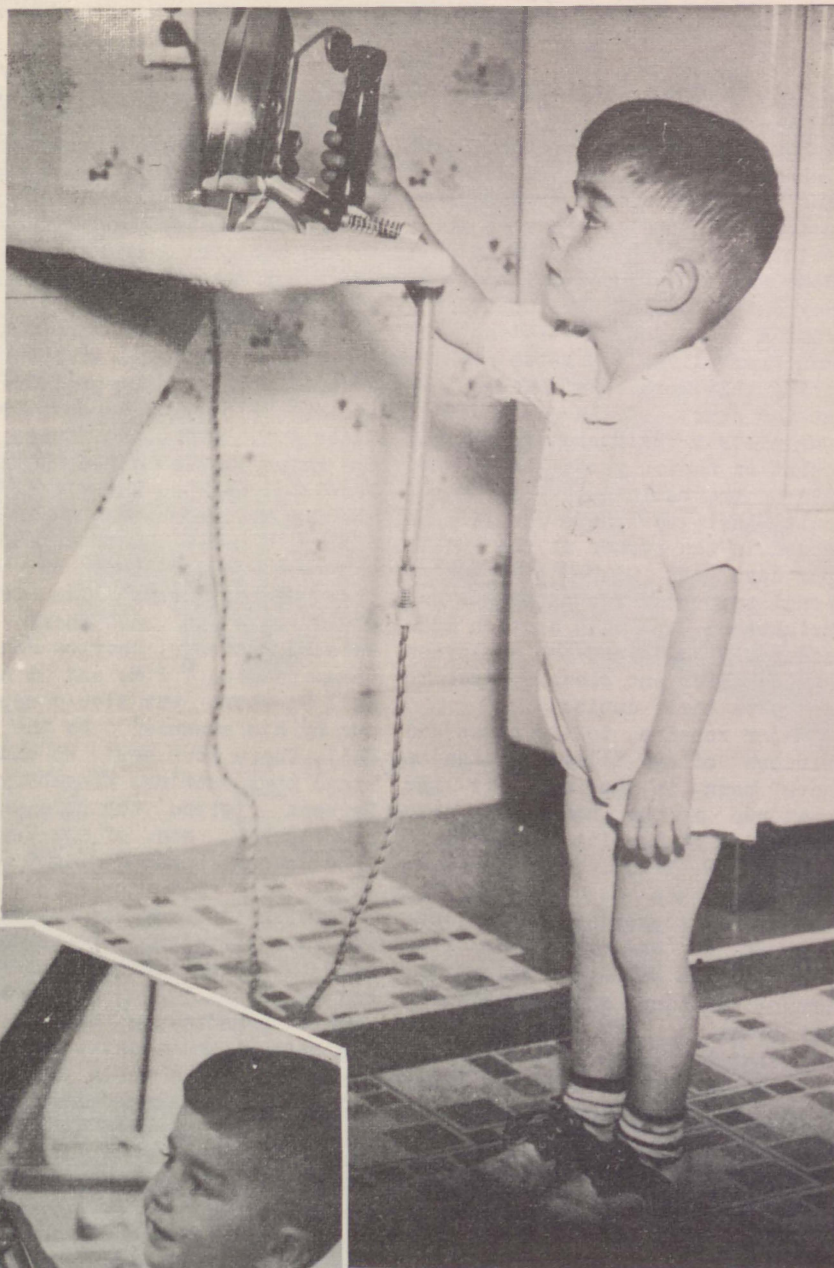
Do not allow inflammable rubbish to accumulate in basements, attics, outbuildings, and such places.

Never pour water on flaming grease; pour salt, sand, or soda (bicarbonate) on the flames, or cover with a metal lid.

The floor beneath a stove (except those insulated) should be protected with a sheet of metal. All pipes should be in good condition and all connections tight. An open grate or fireplace should be protected with a metal screen.

Never pour kerosene (coal oil) into a coal or wood stove, even if the fire is believed to be out.

Be very careful of rubbish and bonfires. Particularly, do not allow children to play near them.



Keep your car locked, the doors closed and the keys in your pocket when children are playing around. An easily released brake has been the cause of many fatalities.

When you lift a heavy object, bend the knees, keep the shoulders back; lift with the leg muscles chiefly.

Avoid splinters. When handling lumber or other rough materials, protect your hands with serviceable gloves, mittens or hand leathers.

If climbing, use a good ladder. A barrel and some boxes piled on it, are mighty poor makeshifts.

Water or oil on the floor is a serious slipping hazard. Don't fail to mop it up promptly.

Engineering Dept.

William E. Hartery

For the past two months, the interior of our Veazie Station has taken on a much brighter appearance with a new coat of paint. This job is being well done under the supervision of Mr. Raymond W. Green. Mr. Gamble has done a good job protecting the men from live apparatus while doing this work. We noticed that at the start of the job a few of our amateur painters got more paint on their pants than they did on the building, with the result that the pants could be stood in the corner at the end of the days work without any additional support. The paint job has brightened up the station considerably and gives the employees a much safer and cleaner place to carry on their duties.

Major repairs to the doors and windows of our Ellsworth station have been in progress for the past two months under the able direction of Merritt Lancaster.

Mr. E. W. Brown, our Operating Engineer, has been busy the past two weeks supervising the erection of a "Stewart" chain link fence at the Milford Station. Mr. Brown has been ably assisted by Ray Grant.

A similar fence is to be installed around our Veazie Power House, this work to start September 30th.

On Thursday, September 19th, E. W. Brown, Operating Engineer, K. Cosseboom, Field Engineer, of the Bangor Office, Phil Herbert, Line Foreman in the Old Town District, Joe Kingsbury, Line Construction Foreman, Bangor, and Aubrey Junkins, Electrical Foreman, Bangor, attended the Safety Conference at the Eastland Hotel in Portland, Maine. They were met by Hall Dearborn, "Danny" Webster, and Charles Johnson, who arrived the previous day. A delicious luncheon was served, during which our good friend "Joe" Dearborn led the singing. I might add that "Joe's" specialty was "Sweet Adeline".

After luncheon, an inspection was made of the different exhibits. The party then broke up into groups to attend the sessions most interesting to their particular line of work. I think particular praise should go to the Telephone Company's demon-

stration. This was in the form of a moving picture showing several fatal, as well as serious, accidents. These pictures were made with trained actors and depicted, not only the cause of the accident, but the accident itself. There is no question but what this method of driving home safety and accident prevention is far above any other means ever demonstrated to the writer.

After dinner, our party broke up into groups and visited the several points of interest in and around the city. Messrs. Brown, Cosseboom, and D. E. Benjamin of the Maine Public Service Company, Presque Isle, had the pleasure of meeting Mr. McCrea and Mr. Bagley of the General Electric Company, who accompanied them on their tour of the city. The writer would like to know where Mr. Webster and Mr. Charles Johnson were between 7 P.M. and 1 A.M.! Hall Dearborn was also conspicuous by his absence! By the way, Hall, where were you? We understand that Junkins, Kingsbury and Herbert visited the pole yards, storehouses, etc. of the Cumberland County Power & Light Company.

We wish to thank the Management for the privilege of attending this very instructive conference and we are all sure that considerable benefit was derived from the trip. Mr. Cosseboom, our Chauffeur, did a noble job and we all appreciated the vocal selections given by him during the trip.

We are all glad to have Mr. Kruse back with us after spending his vacation in his old home town South Orange, N. J.

We are also glad to welcome Ralph Drinkwater back after spending his annual vacation in Boston.

George Dow and his crew have spent the best part of their time recently rebuilding the racks and cleaning out the forebay at Medway Station.

Mr. Junkins and his crew have been working at the Howland Station installing panels and equipment for supplying power to the Atlas Plywood Corporation and the Northern Kraft Corporation. Service connections to the above customer have been completed and considerable of the old switchboard equipment has been removed, which makes a decided improvement in the appearance and safety of the station.

Electrical Dept.

Lewis A. Goding

Mr. Harper with Mr. Grant and Mr. Smith have for the past week been rebuilding three transformers at Milford, which when completed will be installed at Howland on the job which Mr. Junkins and crew have been working on for the past two months.

We expect to see the crew back here in the shop shortly. With Mr. Lancaster still working in the Ellsworth station. His job we also understand is nearing completion.

Ed. Ching is still at his post in the system operating room. He is also expected back soon.

With the crew all back we expect there will be much more activity around here, arguing about the War, The World Series and the New Draft Law. We expect it will take some time to get this all straightened out to every ones satisfaction.



Eastport

Horace J. Logan

Recent callers at our office were Mr. Leroy Vose, Milton Vose, Mr. Christie, Herbert Hammons and a Representative from the Seegar Company.

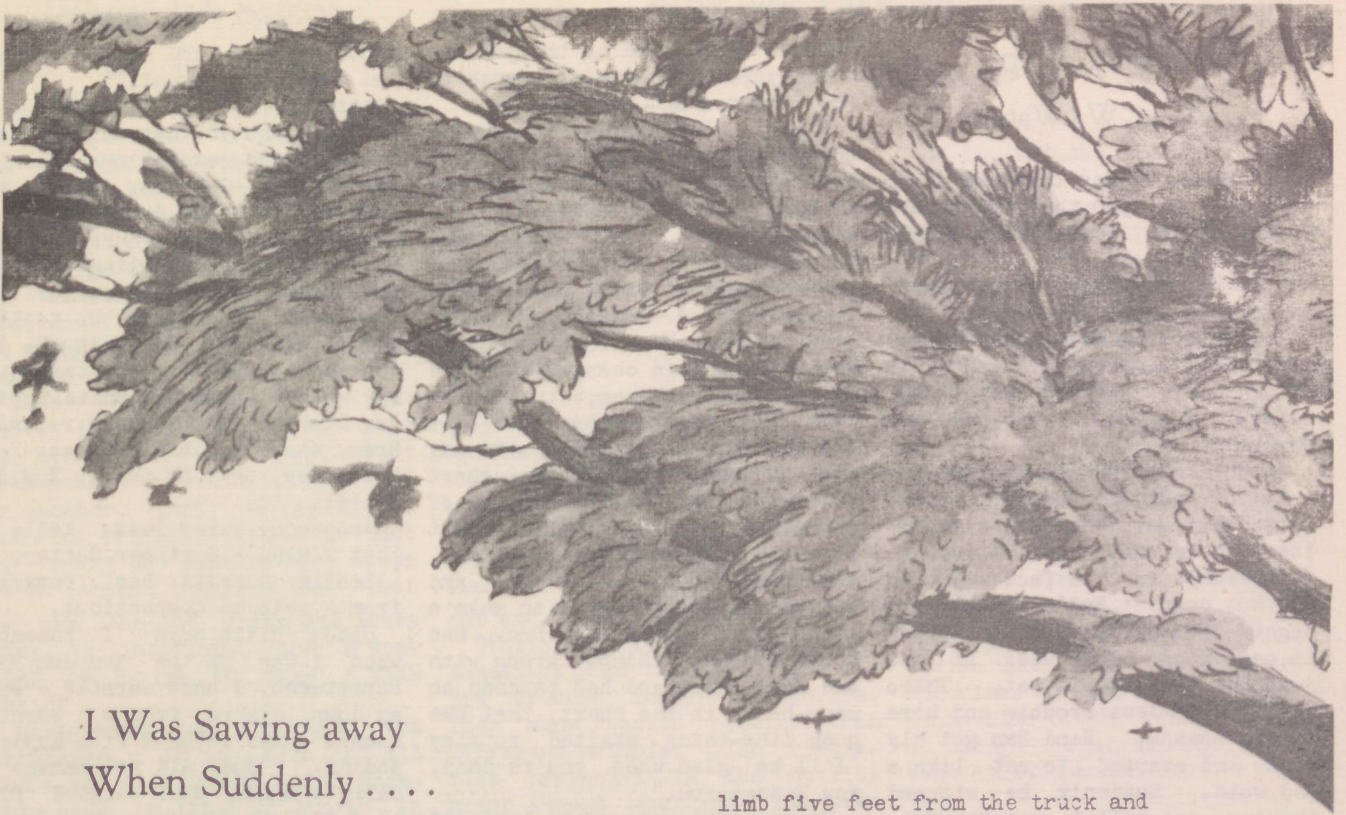
Mr. Hammons called on Nelson Sabeau who has just purchased a unit from us.

Clare Cushing enjoyed a weeks vacation at his home in Pembroke, this month.

Mr. Morgan and Mr. Joselyn called on us this month for a few days, while here they installed a few new demand meters to our power customers.

Mr. E. J. Young, Mr. Hocknell and Mr. Smith called on us last week to outline the lamp campaign which started recently and seems to be going quite strong among the boys at this writing.

Mr. Horace Logan has returned to work after spending a week's vacation at the American Legion Convention in Boston. He reports a very good time. Mrs. Logan accompanied him on the trip.



I Was Sawing away When Suddenly

Ellery D. Church

Lineman, Bar Harbor
September 13th, 1939

Doing tree trimming in North-
east Harbor, using a hand saw re-
moving limbs that were too large
for the pruner; standing on a

limb five feet from the truck and
about 20 feet above ground
astride another limb and holding
to another limb with his free
hand. Limb on which he was
standing broke and he pitched
head foremost through the tree
branches to the ground. Injured
right arm and shoulder. He lost
3 days.



Railway Dept.

Wilbur W. Watson

In grandma's day they had spoon holders. In 1940 they still have spoon holders, only now we call them coupes.

Silbert Van Aken is back with us after a short illness.

We are also glad to have Harry Robertson back on the job after being confined at the Eastern Me. General Hospital for several weeks.

Attention News Hawk! It was very interesting indeed to read as to what Hard Pan Carr's favorite past time is, and we were so interested in the fact that he ate hot dogs at Bud's Lunch every night after work, that we stopped in one night last week to see just how many he did eat. There was more or less trouble and here is the reason. Hard Pan got his dogs and started to eat like a mad wold. Suddenly he stopped chewing and called over the waiter. "Look" he said, "I pay a nickel for a hot dog and what do I find in it? A feather. I demand my money back". The waiter seemed to have things well in hand however, because he only smiled and said "Now Hard Pan old boy, don't get alarmed. You see we are putting out a special kind of hot dogs now, made from bird dogs".

Mrs. Percy Davis has returned home from a local hospital where she was confined with pneumonia.

Not so many days gone past, we were riding down to work with a friend and when we were nearly down town we saw Chesty Sawyer sitting on the curbing on State Street with his feet hanging into the street. We stopped and asked him if he didn't want a ride. "No thanks" he said, "I'm reserving this parking space". "But" we replied "you haven't any car". "I know I haven't" was the answer "but you never can tell when I may get one."

Speaking of cars, reminds us that the News Hawk has a real family car. You know the kind. It has a hood for the old lady, a muffler for the old man, and rattles for all the kids.

We were saddened by the sudden death of George Chapman, one of our fellow car operators, this month. Mr. Chapman had been a car operator for the Bangor Hydro for the past twenty - four years

and was well liked by the public. Our sympathy certainly goes to Mrs. Chapman and her children.

Flash! The latest concerning that pest the News Hawk. Last month the News Hawk decided that he would like to take out some more insurance, so he went down to the M.D. for a check-up. The doctor took a chart and every time he found something wrong with the News Hawk he punched a hole in the said chart. When the examination was over, the doctor gave the chart to the News Hawk and sent him home. The next day Mrs. News Hawk found the chart rolled up and laying on top of her player piano. Thinking that it was a new roll for the piano, she put it in the piano and started it going. Well to make a long story short the Doc. had found so many things wrong with the News Hawk, and had punched so many holes in the chart, that the gosh ding thing started to play "I'll be glad when you're dead, you Rascal you."

We were very sorry to learn of the death of Mrs. Thomas Burns. We are certainly sorry for you Tommy, Old boy. Keep your chin up.

A note to Harry Allen, our Lincoln scribe. Hope you are right concerning Tom, our car barn cat. We had given him up for dead. However, this scribe has an English Setter, five months old, that he is keeping close tabs on. I for one, believe that the News Hawk knows more about the disappearance of Tom than he is telling about.

Flash, exclusive!!! Car Operator turns trapper. Dave Rice has been having his garden robbed by skunks lately, so he decided to try and trap some of them. Here is his method. Dave sets the traps at night. The next morning his sister looks after the traps and if there are any skunks in the same, she lets one of the neighbors know about it, and he shoots the trapped animals. But it is up to Dave to bury the wood pussy.

Dave reports that he has been doing pretty good and has been getting two skunks nearly every night. However, the other night he caught one skunk and one hen.

We haven't any news concerning M. J. Nix this month, as we promised not to put his name in this month's issue. Well, what do you know about that, we promised not to put M. J. Nix's name in this

month's issue, and now we've gone and done it. Oh well!!

Attention! News Hawk!! We notice that you have a nickname for everyone except our Superintendent, Mr. Johnson. What's the matter, don't cha dare?

Another note to Harry Allen. The reason I am keeping tabs on my English Setter is because the Mrs. went on a visit up to Lincoln in August. She took the dog with her. The dog she took with her was a black and white Springer Spaniel and when she returned home she still had a black and white dog, only he was an English Setter.

Inspector Percy Davis tells me that I have a Springer Setter.

Leslie Burrill has returned from a trip to Connecticut.

Speed Bille says "I remember when I was on the Hampden Fire Department, I once carried a woman down stairs from a burning house. She weighed five hundred pounds." "How did you manage to carry a woman that weighed five hundred" we asked. "Easy" answered Speed "I made five trips".

Just got a wire from President Bowden of the T.P.P.A. He wants to use my dog as a mascot for the organization. Nothing doing, as I think the News Hawk is in back of it all. I don't want my dog to turn up among the missing the way Tom did.

And that winds up another issue from the Railway Department, so where as a tooth in the jaw is worth two in the plate, I remain, Your Railway Correspondent.

Service Building

Henry F. Ryder

Mr. Tupper has left for his annual vacation for Boston where he plans to take a cruise on the Merchants & Miners Line to Philadelphia, Washington and Norfolk. We all wish him bon voyage.

Mr. Warren Blake is helping out during Mr. Tupper's vacation.

Mr. Orrin Berry is confined to his home with illness and we all wish him a speedy recovery.

Ryder and Stockwell spent a week in Boston during the American Legion National Convention in that city.

Our next door neighbors, The Webber Oil Co. are erecting two new large storage tanks for oil and gasoline on the property adjoining our line.

Aubrey W. Jenkins

Responsibility for safety has been passed all around through the personnel of those companies that have undertaken to set up programs to prevent accidents to their employees and customers and to prevent destruction of property. At first it was considered a problem of management, then passed along to managers then to foremen and now to individuals.

Doesn't that all prove that safety is everybody's job? Does not everything point to the fact that we are very dependent, one or another; that, after all, we are "our brother's keeper"; that an injury or loss to one of us is of concern to all of us; that we are like the chain and every link is important, and a weak link is bound to make a weak chain?

Management has accepted the challenge. It has provided all the means at its disposal. Managers have enlisted willingly in the work and are anxious to provide and plan so as to make accidents well nigh impossible. Foremen have done a wonderful work in the direct supervision of their job, in training their associates to work safely and according to the rules.

Michael Addison

Trackman, Bangor
October 17th, 1939

Changing rail on curve in Bangor. Rail which was not flat on the ground turned over catching both his feet, causing bruises on the big toes of both feet near the nails. He lost one day.

Our Purpose

It is the purpose of this issue of the Hydro News to present some of the historical facts of the Safety program of our Company, to make us all familiar with some of the things we are doing about our own safety and to try and to discover some of the things which we can do to make us safer, happier and more useful to ourselves, our associates, our families, our industry, our country, and our civilization at a time when the world needs our best efforts.

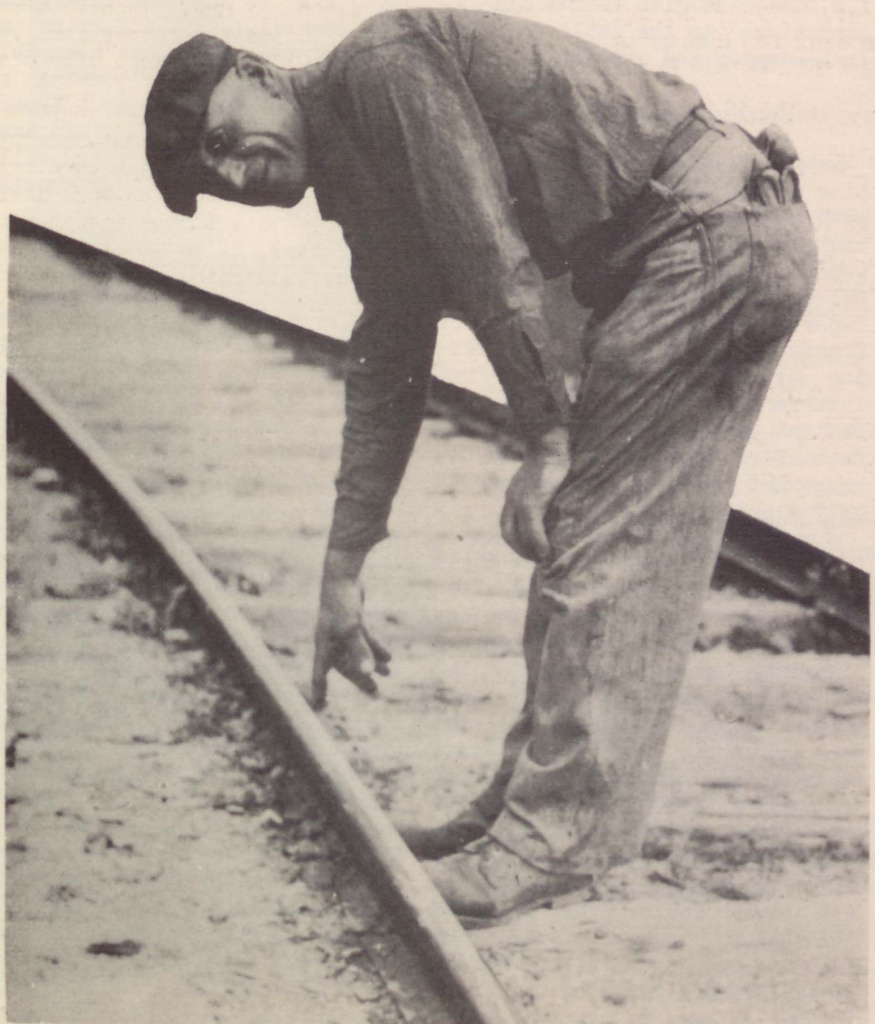
At the 13th annual safety conference in Portland much material was presented, interesting to those attending. Of particular interest to our delegation was the moving picture presented by the Telephone Co. depicting accidents which happened in their line of work.

It is easy to understand how they might have been prevented. Doubtless many of the things contributing to those accidents have been done time and time again without injury, yet it takes only one change in conditions sometimes to produce entirely different and disastrous results.

Statistics, like a bitter pill, sometimes hard to take, quite often produce amazing results. They show results obtained from different methods. The statistics presented in the utility group showed that much has been

done in industrial lines toward the prevention of accidents in and around shops-mills and plants. This could not help but have some effect on accident prevention at home or when away from the job, yet improvement has not been so gratifying at home as in industrial plants. Is it because we leave our safety at the shop when the whistle blows? Must we have someone to continually impress the advantages of safety on us in order to obtain results? Why is it safety in the shop cannot be made to work equally well at home or on the street and highway?

In the highway group an interesting picture was shown of a device used on hilltops to enable motorists to see what is on the other side of the hill, it looks as though it might help to prevent hilltop accident.



One Man's Experience

Elmer W. Cole

Supt. of Meter Dept.

Once upon a time, many years ago, there arrived on this Planet a Bald Headed Boy, afterward Blond, then graying as the years passed on, who, even as a youngster, seemed always to be dressing "Stone Bruises" "Cuts" "Burns"; those seemingly small Injuries always occurring to Young America.

This early experience made him Safety Conscious, perhaps more because in after years it was his obsession to become an M.D. and Surgeon particularly the latter. Through lack of the possession of the proper medium of exchange how ever it was denied him therefore he had to be contented with other fields. I was that boy.

Along about 1925 our President and General Manager engaged the services of Mr. Robert Young, then Physical Instructor at the Y.M.C.A., to give First Aid Instructions to the Employee Group in bandaging and carries.

Artificial Respiration

Artificial Respiration at that time was of the Sylvester or pulmotor type and didn't receive much attention. The treatment of wounds in which the skin was broken also was not considered of importance, and the protection of fractures beyond merely supporting by ANYTHING to keep it from interfering with transporting the Patient was considered proper. In fact First Aid at that time because not properly recognized was only a gesture.

Some time elapsed after this before First Aid was taken up again to any extent. Yours truly after completing the installation of the then No. three generator at Ellsworth went to Veazie for the big change over job. This consisted of the removal of all the Station wiring from the basement where it was mounted on ordinary insulators and porcelain cleats and being 600 Volt insulation only, to iron conduit and brick cells on the second floor, in lead jacket cable. That was SOME UNDERTAKING in view of the fact that we didn't have the safety Protective Equipment of the present day. I was as ever the WRAP-

PER UP of all the injuries and only wish we might have a complete record of them to include with this contribution.

Forever Warning

Meantime I was FOREVER WARNING "to be careful" in fact it was so obvious that I then and there received the nickname of Mar. Cole. which by the way I consider rather a compliment than otherwise. Our record on that job considering the nature of same was enviable and was due largely to eternal vigilance and care of all injuries in which the skin was broken.

Incidentally one of the FEW SUCCESSFULL resuscitations with the pulmotor was on this job, and on a victim who received 33000 Volts with contact directly on the Head.

Following this and after being transferred to the duties of Supt. of the Meter Department, in 1928 I was informed I had been selected as official First Aid Instructor. A systematic teaching of First Aid to the employee group was started. By adjusting my hours of travel I have been able to reach the larger portion of the Employee Group without interfering with their hours and have found them always eager and willing to absorb the information presented.

Henry Worth Daggett

Later when it was deemed advisable to have a Safety Engineer, Mr. Henry Worth Daggett was selected and all of us owe more than we realize to his efforts to keep us all whole and free from Handicaps. We little realize how many EYES, TOES, and broken bones his thought and fore sight saved us by providing goggles, safety shoes, better safety straps, belts, spurs, etc. for our protection and comfort.

He it was who was forever suggesting something for our safety and comfort. Through my association with him I realize how much he had YOUR WELFARE at heart. Those of you who knew "Worth" best know how prone he was to disclaim any credit for himself often remarking that someone had done a whale of a job on First Aid and Safety and that his services were merely wasted BUT YOU AND I KNOW BETTER, Worth was forever warning us to BE CAREFUL and

keeping it before us so that we were Safety Conscious and that meant the DIFFERENCE between AN ACCIDENT and SAFETY.

Mobile Unit

By continuous training of the majority of the employee group we were able in 1936 to enlist in a National Movement sponsored by the American Red Cross by setting up a Mobile Unit, at that time the THIRD and LARGEST in the entire country. This was not a selfish service but was to serve the entire area served by the Bangor Hydro-Electric Company. Although we have never had many demands, it is always ready to SERVE and in the hands of TRAINED MEN.

Perhaps at this time it might not be a miss to say that I have never lost an opportunity to improve my knowledge of First Aid, having taken the advanced course of the American Red Cross so often that they look at me in disgust. I read tons of material on the subject and follow faithfully the Text Book published by the American Red Cross and edited by the Country's outstanding Dr's.

Outside Activities

I have taught a large number of outside courses both in town and in outlying hamlets, including Ellsworth, Bluehill, and Bar Harbor. Also for the three past years taught the advanced course at the Bangor High School. It would seem only just and proper at this time to state that the Bangor Hydro-Electric Company has been very liberal in supporting this program and the classe's were truly grateful. Out of gratitude for the service rendered the Ellsworth Fire Dept. made me, as the intermediary, an Honorary Member of the Hale Hose Co. and presented a Badge for same, also the Bluehill Fire Sept. did likewise. I have also received from the American Red Cross a One year and Five year Certificate and a Medal for volunteer service and Life Saving.

Rarely a year passes without some important change in the treatment and prevention of injuries and First Aid in general. Therefore it behoves us to be on our toe's at all times and loose no opportunity to improve ourselves and absorb the latest information on the subject.

Prone Pressure

The Pulmotor is a thing of the past. Prone pressure respiration is standardized, Bandaging is standardized. Pressure points for controlling bleeding have been reduced from twenty three to SIX. Supporting fractures has advanced from "anything" to the proper method and for the long members to a traction splint. Treatment of shock was unheard of a few years past but now is considered one of the more important considerations.

A Word of Praise

Our employee group is entitled to a word of praise for their interest in the movement. My sincere thanks to all for their respect and attention. I know we

all feel that our Management has the welfare of all very deeply at heart and, in the matter of First Aid and Safety, promote a program second to none.

We have the finest First Aid supplies that can be obtained and Kits for protecting same. We have a First Aid Instructor and a Safety Engineer to instruct and advise. Now when we have an injury in which the skin is broken we KNOW the proper thing to do is to use a good GERM KILLING DISINFECTANT and that when we have a load to lift we remember to use the large muscles of the leg to lift. They were designed for that purpose so lets all get together and make the 100% grade.

First Aid

It was well said by no less a personage than an American Red

Cross Official that First Aid makes us Safety Conscious there fore Safety beings with First Aid and if we so far forget ourselves as to have an accident we need First Aid to repair same. In my own personal contact with the First Aid program I soon began to realize that the presense of banana skins and small rocks on the walks were a common source of sprained members. I have removed hundreds of possible sprains that were never noticed before.

PERHAPS THIS MIGHT BE CONSIDERED BOASTING but the Meter Department, meaning the Laboratory, has NEVER HAD A LOST TIME ACCIDENT. We have had our small injuries, cuts, scratches, abbrasions etc, but prompt treatment has proved the cure.

OVER A PERIOD OF TWELVE YEARS don't you think that's a GOOD record?

Orono

Mildred S. Willard

We have bid a reluctant "Good-bye" to summer and have plunged into the midst of another busy season. The opening of the University and the start of the Lamp Campaign mean greatly increased business for us. Roy Smith and Mr. Young were here on their annual Lamp Campaign visit a short while ago and explained to us the fine points of the campaign. We have a large stock of study and floor lamps as well as bulbs and are concentrating most of our attention on these just now.

We were some surprised and very much pleased at the showing of the Maine team against the favored Rhode Island team last Saturday. It was a grand game.

The building of the new state road along Main Street is about completed and the men are putting on the finishing touches. Everybody has breathed a sigh of relief - especially those who live along the highway. We are now hoping for confirmation of the rumor that there will be a new bridge built across the Stillwater River at the foot of Ferry Hill.

Other visitors to this office during the month included Herbert Hammons and Milton Vose. P.S. I would appreciate it very much if the News Hawk would give us a remedy for poison Ivy.



My Pet

The little girl clutching the little white dog, is none other than Judith Ellen, two year old daughter of Mr. and Mrs. Ellery D Church of Bar Harbor. Ellery is a Hydro Lineman.

SUCCESSFUL accident prevention requires a good system of recording all accidental injuries. Listed below are some of the specific purposes of these records:

1. To disclose the departments, occupations and individuals with the worst injury records.
2. To show the types of injuries which occur most frequently.
3. To permit accurate judgments on the most frequent accident causes.
4. To permit comparisons with previous periods, thus showing whether the accident experience is becoming better or worse.
5. To help secure the cooperation and interest of management, supervisors and workmen in safety.
6. To judge the general effectiveness of the safety program by comparison with other establishments.
7. To enable the safety engineer and the executive to carry out an accident prevention program without wasted effort.

To make possible the above uses of accident data, a written record should be kept of the causes, circumstances and consequences of each accident. These reports should be summarized and interpreted periodically, and an annual report should be sent to the National Safety Council so that injury rates can be compared with rates in other similar organizations.

It is not enough to record the facts on each individual accident, for unless these facts are summarized and significant comparisons made, much of their potential value will be lost.

The Work of Worth Daggett

We are wondering right now how many of us remember those times when Mr. Daggett called around to talk over the safety problem, to ask for suggestions and to tell us about the bulletin board plan, the calendar plan, the first aid plan, the mobile unit plan and, - Oh yes - we must not forget, the "Jackass" plan.

And we are not likely soon to forget the long trips he made and the long hours he put in. Some of us were with him on those trips. But it was a great work of which Worth Daggett was justly proud and it is still going on

much as it was planned and inaugurated.

We still have our bulletin boards. We still have our Mobile units and Red Cross first aid. We are still using the calendar idea, we are still keeping the records but we have added some details to make them more complete and, last of all, our accidents are getting fewer and less severe.

But all this is only a part of the story. We are seeing a big change in our equipment. We have changed a lot of our methods and practices; we are much more thoughtful in laying out our work we have taken many lessons into our homes and into the homes of

our friends; we have set high standards for ourselves and because of the cooperation the Bangor Hydro has given in the nation-wide program, our own safety efforts have become generally known and the results recognized, We are thus helping to do a big job.

Worth Daggett looked forward to these things. He looked forward to the time when every Hydro employee would be a member of the safety committee; when every citizen of the state would take the same interest in safety that he took, and for the same reason; to stop accidents and to make people happier and to make safety a part of every job.

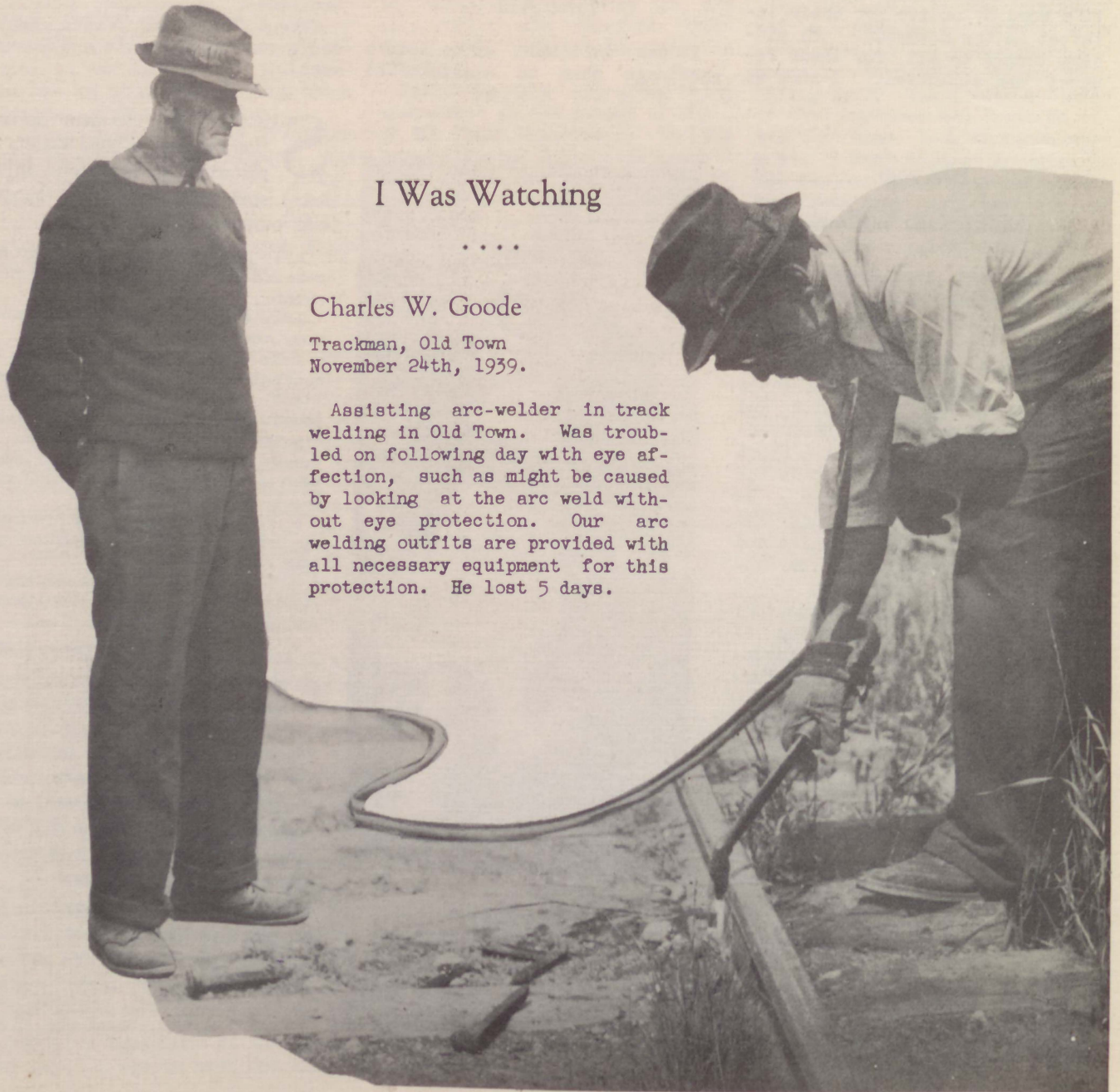
I Was Watching

....

Charles W. Goode

Trackman, Old Town
November 24th, 1939.

Assisting arc-welder in track welding in Old Town. Was troubled on following day with eye affection, such as might be caused by looking at the arc weld without eye protection. Our arc welding outfits are provided with all necessary equipment for this protection. He lost 5 days.



Dog Days

by

Harry S. Allen

It is said, and I believe it true, that dogs know whether a person is scared of them or not and act accordingly.

For my own part I have been ringing doorbells and rattling door knobs in line of duty for the last fifteen years and never yet been bitten by a dog.

In several instances I have unlocked a door with a pass key and entered a home guarded by a dog and never had the least might of trouble. I have no doubt but what with a little coaxing each and every dog I have intruded upon would show me their masters safe deposit.

A short while ago a local garage man hailed me and asked if I would go to his home and check over his refrigerator. He handed me a key and added that he would be up in a few minutes. Arriving at his house I unlocked the door and walked in. A large dog glared at me from under the table, growled a bit at first, but after

a few minutes flopped down under the stove and dozed off. Shortly afterwards the owner arrived and asked how the heck I got in by the dog. He had entirely forgotten about him.

I have worked with fellows who are forever being nipped, not only by large dogs, but by the little ones as well. Each of these people, I found by inquiring, were afraid of dogs and I noticed that any and all breeds seemed only too willing to sample a piece of cloth or hide.

A female dog with a litter of pups is apt to be a bit cranky to strangers. Bill MacIntyre was forced to club a female police dog unmercifully to keep her away from his legs and throat, yet just two days previous I had no trouble whatever in entering the same house and working within six feet of her little family.

It is my opinion that police dogs are inclined to be a bit cranky and should be placed first on the list.

It has been my experience that a kind word or two will tend to quiet the most vicious of dogs. The one big don't is "Don't Run". Keep walking toward the dog, look

him in the eye, talk to him and he will understand that you mean no harm. His hackles will go down his tail start to wag, and you may continue unharmed. It is just as well not to put out your hand to him until you know him better.

If a dog is once crossed or abused by a stranger he is likely never to forget it and will usually be waiting for your next visit with bared teeth and ugly growls.

Owners, of course, think that their pet is always in the right and will look upon you as an intruder even tho business calls you to their homes. "Oh! he only wanted to play!" remarked a lady to Bill MacIntyre our meter reader as her pet Spitz made off with a square yard of good cloth from the exact seat of his britches!

Now I may be eaten up tomorrow by some one's pet cannie but it won't be because I'm afraid of dogs. It may be, as my good friend Charlie Mansur says, (who by the way always made me go in by the dog ahead of him), "Dogs won't bite a soup bone like you anyway!" He may be right. He may be wrong but lastly I'm not afraid of dogs.

Happy Birthday, Dear Caroline

Caroline, the attractive daughter of our Milford Assistant Operator, entertained a party of friends when her birthday recently came around. Present were, standing left to right are Wendelyn Giles, Allen Cunningham 3rd, Sheldon Day Jr. Rachael Day, Connie Cunningham, Edwina Osgood, Millicent Clark, Valedea Osgood. Seated are: Athol Day, in background, and Caroline Mason, Caroline Cunningham, the hostess, Thornton Thompson and David Cunningham. The proud parents of the hostess are Mr. and Mrs. Vernon A. Cunningham, Jr.



Veterans Service List

Hydro Employees honored this month by Anniversaries of service of five years or more

Employee	Position	Date.	Years.
*Davies, Thomas H.	Car Operator, Bangor	October 7, 1897	- 43 years
*Wentworth, Mortimer D.	Operator, Veazie Station	" 7, 1898	- 42 "
*Grant, Louis E.	Manager, Collection Department	" 18, 1904	- 36 "
*Usher, Frank G.	Lineman, Bangor	" 1, 1906	- 34 "
*Mann, Preston A.	General Office Manager, Bangor	" 1, 1908	- 32 "
*Cushing, Vernon E.	Manager, Harrington	" 1909	- 31 "
*Hersey, Walter Earl	Car Operator, Bangor	" 31, 1912	- 28 "
Burton, Percy E.	Foreman, Line Crew, Bangor	" 27, 1916	- 24 "
Paulk, Sandy C.	Trackman, Bangor	" 13, 1917	- 23 "
Haskell, Herbert V.	Manager, Lincoln	" 1, 1918	- 22 "
Anderson, Hilbert H.	Rackman, Old Town	" 5, 1925	- 15 "
Carter, Shirley H.	Salesman, Ellsworth	" 10, 1925	- 15 "
Davis, Vaughn L.	Line Foreman, Lincoln	" 19, 1925	- 15 "
Davis, Walter F.	System Operator, Bangor	" 18, 1926	- 14 "
Blaisdell, Atwell E.	Multilith Operator, Bangor	" 10, 1927	- 13 "
Drew, Gertrude M.	Cashier and Bookkeeper, Lincoln	" 31, 1928	- 12 "
Jennings, Louis S.	Janitor, Bangor	" 26, 1929	- 11 "
Austin, Gerard L.	Manager, Bar Harbor	" 1, 1930	- 10 "
Ching, Edward S.	Electrician's Helper, Bangor	" 3, 1933	- 7 "

*Member of the Bangor Hydro Quarter Century Club