

MAINE LINE

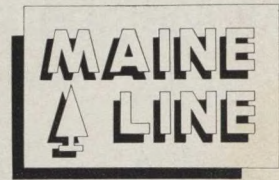
NOVEMBER - DECEMBER, 1952



Bangor and Aroostook Railroad



GETTING READY FOR WINTER—a newly reconditioned snow plow gets a lens replacement at Derby shops. Shining under a new coat of paint and rebuilt body the plow will be sent on the road to wait the first snow fall. A certain number of Bangor and Aroostook plows are reconditioned each year at Derby shops.



MAGAZINE



NOV. - DEC., 1952
VOL. 1 NO. 1

KENNETH S. LUDDEN
EDITOR
RICHARD W. SPRAGUE
ASST. EDITOR

THE COVER

The Northbound Potatoland Special meets the Southbound Aroostook Flyer. These two B.A.R. name trains have already started to buck Aroostook snows. Unless the weatherman throws more at them than he did last year (a record) all of our customers can count on getting through without missing a trip.

MAINE LINE is edited by employees of the Bangor and Aroostook Railroad Company for their fellow employees and for friends of the Railroad. It is distributed to employees without charge and is available to others at 10c per copy or for 50c per year.

The editorial material in this magazine may be reprinted by other publications. Copies of any photographs appearing in MAINE LINE will be supplied for publication on request if they are available. In either case, credit to MAINE LINE will be appreciated. Please address any requests or inquiries in respect to MAINE LINE to the Editor.

ARTICLES

More Reefers—More Service	5
Blood Train	7
A Half-Century of Railroading	8
How Atlas, Plus a Log, Equals Plywood	9
Moving Day at Northern Maine	12
Wingate Franklin Cram	15
The Potato Picture	20
U-Tell-Us Contest	38

DEPARTMENTS

President's Message	4
New Car Promotes Safety	17
In The Family	22
The Suggestion System	32
Our Associate Editors	35
Our Correspondents	36
Facts and Figures	39

Published bimonthly by the Personnel and Public Relations Department of the Bangor and Aroostook Railroad Company.



To All Members of the Bangor and Aroostook Family

You have in your hands the first copy of MAINE LINE, a magazine edited by and for the members of the Bangor and Aroostook family. It will be sent every other month to all of you—whether active or retired, or away from home with the Armed Forces.

The job of this little magazine is to enable us all to get better acquainted with one another, as well as better acquainted with our railroad.

It will bring you news of the men and women who operate the railroad. It will also bring you news of the railroad itself—news of its plans and its problems; news of its expenditures and its revenues; news of its shippers and news of the communities we serve.

This first issue represents the work and thought of a number of us. However, our editors make no claim to perfection and will welcome a letter of comment on this first number, just as they will welcome any ideas and suggestions which will make MAINE LINE an even better magazine.

I think we can be proud of the standard set by this issue of MAINE LINE. With your help we can raise our standard even higher.

Cordially,



Production line construction speeds new Bangor and Aroostook cars to Northern Maine shippers. A prefabricated roof frame slides on at Pacific Car & Foundry Plant, Renton, Wash.

More Reefers . . . More Service

Carrying out their announced policy of doing everything possible to help their shippers, the Bangor and Aroostook management has authorized the purchase of 507 new heater cars. Shippers will actually get the benefit of a good many more cars than this. Due to its reciprocal agreement with the Pacific Fruit Express people in which they are assured of the use of Bangor and Aroostook cars

during the summer months, Northern Maine shippers secure the benefit of an equal or larger number of P. F. E. cars when they need them during the peak winter shipping season. 357 of these new cars will be standard refrigerator cars which will be used either under heat, for cold weather months, or with ice for warm weather traffic. 150 of the new cars will be of the same design as the now fa-



Insulation is added to roof frame before final roofing is put on.

mous blue, red, and white insulated box cars with under-slung heaters.

Since 1925 the Bangor and Aroostook Railroad has had a contract with the Merchants Despatch Transportation Corporation to furnish cars for the Railroad during the potato shipping season. During the current 1952-53 season, the Railroad has 2,000 of these cars under contract. These M.D.T. cars, together with the P.F.E. cars and its own heater car fleet will it is felt practically guarantee an

adequate supply for the peak potato shipping season.

The new cars are being built by the Pacific Car and Foundry Company at Renton, Washington, and delivery is expected so that the benefit of these cars may be received this winter. The purchase of these new cars brings the Bangor and Aroostook fleet up to a total of 1,645 cars. Bangor and Aroostook thus becomes the owner of the second largest heater car fleet in the country. The only other railroad owning more heater cars than the BAR is the Santa Fe.



Final touches are given to car hatches.



Completed B. A. R. reefers await shipment east at P. C. F. Renton, Washington plant.

BLOOD TRAIN

The Red Cross Blood Donor train began its second trip northward October 27. The Blood Donor train is sponsored by the Bangor and Aroostook Railroad in cooperation with the American Red Cross.

Miss Mahony, Asst. Administrator of the Maine Defense Blood Program, said that the quota for the fall trip is 100 pints of blood per day and added that the spring trip into Aroostook, Penobscot and Piscataquis counties "was con-

sidered a very successful operation."

She said that due to events in Korea there is more demand for blood plasma now than in May when Maine citizens opened both their hearts and their veins to bring the Blood Donor Train within 100 pints of its quota. After the trip Red Cross officials said that citizens had given more than 1500 pints of blood. The donations reflected 90 per cent of the blood train's capacity.

The new train will have a six-bed unit as compared with four-bed unit used in May.

A Half-Century of Railroading

John Parker rigged up his first key and sounder with nails and bits of Babbit metal from his father's shop at the age of 16. A friend gave him the Morse alphabet and he spent the long winters in Doaktown, N. B., learning the symbols and practicing on his homemade buzzer.

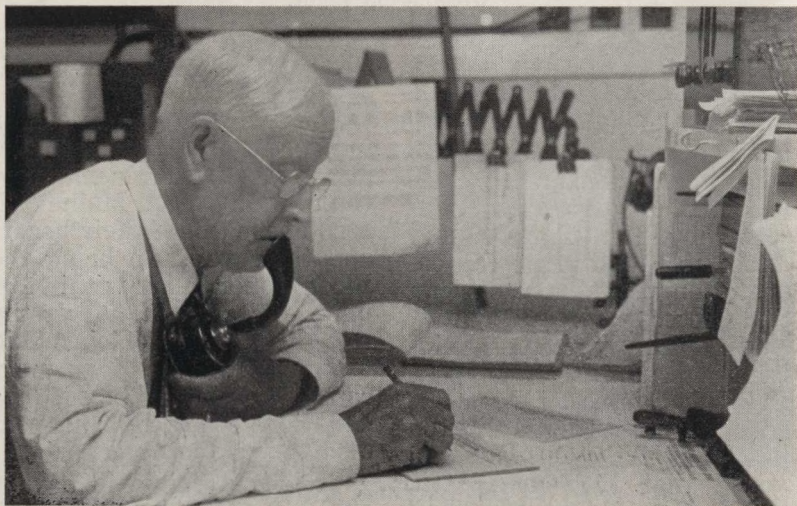
His father disapproved of railroading. He threw the boy's homemade wet cell bat-

tery outdoors one winter night and it froze. But the boy had it. He hung around the railroad station when he wasn't working. He listened wide-eyed when the hoggers spun their yarns around the traditional pot-bellied stove.

At 18 he worked as relief operator on the old Canadian Eastern. He met William K. Hallet, who was later to become General Manager of the Bangor and Aroostook, then Station Agent at Cross Creek, N. B., for the C. E.

For three years, young Parker picked up odd jobs on the C. E. He braked, worked in

(Continued on page 31)



JOHN L. PARKER

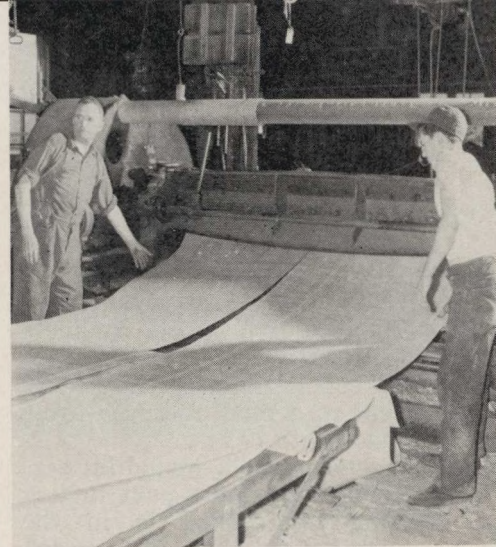
How Atlas, Plus A Log, Equals Plywood

By Richard W. Sprague

Bought a new refrigerator recently? Or a washing machine or a freezer? If you have, there's a good chance that the container in which it was packed was made in Houlton.

The Atlas Plywood Company in that shire town has been making containers for nationally-known companies for the past seven years.

According to the genial



AFTER HOURS OF SOAKING logs are cut into thin strips of veneer by razor-sharp blades of cutter. Process is like unrolling long roll of wrapping paper.



LOGS SOAK overnight in heated pond behind Houlton mill to loosen bark and permit easy stripping of logs. The pool is heated by steam from the heating plant—note vapor rising in photo. Peltier says that workers around pool must be careful of cuts because water is badly contaminated.

manager, Frank A. Peltier, the company employs about 140 persons in its Houlton plants.

The plywood is made in the lower plant and from there goes to a sawmill where it is cut into required dimensions and nailed on softwood strips. A piece of plywood, complete with softwood strips, is called a "shook" and is ready to be sent to a manufacturer to be made into boxes.

The payroll, including personnel who take part in logging operations, is in the vicinity of a half million dol-



A STICKY JOB workman whips up a batch of potato starch glue which will sometime bind strips of veneer together to make plywood. Both wood and potatoes to make the glue are obtained within 50 miles of Houlton



Frank A. Peltier

lars a year. The mill is capable of producing 20,000,000 surface feet of container grade plywood per year.

Most of the materials which are used in the operation, from the hard wood which goes into plywood to the glue which cements it, are Maine products. Wood suitable for plywood, includes maple, birch, ash and basswood, and is logged in Maine within a 40-mile radius of Houlton.

The life cycle of a piece of plywood which may enclose your new refrigerator, would sound like this:

A woodsman falls a mature, hardwood tree, not less than 10 inches in diameter, which is trucked to the Houlton mill.

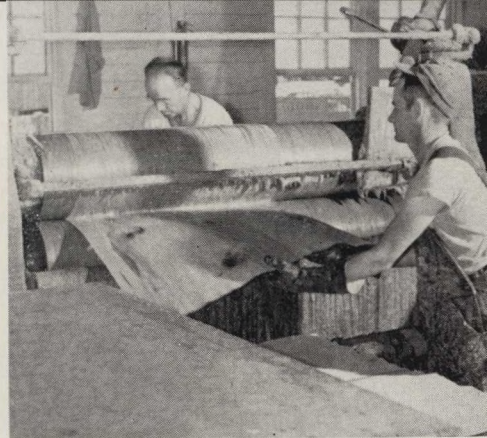
If our log is slated for immediate production, it will be

dumped into a pond, heated the year-round by steam from the plant's boiler, and allowed to soak for 24 hours. After soaking the log is cut into shorter lengths and put on a rotary lathe where it is turned into thin veneer.

The now-flexible sheets of wood are then clipped to required size and placed in dryers to insure proper moisture content.

After drying, the pieces of wood are ready for the gluing process. They are arranged so that the grain is at right angles to each other. Glue, made in the plant from the

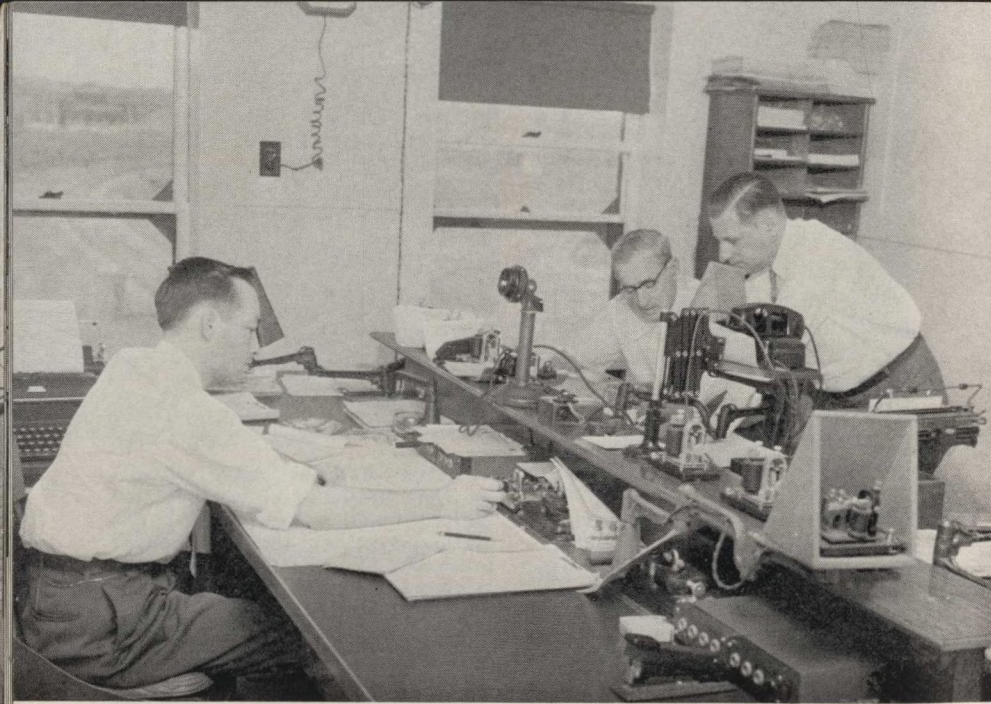
(Continued on page 34)



VENEER STRIPS ARE GLUED together to make plywood. After gluing, bundles of plywood are stacked together and dried under pressure. The stacks will be trimmed after the drying process.



FLAT PLYWOOD is loaded on Bangor and Aroostook box-cars at Houlton freight shed. Percy Hoar, left, Supervisory agent, checks cargo with Atlas foreman as car is loaded. Timing on plywood for cartons must be precise because manufacturers do not want to pay storage charges if it arrives early and one of the easiest ways to lose customers is to have late shipments.



Moving Day at Northern Maine

In a move designed to bring headquarters closer to the scene of operations, the railroad moved its car service department and transportation department from the Graham building in Bangor to Northern Maine Junction May 22.

The 15 people employed in the two departments stepped into seven spacious rooms decorated with a green and white color scheme complete with fluorescent lighting.

Assistant General Manager

Raymond W. Dow said that the move from the Graham building was made so that the departments could be closer to the work. Northern Maine Junction is the largest interchange point on the B. and A., he added, and is an ideal spot for the car service department.

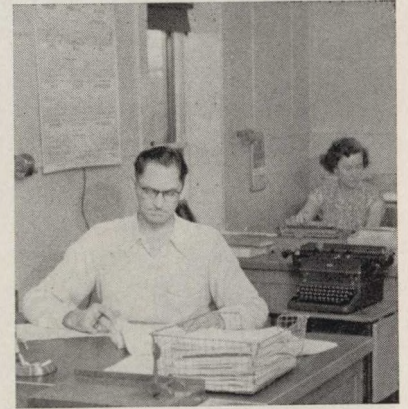
Dow said that the move was aimed at "better general supervision" and said that the new plan is "working out very well." He added that winter

operation will be the real test of efficiency.

The new quarters occupy the third floor at the Northern Maine Junction station, formerly used for storing old records.

The offices vacated by the two departments in the Graham building have been remodeled and rented.

The new offices include an area of about 1500 square feet—or 100 square feet per person employed in the two departments. Those who moved to Northern Maine Junction include: L. E. Terrio, superintendent of transportation; B. J. Edwards, chief clerk; Alicia M. Toole, secretary; H. S. Parent, chief



IN TRANSPORTATION OFFICE. Chief Clerk B. J. Edwards and secretary Alicia M. Toole enjoy fluorescent lighting and quiet green and white color scheme.

dispatcher; John M. Parker, M. E. Walls, G. W. Foss, T. B. Carleton and John S. Webber, dispatchers; F. D. O'Brien, manager car service; S. R. Ruth, clerk; Thelma O. Kelley, secretary; Leon E. Blodgett, chief car distributor; Herbert C. Curtis and John S. Brigham, car distributors.

Not only will the move make for better liason for the car service and transportation departments, but according to B. and A. treasurer C. C. Morris, rental from the vacated offices will over a period of years return the money spent for remodeling the Northern Maine Jct. offices.



MRS. THELMA O. KELLEY wife of conductor W. G. Kelley and secretary to Frank D. O'Brien, works in spacious new office.



Wingate Franklin Cram

December 4, 1877—October 4, 1952

As those of us of the Bangor and Aroostook family already know to our sorrow, the railroad is without a member of the Cram family for the first time since its first day of construction.

In the death on October 4 of Wingate F. Cram, we have lost an old friend and the railroad has lost its Board Chairman.

Mr. Cram's father, who played a key role in the building of the Bangor and Aroostook, was our second President. His son was the sixth.

In memory of Mr. Cram, the Board of Directors adopted the following resolution at its meeting on October 29 in Presque Isle:

RESOLVED, that in the death of Wingate Franklin Cram this Company and those whom it serves, have suffered a twofold loss of great magnitude. Both have lost a devoted and loyal friend and both have lost a wise and far-seeing administrator who played a major role in furthering the growth of this Company and the area in which it operates.

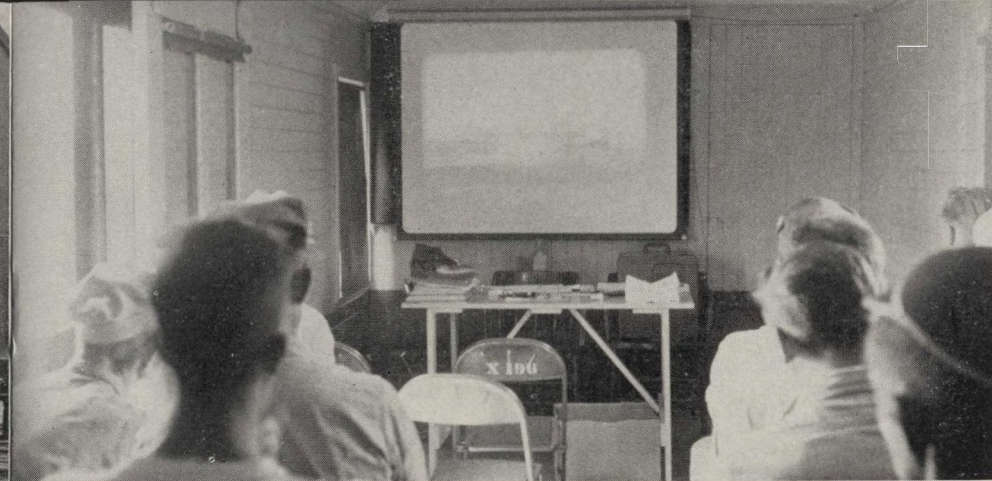
The Directors note with sorrow and regret that, for the first time in the history of this Company, it is without a member of the Cram family. And, just as an earlier Board paid tribute to the father, so does this Board pay tribute to the son.

FURTHER RESOLVED, that the Clerk be and hereby is instructed to send copies of this resolution to the surviving wife and children of Wingate Franklin Cram.



SECTION CREW files into car for a safety session with supervisor John Babcock. Hour's program usually includes safety film followed by a lively question-answer period. New safety car will comfortably accommodate 18 men and is equipped with living quarters.

WATCHING FILM audience reaction runs the gamut of expressions ranging from suspicion to alert interest. When workers find mistakes in films Babcock gets good-natured ribbing. Accidents show marked drop since establishment of safety department.



FREIGHT TRAIN roars across screen as men watch safety film. After film, section men will criticize and offer suggestions. Babcock finds that many important suggestions are fruit of these sessions

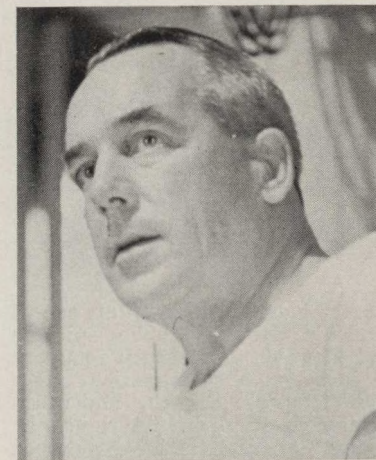
New Car Promotes Safety

In April of 1951 the Bangor and Aroostook got its first full-time safety supervisor complete with safety car. When John Babcock took over as head of the safety department ICC reportable accidents took a drop of 15 in the interval of one year.

The safety program is an informal type of safety education. Babcock takes his railroad car, which is equipped to handle 18 men, and travels the 600 miles of Bangor and Aroostook track stopping at any installation where a group of men are employed. He shows safety movies, lectures and holds group discussions with the men.

And the program is paying off, too. For during 1951 the

Bangor and Aroostook showed the greatest improvement in lowering its accident rate of any of the New England Railroads.



John L. Babcock



Above—"You see, we do it this way . . ."
Below—"Ah oui Monsieur!"



Above, Jean Nil Malenfant, one of Carleton Hoyt's Quebec pickers and Hoyt do some fancy footwork to carry on a conversation. Hoyt doesn't speak French, Malenfant speaks no English. At right, the young Canadian is hard at work picking spuds.



HARVEST SCENE — Pickers race a shower



THIRSTY



Three girls wait impatiently while jammed picker is cleared. Below: Full barrels, destined for the potato house, are loaded on truck.





EMPLOYEES CHAT before meeting at Fort Kent in August. Employees from Fort Kent area met with President Hutchins and other officials.



AFTER BANQUET President Hutchins told employees about current railroad affairs and meeting was thrown open to questions. Most important aspect of talk dealt with new BAR car program.



YOUNG WINNER Phil Reed, Fort Fairfield (right), holds handsome B. and A. trophy won by his horse, Barrage, in the free-for-all trot at Northern Maine Fair this year. Reed receives congratulations from Harriet Felch, daughter of B. and A. conductor George H. Felch. Ralph Haley, left, half-owner of Barrage, smiles at his young partner while jockey Merl Clark looks on.



SNAPPY DRUM MAJORETTES from Van Buren were part of Houlton's Fourth of July celebration. Van Buren's crack drum and bugle corps also took part in the parade. The Bangor and Aroostook sponsored the unit.



YOUTHFUL MEMBERS of Columbus Boychoir pore over B. and A. booklet **IN THE MAINE WOODS**, immediately after getting off bus in Bangor. Publicity Director Carl E. Delano gave books to each member of choir.

IN THE FAMILY



Mrs. Doris Rosen, Secretary to Vice Pres. and Gen. Mgr. talks it over with "Ike" at a pre-election conference in New York. Mrs. Rosen was Vice Chairman of the State of Maine Citizens for Eisenhower-Nixon Committee.

Winifred L. Condon, Correspondent

William Palmer, bookkeeping machine operator in the Accounting Department, has been granted a leave of absence to serve in the U. S. Army. Mr. Palmer left for Washington, Iowa, October 15, where he will visit relatives for two weeks before joining the armed forces.

Gladys C. Goodwin, Correspondent

On the evening of October 8th, a surprise shower supper party was held at the Brewer Lake cottage of *Mrs. Lucy T. Goody*, Secretary to Freight Claim Agent, honoring *Berenice J. Arnberg*, Disbursement Audit Office whose engagement has recently been announced to Mr. Charles H. Mattson of Milford, Mass. Covers were laid for eight and following the gift presentation to Miss Arnberg, a social evening was enjoyed. In addition to the guest of honor and hostess there were present: *Lucille Dougherty*, *Mrs. Kathleen Aiken*, *Frances Guthrie*, *Mildred Wallace*, *Shirley Farrington* and *Mrs. Gladys Goodwin*, fellow employees of Miss Arnberg.

Shirley Farrington, Correspondent

Lucille Dougherty of Rates and Divisions Department held a surprise bridal shower at her home Monday night, October 20th, for *Berenice Arnberg* of the Disbursements Department. She received many attractive gifts and a social evening was enjoyed.

L. H. Kitchen, Correspondent

Hugh G. Goodness has been appointed Clerk in the Freight Rates and Divisions Department. Hugh was formerly night dispatcher with the Bangor Police Department, and we welcome him to the B.A.R. family. He is married, has two children and resides at 113 Patten Street, Bangor, Maine.

Jesse J. Grant, Asst. Rate and Division Clerk, completed service with us on October 1st to enter the

insurance business. Grant hired with the B.A.R. at No. Me. Jct. May 29, 1944 and was transferred to the Bangor Office in July 1945.

Bill Hayes applied for Jesse's position and was appointed to it October 1st.

Another new member of the Freight Rates and Divisions Department is *Donald E. Andrews*, formerly of East Corinth, Maine, who entered service October 2nd as an apprentice. He is married, has two children and now resides at 116 Jackson Street, Bangor.

M. Patricia Waalewyn,

Associate Editor

Welcome to *Roger R. Randall*, new Assistant Engineer at Houlton. Mr. Randall originally came from Island Falls and is now living on Franklin Street at Houlton with his wife and small daughter. He attended the University of Maine, and during the summers of 1950 and 1951, worked for the State in the Testing Laboratory at the U. of M. During 1945 and 1946 Randall served in the U. S. Navy and came to work for us immediately after graduation in June 1952.

Congratulations to *Herman L. Wright, Sr.* on his appointment as Roadmaster of District No. 3. Mr. Wright has worked as Trackman since April 10, 1933, and was appointed Section Foreman February 1, 1947. This is a "railroad family" as his son *Herman L. Wright, Jr.* has been with us since April 10, 1944, and is Operator of Caterpillar Shovel with the Ditcher Outfit each summer.

Best wishes to *Warren F. Wiggins*, former Roadmaster of District No. 3, who resigned to take his pension August 30, 1952. We all shall miss him.

Norman K. Dixon, Correspondent

Bernard W. Donahue, Trackman, Westfield, was inducted into the Army October 17, 1952.

L. M. Pinette, Correspondent

Herman Pinette, Trackman on Section No. 496 at Eagle Lake, who was involved in an accident on April 27, 1952, in a fall from a tree while erecting a radio antenna, has been recovering from a fractured hip.

Rosaire Deschaine, Trackman on Section No. 498 at Fort Kent, has been blessed with the arrival of a son born October 6. Both mother and son are doing fine. Mr. Deschaine has been recently appointed emergency flangerman and at present is learning the road.

N. C. Labbe, Correspondent

Jimmy Burton opened the deer season with a bang. He walked into a field and found himself surrounded by a herd of bears. Five was the first count, but, he says, there may have been 8 or 10. Couldn't see very well at first. Two were knocked down and the rest, giving him a cold look, took to the woods leaving Jim with a bad case of bear nerves and no bullets. The bear trappers at Oakfield have surrounded the swamp with traps. Now, Jimmy can call it safe to deer hunt again.

W. I. Morton reports his fourth bear caught this year in south Oakfield.

Carl Grant, *Alvie Howe* and *George Clark* spent the week of October 20th at Shorey's Siding on a hunting trip. It will be George's last hunting trip for a while. He is going in the Army the first of November.

Signs of winter: Tonnage up between 12,000 and 15,000 tons daily, potatoes moving at the rate of between 140 and 200 cars per day. Some scattered snow flurries. And last of all, hunters, all dressed in red getting aboard No. 21 going to points between Smyrna Mills and Masardis.

L. D. Labbe, Correspondent

Frank Bartlett, Section Foreman No. 497 was transferred from Wallagrass to Nixon, and Ludger Lozier of Frenchville Section has been transferred to Wallagrass, realizing his life-long ambition to be Foreman in his home town. He has completed 24 years' service with the Railroad on October 8th.

Ludger Lozier's son Richard is expected home about December 15th with an honorable discharge after serving three years with the U. S. Army. He entered the service at 17 years old. Lozier also has another son, Allen, who is with the U. S. Navy on the U. S. S. Compton, a destroyer. He has been in the service since 1950.

Teddy Blanchette's son Roland is expected to be home from Germany about the first of November with an honorable discharge from the U. S. Army.

F. M. Smith, Correspondent

Fireman and Mrs. *Arnold Raford* are receiving congratulations on the birth of their second boy, *Michael Merle*, born Caribou Hospital September 9th and weighing in at 7 lbs. 12 ozs.

Benjamin J. Edwards,
Associate Editor

Several employees on military leave are coming back to us after

having served in the Armed Forces. *Arthur W. Fowler, Jr.* expects to return to his job as Yard Office Clerk at No. Me. Jct. next week. He left us to enter the Armed Forces on February 1, 1951.

Paul Goodspeed, who left us the same date, has reported to this office that he expects to get his discharge next week but he wants to take advantage of the GI Bill and enter a diesel school, but may come back to work for us this winter, as locomotive fireman.

Lawrence B. Randall, Telegraph Operator, has just recently returned after having served with the armed services since February 1, 1951. He returned to work as spare Telegrapher on September 22, 1952. He is now working regular relief job at West Seboois and Millinocket.

T. B. Carleton, Correspondent

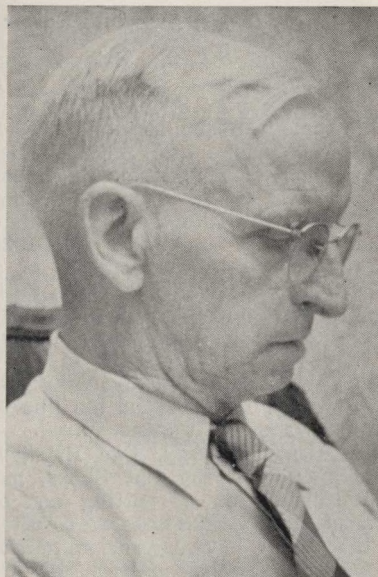
Chief Dispatcher *H. S. Parent* was hospitalized the latter part of September for about three weeks, undergoing two operations and was able to return home October 12th. He is now on the road to recovery and expects to be back on the job about November 10th.

Train Dispatcher *M. E. Walls* is covering Chief Dispatcher's position during Parent's absence.

Dispatcher *T. B. Carleton* elected regular relief dispatcher's position replacing Walls.

G. S. Webber has moved to third trick dispatcher's position.

Telegrapher *G. O. Steeves* has entered the Southern Division Dispatching office as an extra relief dispatcher. He was formerly Station Agent at Monson Jct.



Herbert S. Bartlett retired recently after 43 years service. A native of Monson, Bartlett started work as a car checker in 1909. He was named Asst. Agent in 1914 and promoted to Chief Clerk in 1932. His son *Cecil R. Bartlett* is employed by the railroad at Derby.

J. B. Crocker, Correspondent

Roland Tweedie, who has been Assistant to *Roadmaster McManus* at Derby since June 1st, has returned to his regular position as Section Foreman, Section 126, Brownville.

Trackman *Earle B. Chambers*, laid off from Section 127 with reduction of forces, has secured work at Derby Shops, and is commuting daily.

Kenneth Greenlaw, likewise laid off from Section 126 for the same

reason, has secured work with the John Lewis Industries.

Neil Robertson, Correspondent

A. W. Lint has taken his new position as Station Agent, Monson Junction.

Conductor *J. O. McKeen* is being congratulated on his recent marriage to Mrs. Eila Young, formerly of Island Falls, Maine.

With "his hand upon the throttle and his eye upon the rail" Engineer *Al. Connelly* was dieseling along the beautiful piece of straight iron between Belvedere Siding and Siberia when the powerful headlight beam picked up something right in the middle of the track near Crystal. Al thought, of course, it was a deer and did not feel that his life was worth trying to stop a heavily loaded freight train so he let her drift along. But as he got closer, behold! the deer was a goat and brother, he was mad for he was head down and tail up and prancing right up and down ready to tackle whatever that monster was coming toward him. The last Al saw of the goat he was being wafted not too gently up and over the front end of the big diesel. Al said "good bye" to Mr. goat and proceeded on to complete his run.

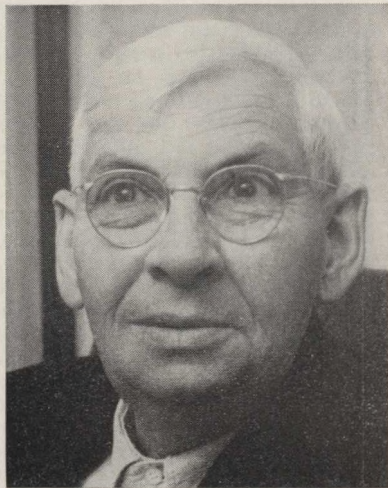
Some time later, Al. was making the trip in daylight and he had cause to stop at Crystal and he saw the section foreman whose goat it must have been, as his was the only family living at Crystal. "I'm sorry about killing your goat," said Al, "but I couldn't help it." "Kill him?" said the Section Foreman, "You didn't kill him; there he is," said he pointing to a goat nearby. "He is a little bruised and sore but that's all."

William Buchanan, Correspondent

Engineers *J. E. Wibberley* and *J. S. Porter, Sr.* are both on the sick list. *Wibberley* will be out of the service for at least a month.

Congratulations are in order for First Trick Operator *H. F. Armstrong* who was married October 4 to Miss *Janet Brackett* of LAGRANGE. They are now making their home here at Millinocket.

Conductor *G. B. MacMillan* has been on sick list for the past two months. At present he is in Delaware visiting with his two sons. *Mac* is not feeling up to snuff but around almost daily to meet the boys.



Retired . . . *Harold Norton*, Dover-Foxcroft, Valuation Accountant with 34 years service. His plans are indefinite but he intends to give a new armchair, the gift of his fellow employees, a good workout.

Liston F. Lewis, Associate Editor

Truman Stairs, Bridge and Building employee for many years passed away on September 27th at his home in Derby. He came to work in the Bridge and Building Department as a helper on November 19, 1923 and worked in that capacity until he was promoted to a carpenter on April 10, 1928 and worked in the capacity of a carpenter and relief foreman until he retired on May 4, 1951. *Stairs* was a very loyal and conscientious employee, never refusing to carry out his work, and always willing to do just a little beyond his line of duty whenever it was required.

Galen C. Carey, Car Repairer Helper at Derby Car Shops, has the distinction of getting one of those BIG ONES that we so often talk about, but very seldom get, or even see for that matter. This one weighed 248 pounds dressed, so no doubt would go about 260 or 265 on the hoof.

Charles P. Field, retired Car Bill Clerk, Mechanical Department, accompanied by Mrs. *Field*, have now returned to their winter residence at Lake Placid, Florida. Mr. and Mrs. *Field* journey to Maine each summer and reside at their cottage at Ebeeme Pond. *Field* came to work for this Company October 22nd, 1915 and worked continuously in various capacities until July 1st, 1945.

Henry W. Baker, Foreman, Mechanical Department, Caribou, has been on leave of absence most of this year. Mr. *Baker's* condition is such that it is very uncertain just when he will be able to return to work. *Henry* first came to work in this Department December 18, 1921 as an Engine Cleaner at Van Buren, and has worked intermit-

tently in a great variety of occupations from late 1921 until the present time. He also had some time on the section previous to coming with the Mechanical Department. He was appointed Foreman at Caribou, October 23, 1947 and worked in that capacity until ill health forced him to lay off.

Cyrus J. Cote, Foreman, Mechanical Department, Fort Kent, has been on leave of absence since June 19, on account of ill health. While we expect that he will be back to work when business picks up, it is somewhat doubtful if he will be able to handle his duties during the "boom" and may elect to take his pension. While *Cy* is only 53 years old he has a long

service record with the Company. He first entered our employ January 25, 1918 as a Machinist Helper at Van Buren. He has worked continuously ever since in various capacities, including Acting Foreman at Searsport, Night Roundhouse Foreman at No. Maine Jct., Night General Foreman at No. Maine Jct. and has been Foreman at Fort Kent since January 17, 1933.

C. A. Hamilton, Correspondent

Machinist *S. W. Babcock* is taking a couple of days off to move his family from Oakfield to Northern Maine Junction—no more canned meals for Shirley.

RETIRED . . . Engine No. 251 puffs sedately under the shade trees at Derby after making her last run to Greenville July 26 on Trains 9 and 12. The 251 was replaced by a shiny new diesel, making the Bangor and Aroostook dieselization program 100 percent complete. A number of passengers boarded the train to make the last run with No. 251.



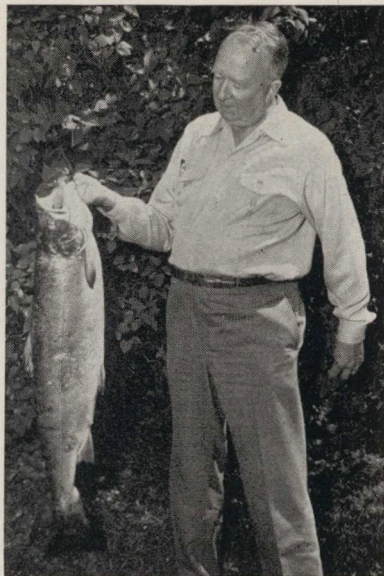
The hunting season has opened with a bang as far as talk goes. Reports are that Machinist *C. H. Douglass* bagged a small buck (or his neighbor's great dane) the first day of the season . . . but regardless of the size, he is credited with the first reported animal.

Electrician *C. W. Perry* is still shooting and telling about the big bucks that he almost got. No reports on one hanging yet???

Laborer *D. C. Douglass* is back in the Stores Department again after a summer's lay-off. Good to see Darrell around again.

Haven't seen the cigars out yet for *Paul Linwood Ellis*, a new addition to the Machinist *L. E. Ellis* family.

Mrs. V. S. Bubar, Correspondent
Among our Oakfield employees



W. B. Hill, Vice President—Traffic, hit the jackpot on a Quebec fishing trip the last of the season. Here's a big one that didn't get away.

who have retired recently from service are: *R. B. "Doc" Crandall* and *W. L. "Bill" Richards*. Both these men had over thirty years service. We have had rumors that "Doc" has already bagged his deer this season.

R. J. Crandall, Carman Gang Leader, his wife and another couple have just purchased the restaurant here in Oakfield which was formerly owned by Carman Gang Leader, *Frank Sprague* and wife. About every other evening now you can actually sample hamburgers and hot-dogs whipped up by *R. J.* himself. So, if you are ever in Oakfield, we can assure you it will be



Geo. Brimmer, Fgt. Traffic Mgr., who accompanied Hill on the Quebec trip, shows off his catch to *R. B. Baldwin*, Asst. to Vice Pres.—Traffic.

well worth your time to visit his new place of business.

Mrs. H. M. Hopper, Correspondent

Mrs. Myra "MIKE" Keniston Mullen of New York City, a former stenographer of the General Store-keeper at Derby, was in town recently calling on friends. "Mike" was called to Milo on account of the recent illness of her father, *Frank Keniston*, a retired B&A Railroad employee.

Paul H. Day, Associate Editor

Mr. and Mrs. *Wilbur H. Baker* celebrated their 50th Wedding Anniversary on October 2nd, 1952. Mr. Baker, now an employee in the

Stores Department of the Bangor and Aroostook Railroad Company, started working for the B&A in 1900. After two years' employment in the Bangor Office, he married and started on his wedding trip over the B&A to Canada. He recalls that on this trip "Mike" Haggerty, well-known conductor, showed us special attention. The equipment was bright with fresh paint and very neat. About 50 commercial travelers, on the train, were all talking at once. A carload of woodsmen were kept by themselves.

Speaking of his first employment on the Road, Baker says: "In 1900 the Bangor office had one typewriter and one adding machine and approximately 35 personnel. Hand writing was in demand, but paid only \$30.00 per month, payable monthly."



Charles F. Clapham, veteran Operator and Station Agent who retired this summer, looks at his gold pass which was presented to him for his 40 years of service.



Gene Tewksbury, engineer, veteran of 45 years service retired this fall. He was Traveling Engineer from 1925 to 1945. He plans on spending his winters in St. Petersburg, Fla. and his summers at his Hampden, Maine home.



Ruel E. Brown, for 30 years Foreman Car Inspector at Derby Shops, retired during the past summer. Brown lives in Milo.

"Freight trains averaged 35 cars and the largest commodity was lumber, but potatoes were increasing rapidly. A nation-wide shortage of box cars made potato loading difficult. At one time there were 800 orders and a supply of eight or ten daily. Farmers claimed they could produce potatoes for 50c per bbl., while office work did not pay as well as other fields, a demand for part time work made it possible to more than double the income. A man earning \$15.00 per week lived in his own house and they called him 'Mr.'"

"October 1, 1952, we again started over the B&A in observance of our 50th Wedding Anniversary, riding in one of the new coaches. We had to admit it was more clean and quiet, that we could read and write easily and finished the trip

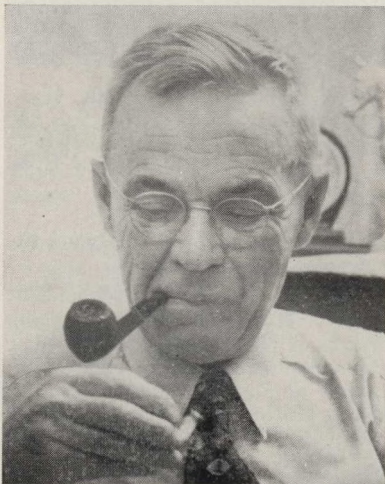
refreshed. Maybe this coach cost more than the entire train of 1902—and I shudder to think what my good friend Franklin W. Cram would say—it was a swell ride."

Mrs. Margaret F. Turner,
Correspondent

Purchasing Agent E. W. Peterson is a surgical patient at the Veterans Administration Center, Togus. The cards and other attentions he is receiving from his many friends are a source of enjoyment to him during his days of inactivity. He is in Building 200, Ward 9.

G. C. Crabtree, Correspondent

Carpenter Foreman Robert Trickey and wife have gone to Vir-
(Continued on page 34)



Thomas W. Green, B.A.R. Carpenter for 25 years retired recently. He has been railroading since he was 14. He plans to move from Bangor to Island Falls in the near future.

PARKER . . .

(Continued from page 8)
the yards and shoveled coal.

Then his friend Hallet, by now superintendent on the B. and A., needed an operator and called John. He went to work in 1902. He worked at Greenville, South Lorange, Millinocket and Houlton. He caught typhoid fever and won the battle . . . and stayed in Houlton four years.

He came to Bangor as a Dispatcher before the fire of 1911 and was burned out of his office. William Hallet said that he was "a natural-born dispatcher" and he has been directing the movements of B. and A. trains ever since.

If you ask him why he is a dispatcher, he'll tell you "there's a thrill to it that you can't explain . . ." and likely he'll be able to make you feel it even if he can't tell you why.

He particularly remembers once when he was working with Mr. Hallet in the dispatcher's office. It was a snowy night and a plow train and a freight were supposed to meet. But the station agent mistakenly reported one of the trains by. It meant a head-on collision, but the dispatchers couldn't communicate with the trains. The trains didn't crash, but young Parker learned something he

never forgot: "The only thing that impressed me was Mr. Hallet's cool coolness. He didn't get excited."

"To be a dispatcher you have to be able to do seven things at once, be able to make quick decisions and have no nerves."

At 73, he's still one of the best dispatchers, probably because he can still do seven things at once and make quick, accurate decisions.

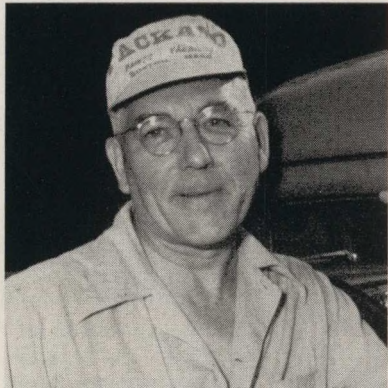
John Parker can still send with both hands and he still "likes the smell of black smoke." He is one of the last of the real brass-pounders left . . . the men who made railroad lore of the last century. Modern railroads owe a large debt to men like John Parker, for without them, the modern railroad would have been impossible.

John retired Nov. 1 after serving 53 years with the railroad under five presidents. He wrote a rule book which was used for 32 years and he has never had an accident.

John has brought up a family of nine children, all of which are living. He even has two great-grandchildren.

John doesn't know what he's going to do. But he thinks he'll start in with his oil painting again. He feels that working for the railroad sort of interrupted his art career.

TWO HAVE NO VOTE IN YOUR SUGGESTION PLAN



PAUL H. DAY
CHAIRMAN



CARL E. DELANO
MANAGER

THE 1952 RECORD TO DATE

\$990.96

PAID FOR
YOUR IDEAS
IN 1952

1 Out of 6

SUGGESTIONS
GETS
AN AWARD

\$14.58

BECOMES
AVERAGE AWARD
FOR THE YEAR

Every suggestion is considered a good suggestion until it is proven otherwise.

BUT THESE FOURTEEN VOTE ON YOUR IDEAS

SUGGESTION COMMITTEE MEMBERS

F. T. DeWitt, Blacksmith	W. J. Mahaney, Yard Clerk
T. E. Everett, Conductor	F. D. Parent, Engineer
G. E. Linnell, Towerman	G. L. Pettengill, Section Foreman
N. P. Spear, Car Repairer Helper	
G. M. Bradbury, Gen. Freight Agt.	L. E. Dunphy, Traveling Engineer
E. E. Dow, Traveling Auditor	V. L. Ladd, Mgr. of Contract Work
H. C. Duffy, Trainmaster	R. H. Miller, Assistant Engineer
A. J. Travis, Schedule Assistant	

YOUR JOB IS THE KEY

It will open the door to suggestion awards. You are in the best spot to see improvements to be made.

THINK about your job—the material, the tools, or the designs you work with. SUGGEST what you have in mind—don't be reluctant or discouraged.

YOU CAN'T SUCCEED IF YOU DON'T TRY!

PLYWOOD . . .

(Continued from page 11)

starch of Aroostook potatoes, is used to cement the wood and the pieces are placed in a press at a pressure of 150 pounds per square inch.

The container-grade plywood is 3/20th inches thick and consists of three layers of wood. After pressure the wood is trimmed, the flat pieces placed in Bangor and Aroostook cars, and your new refrigerator has a container.

Mr. Peltier is proud of his plant and likes to show visitors part of a packing case, complete with Chinese characters, which was scheduled for the Orient just before the start of the Korean war.

For months, everyone who

IN THE FAMILY . . .

(Continued from page 30)

ginia to see their son, Robert, Jr. (Bobby's wife accompanied them.)

Earl Ingerson, retired Engineer, was recently elected Master of East Piscataquis Pomona Grange, Milo.

Lyman Severance, Machinist at Derby Shop, was recently elected Master of Pleasant River Grange at Milo.

Lorraine Crabtree, the daughter of Mr. and Mrs. *George C. Crabtree* of Derby, was elected to assume the duties of Secretary of the Future Teachers of America at Husson College. Miss Crabtree graduates from the Teacher Training Department in June.

saw the characters guessed that the meaning was "Fragile, do not drop." The actual translation, Mr. Peltier discovered, is "Poison, do not eat."



Fred Lunt, Manager Highway Division takes delivery of two new busses. The railroad has added four new ones to its fleet. They will be used in Northern Maine service.

OUR ASSOCIATE EDITORS

. . . **Benjamin J. Edwards**, Chief Clerk to Superintendent of Transportation, Southern Division. Edwards, whose home is in East Hampden, is responsible for the Southern Division news. He has been with the railroad for 25 years.

* * *

. . . **Earle F. Kimball**, Chief Clerk, Freight Traffic Department, a B. and A. man for 15 years. Kimball will handle the Freight Traffic Department news.

* * *

. . . **Burton A. Sawyer**; clerk in the Freight Claim Department for six years, is responsible for Accounting Department coverage. His home is in Brewer.

* * *

. . . **Garrett J. Lovett**, Stenographer, General Manager's office, will handle news from Highway Division and Dining Car Department. Lovett's home is in Hermon. He has been with the railroad for six years.

* * *

. . . **M. Patricia Waalewyn**, Stenographer and Clerk at the Houlton Engineering office, will cover the Engineering Department's far-flung posts. She has been with the B. and A. for nine years.

* * *

. . . **Frank N. Helms**, Chief Clerk to the Superintendent, Northern Division, will handle news from the division's Aroostook posts. A Houlton man, Helms is a veteran of 16 years with the railroad.

* * *

. . . **Paul H. Day**, a resident of Milo and Chief Clerk to the General Storekeeper, Derby, will keep us informed on Stores Department activities. He came with the railroad in 1936.

* * *

. . . **Liston F. Lewis**, also a Milo resident will cover Mechanical Department activities. Lewis is a Stenographer-File Clerk in the Mechanical Superintendent's office. He joined the B. and A. family in 1938.

OUR CORRESPONDENTS

ACCOUNTING DEPARTMENT

Gilbert H. Jameson Bangor
 Geraldine A. Rowe Bangor
 Winifred L. Condon Bangor
 Robert E. Clukey Bangor
 Louis H. Kitchen Bangor
 Shirley Farrington Bangor
 Gladys Goodwin Bangor

CAR SERVICE DEPARTMENT

Mrs. Thelma O. Kelley, No. Me. Jct

DINING CAR DEPARTMENT

F. A. Light No. Me. Jct.

ENGINEERING DEPARTMENT

Vernie B. Francis Searsport
 Chester L. Drew Frankfort
 Herbert Buell Hampden
 Elmer E. Drew No. Me. Jct.
 Merle W. Curtis North Bangor
 Frank M. Chaples So. Lagrange
 Harris A. Porter So. Lagrange
 John R. Taylor Medford
 Leo E. Russell Adams
 John C. McDonald Derby
 Russell J. Mitchell Dover
 Merle E. Lyford Sangerville
 Carrol W. Weymouth Guilford
 Albert J. Donahoe Monson Jct.
 Byron M. Allen Shirley
 Lloyd S. Clement Greenville
 Ashton W. Kent Milo
 Roland H. Tweedie Brownville
 Ralph W. Linnell Schoodic
 William L. McCue West Seboois
 Edwin A. Helstrom Millinocket
 Earl R. Porter Grindstone
 Oscar I. Porter Sherman

Charles T. Appleby Island Falls
 Harry G. McCue Oakfield
 Avon Chambers Smyrna Mills
 Archie McDonald Howe Brook
 Adolph Blinn Oakfield
 Graden L. Swett Houlton
 Ray O. Foster Bridgewater
 Norman K. Dixon Mars Hill
 Floyd J. Searles Fort Fairfield
 Raymond E. Crawford, Presque Isle
 Warren Norsworthy Limestone
 Glenn W. Johnston Stockholm
 Alton W. Simpson Mapleton
 Nathan W. Lewin Washburn
 Gordon R. Dixon Van Buren
 Albert Levasseur Grand Isle
 Levi R. Hebert Madawaska
 Ervin J. Pinette Frenchville
 Leonard Bourgoin St. Francis
 Harold E. Archer Mapleton
 Charles L. McPherson Squa Pan
 Elmer R. Alward Ashland
 James H. Piper Portage
 Louis H. Levesque Winterville
 Lionel Pelletier Eagle Lake
 Lionel M. Pinette Fort Kent
 Harry Lewin Houlton
 R. E. Trickey Derby
 L. P. McLain Derby
 J. H. Swallow Derby
 H. R. Estabrooke Derby
 K. H. Beals Derby
 C. R. Page Derby
 G. W. Young Derby
 J. L. Rowe Derby

FREIGHT TRAFFIC DEPARTMENT

A. E. Erickson Presque Isle
 M. T. Scanlin Houlton
 N. J. Tardif Van Buren
 W. F. Fernald Brewer

HIGHWAY DIVISION

J. A. Sweeney Millinocket

LAW DEPARTMENT

Mrs. Constance T. Hewitt Bangor

MECHANICAL DEPARTMENT

Mrs. A. W. Morris Derby
 C. A. Hamilton No. Me. Jct.
 L. W. Littlefield No. Me. Jct.
 Mrs. V. S. Bubar Oakfield
 O. M. Henderson Van Buren

OPERATING DEPARTMENT (Northern Division)

N. C. Labbe Oakfield
 F. H. Spain New Limerick
 P. W. Hoar Houlton
 Edmund Levesque Littleton
 L. C. Callahan Monticello
 C. A. Hall Bridgewater
 W. R. Green Mars Hill
 J. C. Chasse Westfield
 B. B. Black Phair
 H. A. Labbe Easton
 R. T. Clark Fort Fairfield
 A. E. Hunter Presque Isle
 B. A. Ryan Limestone
 R. G. Clarke New Sweden
 P. J. Dube Stockholm
 R. A. Lausier Van Buren
 H. E. Roy Grand Isle
 Mrs. N. C. Marquis Madawaska
 Hercules Levesque Frenchville
 A. J. Lebel Fort Kent
 Rene Corriveau St. Francis
 L. D. Labbe Soldier Pond
 Maxime Chasse Eagle Lake
 R. J. Cote Portage
 F. M. Smith Ashland
 Ralph L. Rafford Squa Pan
 R. R. Rafford Masardis
 K. R. Sewell Smyrna Mills
 P. A. Carroll Washburn
 E. J. Gerard Mapleton
 E. V. Curtis Houlton
 R. H. Johnstone Oakfield
 H. A. Howe Oakfield

OPERATING DEPARTMENT

(Southern Division)

A. S. Knox Searsport
 M. J. Arnold Hampden
 H. H. Hatt No. Me. Jct.
 C. A. Patten No. Me. Jct.
 C. R. Bowley So. Lagrange
 J. L. Robbins Lagrange
 R. A. Hood Derby
 N. A. Robertson Derby
 A. M. McNair Milo
 J. B. Crocker Brownville
 C. R. Bowley, Jr. West Seboois
 L. G. Akerley Millinocket
 F. M. McDonald Sherman
 T. N. Sewell Island Falls
 D. G. Currie Guilford
 G. O. Steeves Monson Jct.
 H. J. Avery Greenville
 J. D. Sheedy East Millinocket
 H. D. Marble Patten
 M. E. Willett No. Me. Jct.
 B. E. Webber Brewer
 W. S. Derry Bangor
 W. J. Mahaney Bangor
 Wm. Buchanan Millinocket
 T. B. Carleton No. Me. Jct.

PURCHASING AND STORES DEPARTMENT

Mrs. Margaret Turner Bangor
 Mrs. H. M. Hopper Derby
 W. E. Stubbs Derby
 G. C. Crabtree Derby
 C. A. Brown Derby
 A. X. Skiffington No. Me. Jct.

SAFETY DEPARTMENT

John L. Babcock Bangor

TREASURY DEPARTMENT

Harold F. Bell Bangor

U-Tell-Us Contest

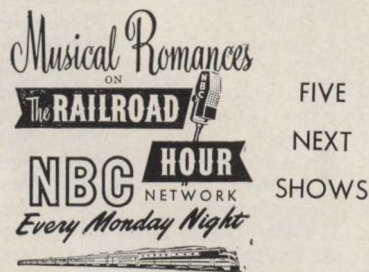
Several Northern Maine potato shippers, who were last year's contest winners, can attest to the quick profits which may be obtained through B. and A.'s U-TELL-US Contest. The railroad is again running the contest for the 1952-53 potato shipping season and it has proved more popular than ever.

At press time we have two weekly winners who have received \$25.00 each from the Railroad. The first week of the contest, October 13th to 18th, produced a bulls-eye for William D. Halloran of Presque Isle, who estimated that there would be 310 cars of potatoes shipped during that week. There were exactly that number of cars shipped. This is the first time that a contestant has estimated the exact number. The second week's winner was Peter Graham of West Springfield, Mass. His estimate was 630 cars. The actual number shipped was 665 cars.

In order to help potato shippers remember the U-Tell-Us Contest deadlines, the Railroad has this year been sending out to them U-TELL-US Calendars. So far, no late

entries have been received. The rules of the contest are practically the same as last year. There is a \$25.00 prize for the nearest estimate each week; a \$50.00 prize for each 4-week period of the contest; and a \$100.00 grand prize for the season (October 13, 1952 through April 25, 1953).

An effort was made to contact all shippers who shipped potatoes in carload lots over the Bangor and Aroostook Railroad before the contest opened. If any potato shipper was inadvertently missed, they may get into the contest now by contacting the U-TELL-US Editor in Bangor or any of the Railroad's field representatives.



Musical Romances
 ON
The RAILROAD
NBC HOUR
 NETWORK
Every Monday Night

FIVE
 NEXT
 SHOWS

November 17—"On Your Toes"
 November 24—"Vagabond King"
 December 1—"Babes in Toyland"
 December 8—"Gypsy Baron"
 December 15—"Happy Prince"

FACTS and FIGURES

	<i>August</i>	<i>September</i>
We received from		
Hauling freight	\$693,433	\$650,307
Carrying passengers	43,334	34,914
Hauling baggage, mail and express	25,631	24,554
Other transportation services	22,853	14,678
Rents and miscellaneous income	96,096	98,031
A total of	\$881,347	\$822,484
We paid out or provided for		
Keeping roadbed and structures in repair	\$250,000	\$250,000
Keeping locomotives, cars and other equipment in repair	213,860	227,425
Running trains	231,339	234,208
Selling our services to the public	16,412	14,866
Managing the business and keeping the records	49,110	54,051
Interest on borrowed money	59,169	60,885
Payroll taxes	24,895	32,632
Local and state taxes	41,933	42,453
Federal income taxes	(22,906) *	(68,785) *
A total of	\$863,812	\$847,735
Our Net Income was	\$17,535	(\$25,251) *

*Figures in parenthesis indicate a red figure or a deficit.



The last scheduled steam train on the Bangor and Aroostook noses across Bunker Brook trestle between Monson and Greenville. Extra cars were put on the mixed train to accommodate passengers who rode the last steam train.