

MAINE LINE ▲

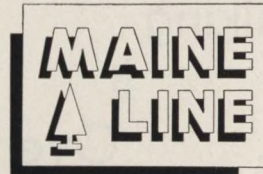
MARCH - APRIL 1953



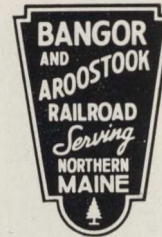
Bangor and Aroostook Railroad



Pulp logs thunder down unloading chute at North Twin siding for the Great Northern mill. The Bangor and Aroostook side-dump cars shown above have saved countless man-hours of unloading time.



MAGAZINE



MARCH-APRIL, 1953
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Talking It Over

I have just been looking at our 1952 standing among New England railroads in the category of employee safety. Since we are sixth in a list of six roads I can certainly say with assurance that we're not doing so well as we might.

To make matters worse, every one of the other five New England railroads showed improvement in 1952 over 1951. Only one, the Bangor and Aroostook, did worse rather than better.

I am speaking, of course, of so-called "Interstate Commerce Commission Reportables" and our ratio, in relation to man hours worked, was 9.65 contrasted to 3.47 for the Central Vermont which stands No. 1.

We have, as you all know, a full time safety supervisor in John Babcock who is devoting long and conscientious hours to the job of promoting greater safety.

However, no amount of hard work on the part of one man can get the job done unless he has the whole-hearted cooperation of every one of us.

I would like to suggest that we all keep safety constantly in mind,—safety for our passengers, safety for our fellow workers and safety for ourselves. To put it another way, we should all constantly remember that safety is of vital importance for every one of us in the discharge of our duty, whatever it may be.

In that way, and only in that way, can we achieve a record of which we can be proud instead of our present record for which we must apologize.

Cordially yours,



The Great Northern's Allagash Camp

Inside a Lumber Camp

ALLAGASH — The log drive may be a thing of the past but there's a new breed of lumbermen taking its place. And you'll still find Paul Bunyans and Jean Baptistes among them.

Take Tom Pinkham, Jr., a strapping six-foot-plus, 220 pound giant who's superintendent for the Great Northern Paper Company's Allagash operation. He's 34, college trained at the University of Maine (B. S., Economics 1939) and with the exception of his college years and a four-year stint from 1942-

1946 in Uncle Sam's Air Force as a first lieutenant, he has spent most of his life in and around lumber operations.

He's Tom to every man in his 225-man crew and he can call most of them by their first names. This isn't surprising though, because he spends most of his time in the woods with them, keeping in touch with the St. Francis siding and the main camp by two-way radio in his pickup truck. The radio, which has a range of about 40 miles, is something new in lumber



Man and horse still "twitch" logs out of underbrush to woods road where trucks can get them. In this case, the logs are cedar for railroad ties.

operations and has freed the operation from cumbersome and unsatisfactory telephone lines. It not only lends a tremendous mobility to the operation, but is less expensive than a telephone system.

The secret of the Great Northern's Allagash operation is crack leadership and expert lumbermen. For an idea of the size of the cutting area, about nine square miles, consider that Tom Pinkham and his men carve with bulldozers 135 miles of new woods roads each year and during the winter hauling season accomplish the amazing feat of keeping from 60-80 miles of this rough-hewn highway free from Allagash snowfall.

Tom's men started in the Allagash three years ago and have changed campsite only once. With trucks, instead of horses, to get the wood out, the problem of locating a camp became more simple. A truck, for instance, has no difficulty with hills and can range farther from camp than yesterday's horse. As a result, the men now have better living quarters, and more of the niceties than were dreamed of in former years.

Ask him the most valuable tools which the last 15 years have given him and Tom Pinkham will likely rub his chin



The smiling gentleman above is Tom Pinkham, Jr., 34-year-old Great Northern superintendent of the Allagash operation.

and tell you there have been so many new developments it's hard to say. Pin him down and you'll find that the improved truck, with its 8-cord capacity, the bulldozer, invaluable in carving out his woodland empire, and the chain saw, represent the principal improvements in the Allagash-type of operation. In the latter case, the chain saw alone accounts for an extra cord of wood per man per day.

Nearly all cutting, with the exception of cedar for railroad ties, ceases in the winter and all hands turn to the task of getting the wood out over frozen tote roads to the Bangor and Aroostook railhead at



It was 7 a. m. and the mercury was hovering at a mild-16 degrees when these woodsmen started loading the 10-wheel truck.

St. Francis 25 miles away. It's here that the new type of woodsman differs strikingly from his colleague 20 years ago. Many of bronzed and

Fifteen of the camp's 28 horses kept year-round, cavort in the snow-filled corral behind the stable. In the summer operation when heavy trucks cannot travel over marshy woods roads, the camp uses as many as 80 horses. And while the modern trucks have undisputed advantages, the Old Gray Mare is not quite archaic.





Despite sub-zero weather, hidden springs cause soft spots for the unwary driver. Here, a truck crew fills a soft spot with wood to get the heavy load on the main artery, open year-round.

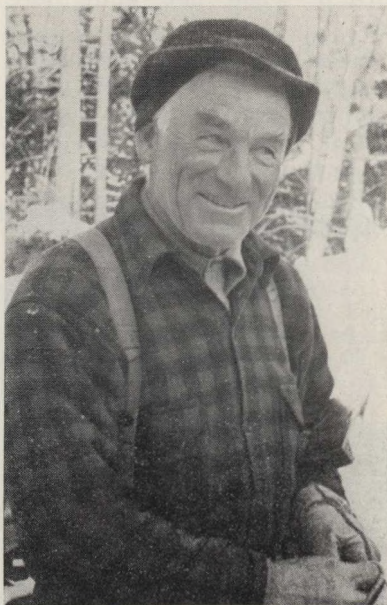
wiry men who spent the summer cutting the pulp now turn business men, buy their own trucks, and haul lumber at a tidy profit.

It's an odd sight to stand on the Allagash road, miles from any city or factory, and watch loaded trucks speed past at the rate of 15 to 20 an hour. Together with Great Northern owned trucks they haul 3000 cords of wood to the railhead each week.

The lion's share of the credit for the progressive nature of the camp goes to Tom Pinkham. His secret, of course, is that he has been in love with his work since he went on his first drive when he was 14. At 16, he decided that nothing else would do for

him, and shouldered pulp hook and axe for the next few years to work at every job in camp except that of cook.

He introduced the mechanical pulp loader which cuts the work of loading in half. He conceived the idea of building his camp houses in sections so that in moving camps, they are merely unbolted, towed behind a bulldozer and bolted in place again at the new location. And he owns his own



Willard Jalbert's axe is as much a part of him as the twinkle in his extraordinarily blue eyes. He's an expert guide, well-known to many sportsmen, and an even better teller of tales.

sawmill where he makes cedar laths, canoe ribs and railroad ties.

His camp naturally, reflects the thoroughness and ingenious nature of the man. It's a compact little village, completely self-sufficient, nestled in a valley about 20 miles from the Quebec border. The 80 men who live there enjoy electricity from a diesel plant, and constant communication with the outside world. There is a stable for the camp's 28 horses, blacksmith shop, garage, store and a fascinating mess hall. The men pay only \$2.04 a day for all the food they can eat and a clean bed.



David Berube is another veteran woodsman, now a clerk in the Great Northern's camp store. The company sells tobacco, safety shoes and other articles to the men at cost. Most of the veterans prefer to chew rather than smoke.



Foreman Louis G. Levesque shovels out a "shacker's" cabin on a routine check. During the summer, cutters live in such cabins to eliminate travel. During cold weather all the men live in the main camp. Tom Pinkham's truck, featuring two-way radio, is parked at right.



Bangor and Aroostook rack cars are loaded with pulp from the wilderness of the Allagash. The cars will go to Great Northern mills in Millinocket.

The Great Northern's Allagash camp is a far cry from yesterday's lumber camp where the men went into the woods in the fall and came out with the spring drive. Louis G. Levesque, who is Pinkham's foreman and a veteran of 32 years in the woods, is perhaps the man most qualified to speak of the old-time camps. Like most of his fellow workers, he lives within 100 miles of the camp—in Van Buren—and gets home every weekend.

"The camp is nearly deserted on weekends," he explained. "It's an exceptional one if there are 15 men left in camp."

Not only are today's living and working conditions vast-

ly improved, but the lumberjack's income is probably several notches above that of his city cousin. Today, according to Tom Pinkham, a good man can earn from \$75-\$125 a week hauling and cutting. The winter months are almost exclusively devoted to getting the wood out over frozen roads which become impassable in warm weather. Almost all pulp cutting is done during the warmer months. About one-half the summer cutting force are Canadians.

After eating one of his fabulous meals, one suspects that his fellow Canadians may be attracted to the Allagash by Aurell St. Jarre's rare skill in the kitchen. It's an adventure in eating. For an average breakfast the men are served feather-light pancakes, bacon, eggs, baked beans, magnificent home-made bread, coffee, cake and, of course, pie in true Yankee tradition.

Eating in a lumber camp mess hall, however, is no social matter. It's a serious matter with little conversation because more men must eat than can be seated at once. The flow of men in and out is so smooth that the Army might take a few lessons from Aurell St. Jarre.

Conservation is a key word in Great Northern camps today, and especially in the Allagash camp. The trees are harvested periodically like any farm crop, protecting the young stock and clearing the forest of fire hazards. It's similar in principle to wildlife conservation.

In the three years of the Allagash operation it has assumed a position of importance in the Great Northern picture. To get an idea how important one need only look at the figures. The one operation now supplies one-twentieth of all the Great Northern's pulp, all of which goes Bangor and Aroostook to the mills in Millinocket and East Millinocket.

It's no mean job, managing a lumber camp. It takes big men like Tom Pinkham, and Louis Levesque, men who have yesterday's know-how and tomorrow's vision.



If the two haulers Fernand Long, right, and his friend M. Beaulieu hadn't taken pity on a couple of greenhorns, giving them a lift from a cold St. Francis corner to the camp, this article would probably never have been written. The truck is owned by Long. Below, plumes of smoke drift upwards from the Great Northern plant at Millinocket. Pulp from the Allagash winds up here.



All This and Mozart Too

Probably most of the people who heard Eugene H. Rice as guest artist with the Bangor Symphony Orchestra's January 26th concert didn't realize that they were seeing one facet of an amazing personality. The 46-year-old violinist played Mozart's Concerto No. 4 in D minor with sensitive perception and touch. One couldn't ask for more from a professional musician. And he is a musician by avocation only.

When he isn't in the concertmaster's corner chair with the Maine Little Symphony or the Bangor Symphony, you'll probably find Gene Rice in the Bangor and Aroostook accounting department. This man whose avocation is so fantastically unrelated to his vocation is a very popular figure in the Graham Building.

For Gene Rice, giving Mozart's Concerto No. 4 in D minor was both an honor and a lot of hard work. It meant practice—at least two hours a day—after an eight-hour day at the Graham Building. Rice was asked to be the guest soloist in September. From then until January's performance



Eugene H. Rice, Bangor Symphony concert master, discusses problem with Ella Salisbury, chief clerk in the accounting department.

he arranged at least two hours' practice a day on the piece which required some 40 minutes to perform.

The Concerto No. 4 was written by Mozart for his own use. It is a particularly difficult piece because the orchestral accompaniment must be kept very delicately subdued in relation to the solo part.

Rice first studied the piece under Stanley Cayting, now Director of the Bangor Symphony. He began his musical career at the tender age of 10, studying the violin under Horace Mann Pullen, founder of the Bangor Symphony. At

15, he was asked to play with the Symphony, a high honor for one so young. After Mr. Pullen's death, he continued his study under Stanley Cayting.

In 1927, he began successfully combining his work in the Bangor and Aroostook accounting department with his study of music. World War II interrupted his study for three years. Rice along with several million other Americans, served in ETO and collected five battle stars. He took part in the Normandy invasion and several major campaigns in Europe.

Last year, after 28 years with the group, he was named concertmaster of the Bangor Symphony, and a short time later he was made concertmaster of the newly-organized Maine Little Symphony, which has for one of its board members the famed Conductor Pierre Monteaux.

The concertmaster's task is demanding, for as a violinist occupying the corner chair, he sets not only the pattern for the bowing but must be able to play any solo parts or cadenzas.

The Bangor Symphony, the oldest non-professional symphony orchestra in the country, gives five scheduled concerts a year with concerts at



At home, Rice practices with violin about 600 hours a year. He also enjoys engineering drafting.

both high schools and at the University of Maine. The members serve without pay. Their only incentive is good music.

Rice, as an example of the group, spends about 600 hours a year practicing his music.

He is an all-around musician with a feeling for good jazz as well as Bach. His favorite piece is Symphony in D minor by Cesar Franck and his favorite composer is Brahms.

He also does a little engineering drafting on the side.

One gets the idea that he could also master watchmaking if he decided to try it.

Herbert Moore Joins the BAR Family

W. B. Hill, vice president traffic, announced a new addition to the B. and A. family last month. He is Herbert W. Moore, Presque Isle, and will be assistant vice president in charge of sales for the B. and A. Mr. Moore comes to the railroad from the Potato Industry Council of Maine, Inc., where he served as director.

He was born in Melrose, Mass., and received his high school education at Melrose and Nashua, New Hampshire, schools. He received his B.A. degree from Boston University in 1938 and his M.B.A. degree from the Harvard Graduate School of Administration in 1940.

After Harvard, Moore was employed by the General Electric Corp. at Lynn, Mass., where he stayed until he entered the Air Force in 1942. During World War II, he served at Presque Isle as base quartermaster, and at Goose Bay, Labrador, as base executive officer. He was discharged a lieutenant colonel in 1946.



HERBERT W. MOORE

After he was discharged he joined the Potato Industry Council as executive secretary. He has served as chairman of the Association of American Railroads car efficiency committee for Maine and was secretary of the potato committee of the New England Advisory Board.

Moore has also served as executive secretary of the Maine Institute of Potato Starch Manufacturers and was general manager of the Maine Potato Shippers Heater Service. He is a member of the Presque Isle Rotary club.

The Moores will continue to make their home in Presque Isle.

A Bangor and Aroostook Hero

A two-year-old Milo boy, Leon James Brown, had a close brush with death last month in the icy waters of Pleasant river. He was saved through an almost unbelievable chain of circumstances by a Bangor and Aroostook employee, Lester Cochrane, and his sons, Frank, 12, and Gary, 14.

The whole story took place

Feb. 18, when young Frank Cochrane was skating on the river ice. He saw the lad toddle onto the ice but paid no attention until he saw him heading for the river's open channel. The boy disappeared before the skater could reach him and young Cochrane raced home to get his father.

When the three Cochranes returned, no sign of the little

Two-year-old Leon Brown is held by his rescuer, Lester Cochrane. Older son, Gary, 14, who has been recommended for the BSA hero medal, stands next to his father. Son Frank, who saw the boy fall in river, is at extreme right.



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boy could be found and Lester Cochrane thought his son had imagined the accident. But as he looked downstream again he saw the child frantically thrashing in the freezing water.

The three ran to the spot and Lester Cochrane sprinted across the thin ice, disregarding his own safety, and pulled the unconscious boy from the water.

Then the Cochranes really began the team work. Gary, trained in Boy Scout work, immediately applied artificial respiration ridding the boy of a lot of water. The three then carried him, still unconscious, to the nearby home of Don Goodine.

Then the third remarkable coincidence of this story fell into place. Dr. Robert B. Pearson happened to be making a call at the Goodine home at the time. Taking over, the doctor brought the boy around with stimulants and a brisk towel rub.

PRETTY, TOO

When the new small size SEMAPHORE, magazine of the Piedmont & Northern and the Durham & Southern Railways of Charlotte, N. C., reached our desk we naturally noticed the pretty southern gal on the cover with various and sundry pocket size railroad magazines spread out before her. The surprise came when we noticed that she was actually reading a sho-nuf Yankee magazine—Yup it was MAINE LINE. Our conclusions: Southern girls are not only good looking—they have good taste too.

THE SAFEST DISTANCE BETWEEN TWO POINTS



Later, it was discovered that the child had wandered from his home about a quarter of a mile from the river late in the afternoon. His parents were searching the area for him at the time of the accident.

Lester Cochrane, whose quick thinking saved two-year-old Leon Brown, is a Bangor and Aroostook sheet metal worker at Derby shops.

A Northern Beauty Becomes A Dixie Queen

The editors of MAINE LINE have always had the feeling that B. and A. people really make their mark in life, even when they leave railroading. Lovely 21-year-old Joan Labbe, of Miami Beach, Fla., is a good case in point.

Just recently, a magazine with Joan's picture on the cover came into our office, and on inquiring we discovered that this vivacious young lady has become one of the Sunshine State's very popular fashion models in the past two years.

Two years ago, Joan was working as a Bangor and Aroostook freight clerk in Van Buren. And although her stay was temporary, the Labbe name has a bona fide Bangor and Aroostook tradition. Joan's father, Daniel Labbe, is terminal agent at Van Buren and has been a member of the Bangor and Aroostook family for 35 years. Two of her brothers, Harold and Leland are agents at Easton and Soldier Pond, respectively.



JOAN LABBE

In answer to our query, Joan writes that though her plans eventually include marriage, her modeling career promises to keep her busy for some time.

"Maine is much more beautiful than Florida," she wrote, "for, with the exception of the palm trees and the ocean, everything seems man made."

Note to bachelors: She summers with her parents in Van Buren.

BAR People Get "Shot" in the Arm

When the Bangor and Aroostook's "Vaccination Special" pulled out of Derby on the misty morning of Feb. 10 it probably marked some sort of milestone in railroad history—at least Bangor and Aroostook history. It carried no revenue-bearing freight, nor any paying passengers. Its only purpose was to safeguard the health of the 1,500 Bangor and Aroostook employees in the face of an approaching flu epidemic.

As the "Special" wound its

way northward that Tuesday morning, Dr. H. C. Bundy, Chief Surgeon for the Bangor and Aroostook, and his assistants, Mrs. Myrtle Wiley, R. N., and Mrs. Agnes Bundy, R. N., began dispensing a new type of flu vaccine to employees at every station and whistle-stop. Before the four-day trip which took the party over most of the 600 miles of Bangor and Aroostook track was over, approximately 75% of the employees had received the flu shots.



Mrs. Agnes Bundy, R. N., Kirton W. Bell, Shop Accountant, and Mrs. Myrtle Wiley, R. N., left to right, look on while a very reluctant Mrs. Annie Morris gets her flu shot from Dr. Bundy, Chief Surgeon, in Derby. The Special covered the 600 miles of BAR track giving shots to 1125 of the Bangor and Aroostook's 1500 employees.

It all started at President Curtis M. Hutchins' suggestion, when he heard that the vaccine was being used with considerable success at the front in Korea.

Vaccine was flown in under controlled refrigeration from Indianapolis, Indiana, and the wheels of the medical department began to move.

When Dr. Bundy and his assistants returned from the tour they had injected a total of one quart and six ounces of the flu-fighting vaccine into 1125 Bangor and Aroostook employees.

The largest turn-outs were at Derby, Northern Maine Junction, Bangor, and Oakfield.

Dr. Bundy said that he was "very much surprised at the large number of Bangor and Aroostook people who turned out for the shots."

The vaccine was given without cost to employees.

Although the shots must be given 10 days before exposure to the virus, only one case of flu has been reported to Dr. Bundy's office since the shots were given. He explained that he's had his "ear to the ground" since the tour, and concludes that the "Special" was a success.

The epidemic, which ravaged the country, started on the West Coast and moved



Robert J. Moore, Accounting Department, flinches under Dr. Bundy's relentless needle at the Graham Building.

steadily east. It is a relatively mild form of influenza unlike that which claimed the lives of half a million people in 1918. The vaccine is the only known protection against this so-called influenza A-prime. And while this type of influenza is not particularly dangerous, the complications such as pneumonia, are.

The Bangor and Aroostook is believed to be the first Maine industry to give its employees such a collective shot in the arm.



Taking experimental personnel tests are, clockwise, Donald E. Andrews, Hugh C. Goodness, Owen H. Bridgham, Albert E. Erickson, Jr., Harold F. Bell, Edward R. Jennison, Gilbert H. Jameson, and Owen J. Gould.

No More Square Pegs

By **Douglas E. Kneeland**

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The childhood yarn of the train that "could" has grown to legend. And now the Bangor and Aroostook has set the wheels in motion to eventually eliminate the man who "couldn't."

In a concerted effort to keep round men out of square jobs, the B. and A. has introduced what is believed to be the first personnel selection testing program in this area

—and possibly the first in the state.

Railroad officials, faced with the ever-increasing problem of selecting employees who will be happy in their work and worthy of promotion, decided that some form of psychological test would add to the efficiency of the BAR system.

A study of railroads and industries in other parts of the

country revealed successful results over a period of years through the use of tests similar to the Army General Classification Test.

But the initiating of such a testing program required an expert hand. Russell H. Peters, Assistant to the President knew where to find such assistance. He took the problem to John B. Calkin, director of the Department of Industrial Cooperation at the University of Maine.

Calkin's department, which has grown accustomed to dealing with knotty problems in industry, had the answer in the person of Dr. Edward N. Brush, professor of psychology and dean of the school of graduate study.

Dr. Brush went into an extended huddle with Mr. Peters, and the two reached the following conclusions: Tests would not be given to present employees.

All future job applicants would be required to take tests similar to the AGCT with the exception of section men, track laborers, laborers, cooks, painters, painters' helpers, and masons.

Dean Brush, who was assigned the task of training some B. and A. employees to administer the tests, said those in current use are of

such a nature that they may be given by competent persons under the direction of a trained psychologist.

The psychologist pointed out that one of the chief purposes of the testing was to hire persons with the potentialities for promotion that more persons might be advanced within the organization.

He added that he felt any company hiring a large number of persons would find personnel selection tests valuable, but cautioned against placing too much emphasis on the tests.

"Companies should not feel the tests will solve all their problems," he warned. "Common sense must prevail and other factors should be considered in the selection of employees."

Mr. Peters said that several present employees have been tested for experimental purposes.

"We have already tested several persons seeking employment," he said, "but it is still much too early to make any predictions as to the eventual success of the system."

"The program is not entirely new at the B. and A.," he continued. "About 18 months

(Continued on page 42)



Above, Diesel 66 pulls a carload of International Harvester tractors into Presque Isle, marking the first such event for the company in 25 years. At right, top, W. B. Hargreaves, IHC District Manager, is congratulated by BAR Director Edwin T. Parkhurst in Presque Isle. Crew, at right, of the special which brought the tractors into Presque Isle are, l. to r., J. S. Walton, brakeman, E. G. Murphy, conductor, Donald Rafford, brakeman, M. J. Wilcox, engineer, and A. G. Snow, fireman. In the group picture below, Aroostook ISC dealers Fort Kent to Presque Isle pose in front of tractors. Eight of the 14 original dealers in the county 25 years ago were present. At left, the IHC emblem is placed on No. 66 while a small boy looks on.



Moving Up on the Bangor and Aroostook

Since the Winter issue of Maine Line, four members of the Bangor and Aroostook family have received promotions.

Mrs. Doris C. Rosen, formerly chief clerk to the vice president and general manager, has been named Superintendent of Dining Cars. She is the only woman in the United States to hold this important position. Mrs. Rosen is a native of Sebec and has spent most of her business career with the railroad. She is active in Bangor and state professional women's clubs and has been a member of the Bangor City Council for the last three years.

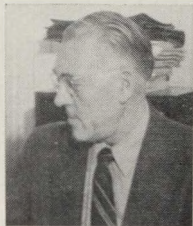
Paul H. Day, formerly General Foreman, Stores Department, has been appointed Assistant to the Purchasing Agent. The 55-year-old Milo resident began his railroad career as stock clerk 33 years ago. He is chairman of the Suggestion Committee and has been a member of the Association of American Railroads Reclamation committee.

W. F. Alexander, another Stores Department man, has been made Supervisor of Stores. Alexander, also 55, has had 33 years railroad service and began his career in the Stores Department as shipping clerk. He had served in Houlton as Division Storekeeper and on the AAR Material Handling Committee.

Duane L. Howse, Bangor and Aroostook employee for nine years, has been named night foreman at Northern Maine Junction. The 26-year-old electrician has been Acting Foreman since the death of the late *Percy B. Russell*.



ROSEN



DAY



ALEXANDER



HOWSE

The Aroostook Spud – And Where It Went

The Aroostook spud really got around this year.

The tubers, all shipped over the Bangor and Aroostook, hit markets in every state east of Mark Twain's river plus Washington, D. C., Texas, and Canada. In all, the spuds were shipped to 28 different states from August 1st through January 16th.

New York was the largest consumer of Maine potatoes, nearly twice out-distancing the next largest consumer, New Jersey. By January 16th New Yorkers had bought 3402 cars of Maine potatoes to New Jersey's 1791 cars, a difference of 1611 cars. The next three largest consumers were Massachusetts, Pennsylvania and Ohio, in that order, with 1688, 1643, and 1146 cars.

Only three cars of potatoes were shipped off-line in August, making Massachusetts the largest (and only buyer of) Maine spuds. It also took the largest number in October. But in November, New



Aroostook Potatoes

York became the largest buyer and held the lead through January 16th, taking a total of 3402 cars, or approximately 25 per cent of the total number of cars shipped over Bangor and Aroostook lines this year.

The spuds were received at destinations with names sounding like the rogue's gallery of the U. S. Postal Guide. Freehold, (New Jersey), Beaver Falls, (Pennsylvania), Yukon, (Florida), Gypsy, (West Virginia), Kane, (Pennsylvania), and Defiance, (Ohio), all tasted the meat of the Aroostook tuber.

Some of the names carried an Old World air about them, names like Raleigh, (North Carolina), Spartenburg, (South Carolina), Athens, (Ohio), Bellefontaine, (Ohio), and Troy and Rome, (New York).

All About the Aroostook Spud

Others read like a name book for expectant mothers: MacDonald, (West Virginia), Williamson, (West Virginia), Marion, (Ohio), Bradgord, (Pennsylvania), Charlotte, (North Carolina), Chester, (Pennsylvania), Frederick, (North Carolina), Laurel, (New York), and Florence, (South Carolina).

And these were others, more exotic, which defied classification. There were names like Zanesville, (Ohio), Economy, (Pennsylvania), Aladdin, (Florida), Rocky Mount, (North Carolina), Cranberry, (New Jersey), Beacon, (New York), Hurricane, (West Virginia), and Xenix, (Ohio). And, of course, there's Kokomo, Indiana.

Mississippi, Canada, and Illinois all tied, receiving one car of potatoes (via the Bangor and Aroostook) during the period from August 1st through January 16th. Texas received eight.

Shipments to the South and Southwest will soon probably show a rise, starting in Florida with the start of seed shipments.

The Big Five buyers of Maine spuds, New York, New Jersey, Massachusetts, Pennsylvania, and Ohio, bought a total of 9570 cars of Maine potatoes from August 1st to January 16th, or 71 per cent of the potatoes shipped by the Bangor and Aroostook this year.

A total of 13,448 cars of potatoes were shipped this year from August 1st through January 16th, an increase of 2494 cars over the same interval last year.

The six New England states received via the Bangor and Aroostook 2714 cars of potatoes or 20 per cent of the potatoes shipped over the railroad this year. And Maine, itself, was the third largest consumer in this group with 177 cars.

Biggest Suggestion Day on Record

On March 5th the Suggestion Committee met in Bangor and considered 117 suggestions. Twenty-two were considered worthy of award and, as a result, \$314.00 will be paid to the thinking employees who put their ideas on suggestion blanks. This is an excellent ratio (22 out of 101); more than two out of every ten suggestions submitted were accepted for awards!

Watch your suggestion bulletin board for the list of suggestion numbers for which awards have been designated!

A station employee is going to get \$45 to aid in paying for his television set. It was just a simple idea too, but it will mean time saving of more than 4 hours weekly.

A stenographer is going to get a good check to help towards the purchase of her Easter wardrobe. Her idea is going to reduce waste.

A section man has given us a way to save money on tools. His award is close to \$65.00!

WHAT ABOUT THE 79 IDEAS WHICH WERE REJECTED

One of the things this writer has noted about activities of any kind is that it takes practice to succeed in anything.

The bowler doesn't make many strikes the first few weeks he bowls. There are more string scores of 65 than there are 150.

Take baseball: The pitcher on the mound has gained control of the ball because he has done a lot of pitching.

So it is with suggestions; a lot of practice and you find you're scoring more consistently!

Start your suggestion practice at once. You may be the Top Suggester in 1953!

LOST AND FOUND

It just doesn't seem possible that eighteen B. & A. employees don't want the suggestion checks that are waiting for them! Some of them have been on five or six bulletins and still remain unclaimed.

Look over the following tabulation.

Suggestion Number	Date Received	Brief Description
236	3/16/50	Advertising post cards
720	9/18/50	Improved handling selectees
1172	12/31/51	Station hours
1865	12/17/51	Signal on generator cars
1945	6/23/50	Train radio
2695	4/ 5/51	Caboose color
2773	11/28/50	Form 27 use
2986	1/ 3/52	Caribou telephone
4194	9/19/49	Platform safety zone
4285	5/25/49	Kits on diesels
5668	4/30/51	B/L handholds
6163	4/27/51	Vacation pay
7571	2/ 5/52	Painting B/L diesels
8212	4/ 9/49	Safety program
8671	12/ 6/51	Improved auger
10083	2/ 5/52	Hazardous fire extinguishers
10356	6/21/51	Conserving solder
10827	11/ 7/52	Cancelling tickets

In the event your coupon has been lost the Suggestion System office will be pleased to consider your claim. Write us a note explaining the suggestion briefly.

THAT'S PRETTY MUSIC, CHARLES

Charles John Stevenson, who has a chit-chat record program on Station WGY, Schenectady, New York, told his listeners a Bangor and Aroostook story, last month. Mr. Stevenson read in his copy of MAINE LINE how the BAR served free Christmas dinners to servicemen. Here is Mr. Stevenson's script: "Last week I received a copy of a fine little magazine published by the Bangor and Aroostook Railroad, called 'MAINE LINE,' because it is a line up in Maine, and one of the neatest. I have a very soft spot in my heart for the road, because it constantly overcomes difficulties inherent in a railway that must operate during heavy snows as well as in other seasons. Not long ago the president sent me a fine box of Maine potatoes, which were good to the last skin. What I want to say is, on Christmas day the BAR dining car service played host to all military personnel traveling on trains 2 and 7, serving them free turkey dinners with all the traditional Christmas trimmings. A railroad with a heart, I'd say. . . ."

Looking at Safety

When Safety Supervisor John Babcock moved to Northern Maine Junction the fine display pictured below appeared in his office. Prepared by the American Optical Company, it shows 20 different protective devices used by the Bangor and Aroostook to protect the eyes and lungs. The standard BAR safety glasses are second from bottom in fourth row from left.



U-TELL US CONTEST

In order to keep the records straight on the U-TELL-US contest we are showing below the actual number of cars shipped each week and each month during the 1952-1953 contest to date. The winner each week and each month and their estimate is also shown below.

Period Ending	Actual Cars Shipped	Winner's Estimate	Winner
Oct. 18	310	310	Wm. D. Halloran
Oct. 25	665	630	Peter Graham
Nov. 1	987	980	Peter Graham
Nov. 8	1041	1038	Harlan Boynton
1st month	3003	3537	Peter Graham
Nov. 15	1092	1086	Harlan Boynton
Nov. 22	1110	1111	Peter Graham
Nov. 29	816	836	Robert Anderson
Dec. 6	1091	(1087 1095)	John Dubay Jasper Reed
2nd month	4109	4080	L. E. Tompkins
Dec. 13	1007	(1005 1005)	Marie Bouchard Philip Christie
Dec. 20	862	862	Beryl Conant
Dec. 27	715	712	Beryl Conant
Jan. 3	1072	1068	M. Milton McBride
3rd month	3656	3638	L. E. Tompkins
Jan. 10	1263	1257	W. C. Boynton
Jan. 17	1212	1218	Jasper Reed
Jan. 24	1044	998	Claude Greenlaw
Jan. 31	1149	1144	Kenneth Bouchard
4th month	4668	4799	Wm. D. Halloran
Feb. 7	1213	(1208 1218)	Corretta Ingraham Carl Moskowitz
Feb. 14	1231	1230	Charles Quinn
Feb. 21	1413	1413	L. E. Tompkins
Feb. 28	1537	1539	Richard W. Ward
5th month	5394	5391	Beryl Conant

IN THE FAMILY

Southern Div. Operating Dept.

Every now and then, a yarn lands on our desk that might have been a "hot" news story but wasn't. We like to get them. This story might have had a serious ending, but for an alert fireman.

W. E. Duplissea, fireman on No. 1, glanced out his window as the train pulled in at Derby Feb. 2 and noticed a chimney blazing on a house on First Street. He immediately relayed word to Agent Neil Robertson and a soldier waiting in the station ran to notify the occupants of the house. As we said, we like to get these stories. And we like to hear of people helping each other, especially railroad people.

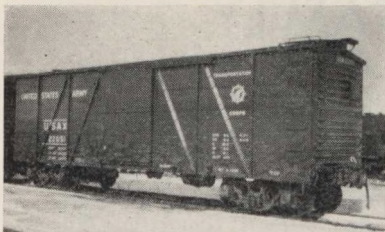
Operator A. W. Lint, West Sebois, went to the New England Baptist hospital Feb. 10 for surgery. Our correspondent advises that some cards from his friends would be in order.

Agent Paul Robertson, Monson Junction, and *Mrs. Robertson* are parents of twin boys, *Kevin Peter*, and *Kerbie Paul*. *Mrs. Robertson* is the former *Denise Stevens*, daughter of Blacksmith *Roger Stevens*, Derby Shops.

Correspondent Neil Robertson tells us that *William H. Downs*, a retired Bangor and Aroostook painter, celebrated his 80th birthday last month. He came to work for the railroad in the days of the old Hartwell shops. *Robertson* reports that from that time until his

The gleaming new bus below is a 29-passenger Flexible recently purchased by the Highway Division. The bus is currently operating between Bangor and Millinocket. It is equipped with a General Motors diesel motor and overdrive. The Highway Division has purchased four new busses during the past year at a cost of \$84,000.





The boxcar pictured above is one of 125 Bangor and Aroostook box cars which have been sold to the U. S. Army. They are currently being reconditioned and painted to Army specifications at Derby shops.

retirement he was either mixing paint or biscuits for outfit crews. They were good biscuits too.

Late dispatches in from Milo tell of some fine new street lights. The lights are a new type, an illuminated column which increases lighting efficiency tremendously. The lights have been installed on Main Street.

Retired Engineer *Harry Morse* is in the Milo Hospital in very critical condition from burns received when he wiped up some kerosene from his cellar floor and threw the saturated papers in the furnace causing a small explosion of flames, burning his face and arms very badly.

Below, from left to right, are Mrs. Pauline McClay, clerk in the purchasing department, Mrs. Margaret Turner, C. E. Delano, Director of Personnel, and Miss Henrietta Freeman, head bookkeeper in Accounting. The three were guests of honor at a party at the Brass Rail when Miss Freeman, and Mrs. Turner retired. Mrs. McClay left BAR service when the Purchasing department was moved to Derby.



Northern Div. Operating Dept.

Alvie L. Howe, former operator and relief agent, now a member of Uncle Sam's Navy (as of Dec. 2, 1952) was one of 247 sailors chosen to march in the Presidential Inaugural parade in Washington.

The men were taking 11 weeks of recruit training at the U. S. Naval Training Center, Bainbridge, Maryland. They were chosen from more than 1000 seamen at the center.

M. P. Daley, former B. and A. conductor, now pensioned, never did quite get railroading out of his blood. He's still a familiar sight about the Houlton yard where he spent many years before his retirement. We understand that he can still show the new generation a few things about railroading.



Gay M. Bradbury, 63, of the Freight Traffic Department was awarded a gold pass for 40 years railroad service last month. He came with the BAR in 1909 and stayed until 1917. In 1920 he rejoined as a member of the Freight Traffic department. Mr. Bradbury served in the Army for two years during World War I. He has also been employed by Swift and Company.

Mechanical Dept.

Congratulations are in order for *Mr. and Mrs. T. E. Degerstrom* on the birth of a daughter, *Janice Eleanor*, December 9, 1952. *Mr. Degerstrom* is employed as a machinist helper at Northern Maine Junction.

E. W. Hamlin, formerly employed in the stores department at Derby, is now assigned to duties in the Northern Maine Junction Stores Section.

R. A. White of Pittsfield is now employed in the electrical department at Northern Maine Junction.

D. D. Douglass, air brake repairer at Northern Maine Junction, has now returned to active service after a summer's leave of absence on account of sickness.

W. L. Paul, blacksmith foreman, and *K. W. Bell*, shop accountant, both of Derby, were recent visitors

at the Sportsman's Show at Boston.

The boys in the car department are wishing a speedy recovery to *R. J. "Great Life" Dickson*, car repairer helper at Derby Shops, who has been on the sick list for several weeks.

Friends of *E. K. Cunningham* wish to extend their heartfelt sympathy during a time of sorrow caused by the passing of his mother.



Warren S. Overlock, Bangor, BAR Industrial Agent, has been asked to become a member of the Industrial Development Committee of the New England Council. This will make Overlock's third year on the committee. The Council's purpose is to attract new industries and the investigation is done by the development committee. Overlock, who has 27 years' railroad service, has served as clerk, chief clerk, and freight agent.

Minard Severance, son of Mr. and Mrs. L. L. Severance, has returned home after two and one-half years in Austria with the U. S. Army. Mr. L. L. Severance is machine foreman at Derby Shops.

Friends of E. F. Johnson wish to extend their sympathy on the loss of his mother.

Clayton Degerstrom, son of Mr.

and Mrs. O. F. Degerstrom, has returned home after a tour of duty in Korea. Mr. O. F. Degerstrom is gas house attendant at Derby Shops.

F. J. Roach, machinist at Oakfield, has returned home from the Milliken Memorial hospital at Island Falls and is now convalescing.

R. B. Crandall, retired general car inspector, was the recent guest of P. L. Bradford and H. W. Wiss of Westinghouse Air Brake company at a farewell party for Mr. Wiss.

Division Master Mechanic R. D. Goodall has moved his family from Van Buren to Oakfield, where he now makes his headquarters, and now occupies the residence of former Master Mechanic Baker.

Engineering Dept.

Section Foreman B. M. Allen and Trackmen Paul Allen and Hollis Nelson spent a day fishing at Moosehead Lake recently but reported that the fish weren't biting. Allen landed one togue.

The crew of Section No. 123 report that they saw seven deer in one group this month. The deer have a trail across the B. and A. tracks where they are feeding on young cedar.

Our hearty welcome to trackman Hollis F. Nelson who has recently returned to the B. & A. after serving two years in the Air Force. We also hear that he plans to be married in June.

Mr. and Mrs. Wendell Corey are receiving congratulations on the birth of a daughter, Kathy, at the Aroostook Hospital, Houlton, Dec. 26. Corey is in the Bridge and Building Department.

James H. Daly, B. and B. mechanic, has been elected General Chairman of the Brotherhood of Maintenance of Way Employees to fill the vacancy caused by the death of Guy L. Pettengill.

Carl Brooks, B. and B. carpenter, is a patient at the Island Falls Hospital. We imagine he'd appreciate a line from his friends.

We were sorry to hear of the death of Dow J. Cain, retired section foreman at Masardis. Mr. Cain was 69 years old.

One of the many interesting letters we've received this month was from Section Foreman J. R. Taylor, Medford, and Mrs. Taylor who spent their vacation in Florida. We enjoyed it and thought you would too:

"Few of us who belong to the railroad family realize how very fortunate we really are in many ways. I realized this when I used my railroad passes across country in early December on my vacation



Charles E. Young, Carman gang leader at Northern Maine Junction, was presented his 40-year gold pass by Assistant Mechanical Superintendent, F. E. Baker, on February 27th. Young started work for the Bangor and Aroostook Railroad as a car repairer on February 3, 1913.

trip to Florida. The passes made it possible to take a short vacation



This group of Cub Scouts from Guilford made a complete tour of the Bangor and Aroostook's Derby Shops last month. They were rounded up from the entire plant to pose for this photograph by Dale Jenkins, Milo.

and enjoy many comforts and other pleasures.

"We left here on a cold, dark day of early December and left New York the next morning. In less than twenty-four hours, we were in Jacksonville, Florida. It was like going into another world.

"Florida is surely the land of sunshine and is rightly called 'sunny land.' We were in Florida from the eighth day of December to the 18th, and every day was a sunny one.

"The day we got to Jacksonville it was 76°. We went to the common and sat under a palm tree and saw many beautiful flowers and rare trees. One such tree is the sausage tree (*Kigellia Pinatta*). It is a native of Africa and has long sausage like nuts, but they are not good to eat.

"I must mention that Jackson-

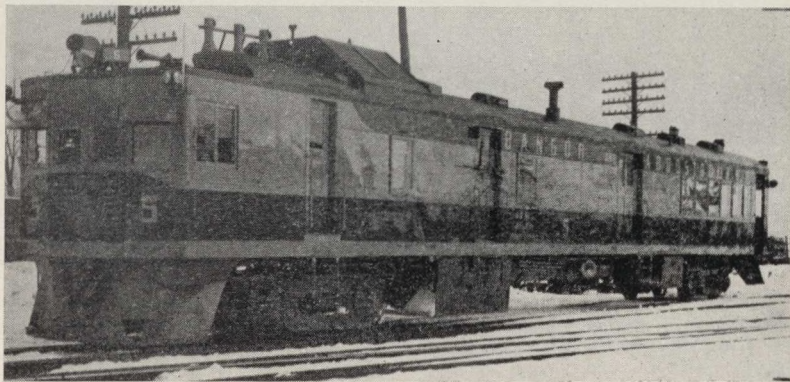
ville has five trunk line railroads bringing an endless flow of traffic into Jacksonville's great passenger and freight terminals.

"Our next stop was at Lake Wales. There we saw the Sanctuary and the Singing Tower, a memorial to Edward W. Bok. The Singing Tower has 71 bells weighing from 12 pounds to 11½ tons. A Mr. Anton Brees is the Bell Master.

"Miami and Miami Beach was our next stop, which we enjoyed. Our daily dip in the wonderful warm water, which is electric blue, didn't keep us from finding time to go to the races. The Hialeah Race Course is one of the best in the country. While we were there Ali Kahn, Rita Hayworth's ex-hubby, had two horses in the races.

"The Spaniards named Florida the "Land of Flowers" and every-

This is Diesel Car 5 which this month was put into operation on the Ashland Branch between Oakfield and St. Francis. The car was purchased especially for the run after a study which revealed that the railroad was losing \$50,000 a year on the service. The self-propelled car is 78 feet six inches long with a wheelbase of 61 feet seven inches. It has a six-cylinder diesel built by the Westinghouse company and transmits power in the same way as the railroad's diesel locomotives.



where there are beautiful flowers of all kinds. Florida means flower in Spanish.

"One can raise almost anything in Florida except bananas and apples. They are now growing a little coffee and tea.

"The homes are all colors—white, pink, light blue and light green.

"This was a very enjoyable and long-to-be-remembered vacation."

Trackman *Allen J. Whittaker*, now *Private First Class Whittaker*, USA, has been presented a Certificate of Outstanding Service by the 712th Transportation Railway Operating Battalion in Korea. *Pfc. Whittaker* is a furloughed Bangor and Aroostook trackman at Phair.

In a letter to the Bangor and



Pfc. Whittaker

Aroostook, Whittaker's commanding officer, *Lt. Colonel Alex T.*



John J. March, 63, of 33 Charles street, Houlton, received a gold pass for 40 years service from Superintendent B. W. Smith at Houlton. He was a fireman and engineer and has recently been made a life member of the Brotherhood of Locomotive Firemen and Enginemen. March, who was born in Old Perlican, Newfoundland, came to the United States in 1907 and entered Bangor and Aroostook service in 1907.

Langston, said "... Pfc. Whittaker has definitely contributed immeasurably to our success in Korea and has capably performed his duties in a most favorable manner. He has aided our organization materially in the accomplishment of its mission, and I want to express my appreciation for the



Roland N. Kinney, 59, of Oakfield, received a gold pass for 40 years service from Superintendent B. W. Smith last month. Engineer Kinney began his railroad career in 1913. A member of the National Guard, he was called to active duty in 1916 when General Pershing led a punitive expedition against the Mexican bandit Pancho Villa. He also took part in several major battles including Chateau-Thierry.

fine work accomplished by Pfc. Whittaker."

Pfc. Whittaker served in Lt. Colonel Langston's operating battalion in Korea for 15 months.

The Whittaker family is a Bangor and Aroostook family too. Pfc. Whittaker's father, *Elmer Whittaker*, is an acetylene cutter at Derby shops and his brother, *Carleton*, has been Trackman at Phair since 1947.

C. L. McPherson, Section Fore-

man at Squa Pan, would like to know if anyone can beat his record. He has worked for the BAR 26 years and has never been late. He has worked under five different foremen and for the past 12 years has been section foreman at various locations on the Northern Division. He has traveled anywhere from one-quarter of a mile to 25 miles to his work and has never been late one minute either morning or noon in the 26 years. If you can beat Mr. McPherson's record, he would like to hear from you.

Judith E. Libby, 10 lbs., born February 26. Proud parents *Mr. and Mrs. Elden J. Libby*, trackman on Section No. 489 at Squa Pan.

Twenty Bangor and Aroostook people from the Houlton Engineering office attended a party given in honor of *W. J. Strout*, Mechanical Superintendent and Chief Engineer Feb. 20. *Robley H. Morrison*, Assistant Chief Engineer, gave the party in the Banquet Room of Al's



MAINE LINE

Food Shop in Houlton on the eve of *Mr. Strout's* move to Bangor.

Attending were: *R. H. Morrison*, *P. H. Swales*, *R. H. Miller*, *R. R. Randall*, *P. S. Wheeler*, *C. F. McCue*, *G. F. Dow*, *C. E. Garcelon*, *W. A. Daly*, *L. J. McMannus*, *H. L. Wright*, *E. D. Ross*, *F. E. Shields*, *K. W. Lovely*;

M. A. Fairley, *Bert Wise*, *T. W. Cudhea*, *L. V. Levesque*, *W. F. Wiggins*, and *W. H. Buxton*.

Unable to attend were: *E. E. Gordon*, *O. G. Armstrong*, *W. D. Knight*, *Miss F. B. Bailey*, and *Miss M. P. Waalewyn*.

The group enjoyed a turkey dinner and, later in the evening, Mr. Strout showed color slides of hunting and fishing scenes.

The Houlton Engineering people presented Mr. Strout with an engraved desk set.

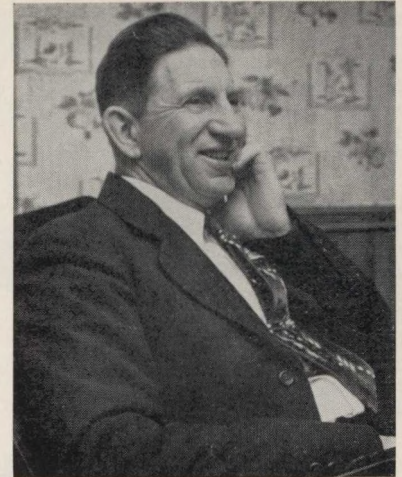
A. E. Taylor, B. and B. carpenter, broke a bone in his left foot January 20. He does not expect to be able to return to work for at least eight weeks, and is at his home in Robinson.

Harold D. Kelley, signalman at Millinocket, broke his leg Feb. 15. We hope he will be recovered before the spring fishing starts.

Maxime Hebert, trackman at Fort Kent, is unable to return to work on account of illness and expects to retire March 31.

Earl E. Gordon, or "Pat" to most of us, general roadmaster, has been sick with the flu. He regrets that he did not get his flu shot quick enough. He missed the "Vaccination Special" and had to wait until he could get to Milo. The flu caught up to him before the ten days had elapsed.

MAINE LINE is in the unique position of editorially celebrating two new arrivals in the patter-



Section Foreman *Clarence W. Bell*, Robinson, retired recently after 34 years BAR service. The 58-year-old Easton native worked on sections at Westfield, Easton, and Robinson. His brother, *Leslie Bell*, is also a retired section foreman. Bell is also a veteran of World War I and a member of William Cousins Post, No. 118, American Legion, in Mars Hill. He thinks he'll do a little light farming and maybe raise a few chickens now that he's taken his pension.

little-feet department. One of our Associate Editors and a correspondent are celebrating the arrival of the stork between issues.

Associate Editor *Burton Sawyer* and *Mrs. Sawyer* are parents of a boy, *David Burton Sawyer*, born in Bangor Jan. 30. Young David tipped the scales at six pounds eight ounces. Burt is clerk in Freight Claims.

Less than a month later *Norman Tardiff*, Assistant Division Agent

at Van Buren, and Mrs. Tardiff were celebrating the arrival of Stephen James Tardiff, born Feb. 23 at the EMGH in Bangor. He was a seven-pounder. Mrs. Tardiff is the former Margaret Kane of the Accounting Department, Ban-

Bill Park of the Freight Traffic Department, Bangor, was picked by the High School Principals Association to be referee at the large schools basketball tournament at the University of Maine March 5, 6, and 7. This is quite a feather in Bill's cap as there is a long list of basketball officials from which referees for the Eastern Maine Tournament are picked.



Mrs. Paul Robertson, wife of Agent Paul Robertson, Monson Junction, holds new twin sons Kevin Peter and Kerbie Paul. We aren't sure which is which.

W. J. Strout, Mechanical Superintendent and Chief Engineer for the BAR, was elected Vice President of the New England Railroad Club this month. Roy Baker, Assistant General Manager for the Boston and Maine, was elected President of the group which has about 1500 members.

Charles C. Morris, Bangor and Aroostook Treasurer, writes from

Grand Cayman, British West Indies, where he is vacationing, that Maine potatoes are very popular in the islands. He noticed several familiar Aroostook brand names and that the spuds are in excellent condition in spite of the long, hot travel route. The island is two or three air hours south of Florida.

... orchids from New Zealand

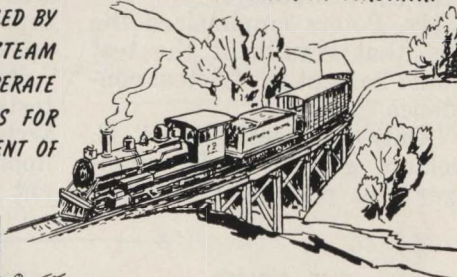
A very delightful letter from New Zealand wound up in the MAINE LINE copy basket this month. Orchids are so few and far between for editors that MAINE LINE feels slightly justified in reprinting part of Mr. C. Ernie R. Webber's letter: "... Maine Line has been read with great interest and I have found it to be very well produced. I extend my sincere thanks to you for sending me the first issue and hope that you will keep the writer permanently on your mailing list, so that as they come to hand I can bind them in yearly volumes, which will make a handsome addition to my library on railway and traction matters."

Rail oddities



A BRAND NEW RAILROAD—THE SHENANDOAH CENTRAL, ONE MILE LONG AND WITH NARROW GAUGE TRACK—WILL START THIS SUMMER IN VIRGINIA.

ONE PASSENGER TRAIN PULLED BY THE FAMOUS OLD-TIME STEAM ENGINE "TWEETSIE" WILL OPERATE WEEKENDS AND HOLIDAYS FOR THE BENEFIT AND ENJOYMENT OF RAIL FANS.



A RING OF GAS FLAME EXPANDS THE STEEL OUTER TIRE OF A LOCOMOTIVE DRIVE WHEEL SO THAT IT GOES EASILY OVER THE RIM. COOLING OFF, THE TIRE CONTRACTS TO AN EXCEEDINGLY TIGHT FIT AND IS GOOD FOR 3 MILLION MILES.

... and that's a lot of snow

The railroads spent \$31,440,000 in 1951 for removal of snow and ice from tracks to enable trains to operate.

No More Square Pegs

(Continued from page 21)

ago tests were administered to supervisory employees, but no further action was taken."

Certain minimum scores will be declared acceptable for various levels of employment with the company.

Mr. Peters emphasized the fact that results of the test would be kept in strictest confidence.

"Only one man, Carl E. Delano, general traffic manager and personnel director,

will have the key," he added. "Delano will handle scoring of all tests and will merely indicate to employing personnel whether the candidate's score was acceptable or not. Scores will be known to no one except Delano under any circumstance."

Any more extensive use of tests in the future, Peters asserted, will depend completely upon the results of the present program.

THE COVER

When the International Harvester Company brought a train-load of tractors into Presque Isle last month, it was quite an occasion, both for the IHC people and the BAR. It was the first time in 25 years that a trainload of tractors was shipped into the County, and the Silver anniversary of IHC in Aroostook. Our MAINE LINE camera caught the train just as it pulled into the Presque Isle station.

The lovely young lady so gracefully decorating MAINE LINE'S back cover is 21-year-old Joan Labbe of Van Buren. Joan was a Bangor and Aroostook employee before becoming a popular Florida fashion model. Her father and two brothers are BAR people. We think she adds a lot to the scenery.

Fewer persons lost their lives in railroad accidents in 1952 than in any of the 65 years for which records are available.



NEXT
FIVE
SHOWS

March 30—"Princess Pat"
April 6—"Sally"
April 13—"The Fortune Teller"
April 20—"El Capitan"
April 27—"The Chocolate Soldier"

FACTS and FIGURES

We received from	<i>December 1952</i>	<i>January 1953</i>
Hauling freight	\$1,233,023	\$1,496,837
Carrying passengers	42,464	38,694
Hauling baggage, mail and express	38,282	25,000
Other transportation services	12,300	19,758
Rents and miscellaneous income	54,630	21,209
A total of	\$1,380,699	\$1,601,498
We paid out or provided for		
Keeping roadbed and structures in repair	\$162,807	\$325,000
Keeping locomotives, cars and other equipment in repair	319,735	225,087
Running trains	348,744	376,842
Selling our services to the public	23,249	18,573
Managing the business and keep- ing the records	62,088	64,830
Interest on borrowed money	59,490	58,776
Payroll taxes	24,617	26,803
Local and state taxes	42,457	50,201
Federal income taxes	107,864	225,712
Applied to sinking funds	232,398	22,502
A total of	\$1,383,449	\$1,394,326
Our Net Income was	(\$2,750)*	\$207,172

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

