

MAINE LINE ▲



JAN. - FEB., 1954

Bangor and Aroostook Railroad



TALKING IT OVER

As I imagine most of you know, I undertook the presidency of the New England Council in early January. This comes under the heading of "additional duty," but it will necessitate a considerable amount of time for various meetings away from Bangor.

Since my election I have discovered that quite a few people don't know too much about the New England Council,—what it is and what it does.

It is a group of New Englanders who are keenly interested in the economic welfare of this region in which we work and live. It seeks to achieve results through the strength which comes when many cooperate to reach a common goal.

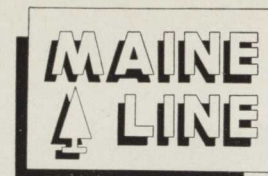
In effect the council has two jobs, one regional and one national. Regionally it analyzes New England's economic performance to see whether specific jobs can be better done. Where they can be, the council pokes and prods until those who are in a position to do a better job get down to work and do it.

Nationally the council seeks to present the facts on New England. This is of great importance because much of the country now has a distorted picture of New England.

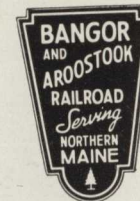
All of this is no small task and those of us who officer the council need all the help we can get from those who don't. To put it another way, I'd appreciate any and all assistance from any and all of you.

Sincerely yours,

Antro Hutchinson



MAGAZINE



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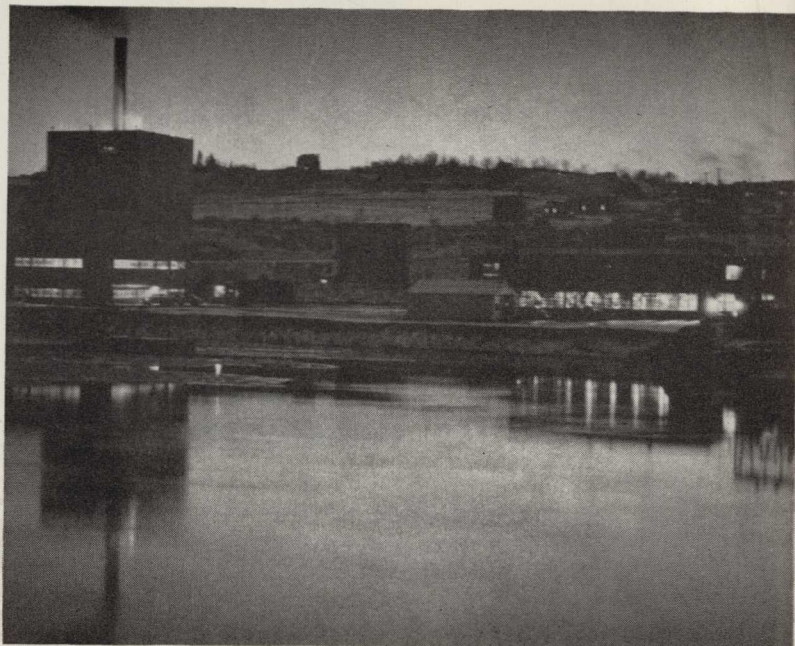
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Published bimonthly by the Personnel and Public Relations Department of the Bangor and Aroostook Railroad Company, Bangor, Maine.



Maine Public Service Steam, Diesel and Hydro installations at Caribou cast shimmering reflections on the Aroostook River.

A Half Century of Progress

The only sound in the small room was the measured beat of the clock on the wall, interrupted occasionally by the urgent blare of an automobile horn in the street. A young man sat watching a recording graph attached to a clock mechanism. At exactly 7:10 p. m., the stylus lurched abruptly, making a deep, blue gash on the graph. Almost

simultaneously a loudspeaker on the desk crackled the two words that spell nightmare to the hydro fraternity . . . "Anchor Ice."

Calmly, the young man punched several buttons on what resembles a rapid calculator and spoke briefly into the microphone before him. Three minutes later the Maine Public Service Company's sta-

tion at East Millinocket was tied in with the Bangor Hydro. The time was 7:15 p. m.

This is the electric business. The doctor in the operating room never realized the little drama was being played. Yet in a very short time the entire output of a huge (10,400 kilowatt) Maine Public Service generator plant at Tinker, N. B., was crippled. The reason,—tiny needles of anchor ice which form at a critical hundredth part of a degree of temperature.

The young man was Earl

D. Bates of Presque Isle, a Navy veteran with three years service in the Pacific during World War II, who's a load dispatcher for Maine Public Service in Presque Isle. After the brief crisis he nonchalantly entered the incident in his logbook and turned back to the graph.

In the electrical business, as in the railroad industry, the dispatcher is the nerve center of the system. Earl Bates and his fellow dispatchers are the brains of a shining copper web covering Northern Maine with 1,193 miles of hot

Dispatcher Earl D. Bates, Presque Isle, stands by his mike during a switching operation. The dispatcher's chair is never empty . . . his finger is on the pulse of Northern Maine 24 hours a day.





Milton S. Blackwell

wire. The chair is never empty; the dispatcher's finger is always on the pulse of the 125,000 people in 86 communities served by Maine Public Service.

A mere six years ago, without the magic of two-way radio and thousands of kilowatts of new generating potential, the story might have ended much differently. The anchor ice would have jammed the racks, putting the generators out of service and crippling Aroostook's principal power supply. Not so today, for this progressive utility has more than tripled its generating facilities since

1947, and has made use of the most modern equipment science has devised.

Lawrence H. Alline, Maine Public Service's genial and hard-headed president, can now point out with understandable pride that neither anchor ice nor drought can cause any interruption in Northern Maine's electrical service. Only one-third of the electrical power is hydro (water-generated) and the remaining two-thirds are generated by diesel and steam. Proof of the pudding is that the river level was lower in September, 1953, than in the fall of 1947, when power was rationed in Aroostook. Last year Maine Public Service did not even have to use any of the four billion cubic feet stored at Millinocket and Squa Pan Lakes.

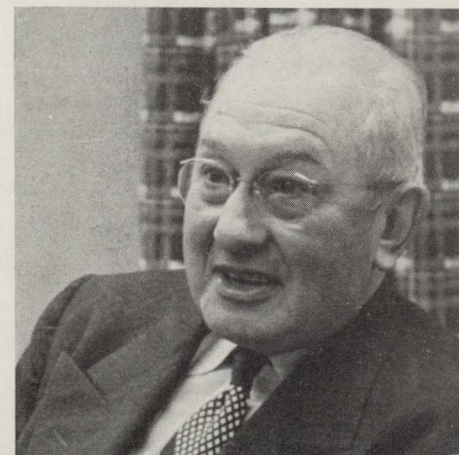
The head man of MPS is a husky, six-foot electrical engineer, a graduate of Purdue University, whose men will tell you that nobody ever works for Larry Alline; they work with him. Although born in Iowa, he is careful to explain that he is still Yankee stock. His father was born in East Machias and the family went homesteading in Western Iowa. In 1918 he was 1st Lt. Alline of the 37th Engi-

neers in France, his first link with MPS. Almost seven years after the war, he met the colonel of his regiment who hired him on the spot to manage Maine Public Service. Maine Public's progress since Alline took over is eloquent testimony of his progressive leadership.

Maine Public Service's vast network had its start in 1903, back in the days when this marvelous stuff was used only for lights and electric lights were a genuine curiosity. The man who brought electricity to Northern Maine and New Brunswick was Arthur R. Gould. In 1907, Gould built a transmission line from Tinker, N. B., to Houlton which was one of the first 33,000-volt lines in the country.

In 1926 a holding company bought the Maine-New Brunswick Electric Power Company and the Maine branch, the Gould Electric Company, and 16 smaller electric companies in the area and formed Maine Public Service Company (the company is now controlled by stockholders, many of them in Aroostook). That was the year when Lawrence Alline came to manage the company.

Maine Public Service's head man, Lawrence Alline, is caught answering some questions by the MAINE LINE camera.





James E. Little

The little (it's all-hydro capacity was 8,200 K.W.) utility struggled through the great depression and felt the demands made by power-hungry air bases in Aroostook

Operator Levi Mosher, left, and Engineer George Keyes, stand watch over control panel of generator in steam plant. Like other engineers in steam plant, Keyes was once a marine engineer.

during World War II. In the early war years Maine Public Service made a desperate appeal to the War Production Board for a diesel plant which was refused. And, if anything, the post-war demand for power was greater than during the war years.

Then came the record drought of 1947 and the subsequent rationing of power.

President Lawrence Alline and his general manager and vice president, Milton S. Blackwell, shudder at the memory of those desperate days.

"The demand for power here was fantastic," Alline says, "and the fall of 1947 was the driest Aroostook ever saw. We were all hydro at the time and it hit us hard."

By this time materials were

available for the construction of a diesel plant at Caribou and the generators were in operation almost as soon as the building had a roof. It was completed in the spring of 1948 and a steam-generator plant was started immediately.

As Larry Alline says, necessity is the mother of invention and probably of getting things done in a hurry. And 1948 was a big year for Maine Public Service. Two-way radio was added and several new generators installed.

"Just to illustrate what this meant to us," says Alline, "a New Sweden woman called us the other day to report an outage (power failure). We radioed one of our mobile units in the vicinity and within five minutes the crew was on the job. Years ago, the woman would have written us a letter, one of our linemen would have boarded the night Bangor and Aroostook passenger train (the roads would have been blocked) and gone up to locate the trouble."

Today Arthur Gould's little electric company has grown into an efficient, fast-moving machine. Since 1947, it has increased its generating facilities 300 per cent as compared with a 200 per cent increase on the national scene. The

newest project is a 12,600 K.W. steam plant to be built in Caribou this year.

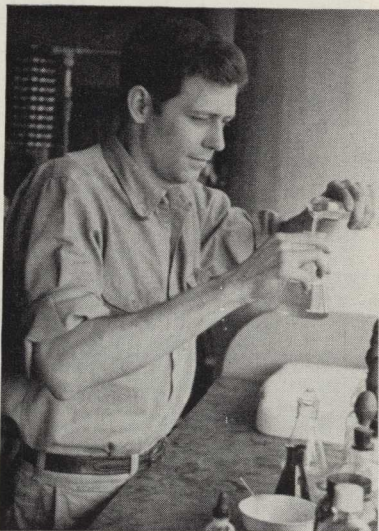
The river, always a precarious source of power, has given way to the dependable tank car with its bunker C and diesel oil.

It takes 215 men and



Myron S. Mosher

women whose annual payroll is about \$775,000 to keep the food in your deep-freezer cold. One marvels at the efficiency of this relatively small group. For instance, Superintendent James E. Little and 14 men



Engineer James Cyr, Presque Isle, tests river water which is being used in steam turbine. The water is tested several times a day.

care for the huge steam turbine which generates 9,000 kilowatts of electricity per hour in Caribou.

Four monster oil burners consume 19,000 gallons (almost two Bangor and Aroostook tank cars) of bunker C oil each day. A look at the fire box of these burners with four, 15-foot jets of flame is like a brief glimpse of the nether world.

Little, a former salt-water man who sailed on J. P. Morgan's CORSAIR from 1930 until she was sold to the Eng-

lish government as an armed yacht in 1940, keeps his steam plants as spotless as the mahogany decks of the CORSAIR must have been.

Even a little dust, he explains, can cause havoc in the high-speed turbines.

In the diesel plant just across the graveled court Myron S. Mosher, 32, a native of Ashland and Navy veteran of World War II, and 17 men maintain a constant vigil on five diesel generators and two hydro generators. Whereas, the steam plant operates 24 hours a day at top capacity, the diesel plant takes the slack at peak load. However, it is capable of generating enough electricity to supply a city of 20,000 people.

After 3,000 hours of operation, the five-man maintenance crew overhauls each diesel under Mosher's watchful eye. The process, by the home mechanics standards, is costly and complicated. Just for an idea: piston rings for an engine cost \$1,500 while a complete ring job is about \$2,000. The pistons weigh one and a half tons each.

The diesels consume an entire tank car—about 10,000 gallons—a day which is stored in a new 5,700 barrel tank erected last summer

across the Bangor and Aroostook main line.

All through the organization there is the delicate inter-relation between departments which means a smoothly-working machine. An electric company is a lot like a railroad. Its first concern must be the public it serves and its entire operation must be toward that one goal.

It's an impossible job to pick the most important department of Maine Public Service because, like the chain, it's as strong as its weakest link.

But probably the bulk of glamour and excitement in Northern Maine's electrical industry falls to a young, (38) soft-spoken troubleshooter from Illinois. Ken Durst, who came to Maine Public Service in 1942, holds the somewhat unenviable job of transmission superintendent in charge of 45 men and almost 1,200 miles of transmission and distribution lines.

His work is as demanding as that of any country doctor and the strident ringing of a telephone in the night may be anything from a car-light pole crash to lines felled by heavy winds.

The lineman is probably the backbone of any electric



Kenneth R. Durst

company. The elements are his principal enemy and the intangible electron his second. One notices in him what Durst, a husky, one-time Golden Gloves contender, calls cool character. It's probably his biggest asset.

Durst runs a lineman's school where the apprentices are initiated to the wonders and deadliness of electricity. His men will tell you that he'll climb a pole with the best of them.

His special field is hot-stick work which breeds a special type of lineman. Hot-stick work is usually done on transmission lines carrying more than 7,200 volts with long,

specially - treated wooden sticks treated to withstand shocks of 75,000 volts per foot. To hear these men talk, the 7,200 volt work, done with rubber gloves, is mere child's play. The sticks are equipped



Probably the only touch of the past in the organization is John J. Malone's forge. The 66-year-old blacksmith was born in Newfoundland.

to do anything a man can do with his hands.

There are eight men in a hot-stick crew and the coordination among them is a beautiful thing to see. Nor-

mally the two men on the pole have been partners for a long time and each knows what the other wants without words.

"We don't put a man on hot-stick work until he's had at least four years' experience as a lineman," Durst explains, "because the longer he's a lineman, the more respect he has for electricity."

Perhaps that's the reason Ken Durst has never had an accident in his hot-stick crew.

The major maintenance problems are trees across the wires and storms. On one memorable occasion, a March 4, 1947 snowstorm, Durst was routed from bed at 6:00 a. m. and worked with his crews for the next two days without sleep. The group walked 25 miles the first day finding food at farms on the Mars Hill-Easton road.

After 50 years of service the Maine Public Service slogan, "Growing with Aroostook," is no overstatement. When the new steam plant is completed next year, Maine Public Service will have a total output of 44,400 kilowatts, 38 per cent more than the present capacity of the system.

We think that spells service in the best tradition.



The gleaming coins pictured above are U. S. proof coins sold directly from Philadelphia mint. They are untouched by human hands.

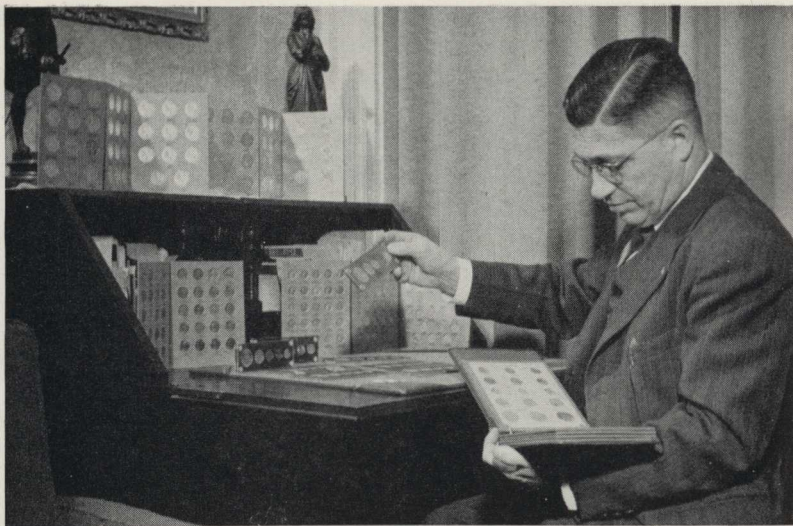
A Hobby That Pays Off

You may not know it but the nickel you have in your pocket might be worth 35 cents . . . maybe even 50. If you're in doubt the man to see is Les Wentworth, coin collector by chance, who also happens to be the Bangor and Aroostook's general freight agent.

Both Les and his wife, Rachel, have been enthusiastic numismatists (coin collectors, not to be confused with a type

of rheumatism) since 1951 when a friend showed them her collection.

People accumulate money for almost as many reasons as there are adjectives in the English language . . . coin collectors included. Probably the Wentworths started when they began to put an occasional dime or quarter in four-year-old Lois Ann's piggy bank. And after seeing a collection, they decided it would



Coins are collected systematically, by the year, and mounted in cut-out books such as nickels, quarters and half-dollars pictured above.

make a good hobby and probably be more valuable than money in a savings account.

To date the Wentworth collection numbers some 900 coins and it looks as if Lois Ann will have enough for college and then some.

Both Les and Rachel admit that, while it's a good way to save, the hobby is so absorbing it's easy to snatch a little on the budget money.

The Wentworths' coins are about 90 per cent American money and with just one exception American money has always been worth its face

value as legal tender. The exception, according to the Wentworths, is the Trade Dollar which was issued late in the 19th century—to compete with the Spanish dollar in the Orient. The venture was unsuccessful and the dollar was called in and devaluated by special act of Congress. Ironically enough, the dollar (the Wentworths have one) is worth from two to 20 dollars on the market although you couldn't buy a shoelace with it.

Both Les and his vivacious wife work on the same collec-

tion and are each active in the Queen City Coin club, an organization which was founded at Dow AFB and which now has civilian members. Rachel was president last year and Les is currently serving. The club has exhibited in both Brewer and Bangor and has received one award.

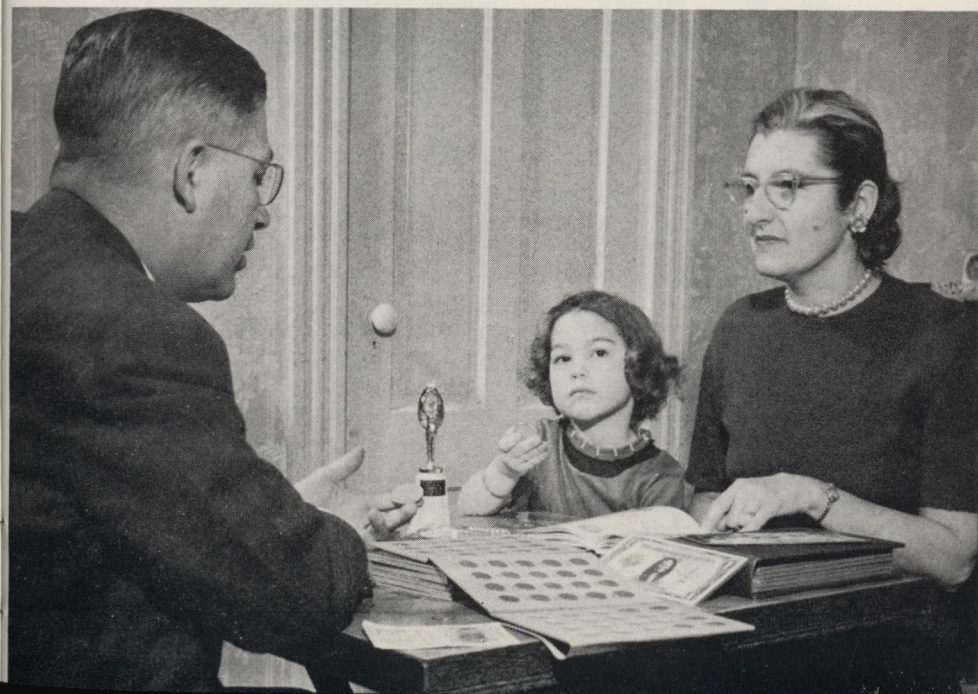
Contrary to popular conception, age does not necessarily make a coin valuable. Its value is determined by the condition of the coin (uncirculated coins usually bring top

prices) and how many were minted. The oldest coin in the Wentworth collection was struck in 1795, but they have a nickel minted in 1885 which is worth several dollars more than the 1795 coin.

To be a worthwhile investment, coin collecting must be systematic, and the Wentworths are trying to get complete sets for as many years as are available. It is somewhat easier to get complete sets for the current year.

The coins, which are filed

Coin collecting is a family project for the Wentworths, even for four-year-old Lois Ann. Trophy, between Les and his vivacious wife, was awarded Queen City Coin club when Rachel was president.





At work, Les is the Bangor and Aroostook's general freight agent.

in cutout-books by the year, gradually take on more than their face value as they become more scarce. For instance, a 50 cent roll of pennies could be worth from two to 50 dollars in 20 years time.

Some coins, such as U. S. Proof coins, take on value in a much shorter time. The Philadelphia mint strikes a certain number of proof coins every year; the number varies from year to year. And since the proof coin is struck with special attention (with oil coated dies, untouched by human hands) it commands a premium. If you get your

name in early enough you may buy a set with a face value of 91 cents for \$2.10.

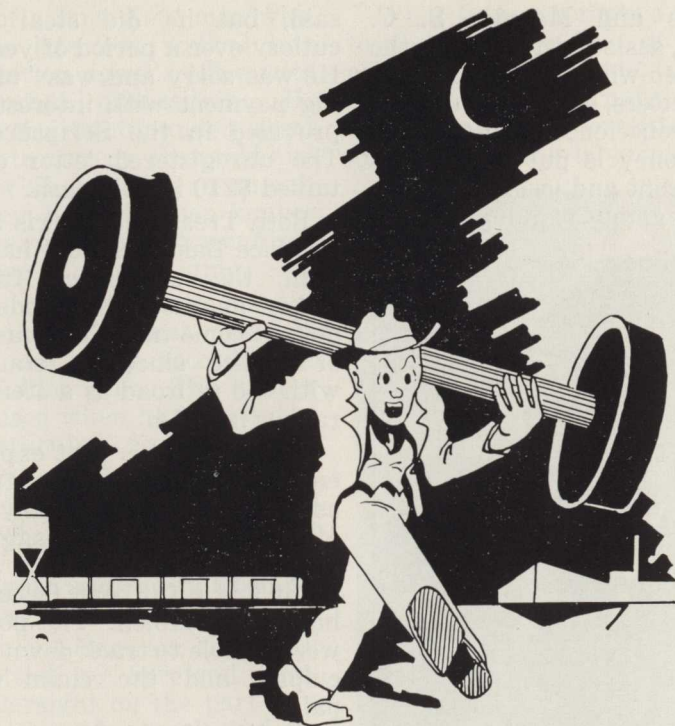
The Wentworths bought a set in 1950 which is now worth about 17.50 . . . not a bad investment.

The most effective way to find worthwhile coins, the Wentworths have found, is to watch your change, occasionally buying \$15 or \$20 worth of change at a bank and spending several evenings examining it.

The coin collectors have a peculiar jargon all their own which probably comes from dealing with microscopic parts of nickels, dimes pennies and half dollars. One slip of the diemaker's hand may make several hundred sought-after coins. One classic example is the three-legged buffalo nickel (the 1937 D). A faulty die turned out a buffalo which looks for all the world as if it had only three legs.

People are by nature acquisitive; they collect everything from buttons to elephant horns. But probably the numismatists have the advantage over most collectors.

For as Les Wentworth points out, "One thing about collecting money, is that you can always spend it."



'Thou Shalt Not Steal'

Not long ago an unregistered letter turned up on the president's desk. It was penciled in laborious longhand with no return address. And therein lies a strange and heartwarming tale.

The letter contained a message, concise and to the point, and something else . . . \$60 in currency. The unsigned mes-

sage read, simply: "Money to pay up for free rides years ago." No reason, no dates. Nothing except \$60.00 in currency from a man who had done wrong and wished to do right.

The letter is fairly typical of those received from repentant wrongdoers throughout the years. Treasurer C. C.

Morris and Maurice S. C. Baker, assistant treasurer, the two men who normally receive such letters, have aptly dubbed them conscience payments and the money is put under general profit and loss.

The gamut of human temp-



Charles C. Morris

tation mirrored in the letters is incredible. Take the anonymous letter received in 1936 from a man who had purloined enough silver from Bangor and Aroostook buffet cars to equip a diner.

He was not an employee, he

said, but he did steal the cutlery over a period of years. He was sorry and was "making payment with interest as provided in the Scriptures." The unregistered letter contained \$210 in cold cash.

Both Treasurer Morris and Maurice Baker are old hands with the conscience fund. Baker has seen hundreds of dollars come into the treasurer's office since he started with the railroad as a stenographer in 1914.

Morris had his first experience with the conscience fund as a station agent at Smyrna Mills in 1936. The baggage room was broken into one night and a fur coat (second-hand) was stolen. The police were unable to track down the culprit and the claim was paid.

Station Agent Morris had almost forgotten the matter when, two months later, a letter containing \$10.00 arrived. The sender carefully explained that he (or she) had not stolen the coat, but was making restitution for someone who had. The person needed the coat, the writer said, and could neither afford to pay for it nor bring it back and face the cold Aroostook winter coatless.

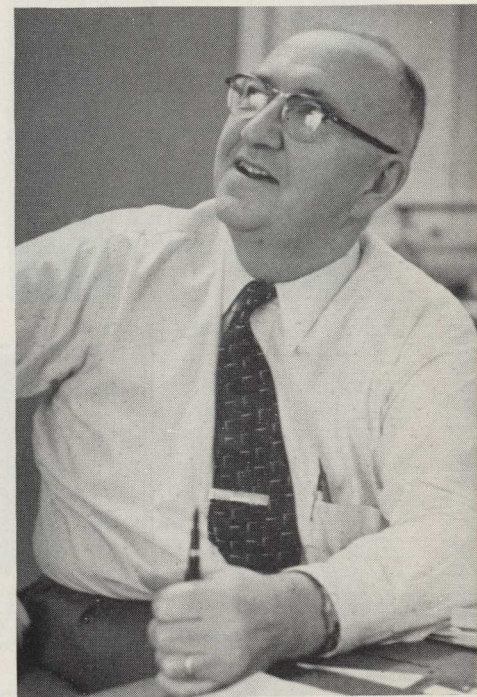
Even more unusual was the

case of a Fort Kent man who, in the late 20s, walked into the station agent's office with a strange proposition. He made the dumbfounded agent agree to secrecy, then told him that while working in an outfit crew he had stolen lumber and hardware which went into a house he was building.

He was working on the Canadian National now, he said, and living according to the Golden Rule. The lumber was used when he took it, but in returning the money he figured what it would cost new at the going price and handed the agent \$45. His secret is still intact for both the agent and the railroad respected his bargain.

Other letters are the result of bottled joy, here and there, an oversight on the part of a conductor who overlooked the ticket of some substantial citizen. One lumberman, after several months in the woods, was so happy to see new faces that he promptly got violently drunk. In the process he broke a train window, and caused some consternation among the passengers. And while he was not accused of breaking the window, he was very sorry (\$10 worth) and hoped that the railroad would forgive him.

What thing prompts a man to cross the fine line of law and morality? Difficult to say . . . real need, perhaps, but few people are permitted a glimpse into the labyrinth of



Maurice S. C. Baker

the mind. But more important is the evidence that men repent to the extent of returning stolen goods, and with interest.

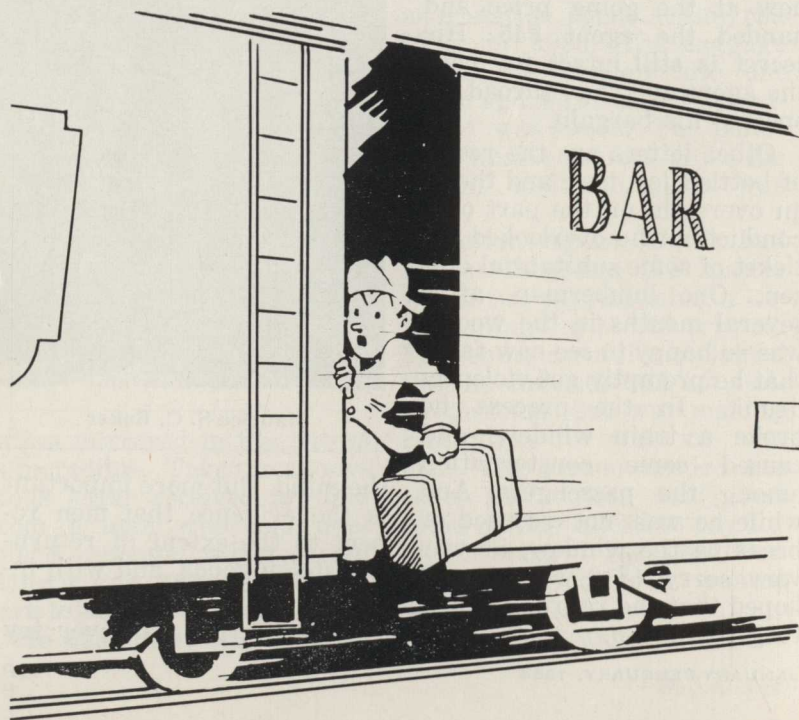
Does the railroad ever try

to discover the identity of these people? Most assuredly not, says Treasurer Morris. He is happy at this addition to his conscience fund and feels that when a man makes restitution, he has paid his moral and legal debt.

Others would indicate that the sender had discovered religion personally . . . perhaps years

Both the treasury men feel that religion is a vital factor in conscience payments. Several letters contain quotations from the Scriptures and after the deed.

No one remembers how long conscience payments have been turning up in the treasury office or on the president's desk, but it's a good guess that it has been almost as long as there has been a Bangor and Aroostook. And there have been enough remorseful letters to convince Treasurer Morris that 95 per cent of the population is basically honest . . . a pretty heartening discovery, he thinks.



MOVING UP ON THE B & A

Five members of the Bangor and Aroostook family in four departments have received promotions since the last issue of MAINE LINE.

Gordon D. Briggs was named executive vice president by the board of directors Dec. 22. A veteran of W. W. II, he came to the railroad in 1946 as assistant general counsel. He was named general counsel in 1950 and a vice president 14 months later.

He attended Hebron Academy, Bowdoin College and was graduated from Harvard Law School in 1936. He was a member of the Maine legislature before the war and was active in Community Chest work.

Two Stores Department men in Derby were promoted by W. A. Bamford. Murray E. Littlefield and Henry A. Thies were both named assistant supervisors of stores.

Littlefield has 28 years railroad service, and also worked for the Bangor and Aroostook during vacations while he was



Gordon D. Briggs

a student at Milo High school. He has been a messenger, oil house attendant, stenographer and timekeeper-clerk. He served in the Military Railway Service in Italy and North Africa during World War II and was discharged a lieutenant in 1946. After the war he served as accountant.

Henry Thies, a native of Pennsylvania, entered Bangor and Aroostook service in 1939 and has served as laborer, clerk, timekeeper, accountant and diesel stock clerk. He is a captain in the Derby Fire Department and is active in the Pleasant River Grange. He has a son and a daughter.

Frank D. Larlee was named

—Moving Up

general yardmaster at Oakfield last month. He succeeds his father, William M. Larlee who retired. Larlee attended Oakfield High school and entered BAR service in 1936. He has been a trainman, conductor and yardmaster, and belongs to the Blue Lodge, Chapter, Commandery and Shrine.

H. T. Parker was also named yardmaster to succeed S. M. Pray, who elected to return to train service.

W. B. Hill, vice president-traffic also announced this month the appointment of Robert W. Miller as assistant division agent at Limestone AFB. His office is located on the base.

Miller entered Bangor and Aroostook service as a bus operator in 1939 and served until 1950 with time out for military service. He comes to the railroad from the General Foods Sales Division. The Millers have one daughter and make their home in Presque Isle.



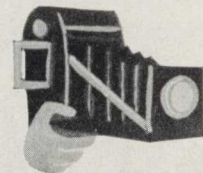
Frank D. Larlee



Robert W. Miller

MAINE LINE

Camera —



Dec. 19 is a special occasion for this tyke as she gets a boost from dad for an apprehensive chat with Santa Claus (Lew Kitchen) who rode No. 1 giving away candy at every station.





Above, Miss Mary K. Fitzgerald, March of Dimes worker, and Francis J. Reardon, Charlestown (Mass.) potato wholesaler, tag a car of premium Maine potatoes, the gift of Maine potato growers to Polio drive. Below, from left to right, Earl Lombard, Atlantic Commission company; Commissioner of Agriculture Fred J. Nutter; Frederick C. Dumaine, Jr., president of the New Haven Railroad and BAR President Curtis M. Hutchins examine some tubers in the Atlantic Commission potato house in Presque Isle.



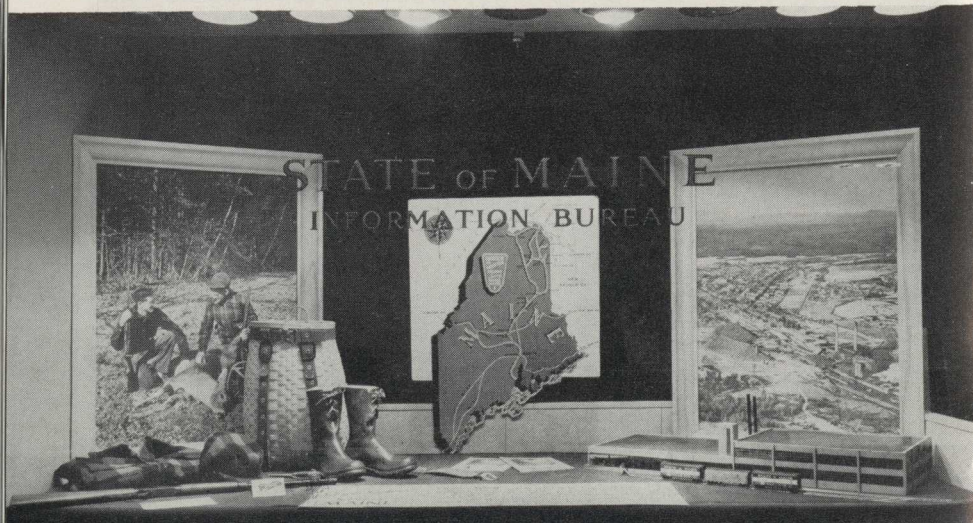
The following employees pictured above attended the December 10th Meet-The-President session at Bangor: Mrs. R. D. Lewis, Derby; Mrs. Annie W. Morris, Derby; L. M. Brown, Nor. Me. Jct.; L. E. Perry, Nor. Me. Jct.; I. W. Pike, Nor. Me. Jct.; K. R. Simpson, Nor. Me. Jct.; W. L. Nowell, Nor. Me. Jct.; T. V. Stevenson, Nor. Me. Jct.; R. M. Mackin, Millinocket; R. E. Blodgett, Derby; F. E. Burton, Derby; F. A. Carey, Derby; W. N. Glidden, Derby; F. A. Hatt, Derby; W. I. Osgood, Derby; Adrian Fortin, Fort Kent; W. C. Lloyd, Houlton; Gordon Glew, Fort Fairfield; Hugh G. Goodness, Bangor; E. R. Jennison, Bangor; J. A. Willette, Sherman; W. H. Baker, Derby; Harris A. Porter, So. Lagrange; George B. Tamulaitis, Milo; James T. Roach, Island Falls; Thomas E. Skidgel, Mars Hill; Oneisme Corriveau, Van Buren; E. J. Pinette, Nixon; David L. Grant, Caribou; Claude A. Dunham, Nor. Me. Jct.; F. R. Case, Presque Isle; M. F. Brown, Derby; Warren Norsworthy, Limestone; J. W. Scott, Houlton; D. N. Charette, Westfield; J. E. Jewell, Nor. Me. Jct.; J. W. Swallow, Oakfield; D. A. Rideout, Derby; and R. E. Towne, Derby. Below, Presidents Dumaine and Hutchins before Red, White and Blue New Haven car in Presque Isle.





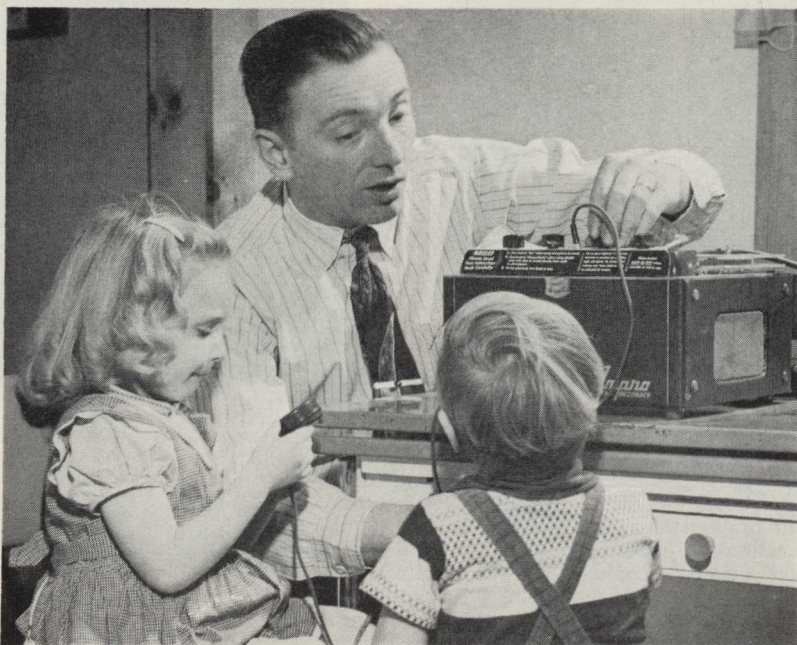
T-E PORTLAND SUNDAY TELEGRAM BY JOHN C. GARDINER

Cars of Maine potatoes leave the state over the recently-completed railroad section of the new Fore River bridge in Portland. Below, is the current State of Maine display in Radio City, New York, featuring Northern Maine and its railroad.



Above, left, Prof. Bodfish, alias the Accounting Department's versatile Wesley Randall, entertains at the annual Christmas party at Six-Mile Falls Grange hall Dec. 10. Members of the Accounting Department were hosts but all departments were invited. About 150 members of the Bangor and Aroostook family enjoyed the punch bowl, turkey dinner and excellent entertainment. Above right, Carl Smith speaks to BAR agents in Southern Aroostook during agents meetings in December. Assistant Agent Ray A. Daggett, Island Falls, beside Mr. Smith. Below, members of the BAR "All Girl" orchestra entertain at the Christmas party.





Engineer Bill Barrett, indulging in his favorite hobby, records voices of daughter Becky, and son, Bruce.

A MAINE LINE Profile

There were six inches of water in the slit trench... icy, muddy water. The two soldiers lay face down shivering, partly from the cold, partly from the exertion of the dash to the meagre shelter. The earth shuddered from the impact of bombs from low-flying German night raiders.

This was Norwich, 1944—cold as only the English coun-

tryside can be in February. It was a land pockmarked by death and struggle... perhaps a strange place for a career to be born.

But a man can think about a lot of things in a slit trench. Bill Barrett thought about getting home and, among other things, of being a railroad engineer.

Probably if the soldier with

him hadn't been Donald Brown, a former Bangor and Aroostook yard clerk from Houlton (son of Engineer Bill Brown, Ret.) the story would have ended differently. And so, like many true stories, the tale of Bill Barrett has a fictional, ships-that-pass-in-the-night quality about it.

The young man from Pittsfield, Mass., and the young man from Houlton met in Michigan in the summer of 1943 and for the next two years they serviced bombers on English fields, played darts in the pubs, and talked about what they'd do when they got home. Both men were discharged in 1945.

Bill Barrett was probably born to be a railroad man. There were times, as a boy, when his father took him to Sunday school in Pittsfield he'd slip away to Union Station and spend the morning

watching trains and talking to the engineers.

It wasn't until the day after Christmas, 1945, after a month of loafing, that Bill Barrett telephoned Don Brown in Houlton. The result was that Bill accepted an invitation to Houlton. He arrived there New Year's day, 1946, in the midst of a real Aroostook winter.

The next day he talked with Supt. Henry Dow and Chief Dispatcher John Hall who told him there were no openings for a fireman, the job on which he had his heart set. He reluctantly took a job braking which lasted exactly three weeks.

"I just wasn't cut out to be a brakeman," the lanky (6 ft. 2 in.) engineer explained. "I wasn't used to the cold and during those three weeks I froze both ears and my nose in a 50-below-zero cold snap.



Then a few days later . . . I guess this was the turning point in my railroad career. . . . I was standing on top of a reefer car in Squa Pan when the engineer took up the slack. I wasn't expecting it and went headfirst into a snow drift. It didn't hurt me but I decided to turn in my switch key while I still could."

During the next three weeks it was a somewhat disillusioned young man who went knocking on doors at the Boston and Albany, the Boston and Maine and the Maine Central. He struck paydirt one morning three weeks later at the Maine Central roundhouse in Bangor. The Maine Central said they could probably put him on firing in two or three days. When his references were checked with Chief Dispatcher Hall in Houlton, Barrett was told that he could have a job firing on the Bangor and Aroostook the next morning.

The second time was different for the engine was what Bill Barrett wanted. His first job was on the spreader in February of 1946 and the first winter was exciting and difficult.

He didn't thaw out until spring and has never been as cold since.

It's curious that Don Brown, who was probably the prime mover in Bill Barrett's railroad career, left the railroad after the war and Barrett went on, at one time firing for Engineer Bill Brown, Don's father.

At 32, Bill Barrett is a qualified engineer with a friendly grin and an engaging manner. He has about him an air of competency which, without offending, commands respect.

He met his attractive, blonde wife, the former Elaine Pratt (daughter of Trackman Joseph Pratt), in Oakfield in 1946 while painting his automobile.

Miss Pratt became Mrs. Barrett in June, 1949, after Bill finished his house ("I always said when I got married I'd have the cage before I caught the bird"), an attractive bungalow on the Smyrna Mills road in Oakfield.

The Barretts now number four including Becky, 3, and Bruce, 2, who, tradition-wise, stands in a good way of becoming a railroad man himself. The Barretts are a closely knit family unit, the kind that the women's magazines use in short stories to illustrate the happy American family.

Bill's hobby is home movies coupled with sound and it has turned out to be very much of a family-participation project. The Barretts have recordings of several memorable Christmas mornings and about 1000 feet of 8 mm. color film, largely made by Bill of the family.

It's been eight good years since Bill Barrett landed in Oakfield, fresh from the neon lights of Pittsfield, and he's decided that nothing could budge him back to the city again.

"I like the people here," he said, smiling. "They'll stop and pass the time of day with you and that means a lot to me."

Bill Barrett feels about his work the way a good doctor does about his; he just wouldn't want to do anything else.

"I like railroading," he explained, "and I couldn't tell you exactly why either, except that I get a kick out of it every morning I go to work."

Like most engineers he remembers the steamers fondly



Bruce and Becky romp on father's lap before Elaine calls family to supper.

because "they were just a little more thrilling," but doubts that he'd like to go back to them again.

The slit trenches and early-morning raids are just memories to Bill Barrett now, but the ambition to become an engineer has been realized. Watch the engineer as he waves at the next crossing you see . . . it might be a soldier who made his private dream come true.

. . . ABOUT OUR COVERS

The little fella on our front cover is Burton David Sawyer who was photographed by his father Burton A. Sawyer of the freight claims department. We trust the apprehensive expression is not an omen of the year ahead. Guy Jackins, on the back cover, newly appointed tie inspector holds tie hammer which was first used by Fletcher Rogers (just turned 93 last month) who passed it on to Fred J. Callahan. When Mr. Callahan retired recently, he passed it on to Guy Jackins. The hammer has been in service well over half a century.

Report Shows Accidents Down

The news from the Safety Department this month shows an overall reduction in accidents for 1953. In his 1953 statistics, Safety Supervisor John Babcock says that all departments showed a decrease of 20.5 per cent in total accidents as compared to 1952, with a decrease of three per cent in ICC reportables for the same period.

The Operating Department was tops on the list with a decrease of 46.5 per cent in total accidents and a 45.5 per cent decrease in ICC reportables. Babcock also said that 41 per cent of the Engineering Department section crews have had no accidents for two years, while 28 per cent of the crews show improvement over 1952.

The breakdown by districts (section crews) show that 34 per cent of District 1 have had no accidents for two years and 38 per cent shows improvement. In District 2, 21 per cent of the crews have had no accidents for two years and 32 per cent show improvement. Districts 3 and 4 take the honors with 59 and 52 no-accident crews respec-



"So can I get my kid to pick up his roller skates . . . Those things can be dangerous I tell him."

tively. In the last two districts, 24 per cent of the crews in District 3 and 16 per cent of the crews in District 4 show improvement over 1952.

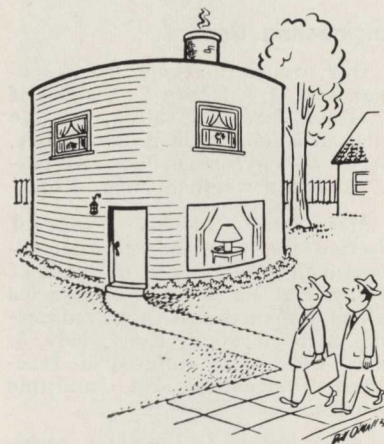
Both the Bridge and Building crews and the Extra Gang crews show a reduction of total accidents over 1952. The reduction for the B. and B. men was 32 per cent and the Extra Gangs 21 per cent. The Signals and Communications crews showed an increase of 37.5 per cent in total accidents over 1952.

The Mechanical Department showed a decrease of 7.7 per cent in total accidents and the Stores Department a decrease of 29 per cent.

THE SUGGESTION SYSTEM

Contrary to the popular opinion that suggestion systems make less work for people, industries in general are finding that their suggestion systems are resulting in an increase in business, in the number of products, and of customers. The Bangor and Aroostook is no exception, and employees are finding ways to improve the railroad's service to its patrons. Methods are being uncovered that simplify operations, make the railroad more efficient, and help keep the railroad in the black.

Not all railroad suggesters work by themselves. An example of this is a suggestion on which an award was paid by this road where two employees joined together to improve the set-up of a specialized plant at the shop. They felt the equipment had been erected in a way which made the process hazardous and laborious. To show their suggestion in detail the suggesters sketched a diagram which made the idea much clearer than mere words could. By adoption of their suggestion congestion was relieved and work turned out faster and better. Suggesters P. W. Nut-



"I understand he used to be a railroad man."

ter and R. J. Jay divided an award of \$25.

Many of the 2900 suggestions which have been adopted since the inception of this railroad's plan do not run to more than six or eight lines and many of the railroad's 1600 employees are taking advantage of this way to help—the railroad and yourself.

Get the habit of looking for better ways of doing things. Get it to the proper ears at once by submitting it on a suggestion blank.

—C. E. D.

IN THE FAMILY

Engineering Dept.

Our congratulations to *Trackman* and *Mrs. Harry L. Ewings* of 7 Grove Street, Houlton, on the birth of a son, *Brian Wilmont*, Dec. 31 at the Aroostook General hospital. Brian weighed 9 lbs. 4 oz.

Mrs. Dora Oldenburg, wife of *Section Foreman Herschel A. Oldenburg*, is still under the care of a physician as a result of injuries which she sustained in an automobile accident at Freeport, Nov. 3. *Mrs. Oldenburg* suffered a fractured vertebra and multiple bruises.

A3/c Robert L. Donahue recently spent nine days with his parents, *Trackman* and *Mrs. Leland L. Donahue* of Houlton. (see picture). *Airman Donahue* took his basic training at Sampson Field, N. Y., and spent some time in school at Keesler Field, Miss., and Briggs Field, Illinois.

The Ladies' Auxiliary No. 166, of Downey Lodge No. 1159, Brotherhood of Maintenance of Way Employees, had a pot luck supper and Christmas party at the American Legion Hall on Pleasant Street, Houlton, Friday, Dec. 18. About 40 persons attended. After the tables were cleared, Santa Claus arrived and distributed presents and candy bags to all the children present.

During the evening's entertainment *Mechanic Harry A. Lewin* of Houlton showed moving pictures of a fishing trip and other films including two comic films. *Melbourne*

CONTRIBUTORS:

Norman K. Dixon

E. H. Wentworth

Byron M. Allen

R. O. Foster

Mrs. C. R. Page

Guy L. Jackins

Linwood W. Littlefield

Mrs. Virginia S. Bubar

C. H. Hamilton

Mrs. Annie W. Morris

E. Jackins also showed a number of colored slides of his recent trip to South Carolina where he attended Founders Day at Claflin College.

A2/c Robert E. Oldenburg left Houlton Jan. 7, for Parks Air Force Base, California, where he will be stationed before leaving for Korea. *Airman Oldenburg* received his basic training at Sampson Air Force Base, N. Y. He graduated from Radio Operator's School at Keesler Field, Miss. He spent his recent furlough with his wife and daughter, *Marcia Jean*, at the home of his parents Section

Foreman and *Mrs. Oldenburg*.

Congratulations to *Philip Corneil*, who worked with *C. R. Page's* paint outfit last summer, on his engagement to *Miss Marilyn Kay Ladd*, daughter of *Mr. and Mrs. Herman Ladd* of Island Falls. *Miss Ladd* attended Island Falls High School. *Corneil*, the son of *Mr. and Mrs. Frank Corneil* of Oakland, was graduated from Oakland High School and the Roberts Barber school in Bangor. He served two years in the United States Army, thirteen months of which were in Korea. No date has been set for the wedding.

Trackman and *Mrs. Joy R. Williams* have announced the engagement of their daughter, *Lois Jennie*, to *Willie E. Haney, Jr.*, son of *Mrs. Lawrence Spooner and Willie E. Haney* of Houlton. *Miss Williams* attended the Littleton schools and is at present employed in Houlton. *Mr. Haney* attended the Houlton schools and is at present employed in Houlton. *Mr. Haney* served four years in the Army, including three years service in Korea and Japan. No date has been set for the wedding.

Congratulations to *Mr. and Mrs. Gordon Kitchen* on the birth of a son, *Willard Gordon*, at Bangor's Osteopathic hospital. *Kitchen* is the assistant Yard Master at Northern Maine Junction.

Foreman Byron Allen of Shirley wasn't so lucky hunting deer on his vacation last fall, but he was lucky on the last Friday 13. He'd bought a ticket on a new 30-30 Winchester rifle being sold by Greenville High School students. He won the gun—total cost to him, incidentally, was fifty cents.



A 3/c Robert L. Donahue

Floyd Redmond of Section 123 shot a deer Nov. 24.

Mrs. Florence Appleby of Northern Maine Junction, the wife of *Laurel Appleby*, Section Foreman on Section 106, realizes the need for civilian volunteers at the Bangor Filter Center. And the fact



Mr. and Mrs. Harold E. Baker

that she sometimes has to take her four children with her, does not prevent her giving 12 hours a week to this phase of Civil Defense.

Mrs. Appleby started working at the Filter Center more than two years ago and has been outstandingly faithful, working Tuesdays and Fridays from 8 to 12 p. m., and on Sundays from 4 to 8 p. m. During the summer and on school holidays she takes her children with her and says that she finds that the two older ones can help her. Mrs. Appleby has over 1300 hours to her credit and was recently awarded a service medal for her work.

The following trackmen have recently been appointed Section Foremen: *Alton L. Wardwell*, appointed Section Foreman at St. Francis; *L. A. Appleby*, at Northern Maine Junction; *P. G. Pratt*, at Howe Brook; and *L. A. Ewings*, at Mars Hill.

Avon A. Chambers, Section Foreman since 1911, retired to take his

pension Dec. 9, 1953. Mr. Chambers was awarded a gold pass in 1945. He has also acted as correspondent for the MAINE LINE up to the date of his retirement.

Abbott O. Gerald, trackman since 1916, retired Dec. 1, 1953 to take his pension.

Fred J. Callahan, Tie Inspector since 1928, formerly in the Store Department, but with the Engineering Department since Jan. 1953, retired Jan. 1, 1954 to take his pension.

Our sympathy to the family and relatives of *Trackman James Laing* and *Albert H. Wing*. Mr. Laing, pensioned trackman, died Nov. 6. He started working for the BAR Jan. 20, 1922 and retired on July 26, 1951. Mr. Wing who died Nov. 8, entered service on April 8, 1929 and retired to take his pension, Nov. 30, 1951.

Harry B. Dixon, 69, of Stockholm, died at his home in Stockholm, Nov. 30, 1953 after a long illness. He was born in Cliffordale, N. B., Feb. 15, 1884, the son of the late *William and Lucy (Murphy) Dixon*.

Mr. Dixon retired from the BAR in Oct. 1943 after 32 years service, 28 years of which he was Section Foreman at Stockholm. He was a member of the Railroad Brotherhood of Maintenance of Way Employees and a member of the Stockholm Independent Lodge of Odd Fellows.

Section Foreman Henry Ross (Ret.), Caribou died Jan. 4 at Fort Fairfield. Mr. Ross was 71 and a member of the Masonic bodies, the Odd Fellows and other fraternal organizations.

In the patter-of-little feet department, *Station Agent and Mrs. William R. Green*, Mars Hill, are the parents of a son, *Lowell Shane Green*, (7 pounds, 11 ounces) born Dec. 31.

Mechanical Dept.

The many friends of Carpenter *S. J. Leavitt*, Derby, wish to extend their sympathy and condolences on the death of his mother.

D. H. Hackett, electrician helper at Derby, has been granted a leave of absence to attend the University of Maine. Donald is the son of *Mr. and Mrs. E. W. Hackett* and is the fourth son to attend the University. *Edward, Jr.*, and *Albert* were graduated last year and *John* is completing his fourth year. Mr. Hackett is an employee of the Stores Department at Derby.

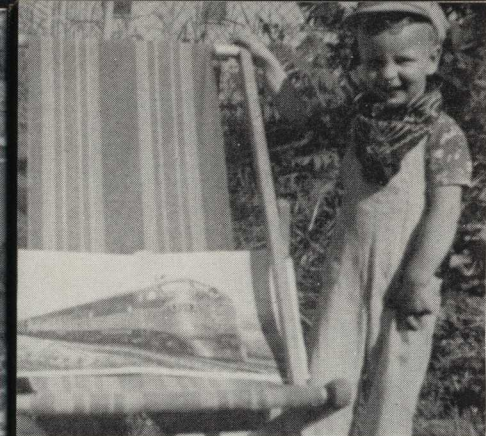
Blacksmith Foreman *W. L. Paul*, Derby, is away from his work because of sickness. We all wish Bill a speedy recovery. During Mr. Paul's absence, *F. T. DeWitt* has been appointed as Acting Blacksmith Foreman to supervise the operation of the blacksmith and reclamation shops.

Mrs. A. W. Morris of Derby reports an interesting sidelight: a recent news reel at the Milo Drive-In theatre, showed a short film put on by the Association of American Railroads and in the string of cars shown there were two or three of the BAR Red, White and Blue 2,000 series insulated boxcars, which were outstanding because of their color.

Members of the Mechanical Department who shot deer last fall

Donat Michaud, Arthur Cannan, James Hoyt and BAR Director *David D. Daigle* pose beside the game pole at Daigle's Umsaskis Lake hunting camp.





Little Billy Crawford, three, nephew of Safety Supervisor John Babcock demonstrates his enthusiasm for the Bangor and Aroostook. Billy's family have been railroad-ing on the Bangor and Aroostook for three generations. We hope he makes it a fourth.

are: D. D. Lovell, L. T. Howard, C. E. Johnson, G. C. Carey, C. H. Hoskins, W. H. Dunham, H. L. Beck, E. D. Bamford, H. F. MacLeod, and D. C. Curtis. In addition to this G. L. London bagged a good sized bear and the Mechanical Department reports that "of course, we are getting all kinds of stories about the big ones that got away."

Mrs. Virginia Bubar, MAINE LINE correspondent at Oakfield who broke her wrist recently is now back at work.

The supervisory and office personnel in the Mechanical Department at Derby celebrated Christmas with a party at Sebec Grange Hall, with the following attending: Mr. and Mrs. Paul W. Nutter, Mr. and Mrs. Paul H. Day, Mr. and Mrs. Vaughn L. Ladd, Mr. and

Mrs. Frank Baker, Mr. and Mrs. H. Allen Monroe, Mr. and Mrs. M. E. Place, Mr. and Mrs. Julian Perry, Mr. and Mrs. Vernon Perry, Mr. and Mrs. Frank Morris, Mr. and Mrs. Arthur Ellis, Mr. and Mrs. Charles Scanlon, Mr. and Mrs. Thomas Hopper, Mr. and Mrs. Merle Leonard, Mr. and Mrs. William Paul, Mr. and Mrs. Henry Thies, Mr. and Mrs. Willard Hanscom, Mr. and Mrs. David Merrill, Mr. and Mrs. Harold Hanson, Mr. and Mrs. Francis Murphy, Jr., Mr. and Mrs. Ward C. Scripture, Mr. and Mrs. Chester Heath, Mr. and Mrs. Frank Gould, Mr. and Mrs. Liston Lewis, Miss Ruby K. Page and Mrs. N. A. Mooers.

The entertainment committee consisted of Julian Perry, Hazel Hopper, Adelia Leonard, Annie Morris and Liston Lewis. A turkey dinner with all the fixings was served by members of the Sebec Grange. Following dinner Mrs. Mooers, better known as "Cy" entertained the group by playing selections on her accordion. Cy is the widow of former Painter Foreman Newman A. Mooers.

Among the evening's events was group singing of Christmas carols led by Mrs. Adelia Leonard; piano selections by Julian Perry; an exchange of gifts on a well-decorated Christmas tree; and an exhibition of square dancing by eight members of the group—Mr. and Mrs. Chester Heath, Mr. and Mrs. Francis Murphy, Jr., Mr. and Mrs. Charles Scanlon and Mr. and Mrs. Henry Thies.

It is with deep regret that we announce the death of Oscar F. Degerstrom, generator house attendant at Derby. Mr. Degerstrom first entered the employ of the

Company June 14, 1913 and has worked continuously in various capacities from that time on.

William G. Knight, retired mechanical superintendent, accompanied by his wife, have returned to their home in Lyndonville, Vermont, after spending a short time in Florida. They went South with the intention of spending the entire winter there, but report that the climatic conditions in this section of the country are much more to their liking.

Mrs. Leon E. Smith, wife of Crane Operator Leon Smith of Derby, is a patient at the New England Baptist Hospital in Boston where she is undergoing observation. The many friends of the Smiths wish her a very speedy recovery.

Mrs. Ruby K. Page, Timekeeper at Derby, was a recent visitor in Boston, where she spent the week-end with her sister.

Congratulations to Mr. and Mrs. Dana D. Lovell on the birth of a son, Philip Bryant, Dec. 2. Mr. Lovell is foreman car inspector at Derby.

In the proud grandparent-department we have H. Allen Monroe, assistant to the mechanical superintendent. His granddaughter Nancy Gail was born Dec. 28 to Mr. and Mrs. William Monroe.

Mechanical Department personnel who attended the Christmas party at Bangor (Six Mile Falls) were Mr. and Mrs. Thomas Hopper, Mr. and Mrs. Francis Murphy, Jr., and Mr. and Mrs. Walter Chase. They reported a very nice time.



Hunters Harold Hatch, Sam Ruth and Paul Hayes at the game pole at Harold Hatch's Mariaville hunting camp. The party of four killed three bucks and a doe.

Our sympathy to the bereaved family of Raymond Moulton, car repairer helper at Derby.

Edwin F. Conary, carpenter at Derby, retired Jan. 8 after thirty years of continuous service. He was for many years Patternmaker at BC Shops. Mr. Conary plans to make his home in East Blue Hill and best wishes are extended by his many friends.

Mr. and Mrs. Perley E. Joy have completed the building of their new home. Mr. Joy, former carpenter at Derby, retired last May 15. We all wish them a very long and happy retirement in their new residence.

Mr. and Mrs. David G. Merrill and family spent the Christmas holidays at the home of his parents in Falmouth, Me. Mr. Merrill is assistant engineer in the Mechanical Department at Derby.

Pensioned Mechanical Department employees who visited Derby shops during the holiday season were: Harry Bell, retired carpen-



Conductor *Michael Patrick Daley* (Ret.) of Houlton and his only great-granddaughter, *Susan McInnis*, who is five months old. Mr. Daley, who retired in 1941, is still a regular visitor at the Houlton yards. He'll be 78 next month. Susan is the daughter of Mr. and Mrs. *Philip McInnis*.

ter; *Harold Norton*, retired valuation accountant; *Frank Bowley*, retired engine cleaner; *Warren Griffin*, retired carpenter; *Perley E. Joy*, retired carpenter; *J. Charles Larouche*, retired painter; and *Henry H. Griffin*, retired car repairer helper.

Harry C. Bell, retired carpenter at Derby shops, and Mrs. Bell left their home at Dover-Foxcroft, Dec.

30, to spend the remainder of the winter in Florida.

Our sympathy is extended to *Electrician J. W. Leonard* on the recent death of his father.

Recent purchasers of new automobiles were *Engine Cleaner B. F. MacArthur* who bought a new Mercury and *Machinist L. A. Garland* who bought a new Willys.

Storekeeper A. X. Skiffington was in an accident with his car at Bangor. He was unharmed but damage was done to his car.

Car Inspector Floyd M. Shields celebrated his birthday on New Year's Day.

Friends of *W. H. Skauenwhite*, retired boilermaker, will be sorry to learn that he is a patient in the Milliken Memorial Hospital at Island Falls.

Car Inspector F. W. Sprague entertained a few of his friends at his home on New Year's Eve.

Carman Gang Leader R. J. Crandall and his wife are the proud grandparents of their first grandchild. Mr. and Mrs. *John Branscomb* of Oakfield are announcing the arrival of a daughter, born at the Milliken Memorial hospital.

Wilfred W. Morin, car repairer at Derby is still confined to the Eastern Maine General Hospital at Bangor, where he has been a patient since late November. His many friends wish him a quick recovery.

Liston F. Lewis went to Detroit, Mich., Jan. 7. He accompanied his mother-in-law who will spend the winter there visiting her two daughters.

Assistant Traveling Engineer Arthur Dutton and his wife are the proud grandparents of their first grandchild. Mr. and Mrs. *Arthur Dutton, Jr.*, of Oakland, Calif., have announced the arrival of a son, *Douglas Arthur*, born on Nov. 2.

Electrician R. A. White has transferred from Northern Maine Junction to Oakfield.

Friends of General Car Inspector *R. B. Crandall*, retired, will be sorry to hear of the death of Mrs. Crandall, Dec. 4.

R. J. Crandall, carman gang leader, and his wife visited in Searsport recently, where they were guests of her sister and husband, Mr. and Mrs. *Odin Grady*.

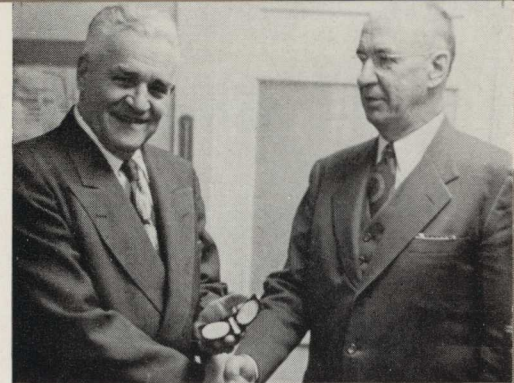
Foreman H. H. Dwyer and his wife were in Millinocket recently, attending the funeral services of Mrs. Dwyer's father, *John Russell* who died Dec. 18.

Hostler J. W. Clark has been ill since the first of December. During his absence *C. O. Boutilier* is replacing him.

Tyler V. Stevenson, car repairer, Northern Maine Junction, has recently undergone surgery at Togus and is now recovering at his home in Hermon. A purse of money was given to Tyler by his fellow employees at Christmas time.

Charles S. Burgess, car repairer, Northern Maine Junction, has been appointed foreman at Caribou and has moved his family.

James H. Roach, Jr., clerk, Northern Maine Junction, is sporting a new Mercury sedan.



William S. Hay, left, supervisory agent at Presque Isle, gets his gold pass for over 40 years service from Northern Division superintendent *B. W. Smith* in Presque Isle.

Thomas M. White has returned to work as clerk at Northern Maine Junction, after spending the summer as a timekeeper in the Engineering Department.

Reefer cars are beginning to roll into Northern Maine Junction and several furloughed employees have returned to work: *Don Tozier*, *Jessie Goodwin*, *Bub Gray* and *Ernest Hand*.

Purchasing and Stores

Miss Dorothy Irene Whittaker, daughter of Mr. and Mrs. *Elmer Whittaker* of Derby, was married recently to *George Herbert Moore* of Dover-Foxcroft, in a candlelight ceremony at the United Baptist Church in Milo.

The bride was given in marriage by her father who is a BAR acetylene cutter. She was gowned in a ballerina-length, off-the-shoulder dress of white net over taffeta. She carried a bouquet of white baby poms.



Assistant General Counsel *John Hess* was elected to the Bangor City Council in the Dec. 7 elections. Hess was one of 11 candidates for three council seats.

Following the ceremony a reception was held at the Milo Town Hall dining room which was attractively decorated for the occasion.

Stock Clerk William Stubbs has recently returned from a vacation in Jacksonville, Fla., where he visited his son *Byron*. He also visited his daughter, *Mrs. Robert Newman* in Washington, D. C.

Southern Div.

Mr. and Mrs. Virgil Lindsey, of Hermon, will celebrate their silver wedding anniversary Feb. 6, 1954. Mr. Lindsey has served 28 years on the BAR. The couple have four children; three sons and a daughter. The boys are all serving in the Armed Services. *William*, the oldest, has spent nearly six years in

the Navy submarine service. *Courtland*, the youngest son, has served nearly three years in the Navy. He's now aboard a troop carrier in the harbor of San Francisco, Calif. *Richard*, who has spent the last three years in the Air Force, is now stationed in Goose Bay, Labrador. Their daughter *Carolyn* is a sophomore at Hermon High School. The couple have one grandchild, *Sally Ann*, daughter of Mr. and Mrs. *William Lindsey*.

Conductor George O. Hills, (retired), died in Falmouth, Dec. 1. Mr. Hills retired from the BAR service in September 1939, after a long career in train service beginning in 1907.

Engineer E. W. Leonard (retired), died suddenly at his home in Milo, Monday, Jan. 4, at the age of 78. He was employed as engineer on the Southern Division from March 14, 1907 to Nov. 30, 1941. Funeral services were held in Milo, Jan. 6.

Engineer Samuel D. Wyman, was taken ill while on duty on the Searsport local Jan. 7. He was taken to the Eastern Maine General Hospital where he died three days later. Mr. Wyman first entered our service as fireman, March 18, 1916. On July 31, 1920 he qualified as an Engineer and had been employed continuously ever since. He was 61 years old. Our sympathy to his family and friends.

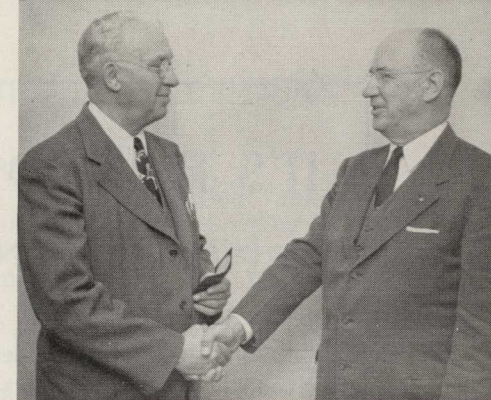
Willard Embleton Crocker, 77, died suddenly at Milo early December 24 after a heart attack. Mr. Crocker spent the greater part of his life with the BAR as a freight clerk at various points. He retired May 1, 1947 and received a gold

pass. He was a member of the Molunkus Lodge, 165, A. F. and A. M., and the Order of the Eastern Star of Sherman Mills; the Scottish Rite bodies, Lodge of Perfection, Princes of Jerusalem, and Rose Croix of Bangor, and Maine Consistory 32nd degree of Portland, and a member of Anah Temple Shrine of Bangor. He is survived by three sisters and one brother.

Miss Beulah Michaud became the bride of *Harold E. Baker*, of Bangor, Saturday, Dec. 26. They are residing at 124 Stillwater Avenue, Bangor. Our congratulations and best wishes.

B. J. Edwards sent us the following item, clipped from "Bud" Leavitt's column in the NEWS: "The boys at *Harold Hatch's* Mariaville hunting camp returned with a full limit of venison . . . three bucks, including two club deer, and a doe weighing 140 pounds . . . Harold killed an eight pointer, dressed weight 185 pounds, and *Paul E. Hayes*, 45 Silk Street, Brewer, dropped another eight pointer . . . both animals were of sufficient poundage to earn membership in the "Biggest Bucks Club" . . . *Frank Daggett* of Bangor, and *Sam Ruth*, Veazie, completed the house foursome . . . Daggett had a three point buck and Sam knocked down the doe . . . Hatch, best known hereabouts for his Atlantic salmon fishing skill, said the boys had a great week."

W. S. Overlock, BAR industrial agent, recently accepted appointment to the Industrial Development Committee of the New England Council for Economic Development and Regional Cooperation. It will make his fifth consecutive year on the committee.



George A. Dunphy, left, supervisory agent at Fort Fairfield receives gold pass for 40 years service with the Bangor and Aroostook, from Northern Division Superintendent *B. W. Smith* at Fort Fairfield.

Overlock was also a recent radio guest of *Charles John Stevenson* (WGY, Schenectady, N. Y.). In the 15 minute interview, Overlock told a half-million New Yorkers about BAR service and the railroad's program to attract new industries to Northern Maine.

Roy D. Plumley, left, presents gold pass to *Gordon R. White*, special assistant to the general auditor, for 40 years service.



IT'S TIME TO PLAY AGAIN— For Hundreds of Northern Maine People

The Bangor and Aroostook is again offering to Northern Maine people the popular Washington's Birthday excursion to Boston. At \$12.50 (which includes tax) for the round trip and good from all stations from Derby and north, the excursion is expected to attract at least as many as the 600 people who took advantage of the low fare last year. Tickets are good going Feb. 19 and 20 and returning up to 9:45 p. m. (from Boston) Feb. 22.

The popular Ice Follies is the feature attraction at the Boston Garden during excursion time.

PRETTY GOOD HUH?

A report received from the U. S. Treasury Department shows the Bangor and Aroostook Railroad second in the nation for railroads employing from 1,000 to 4,999 in the purchase of U. S. Savings bonds under the payroll savings plan. 51% of all Bangor and Aroostook employees are now participating in the plan. The only other railroad in the United States in the 1,000 to 4,999 employee class with participation greater than the Bangor and Aroostook Railroad is the Bessemer and Lake Erie Railroad of Pittsburgh with 68.7% participation. There are only three railroads in the United States regardless of size that are ahead of the Bangor and Aroostook Railroad in this plan—the Bessemer and Lake Erie leads the nation with the Reading Company and the Raritan River Railroad Company of New Jersey tied with 65%, the Bangor and Aroostook Railroad comes next. This seems to bear out the belief that Maine Yankees really are thrifty people.

Dollar Savers For Our Shippers

Steam Heat For Tank Cars

At request of consignor or consignee, loaded tank cars may be stopped without extra charge for steam heating by the BAR at Oakfield (when destined Oakfield or beyond) and Limestone (when destined Limestone) for the purpose of making contents free flowing. Another service being performed by your Railroad in its effort to provide unequalled transportation.

Reduced Rates On Starch

Your Railroad in its never ending effort to keep traffic on the rails and to give its customers the best possible transportation at the lowest possible cost, has published reduced rates on starch from producing points in Maine to textile and paper producing points in Maine, New Hampshire and Massachusetts. Rates of the so-called incentive type have been provided, that is three rates for three carload minimum weights which alternate with one another giving the shipper the lowest charge obtainable for his shipment.

Starch Storage

Due to the currently adverse condition of the potato market, Maine growers have been channeling large quantities of their potatoes to starch factories which has resulted in a very sizeable increase in starch production, requiring storage facilities in excess of those normally available. Your Railroad in trying to anticipate the needs of the growing starch industry and to keep traffic on the rails, has made possible the storage in transit of starch at any point on the Bangor and Aroostook R. R.

Reduced Rates On Starch

The Bangor and Aroostook in an effort to stimulate business through the port of Searsport, Me., has made available reduced rates on scrap iron from BAR stations. It is our opinion that the development of the Port of Searsport holds great possibilities for the State of Maine and your Railroad so look for many more favorable developments along these lines in the very near future.

FACTS AND FIGURES

We received from

	October 1953	November 1953
Hauling freight	\$742,839	\$897,871
Carrying passengers	30,665	28,765
Hauling baggage, mail and express	22,319	10,000
Other transportation services	12,788	10,243
Rents and miscellaneous income	61,012	101,302
A total of	\$869,623	\$1,048,181

We paid out or provided for

Keeping roadbed and structures in repair	\$200,000	\$196,190
Keeping locomotives, cars and other equipment in repair	236,509	240,807
Running trains	249,750	255,857
Selling our services to the public	21,859	20,804
Managing the business and keep- ing the records	62,013	48,750
Interest on borrowed money	66,715	66,533
Payroll taxes	24,401	30,854
Local and state taxes	50,114	50,113
Federal income taxes	(64,522) *	29,382
Applied to sinking funds	45,832	45,832

A total of	\$892,671	\$985,122
Our Net Income was	(\$23,048) *	\$63,059

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



"If you want distance Ed, better try the Bangor and Aroostook"

