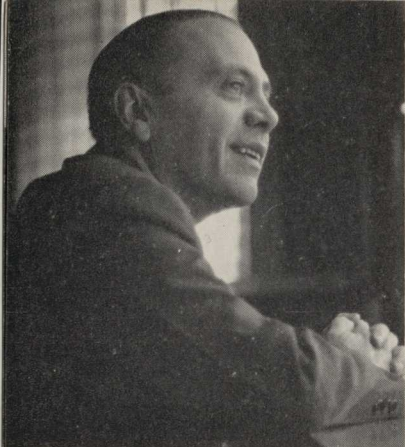


MAINE LINE ▲



Sept. — Oct., 1954 Bangor and Aroostook Railroad



TALKING IT OVER

It is an odd and ironic thing that the first issue of MAINE LINE ever to be dedicated to the feminine members of the Bangor and Aroostook family should also have to feature a hurricane named Edna.

Please believe me when I say we certainly didn't plan it that way.

Indeed we would have been vastly happier if Edna had stayed on the wrong side of the tracks where she belonged.

What this uninvited and unwelcomed guest did to us during her brief visit you will learn from the pages that follow.

However, I must call your special attention to two letters which are a part of the hurricane story. Both are from passengers. One was marooned on Number 7, the other on Number 8. Both speak, as you will see, of their gratitude for the treatment given them under these most difficult circumstances.

I am proud of those letters and I am proud of the way everybody turned to and got the railroad back in operation.

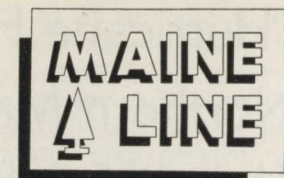
It is the sort of thing that makes a railroad great. In fact without it you can never hope to achieve greatness.

Both men and women (and not the least of these were wives and mothers whose husbands and sons were working around the clock) played a part in restoring service.

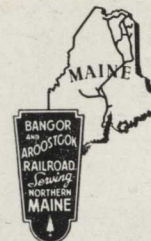
Speaking for all of the men of the railroad, it is a pleasure and a privilege to pay tribute to the women of the railroad family. It couldn't be run without you.

Cordially yours,

Laura M. Hutchins



MAGAZINE



OCTOBER-NOVEMBER
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Hurricane Hits Northern Maine

Edna Hits BAR Causing Damage

Estimated At \$186,000; Washout

Count Set At 157

When the sun rose Sunday morning, Sept. 12, a crisp sparkling day, Northern Maine looked as though it had been smashed by a giant fist. The hurricane, labeled Edna by some whimsical meteorologist, lashed the area with winds from 50 to nearly 100 miles per hour, and deposited from 5 to over six inches of rain from Searsport to St. Francis.

Sunday morning, the Bangor and Aroostook took stock of itself and found that one bridge was badly damaged and that there were 157 washouts. Only a fraction of the total trackage was operational.

When the repairs were finished 14 days later the cost was estimated to be \$186,000 and the railroad had written

Track crews at work on section at Barrett, just North of Caribou. Flood waters washed out culvert here (at left) and part of the ballast under track.

something of an epic in human endurance. During the 14-day interval, by pressing trucks, busses and trains into service, only one day of passenger and mail service was missed.

There was a heavy rain falling when Train No. 7 left Bangor Saturday afternoon, but track patrols reported no damage. Train No. 8 left Van Buren for Bangor as scheduled.

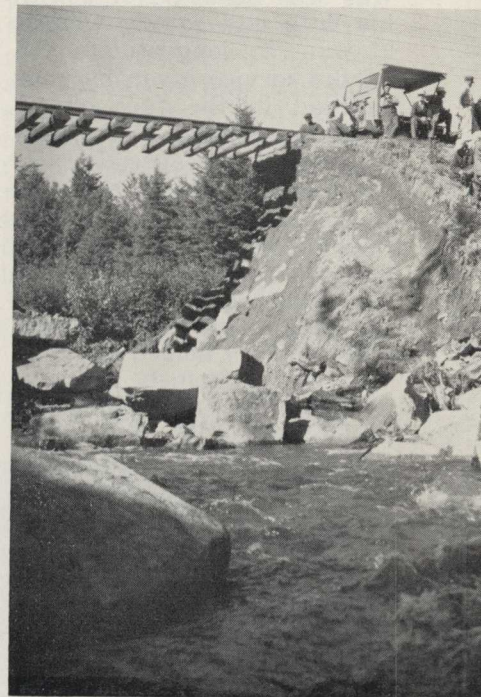
But by 9 p. m. No. 8 was stopped by washouts in Milo and the passengers billeted in Milo hotels.

At 9:30 p. m., Train No. 7 was blocked both north and south by a washout at Mile-post 95.07, south of Millinocket. Ironically, the Operating Department had decided to stop the train at Millinocket for the night. Dining Car Hostess Roberta Whitmore and Chef J. Reginald Clark served hot coffee and food to the 49 passengers stranded on No. 7 during the night and anxious mothers aboard were assured that the milk supply would be saved for the babies.

During the height of the storm a woman suffered a heart attack and Conductor William Leavitt radioed Yardmaster G. E. Somers at Millinocket for help. Help arrived in trucks at 2 a. m.

after removing trees from the road with chain saws, and the woman was taken to a Millinocket hospital.

Section crews worked dur-



Two B. and B. crews start work at Ludlow Sunday morning where granite culvert washed out, leaving just steel and ties spanning brook.

ing the night and the train reached Millinocket the next morning where the passengers were transferred to a

bus and taken to Bangor.

Passengers marooned by the storm were loud in their praise of the train crews. Mr. William P. Harlow, Portland, who was aboard No. 7 with his wife and family writes: "I want to congratulate you on the service given by your railroad in the face of extreme difficulties. Your trainmen come in for special praise for their courtesy and for their kindness to us. I was ill for part of the night and was not able to help my wife with the two babies. Your men not only made me comfortable, but they helped my wife, who was extremely nervous, as much as they humanly could along with their other duties . . . The cook deserves praise for his continuous supply of hot coffee and whatever else he was able to supply. . . . With the assistance of all concerned the trip was not at all unpleasant under the circumstances."

Another passenger, Mrs. W. J. Bissonnette, who was aboard No. 8, bound for Boston, writes: "Please accept my thanks for the wonderful service you rendered during the hurricane . . . All your representatives were extremely courteous and efficient. It was announced that holders of Pullman tickets from

Presque Isle to Boston should send in stubs for a refund. I am sending in mine but I do not wish to have you refund any part of the fare, since I feel that your company did everything possible for the comfort of the passengers during this emergency . . . I appreciate your efforts very much."

By Sunday noon the clean-up operation was in high gear. Chief Engineer R. H. Morrison had nearly 600 Engineering Department employees on the job, plus 15 hired bulldozers, several shovels and 50 trucks. The only clear track Sunday was the East Millinocket Branch, the Medford cutoff, the St. Francis Branch, Oakfield to Northern Maine Junction, the main line from Stockholm to Van Buren and Ashland Branch from Squa Pan to Fort Kent.

By Monday night the crews, working 24 hours a day, had opened the river road from Van Buren to Fort Kent, the main line from Oakfield to Houlton, the Katahdin Iron Works branch, and the Greenville Branch.

Meanwhile, trains and busses were used to get passengers and mail to terminal points.

Tuesday saw the main line

from Houlton to Presque Isle clear and the Mapleton Branch and Washburn cut-off passable, through to Van Buren.

On Wednesday, the Searsport Branch, the Patten Branch, the Fort Fairfield Branch and the main line from Caribou to Stockholm were open.

By Thursday, Sept. 16, the Ashland Branch from Masardis to Squa Pan was open, and Saturday, the Limestone Branch, which was not expected clear until September 20, was opened for traffic.

The two remaining pieces

of track, from Smyrna Mills to Masardis, and the main line from Presque Isle to Caribou, were opened Sept. 23 and 26 respectively.

Many men, from Chief Engineer Morrison to the foremen who worked with the repair crews, called the damage the worst they had ever seen. Morrison also added that only by close teamwork, from department heads to the repair crews, was it possible to have the entire line operational just 14 days after the hurricane struck.

The engineers reported that washouts were responsi-

At Milepost 224 between Presque Isle and Caribou, stream tore out bridge leaving only a sagging shell of ties and iron.



ble for most of the damage. Streams that are normally a trickle this time of year became raging torrents, sweeping before them culverts and roadbed.

Morrison had high praise for his men, many of whom worked 16 and more hours each day on and off for several days. One outfit reported that the cook went to sleep while peeling potatoes. Another outfit completed a 60-

foot trestle on the Limestone branch in just 48 hours.

The Engineering Department, Morrison said, normally works a 24,000 man-hour week. The first week after the hurricane, it was estimated that the department worked 50,000 man hours, or about twice as many as a normal week.

One observer said that more gravel was taken from Horseback Pit in Houlton in



BY PALMER SWALES

Bulldozer pushes fill in a washout on the Limestone branch. Biggest washout required 8000 yards of fill, kept trucks and work trains busy.

the first 24-hour period after the storm than would normally have gone out in a week of heavy usage. Gondola cars and even coal cars were pressed into service to keep the work trains shuttling back and forth to the washouts, the largest of which took 8000 yards of gravel to fill.

When the feverish work of repairs was finished, it was a weary railroad that went about its routine business of serving its people. But, as Vice President - Operations and Mtce. W. J. Strout remarked of the operation: "It's a tribute to the whole Bangor and Aroostook organization and it makes a man proud to be part of it."



Foremen Johnny Swallow and Uttley Burlock examine damage at Ludlow.

PUBLIC SENTIMENT

"Public sentiment is everything. With public sentiment nothing can fail; without it, nothing can succeed. Consequently he who molds public sentiment goes deeper than he who enacts statutes or pronounces decisions. He makes statutes and decisions possible or impossible to be executed."—Abraham Lincoln.

ABOUT OUR COVER . . .

The lovely young lady smiling through the train-order hoop on our front cover is Miss Harriette Johnstone, daughter of Engineer and Mrs. Roger Johnstone, Oakfield. Harriette, a University of Maine junior, modeled back-to-school fashions for our annual Woman's edition of MAINE LINE. See next page.



Back — To — School

Fashions —

On the following pages, MAINE LINE is happy to bring you the latest in back-to-school fashions as part of our Annual Woman's Issue. The attractive young lady who modeled for us is Miss Harriette Johnstone, daughter of Engineer and Mrs. Roger Johnstone, and we consider her a regular member of our railroad family.

Harriette was graduated from Ricker Classical Institute in Houlton where she made the National Honor Society, the drama club, the cheerleading squad and a good many more campus activities.

She's now a junior at the University of Maine majoring in sociology. We think you'll agree with us that she's a happy combination of brains and beauty.

The Pendleton Suit is becoming more and more popular and will probably be the backbone of many campus wardrobes this year. Harriette's Bonny Prince Charles plaid is just right for a football game, vacations, classroom wear, and for shopping in town.

When a girl packs for college she must pack for three seasons. For those balmy days in fall and spring, Harriette comes prepared with smart cottons. The black and gold number right, is a product of Harriette's dexterity with the needle.



The once-popular "sloppy Joe" and rumpled skirt that graced the classrooms and ungraced the student is strictly out now. Harriette's trim skirt and sweater in soft browns is typical of today's coed. Today's coed now chooses her sweater to match her skirt giving her the tailored look just right for movie dates and afternoon coffee.



Stop - Look - and applaud the all-time campus favorite . . . the slicker and Sou-wester. Harriette's stormy-day outfit is light blue, but they also brighten the campus on rainy days in various shades of red, yellow, green and brown.



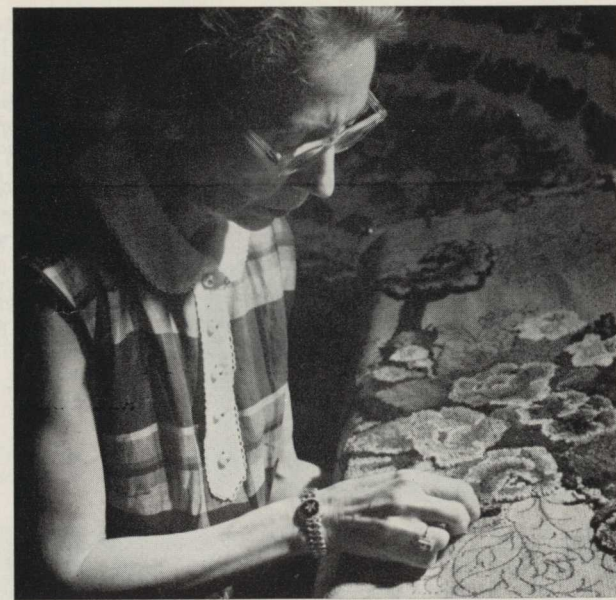
A special date calls for a special dress. Harriette's black velvet, trimmed with white fur, features the sheath top and full skirt. It's a must for fraternity parties and informal, but dressy, dances on campus.



A dressy suit is a must for a University of Maine coed. She will wear it to church and around the clock on Sundays where girls are required to dress for dinner in the dorms. Harriette's navy suit is complemented by a matching felt cloche trimmed with face veil.



The bewitching hour . . . the time when houseparties and formals are the order of the day (along with cramming for midyears finals). And at these special times, every girl wants to appear different and special to the man of the hour. Here, Harriette appears in a flowing gown of dreamy lavender net over taffeta which reflects the glamour and excitement of party time.



She Makes Tomorrow's Heirlooms

Mrs. Leon Dunphy of Derby, is One of the Many Maine Women Reviving the Hallowed New England Tradition of Beautiful Hooked Rugs

Mrs. Leon Dunphy is busy making tomorrow's heirlooms . . . the treasures your great-grandchildren will cherish in the year 2000. And it's not as fantastic as it sounds for Julia Dunphy is what is known in the craft as a "ruger," one of the many women who today are reviving the

old New England tradition of hooked rugs.

Mrs. Dunphy, the wife of Traveling Engineer Dunphy, Derby, and from a railroad family herself, first became interested in rug hooking five years ago when she attended a class with some friends "just to be sociable."



Traveling engineer Leon Dunphy and Mrs. Dunphy hold some of Mrs. Dunphy's finished hooked rugs. She started hooking rugs five years ago, disliked it for the first few lessons, and is now an ardent "rigger."

"I hated the first four or five lessons," she recalls, "but after that I started to get interested."

And what started out as a social chore has now become a fascinating avocation for her. She not only creates symphonies in colored wool but is busy several days a week passing on to other women the intricacies of this almost-forgotten art. As a former school teacher she has ideal qualifications for her rug classes which she started two years ago. Her classes include 20 students from Milo, Guilford and Dover.

As a refresher, Mrs. Dunphy has spent a week at the

University of Rhode Island for the last two summers where 100 teachers of rug-hooking classes work and exchange ideas from 9 a. m. until 11 p. m.

Rug making, says Mrs. Dunphy, is considered a genuine art form . . . as much as painting and music, and some of the beautiful patterns hooked by early New Englanders and Canadians are valuable museum pieces today.

The revival of the art began about 20 years ago, and since then hundreds of women have learned the thrill of creating delicately-hued flowers with bits of yarn.

Many women, Mrs. Dunphy feels, discover creative ability they didn't know they had when they start their first rug. And the first rug starts with choosing colors—perhaps the most important step in rug hooking—and determining the size. When you start a rug, says Mrs. Dunphy, you should have a very definite idea where you will place it in your home.

"As for color," she advises, "it's wise to use one primary color (red, green, etc.) with several secondary colors that match."

A good bit of advice is to choose a color from the room furnishings and use it as a key color in the rug. Once a primary color has been chosen, the rugger can hook an infinite number of moods in the work using muted

Mrs. Dunphy holds finished rug beside pattern (on India burlap) from which it was made.





Mrs. Dunphy, mixing dyes on kitchen range. She believes every rugger should learn to dye.

shades which blend with the primary color.

The background of the rug should be soft and blend easily with another color, says Mrs. Dunphy. Then, once the colors and size have been determined, you're ready to start your rug.

The next step is a soft and pliable wool, the stuff of tomorrow's heirlooms. Flannel is ideal, but other wools can be substituted. Get wool, advises Mrs. Dunphy, anywhere you can . . . a textile plant, or

from the rag bag. New England rug hookers, incidentally, are happily located where a bountiful supply of remnants can be had from the area's textile centers at prices ranging approximately from 85 cents to a dollar-and-a-half a pound.

There are pitfalls for the unwary, however, as Mrs. Dunphy discovered to her chagrin. A factory in Connecticut advertised in a trade magazine that it had "a small piece of cloth suitable for rug hooking." Mrs. Dunphy eyed the advertisement longingly and wrote the concern, specifying that she wanted flannel and if the cloth in the ad were flannel, would they please send it.

The "small piece of goods" she received the following week contained 68 yards of cloth!

The next step is to cut the woolen goods into three by six inch swatches which are dyed several varying shades. The cutting is done with a very simple little machine that most rug addicts find quite necessary.

Mrs. Dunphy encourages her students to dye their own material since choosing the colors is a creative task and one where no two ruggers can agree exactly. An experienced rugger can use four dye

dishes at once and dye enough material for a medium-sized rug—perhaps 15 pounds of wool—in a day. It's something of an art in itself to mix dye for new colors. An interesting facet of Maine rugging is that the dyes used for the best rugs are made by the Cushing Perfection Dye Company in Dover-Foxcroft, a concern internationally famous for quality rug dyes.

After dyeing and choosing a pattern marked on quality India burlap, the novice rug-maker is ready to start her first creation. The patterns are available from several concerns very reasonably. From now on, all you need is a sturdy wooden frame (available from manufacturers, or easily made), a metal hook, rug shears and a lot of patience.

"Patience is the greatest asset the beginning rugger can have," says Mrs. Dunphy, "and haste is usually the thing beginners have to guard against most."

The actual hooking of your first rug, after color design and size have been carefully worked out, is probably the most satisfying part of the project, for in odd bits of snatched time your rug begins to come to life on its drab backing.

"The nicest part of hook-

ing," says Mrs. Dunphy, "is that you can pick out any part of a rug at any stage of the hooking. Nothing is ever ruined. I tell my classes that 'what we sow we reap and what we hook we sometimes pick out.' I have finished rugs which I intend to change—perhaps only the color of a flower or leaf."

According to the experts, a woman is usually a confirmed rugger after she completes her first rug. Mrs. Dunphy says her students find the moments stolen for hooking before meals and after the dishes are done a wonderful way to relax and dissolve the tensions of the day. It must be true, too, for in the last 20 years rug hooking has grown to major proportions in Maine and the rest of New England. And there's scarcely a week passes in the spring or fall when one doesn't hear of a rug exhibit.

If you want to hook rugs, here's some advice from an expert: The first requirement, according to Mrs. Dunphy, is to find a good teacher, one who can put her know-how across to the class. (The price is usually about one dollar a lesson which lasts about four hours.) Learning from a book is slow and discouraging. Once you're enrolled in a class and are started on your first



Mrs. Dunphy working at her rug frame. Wall tapestry in background was made by Mrs. Dunphy. Any part of a rug may be changed at any stage of construction, she says.

rug, you won't need any more encouragement.

In the five years since she started rugging, Mrs. Dunphy has made upwards of a dozen rugs, numerous chair seats and is now working on her most ambitious project, a 9 x 12 foot rug.

A hooked rug, she says, will outlast most machine-made rugs, and she cautions that no rugs should be beaten to clean it. She vacuums hers and uses regular rug shampoo for cleaning.

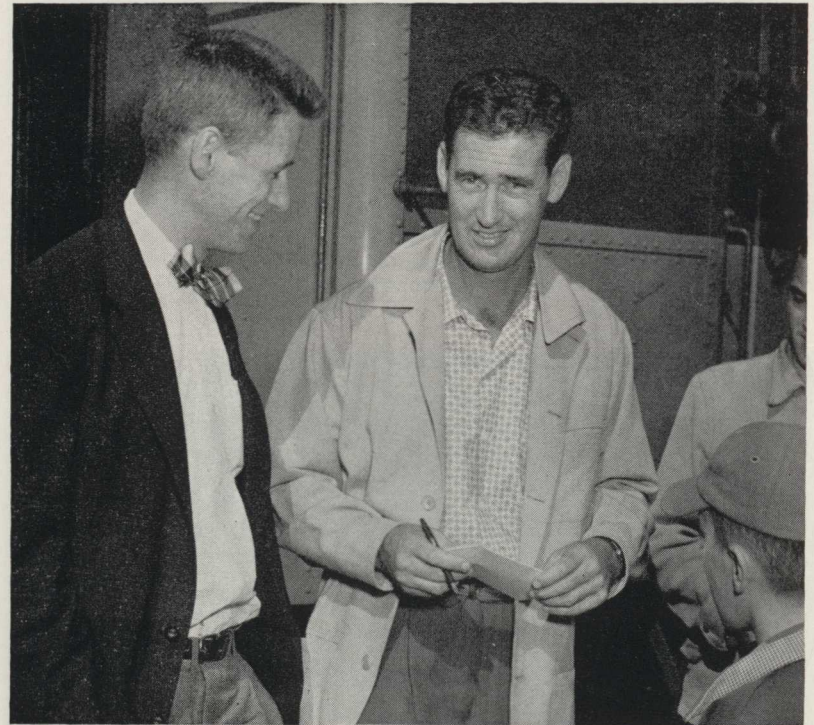
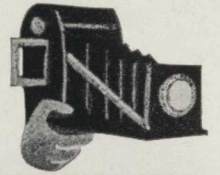
Mrs. Dunphy sold her first rug last year, and "hated to part with it." Even though the price of a hooked rug is

\$10 per square foot, there's no profit in it, just the satisfaction that it will be treasured for many years.

One might ask, why hook rugs when machines have been built that make perfect rugs. Well, tradition has it that New England mothers used to hook a rug for each daughter to stand on when she was married. And there has never been a machine invented that could hook into a rug a message of love and devotion without actually saying it. But a mother hooking a rug for her daughter can . . . with color and patient craftsmanship.

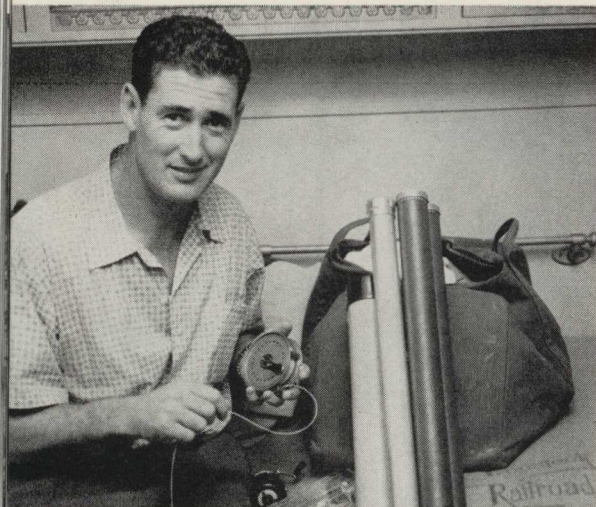
MAINE LINE

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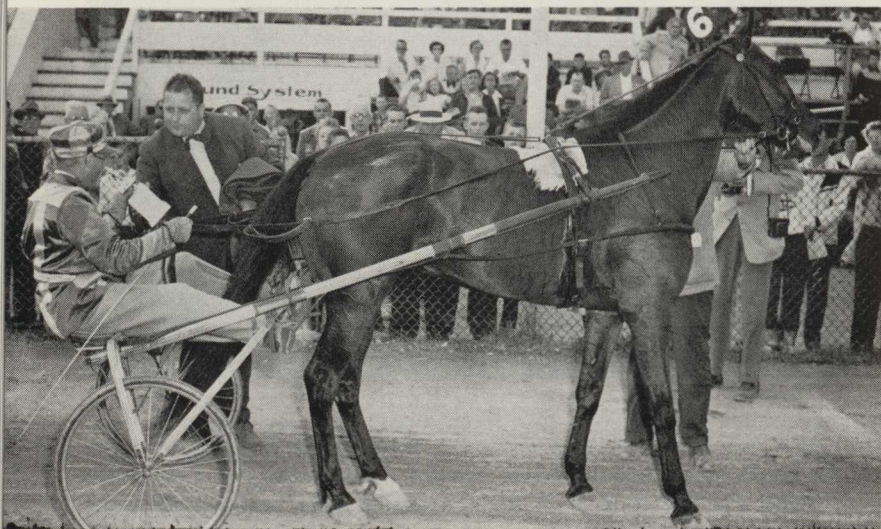


Baseball star Ted Williams signs autographs for young fans at Presque Isle as Howard Cousins of the BAR Legal Department looks on. Williams was a guest of the railroad at Fish Lake in September with Cousins acting as host. Williams traveled from Boston to Presque Isle on the BAR business car.

SEPTEMBER-OCTOBER



Bangor News Lensman Eddie Baker caught Williams looking over his tackle during the trip from Boston to Presque Isle in Car 100. Below F. B. Lunt, manager-sales promotion for the BAR, presents trophy and cooler to Kenneth Irving, Caribou, who won the BAR free-for-all trot at Northern Maine Fair driving Lotta Song.



Above, from left to right, are: K. S. Ludden, BAR, Arvid Forsman, Stockholm; Nathan Churchill, Washburn; Charles Forsman, Stockholm; Joyce Turner, Washburn, and F. B. Lunt of the BAR. The railroad bought the youngsters' 4-H baby beef at the Northern Maine fair. Pictured below is the new BAR stockyard at Presque Isle and a specially-made cattle car. Rod Hall, fieldman for the Aroostook Livestock Association, said that more than 330 head of cattle have been shipped since the middle of the summer.





A Woman of the High Iron

Mrs. Lewellyn McLain Made
A Home of an Outfit Car and
Made Her Dinner Table
A Gourmet's Delight

Mrs. Lewellyn McLain has the distinction of being the only woman cook on the Bangor and Aroostook's outfit cars. And in the 10 years that this tall (5 ft. 10 in.), vigorous woman with the laughing hazel eyes has been cooking for her husband's crew, her reputation as a master of the skillet has spread the length of the road. As one gourmet put it, "I'd rather put my feet under Mrs. McLain's

table than any place in the State of Maine."

From the outside, Lew McLain's outfit car looks about the same as almost any other you'll see on the Bangor and Aroostook . . . reddish-brown with black trim. But the similarity stops there. The woman's touch is evident as soon as one steps into the dining room done in light, airy pastels of green and yellow.

Cheery curtains hang at the windows, animated decals cavort on the cupboard doors and, from the inlaid linoleum

floor to the gleaming dishes, one's impression is that here is a home looked after with loving care.

Mrs. McLain met her husband in Stockton Springs 35 years ago during his first year with the railroad. They were married the same year,

Dinner is served at the McLain outfit car as hungry crew, obviously enjoying Mrs. McLain's cooking, gather for evening meal. She doesn't plan for them to know what the menu for next meal will be. Mrs. McLain, pictured, standing.





Mrs. McLain, left, started cooking on her husband's outfit car during the war when cooks were hard to get. She likes it because she can be with her husband (her two boys are married) and because outfit life is like having a big family. She had had no experience in feeding large groups before she came with the BAR in 1944.

but it wasn't until during the war, when cooks were hard to get, that she started cooking for the McLain outfit. She did it because she wanted to help Lew, but mostly because she wanted to be with him since her two boys were away. It was to be a temporary thing, but as she made friends she kept putting off leaving until now she's pretty much accepted it as her career.

She'd had no previous cooking experience except at home, Mrs. McLain recalls, and she had a bad case of

buck fever the first night she rang the dinner bell to call the crew for supper.

"I still get butterflies," she confides, "sometimes we have strangers for lunch and I'm afraid the meal won't be good. But we like to be neighborly and have people eat with us."

Apparently railroaders like to eat with the McLains, too, because she has from one to five extra men to feed a day in addition to her 10 regular crew members. She says she'd rather cook for men than women, because she feels



they're not as fussy.

During the recent hurricane Lew McLain's crew was working at Sandy Point on the Searsport branch. It was a cold, wet day and instead of sending sandwiches to the men Mrs. McLain sent down a large basket containing hot mashed potatoes, fried chicken, green peas, hot rolls, cranberry sauce, pickles, cup cakes and date pie . . . perhaps a good reason why there are never any vacant spots in the McLain table.

Mrs. McLain feels that the

Her modern kitchen reflects the woman's touch, such as wall ornaments and curtains. Floor in in-laid linoleum, walls and ceilings and done in cheery pastels. Mrs. McLain feels her kitchen is better equipped than that of an average home. The 12 cubic foot refrigerator is gas. Range is gas and has six burners, two ovens and a broiler. Hose brings running water in to car at stations.



Foreman McLain helps Mrs. McLain with the supper dishes. Up at 4:30 a. m., Mrs. McLain has breakfast ready at six and finishes her day at about six in the evening. She usually does her marketing in the afternoon, has a supper ready at 4:30.

secret of feeding men is not to stick to a routine menu.

"I like to surprise them," she says. "We have beans every Wednesday and Saturday night, but those are the only two meals that I plan for them to know what they're having."

Keeping a strict budget is important, she thinks, and to keep the cost down to 50 cents a meal she has to make her own bread and doughnuts every day. She adds, that she had never made bread or doughnuts until she began cooking for the outfit.

"I can remember when I first came on the outfit we fed the men for 18 cents a meal," she says. "I thought it was

awful when we jumped to 25 cents."

Like many good cooks, Mrs. McLain is still a trifle apprehensive when she calls the men to dinner. You can see her watching from the rear of the outfit car, waiting for the work train to come into sight so she can put the meat in the broiler at just the right time.

She feels that the outfit car is better equipped for cooking than most homes. It has a gas range with a broiler, two ovens and six burners. The 12 cubic foot refrigerator is gas and the kitchen is layed out with the efficiency of a ship's galley.

Mrs. McLain likes life on

the outfit because she likes people and likes to have them around.

"It's like having a family of 10," she says, "you get interested in the people and their problems."

The outfit car is home to Mrs. McLain, for she usually works the year-round and seldom sees her attractive suburban home in Hermon except on weekends. And the McLain's living quarters, a part of the cook car, reflects the same good taste as the rest of the outfit.

After the supper dishes are done, Mrs. McLain usually steals a few moments for her favorite hobby, crocheting. She has made 10 afghans and does other fancy work.

It's bedtime by 9:30 because 4:30 a. m. comes early. And from then until at least 5:30 in the afternoon there are few busier and more productive places on the railroad than Mrs. McLain's kitchen. There are at least 10 men in the outfit crews who can vouch for it. And they ought to know.

The McLains steal a few moments relaxation in their room on car after supper. Mrs. McLain works at her favorite hobby, needlework.





A Bangor and Aroostook Team

The Howard's Became a Railroad Team, Quite by Accident, in 1916 and it Lasted Until 1950 When They Retired to Build Houses in Florida

The train crews always knew the cheerful agent at Fairmount as Ruthie . . . the lady agent who always had a smile and a pleasantry for the passing crews, and who waded through waist-deep snowdrifts to seal cars herself. She wrote like a man and her precise penmanship was known throughout the Northern Division. Some years ago, when Agent Bill Howard introduced a conduc-

tor friend to his wife at a social function, the confused man stared at Mrs. Howard and exclaimed, "Why, that's Ruthie!"

When Ruth and Bill Howard retired from Bangor and Aroostook service four years ago the had accumulated, between them, a total of 73 years service and a good many more friends throughout Northern Maine.

Their successful (and

somewhat unique) railroad partnership had, like most good tales, a curious beginning. It started in 1916, eleven years after the Howards were married. Mrs. Howard, who was interested in railroading, started going to the station with her husband (then agent at Fairmount) and helping with the bookwork. She caught on quickly and also began to pick up telegraphy by listening to her husband. By the end of a year, she was expert in station routine and a proficient telegrapher.

And so, it was Mrs. Howard who was at the key one day in 1916 while Bill was out on an errand. A stranger walked into the station at Fairmount.

The man asked Mrs. Howard a few questions about the office and finally inquired, "Where's Mr. Howard?"

When the man identified himself as J. B. McMann, Northern Division "Super," Ruth Howard was somewhat unnerved and explained that her husband was off on railroad business and that she was filling in for him and was that all right?

The Super allowed that it was because the work seemed to be getting done and, with no more than a casual goodbye, walked out.

A few days later, Mrs. Howard received a letter from Mr. McMann congratulating her on her good work. He was, he explained, going to have to send her husband to Easton to fill in for the agent there for two weeks and would she take over the Fairmount job herself for the time.

Mrs. Howard emphatically did not want to take the Fairmount job, but after another letter from the Super asking her again, she agreed to take it . . . for two weeks.

As it turned out, Bill Howard stayed at Maple Grove five years and Ruth Howard was agent at Fairmount for five years.

And during the next 33 years, she served at Maple Grove, Phair, Easton, Westfield and Presque Isle . . . and found time to raise two daughters.

Both Bill and Ruth Howard recall the heavy snowstorms of years ago, especially Bill who had to walk from Fairmount to Easton on breezy winter mornings in time to get the mail on the train at 6 a. m. He can remember seeing the "snow in cuts higher than a house."

Sometimes when both Howards were working nights during the potato traffic rush, Ruth Howard would take one

of her daughters to the station for company. The youngster would curl up and sleep on the couch while her mother sat at the busy telegraph key. Sometimes, she recalls, a hobo would come in out of the night and soak up the heat of the cherry-red, pot-belly stove.

Being an agent in the heavy potato traffic isn't the easiest thing in the world. And being a lady agent could add up to a hazardous occupation. But Ruth Howard's secret was that she liked people . . . liked to talk with them and have them around. And she was not only a good agent but a popular one.

One of the strangest adventures the Howards had during the years of railroad-ing happened one night at Fairmount. Ruth Howard looked out the station window and saw a train approaching, at about 15 miles an hour.

The only unusual thing about this train was that it wasn't supposed to be there. The Howards stared in disbelief and saw that the lights were turned down in the coaches, even though the train was making steam. When the agent at Easton managed to shunt the train off onto a siding, he discovered that it was manned only by a small

dog. When the whole story came out, it was discovered that a couple of small boys had pulled the throttle in Fort Fairfield and jumped off in a panic when the train started moving.

For an agent who was only doing a two-week trick, Ruth Howard made quite a stay at Fairmount—from 1917 until 1943 when the station was closed.

In 1943, she went to Easton as assistant agent helping Bill, whose potato house doors increased from 21 to 65 doors in the 25 years he was agent there.

Mrs. Howard says there were drawbacks about both she and Bill both being railroad people, but that she wouldn't have had it any other way. Everyone was kind, especially the Super who used to consult her, before asking Bill to take a different station.

Both Ruth and Bill Howard belie their years—she at 69 and he 70. Bill Howard is a vigorous man with a ruddy complexion who still cultivates his 20-acre potato farm with his son-in-law and handles a tractor like a man half his age.

During his railroad years, Bill Howard was famed



Bill Howard, 70, cultivates 20 acres of potatoes with tractor. He also builds houses as a hobby.

throughout the area as a shrewd trader. He also sold automobiles in the early days of the horseless carriage. Asked what was the secret of his trading success he replied cryptically, "Buy low, sell high."

After four years of retirement, the Howards think they have found the secret of retirement success . . . industry and play in the right proportions. Not only does Bill

Howard farm, but in St. Petersburg, Fla., his winter home, he builds houses. Last winter he also worked as a traffic policeman at the internationally - famous Webb's drugstore. This winter he thinks he'll devote full-time to building a new house, which will bring his score up to three new houses in Florida, two in Fairmount and one in Easton. . . . not a bad score, in anyone's league.

About Mr. Average Suggestor

"In my opinion a firm will survive if every new generation makes its unique contribution to its progress. It's all right to draw confidence and pride from the past; but to stay in business you have got to run an enterprise as if you have just begun to build up its strength. I believe the important day on the calendar must always be tomorrow, not yesterday. If there is any common characteristic among the firms in the 100 Year Association, it is that, through the years, they have always watched tomorrow. They have been among the first to adopt any technological addition, new ideas in merchandising and management, new methods in production and distribution, new attitudes toward labor and toward the people."

From "How to Stay in Business 100 Years"

by Oscar Schisgall

The above quotation shows the challenge which we face. Each of us must meet it and your Suggestion System is a good place from which to start.

There are now twenty-two in this company who have more than five suggestion awards to their credit. Their names are shown below:

Special awards are being planned for these employees who have had more than five winners, because they deserve recognition.

Mr. Average Successful Suggester is 47 years old, has had 22 years' railroad service, and completed two years of high school. He started work with the railroad when he was 25 years old, and has 9½ suggestion awards to his credit.

The Transportation Department leads the field with 9 employees. Mechanical Department with 5 is next; while the Store Department has 4, and the Engineering Department 2. The Auditing Department and Dining Car Service have 1 each.

Our congratulations to the department heads, their supervisors and foremen, for the thinking men in their departments.

Here are the men who have won more than five awards: K. A. Adams, Brakeman, Presque Isle; H. F. Fletcher, Conductor, Milo; G. H. Fletcher, Conductor, Derby; J. N. Furlong, Crane Operator, Store Dept., Derby; C. A. Hamilton, Clerk Mech. Dept., Nor. Me. Jct.; T. S. Jay, Crane Operator, Store Dept., Derby; H. D. Kelley, Signalman, Millinocket; A. J. Lebel, Telegraph Operator, Fort Kent; Ethel Lynch, Hostess, Bangor; R. A. Lausier, Terminal Agent, Van Buren; L. F. Lewis, Stenographer-File Clerk, Derby; C. G. Mac-Millan, Conductor, Nor. Me. Jct.; J. S. Mayo, Engineer, Nor. Me. Jct.; P. W. Nutter, Clerk, Store Dept., Derby; O. W. Oberg, General Foreman, Mech. Dept., Millinocket; W. J. Paul, Blacksmith Foreman, Derby; R. M. Parker, Clerk, Auditing Dept., Bangor; C. H. Russell, Electrician, Van Buren; N. A. Robertson, Re-



"Oh thank you! I always wondered where East Mackinaw was."

lief Agent, Derby; C. A. Ramsdell, Clerk, Southern Division, Nor. Me. Jct.; W. B. Scripture, Price Clerk, Store Dept., Derby; M. P. Waalewyn, Stenographer, Engineering Dept., Houlton.

By the railroads the waste places of the earth have been opened for settlement; by them industries have been developed and resources unfolded that have laid dormant since the beginning of time, while markets have been established for the products of these industries in eastern and old world centres; and greater even than all these material benefits, free intellectual and social intercourse has been accorded to our western commonwealth. Add to this the fleets of vessels that carry our merchandise to the leading seaports of the world, the mail and telegraph services that bring to us the most recent advices from every quarter of the globe, and here is a record of commercial, industrial, and social development such as mankind has never witnessed in the past, and never again shall witness.—Herbert H. Bancroft, in "Chronicles of the Builders."

LOOKING AT SAFETY

The news from the Safety Supervisor's desk this month is somewhat heartening. Members of the family still have accidents, but they're having fewer than last year at this time, according to Safety Supervisor John Babcock.

With all the extra hours worked during the week after Hurricane Edna ravished the Bangor and Aroostook lines, there was only one accident in the Engineering Department which worked nearly twice the normal number of hours during the crisis.

Other safety news which deserves notice is the Bangor and Aroostook's standing among the Class D railroads (railroads which work between three and five million man hours per year). During the first seven months of 1953, the Bangor and Aroostook stood in 18th place in a field of 20 railroads. In other words there were only two railroads with a worse safety record than ours.

But for the same period in 1954 the Bangor and Aroostook stands in seventh position, with 18 railroads reporting.

If you have plans for tomorrow,
work safely today.
No one else can play safe for
you.
Always be alert, don't take
chances.
Safety is your own welfare.

During the same period in 1953, we stood in 98th place among 119 railroads reporting in the country with no distinction as to classification. For the same period in 1954 we stand in 60th position. In other words, while there were only 21 railroads in the country having a poorer safety record than ours last year, there are 58 this year.

The Bangor and Aroostook stood in last position, safety-wise, during the same period in 1953 among New England railroads. This year, for the same period, we now stand in third place.

This achievement is not a matter of luck, but of being safety conscious and working at it. And to keep the record and improve it, requires more of the same. For as Emerson said: "Shallow men believe in luck; strong men believe in cause and effect."

IN THE FAMILY

Mechanical Dept.

Mrs. Robert Murphy, the former *Greta Stairs*, was a recent visitor at Derby Shops where she was formerly employed as file clerk in the Mechanical Department prior to her marriage.

Robert E. Trickey, Jr., returned to work as painter at Derby shops after serving more than two years in the United States Army, most of which time he was stationed in Germany.

Willis I. Osgood, laborer at Derby Shops, was a recent surgical patient at the Gallant hospital in Milo, and is now convalescing at his home, where he is regaining his health rapidly.

Shop Accountant Kirton W. Bell, at Derby, is on sick leave and his position is being filled during his absence by *Richard L. Foster*, furloughed Shop Clerk.

Foreman Car Inspector Ruel E. Brown, (Ret.), *Valuation Accountant Harold F. Norton* (Ret.), and *Painter Harry F. Lee* (Ret.), were recent visitors at Derby Shops.

It is with deep regret that we learned of the death of *Mrs. Leonard A. Hatt*, Milo, wife of Sheet Metal Worker *Hatt* (Ret.), formerly employed at Derby Shops.

Friends of *Raymond L. Smith* will be pleased to learn that he has returned to his home at Derby after being a surgical patient at the Eastern Maine General Hospital. He is a Carpenter at Derby Shops.

Mr. and Mrs. Oscar E. Heal are the proud maternal grandparents

—CONTRIBUTORS:

Hercules Levesque

Ralph L. Rafford

H. A. Labbe

E. E. Dow

Chester Barrows

B. M. Allen

Mrs. Annie W. Morris

W. F. Fernald

Mrs. Bernice Bailey

G. J. Lovett

Guy L. Jackins

L. S. Ackerly

A. W. Simpson

N. M. Norsworthy

L. D. Labbe

Fred Nicknair

H. H. Hatt



George W. Black, 67, of Derby, has retired after 31 years of Bangor and Aroostook service. Mr. Black, who was born in Markhamville in Kings County, N. B., was a car knocker when he retired. He has also served as watchman, and car knocker helper. Since his retirement, Mr. Black is devoting full time to raising chickens.

of a baby girl, born June 3, at the Gallant hospital in Milo.

Mr. and Mrs. Max E. Place were recent visitors in New Orleans, Louisiana. Max is chief clerk to mechanical superintendent, Derby.

Mr. and Mrs. Thomas N. Hopper did a little sightseeing in and about Toronto, Ontario, over the Labor Day holiday. Tom is statistician in the Mechanical Department while Mrs. Hopper is employed by the Purchasing Department at Derby.

Mr. and Mrs. Leon E. Dunphy toured New Hampshire during a portion of their vacation and reported a very enjoyable time. Leon, who is travelling engineer and supervisor of air brakes, just had to ride a train; he rode the cog railway up Mount Washington.

It is with extreme regret that we learned of the death of *George E. Rowe*, Parkman at Derby, which occurred at Gallant hospital following a short illness. Our sympathy is extended to his family.

Boilermaker Albert Robichaud, at Derby Shops, is entering the New England Baptist Hospital, Boston, where he will be a surgical patient.

Car Repairer Wilfred W. Morin, at Derby, who has been on sick leave for some time because of ill health, was a recent visitor at Derby Shops and seems to be improving in health.

Acting Shop Accountant Richard L. Foster, at Derby, is enjoying his annual vacation and it is reported that much of his vacation is being spent in hunting and fishing.

B. and B. Machinist Abner Robinson, who had been out of service since April because of illness, has returned to work in August.

Freight Traffic Dept.

Mr. and Mrs. E. F. Kimball, Bangor, are announcing the birth of their grandson, *Brandon R. Rainoff*, on August 21, at Vista, California. He is the son of *Mr. and Mrs. G. E. Rainoff*.

The BAR parkway at Presque Isle has undergone a face-lifting operation that gives the people of

Presque Isle a greatly increased free-parking area.

Railroad officials explained that the BAR undertook the project to relieve parking congestion in the business section of the city and to clear the driveways to the station area. While a small portion of the new area nearest the station will be reserved for railroad patrons, the greatest part of it will be for public parking.

When the area is completed it will be turned over to the City of Presque Isle and will be under the jurisdiction of the City Police Department, the same as all other city parking areas.

In their agreement with the city, the Railroad has stipulated that there will be no parking meters installed and that it will be a free public parking area.

Southern Div.

Miss Armanda Isobel Price of Rutland Street, Bangor, daughter of the late *Mr. and Mrs. Oscar Price*, became the bride, July 3, of *Chief Clerk Benjamin Joseph Edwards* of East Hampden, son of *Mrs. Harriette Edwards* of Island Falls, and the late *Daniel J. Edwards*.

They were married in the Bangor Hammond Street Congregational church with the *Rev. Edward G. Ernst* officiating.

The bride was graduated from St. John High School, St. John, N. B., Canada, and the secretarial department of St. John Vocational School. She is employed as secretary to *Horace W. Chapman*, Bangor House. She is a member of the Maine Mu Chapter, Beta Sigma Phi Sorority, YWCA Business Girls' Club, Four Square Class



Mr. and Mrs. B. J. Edwards

and the Hammond Street Congregational church.

Mr. Edwards was graduated from Island Falls high school and Bay Path Institute, Springfield, Mass. He is Chief Clerk for the BAR at Northern Maine Junction and MAINE LINE associate editor. Mr. Edwards is treasurer of the Hammond Street Congregational church, secretary of the Laymen's Fellowship of Maine, a member of the Bangor-Brewer Triangle Club of the YMCA and a past master of the Island Falls Lodge No. 206, A. F. & A. M.

The couple have made their home on the Old County Road, East Hampden.



The gentleman pictured above is **Ronald A. Lausier**, formerly operator at Van Buren, who was recently promoted to terminal agent there. In reporting his promotion in the last issue of MAINE LINE, we identified **Agent A. J. Lausier**, Madawaska, as Terminal Agent **R. A. Lausier**. Herewith, is Terminal Agent **Lausier** and our apologies to Messrs. Lausiers.

Chief Clerk and Mrs. C. E. Constantine spent their vacation with their son in Detroit, Mich.

Supervisory Agent and Mrs. H. H. Hatt spent their vacation with their son, **Raymond**, in Idaho Falls, Idaho. On their visit they also saw another son, **Capt. Gordon R. Hatt**, USAF, who was on his way home from two-and-a-half years in Korea and Japan with his wife and two children. He will

be stationed at Westover Field, Mass. The Hatts also visited Yellowstone National Park.

Operator J. C. Chasse spent his vacation touring the South.

Differential Clerk and Mrs. P. E. Hayes spent a few days of their vacation in Quebec.

Conductor C. E. Porter and Mrs. Porter spent their vacation with relatives in Washington and Florida.

In the patter-of-little-feet department new parents are: **Clerk and Mrs. C. A. Hatt**, a boy; **Differential Clerk and Mrs. P. E. Hayes**, a boy; **Clerk and Mrs. R. C. Small**, a boy; and **Clerk and Mrs. A. W. Fowler, Jr.**, a girl.

Correspondent H. H. Hatt reports that **Clerk J. S. Loftus**, No. Me. Jct., returned from two weeks vacation Sept. 26 which he spent painting his house . . . between showers, that is.

Word has been received of the death of **J. T. March** in Nipawin, Sask. He formerly worked for the BAR at South Lagrange. Mr. March went with the CP in 1912. He married the former **Hazel Rand** of Lagrange.

Engineer Paul Blair died at the Eastern Maine General Hospital on August 8. He entered BAR service as a fireman, Oct. 26, 1914, and was promoted to Engineer Feb. 12, 1918. He had been in poor health for the past few years, but nevertheless worked steadily, even taking his regular run on August 7. Our sympathy to his family and many friends.

Station Agent John L. Robbins, Lagrange, resigned to take his pension under the Railroad Retirement Act, July 31. Mr. Robbins

came to work for the BAR as Assistant Agent at Patten, Dec. 2, 1901 and has been in continuous service since that date. He served as assistant agent at Patten until 1906, then as relief agent at various points for a short time. In October 1910, he went to Grindstone as station agent where he stayed until July 27, 1932, when he was sent to Lagrange.

Conductor G. B. MacMillan retired July 22 to accept the pension under the Railroad Retirement plan after 43 years of service.

General Yardmaster William Buchanan of Millinocket retired to take his pension on Sept. 1. He has been with the BAR as Yardmaster in Millinocket since 1933.

Yardmaster I. F. Chase at Millinocket goes to General Yardmaster, filling the vacancy left by William Buchanan's retirement.

Yard Clerk Gordon E. Somers was appointed Yardmaster at Millinocket, Sept. 1.

Recent changes in Station Agents are as follows: **Operator L. S. Brackett** went to South Lagrange as agent when the Tower at Northern Maine Junction was closed; **Operator W. S. Cook, Jr.**, went from South Lagrange to agent at East Millinocket; agent at South Lagrange, **C. R. Bowley**, went to East Millinocket as assistant agent. **Agent W. P. McDonald** at East Millinocket took Relief Job C.

Freight Foreman B. S. Higgins and his family of Millinocket took a motor trip through New Brunswick and Nova Scotia during their vacation this summer.

Station Agent and Mrs. Chester L. Barrows of Winterport held



E. E. Drew, chairman of the Maintenance of Way Associates, receives a \$250 check payable to the association from **President Curtis M. Hutchins**. The gift, Mr. Hutchins told Mr. Drew, was a way to express the appreciation of the railroad for "the loyal and untiring work of the employees in the Maintenance of Way Department to restore service after Hurricane Edna."

open house at the Winterport Legion hall July 28 in celebration of their 50th wedding anniversary. They received congratulations from more than 200 friends and neighbors who attended the occasion.

Mr. and Mrs. Barrows were married at Sherman Mills by the Rev. **Frederick Parker**. Mr. Barrows entered the service of the BAR as station agent in 1903, going to Winterport in 1906, a position he held until his retirement in 1952.

Both Mr. and Mrs. Barrows have been active in many of the



Supervisory Agent D. R. Buchanan, Caribou, has retired to take his pension after a half-century of service with the Bangor and Aroostook. Mr. Buchanan has served in many stations on the Northern Division before coming to Caribou where he has been supervisory agent for the past 30 years. The Buchanans are now living in Houlton.

town organizations. Mr. Barrows is a Past Grand of Garfield Lodge, No. 99 I. O. O. F., a Past Master of Howard Lodge A. F. & A M., No. 69, a past secretary and at the present time treasurer in Howard Lodge. He is also a member of the Penobscot Chapter R. A. M. of Hampden.

Mr. Barrows has served as Worthy Patron of Cushing Chapter No. 84, O.E.S., several times, and has been installed in that office eight times during his membership in the chapter, and now

holds the office of Associate Patron. He is also a member of the Men's Club of Winterport.

Highway Dept.

Congratulations to *Mr. and Mrs. J. R. Clark* on the birth of a son, *Jerome Robert*, July 19. Mr. Clark

Blacksmith Onzey Campbell, Derby, has retired after 28 years BAR service. He is 65 and worked in Derby his full 28 years service. Mr. Campbell, before coming with the railroad, was a woodsman and took part in many long lumber drives on the Aroostook River and the East Branch of the Penobscot. He has three sons and is a member of the Pleasant River Grange No. 169 and the American Legion. He served in the infantry during World War 1.



is a chef in Dining Car Service.

Congratulations to *Bus Operator and Mrs. J. A. Sweeney* on the birth of a son, *James Michael*.

Engineering Dept.

Byron Allen reports that the crew of Section 123 ran a motor car along side of a young moose in August. According to Allen the moose was very weak. Struck his head against the car and nearly fell down.

Trackman and Mrs. Henry Dumais of Eagle Lake motored to Hartford, Conn., in August where they visited friends.

Leopold G. Nicknair, son of *Trackman Fred Nicknair* of Eagle Lake, has returned to his studies at the Grand Seminary of Theology in Montreal after spending some time visiting his parents.

Jean Louis T. Nicknair, son of *Trackman Fred J. Nicknair* of Eagle Lake left in September for Biddeford where he began his senior year in high school at the St. Francis College-High School.

Miss Jacqueline G. Nicknair, R.N., daughter of *Trackman Fred Nicknair*, is attending her sophomore year at Boston College where she is studying for a B.S. degree.

Miss Lorette Michaud and *Armand F. Nicknair*, son of *Trackman Fred Nicknair* of Eagle Lake, were married in the St. Mary's church in Eagle Lake, July 28.

The Rev. Bernard L. Nicknair, brother of the bridegroom, officiated at the ceremony. Following the service a wedding breakfast was held at the home of the bridegroom's parents.

For their wedding trip the



and *Mrs. Graden Swett* of Oakline to receive his American Legion citizenship award at commencement exercises in Monticello. Parker is the son of *Roadmaster and Mrs. Graden Swett* of Oakfield. He is 14 and a freshman at Oakfield High School this year.

couple motored to Quebec City and St. Anne de Beaupre.

The Rev. Bernard L. Nicknair, son of *Trackman Fred Nicknair*, was recently appointed assistant pastor at the St. Joseph Parish in Waterville.

Mr. and Mrs. Ludger Lozier and their children motored to Orono in



"Yes ma'm, it is warm today"

August where they attended the graduation of their niece *Miss Cynthia Nichols* from the Teachers' Summer School at the University of Maine.

Mr. and Mrs. Allen Lozier of Brownville Junction were recent visitors at the home of his parents *Foreman and Mrs. Ludger Lozier* of Eagle Lake. Allen is working as brakeman on the C.P.R. at Brownville Junction.

According to reports from Limestone, *Trackman L. N. Butler* at Limestone, spent his two weeks' vacation this summer in a rocking chair on his front porch and enjoyed every minute of it. He left his chair only to do a little fishing.

Congratulations to *Trackman*

and *Mrs. George Rossignol* of Limestone on the birth of a daughter, *Sharon*, at the Caribou Memorial Hospital, in August.

Supervisory Agent and Mrs. B. A. Ryan and family of Limestone went to Hartford, Conn., during their vacation where they visited relatives.

Trackman Weldon W. Simpson of Mapleton with his wife and two children spent a two-week vacation in New York and Connecticut recently.

Trackman R. G. Brown of Mapleton spent his two-week vacation in Canada.

Trackman and Mrs. G. D. Faulkner of Section 354, Houlton, recently spent their vacation touring various places in Moncton, Fredericton Junction, St. John and Fundy Park, all in New Brunswick.

Foreman and Mrs. Frank L. Smith of Houlton, recently entertained their son, *Philip A. Smith*, his wife and three children from Pineville, La. Philip is employed with the Bell Telephone Company.

B. and B. Painter Linwood G. Jackins of Milo, with his wife and two children spent the Labor Day holiday with Linwood's parents, *Mr. and Mrs. G. L. Jackins* of Grove Street.

Friends of *Engineer Charles V. McLain*, (Ret.) Grove Street, Houlton, sympathize with him in the death of his wife *Mary M. McLain*, August 18. Mrs. McLain was born Dec. 29, 1871. Interment was in the Evergreen Cemetery, Houlton.

Our sympathy is extended to *Temp. Track Foreman and Mrs. Harry L. Ewings* on the death of their infant son, *Brian M. Ewings*, August 22.

Richard A. Jackins, son of *Tie Agent and Mrs. Guy Jackins*,

Grove Street received third degree burns when a steam hose he was using at Birds Eye Snider Corp. plant in Houlton fell. He was taken to the Aroostook General Hospital where his burns were treated. Richard is in his third year at Ricker College.

Sympathy is extended to *Airman Second Class and Mrs. Robert E. Oldenburg* on the death of their infant daughter, *Ann Louise* Aug. 18. Airman Oldenburg is an operator on the BAR, but at present is serving with the Air Force, stationed in Korea. He is the son of *Section Foreman and Mrs. Herschell Oldenburg*.

Our sympathy is extended to *Foreman Laurel W. Lewin* of New Sweden on the death of his wife, *Mildred P. Lewin*, who died at her home in New Sweden, Aug. 15, after a long illness. Interment was in the Evergreen cemetery in Houlton.

Our sympathy is extended to the family and friends of *Foreman Millege L. Dyer*, No. 368 at Caribou, who died August 8.

Trackman Alexander Frenette (Ret.), of Eagle Lake died in a Waterville hospital the last of September after a long illness. He had been employed with the BAR for 38 years. Our sympathy to his family and friends.

Our sympathy to the family and friends of *Section Foreman Clarence W. Bell* who died at the Veteran's hospital in Togus after a long illness.

The young man at the wheel of his father's outboard is *Burton David Sawyer*, son of *Mr. and Mrs. Burton A. Sawyer*. The young Mr. Sawyer appeared on the cover of our Jan.-Feb. issue. We are informed that the boat was built by his father.



Northern Div.

G. M. Dionne, former relief agent, Frenchville, is now station agent at New Sweden.

R. G. Clark, former station agent, New Sweden, has been transferred to Fort Fairfield, where he will be assistant station agent.

Station Agent E. J. Gerrard of Mapleton has been transferred to Van Buren as Operator.

The children of Station Agent H. A. Labbe, Easton, have been celebrating their respective birthdays. Trudy Ann Labbe celebrated her first birthday, August 26; Brenda J. Labbe celebrated her eighth birthday, Sept. 24; and Eugene P. Labbe celebrated his twelfth birthday, Sept. 30.

More than 80 friends and relatives of Station Agent and Mrs. Hercules Levesque, Frenchville, attended a stork shower held in their honor, Sept. 7.

Shower arrangements and refreshments were made by the following: Mrs. Henry J. Parent, Mrs. F. F. Raymond, Mrs. Gilman Page, Mrs. Valere J. Albert, Mrs. Hercules B. Roy, Mrs. Armand Levesque, Mrs. Jean Paul Ouellette, Mrs. Leon Bourgoïn, Mrs. Edgar Levesque, and Mrs. Romeo Bouchard.

Station Agent and Mrs. Harold Labbe of Easton with his family spent Labor Day visiting his father's home in Fort Kent. They

also visited his brother-in-law Everette Gerard, Operator at Van Buren.

Track Foreman and Mrs. Murdock Spencer and their two children, Easton, spent Labor Day weekend visiting Bar Harbor.

Richard D. Rafford, son of Station Agent and Mrs. Ralph L. Rafford was recently promoted to Airman First Class in Athens, Greece, where he has been stationed for the past two years.

Relief Agent G. M. Dionne of Frenchville, bid in station agent's job at Mapleton and has moved his family to Mapleton.

The twin babies of Mr. and Mrs. Hercules Levesque, Frenchville, were christened August 29 at the St. Lucy's Rectory, by the Rev. Philip Dube. Mr. and Mrs. Albert Dubay are godparents of Louis Albert Levesque, and Mr. and Mrs. Gerard Levesque, New Britain, Conn., are the godparents of Louise Claire Levesque. Clifford Chasse and Mrs. Aline Michaud of Madawaska were the witnesses.

The twins were born August 16 at Fort Kent People's Benevolent Hospital. Louis Albert weighed 8 lbs. 2 ozs., and Louise Claire, 7 lbs. 4 ozs.

Station Agent H. A. Labbe of Easton writes us that "Potato washers are being installed in the potato houses on track at Easton. They've been working at it for a month or more now."

The grizzled old mountaineer, paying his first visit to a railroad, was fascinated by the switch engine shuttling back and forth in the freight yard. Scratching his chin, he turned and remarked to his friend: "I can understand how the engine pulls the cars. I've got that all figured out. But I'll be durned if I can see how the cars pull the engine back."

FACTS AND FIGURES

We received from

	June 1954	July 1954
Hauling freight	\$662,369	\$591,989
Carrying passengers	29,398	36,923
Hauling baggage, mail and express	26,006	29,180
Other transportation services	15,927	15,730
Rents and miscellaneous income	141,902	190,491
A total of	\$875,602	\$864,313

We paid out or provided for

Keeping roadbed and structures in repair	\$200,000	\$200,000
Keeping locomotives, cars and other equipment in repair	\$219,549	246,344
Running trains	259,902	268,839
Selling our services to the public	18,943	17,962
Managing the business and keep- ing the records	67,468	59,281
Interest on borrowed money	79,395	75,574
Payroll taxes	30,839	27,184
Local and state taxes	54,820	55,207
Federal income taxes	(86,719)	(105,059)
Applied to sinking funds	59,041	61,268
A total of	\$903,238	\$906,600

Our Net Income was

(\$27,636) (\$42,287)

*Figures in parenthesis indicate red figure or a deficit.

University of Maine FOOTBALL



The Bangor and Aroostook Railroad

Brings You Home Games at Orono Over Stations

WLBZ Bangor

WABM Houlton

WAGM Presque Isle

COLBY—OCT. 30

BOWDOIN—NOV. 6