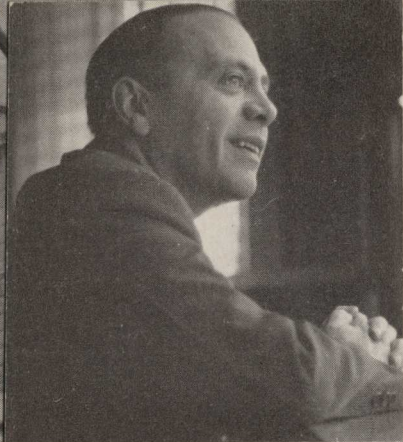


MAINE LINE ▲



MAY - JUNE, 1954

Bangor and Aroostook Railroad



TALKING IT OVER

In looking back on our annual meeting of stockholders in late April I think two developments were discussed there which may be of special interest to you.

The first dealt with our 850 new refrigerator cars. As most of you know, these cars have been operating as a part of the Pacific Fruit

Express fleet during the summer months. They have been used chiefly in transcontinental hauls of produce from the West Coast and have been earning a lot of mileage for us.

However, this has been done on a purely informal basis. Now it has been formalized by a 10-year contract with PFE under which we agree to supply our cars to them in the summer and they agree to assist us in the winter.

Since our six months of maximum need are the exact reverse of theirs, it is a most advantageous arrangement for both of us.

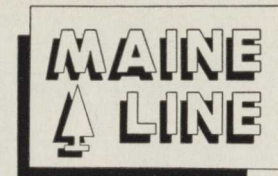
The second development involves motive power. We were able to get through the winter without steam power only because we were also able to lease six diesels from the New Haven. They were of a different manufacture than our locomotives and were not general purpose units. Thus they were difficult for us to maintain and lacked the flexibility we need for maximum efficiency.

As a result, the purchase of an additional five Electro-Motive GP-9's was recommended after the meeting to the Board of Directors. It was approved and they have been ordered.

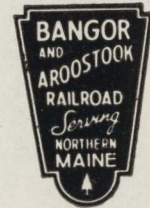
They will be used by the Pennsylvania in the summer on the same basis as the ten already under summer lease.

We can now say that we have an adequate supply of diesel power of our own for some time to come. I take considerable pride and pleasure in that and I am sure you do too.

Antro Hutchins



MAGAZINE



MAY-JUNE, 1954
VOL. II NO. 4

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



Arthur W. Defenderfer, left, district manager for Acme Fast Freight, Inc., chats with LeForest Gallop of the Houlton Truck Express who will handle the company's service in Aroostook County.

A New BAR Freight Service

After more than two years of exhaustive research, the Freight Traffic Department can now say that carload speed and service, plus door-to-door delivery, will soon be a reality for less-than-carload shippers served by the Bangor and Aroostook.

It will be accomplished through a recently completed contractual agreement be-

tween the railroad and Acme Fast Freight, Inc.

Acme, which is the world's largest company specializing in freight forwarding, has offices and facilities in every state in the Union and also handles large scale shipments to overseas destinations.

To handle this new and greatly improved service to Northern Maine, Acme is set-

ting up an office in Bangor. It will be headed by Arthur W. Defenderfer, Jr., of Bangor who has resigned his position as the railroad's traffic analyst to become an Acme district manager.

Acme contract representative in Aroostook County for door-to-door delivery will be the Houlton Truck Express.

In addition, Houlton Truck Express will be assisted in some areas by truckers operating under its supervision. These truckers include Gerald Saucier of Fort Kent, A. J. Lausier of Madawaska, Richard Stewart of Van Buren, Victor Jimmo of Ashland and Hally Plourd of Millinocket.

Graves Express will be the Acme trucking representative in Bangor.

For the present, the new service will handle commodities moving northbound into Bangor and Aroostook territory. Should the potential that both Acme and the railroad believe exist be realized, it is hoped that the service can be expanded to handle southbound tonnage as well.

Constant endeavor has appreciably improved the speed of carload shipments in the past several years. This faster service will now be made available to l.c.l. shippers with overnight delivery



A. J. Lausier



Gerald Saucier



Richard Stewart



Victor Jimmo

to the customer's door from Bangor and second morning delivery from Portland and Boston.

This fast, door-to-door service is the culmination of a Bangor and Aroostook research program which was started almost three years ago.

Bangor and Aroostook officers had long recognized that their ordinary l.c.l. service was inadequate. Meeting the problem head on, President Hutchins assigned to the Freight Traffic Department the job of making a study of l.c.l. service and the development of ways and means of improving it. The actual work and research on this problem fell to Defenderfer as Traffic Analyst.

Preliminary work on the study included investigating new methods in use on other railroads and, in order to meet our own situation intelligently, a survey of freight users in our own territory. Many of the Northern Maine Chambers of Commerce co-operated in the freight user survey enabling the railroad to get a very complete picture of the requirements needed.

Evaluation of all of the material collected led Bangor and Aroostook traffic officers

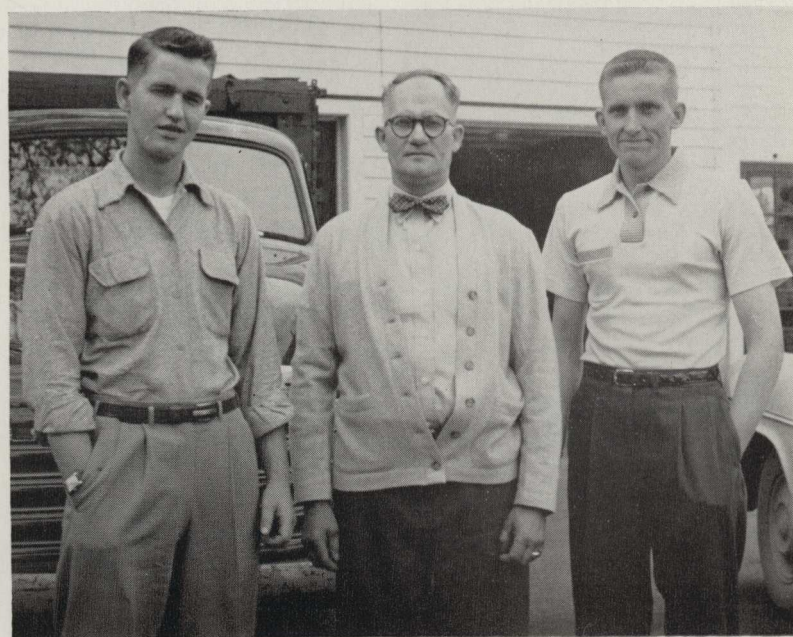
to conclude that some form of pick up and delivery service, combined with faster schedules, was the answer.

From this conclusion came the contract between the railroad and Acme Fast Freight and Acme's decision to employ Defenderfer as unusually well qualified because of his intimate knowledge of the

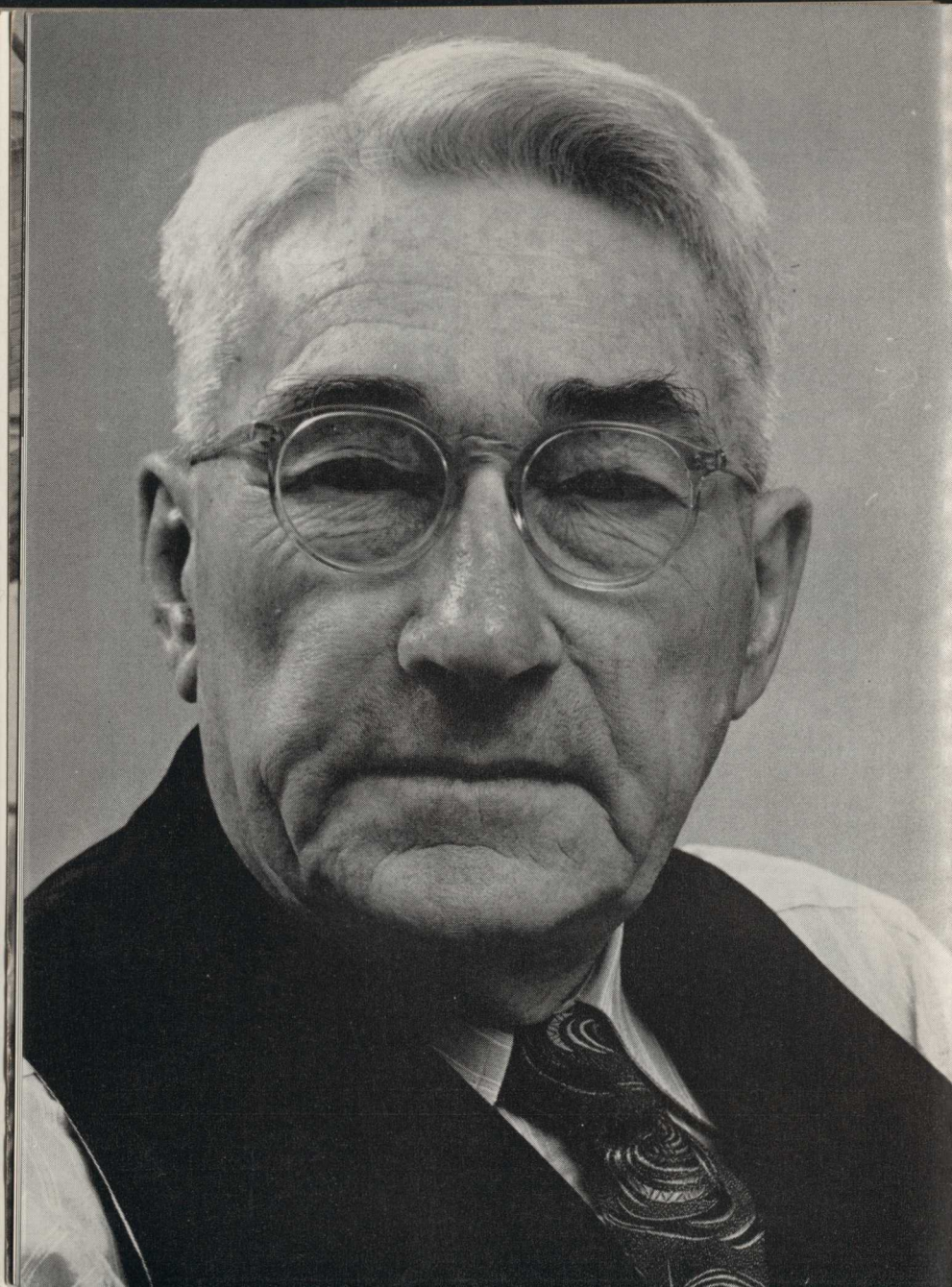
requirements of local shippers and freight receivers.

All Bangor and Aroostook Station Agents and Traffic personnel will have full details of the new service and can help northern Maine people with their incoming l.c.l. shipments about the middle of June, when the new service will be effective.

The Acme contractors for the Millinocket area are Hally Plourd and Sons pictured below. From left to right are: Harold Plourd, Hally Plourd and Bernard Plourd.



The freight car fleet owned by the American railroads would form a train long enough to encircle the United States, with several hundred miles of cars to spare.



Frank Duplisea

A Maine Line profile

Frank Duplisea was born at Enniskillen (N. B.) just a century after a handful of country militia fired the shot heard 'round the world at Concord. Americans of the new republic were flocking to Philadelphia that year for the Centennial Exhibition where the latest advances in technology and agriculture could be seen. For the railroads, it was the day of the link-and-pin connection and the "high ball" was literally a ball hoisted full-mast on a signal pole.

The young man who put in his first appearance at the Duplisea home June 21 of '76 was one of 12 children, six of whom are still living. Albert L. Duplisea, his father, was a wheelwright and a giant of a man (six-foot-two in his stocking feet and weighing full 16 stone) who believed that idle minds and idle hands were the devil's workshop.

Accordingly, each of the twelve Dupliseas worked, or went to school, or both. At 10, Frank was picking pota-

toes for 15 cents a day. And at 14, he was picking up telegraphy by listening in the doorway of the local Canadian Pacific station.

One memorable day when he was 16, he decided he'd had enough of school and solemnly broached the subject to his father. Albert Duplisea was a taciturn man, but an understanding parent and he heard his 16-year-old son out.

"All right, Frank," he agreed quietly, "I'll have your mother pack your clothes and a lunch in the morning."

Young Duplisea stammered that he sort of hoped to work in his father's shop instead of leaving home and Duplisea, the elder, nodded silently.

And so he arose at 5 the next morning and was at his treadle by 6:30. The treadle supplied power for several tools in the shop, including a turning lathe, and was operated by a large crank. Young Duplisea turned the crank for 10 hours and then confessed sheepishly to his

father that he guessed he'd made a mistake and would like to go back to school.

Albert Duplisea consented as solemnly as he had agreed to let Frank turn the wheels of the small shop, but he afterward told his friends that he'd had to waste a six-month supply of wagon wheel spokes just to discourage Frank from quitting school.

With what he had learned listening to the code at the local station Duplisea rigged up a key with his next-door neighbor, Charley Boone, who was later to become a roadmaster for the Bangor and Aroostook. By the time he was 17, Frank Duplisea had developed his fist and was ready to try his hand at railroading. From the first time he heard the staccato chatter of a telegraph instrument, he knew there would be no other type of work for him.

With this experience under his belt at 17, he started his active railroad career which was to last for the next 48 years. It was a big moment when he landed a job at Fredericton Junction.

For the next four years he worked all over the division until one day in April, 1897, he happened to be passing through Houlton and met a man whom he had known

while he was a CP operator at Greenville Junction.

Frank Duplisea had just turned 21 and was earning \$26 a month when he was offered the night operator's job in Houlton. The pay was \$30 a month and he took it. He stayed on the Bangor and Aroostook for about a year and a half.

The year the Spanish-American war broke out, Duplisea, cut in the restless stamp of the early railroad telegraphers, moved to the new Washington County railroad, now part of the Maine Central's Eastern division. The \$55 a month was more money than he had ever earned railroading.

During the next five years he opened and worked at several new stations for the road and met and married the former Sophia McRoy of Harrington. It was while he was in Washington County that he gained his reputation as a ball player. He caught for several teams including Milltown, Harrington and Princeton.

Duplisea left the Washington County railroad in 1903 and went to work for the Maine Central where he stayed until 1912. In 1913 he returned to the Bangor and Aroostook as yard clerk at

Oakfield, a position he held until 1917 when he came to Houlton as operator. From the latter part of 1917 until he retired in 1941 Frank Duplisea served as dispatcher on the Northern Division in Houlton.

Any of his railroad friends will tell you that this wiry man with the thick mane of white hair was best known for his quick sense of humor. And at 78 he's lost none of the wit that earned him his reputation as a humorist and jokester.

In Houlton, they still tell about the night Frank almost scared one of his fellow dispatchers to death. It seems

that his friend habitually took a shortcut home across the railroad bridge when he finished work at 11 each night. And in order to reach the bridge, he had to pass an ominously-dark coal shed and several other rambling buildings.

Duplisea dropped several veiled suggestions as to the advisability of taking the route at such an hour; then, naturally, the inevitable happened. One black night when his friend was sufficiently jittery thinking about Duplisea's remarks, the latter donned a shapeless coon-skin coat and waited on all



Frank Duplisea, left, meets with some of his railroad cronies in Houlton's park. From left to right are: Mr. Duplisea, Conductor Michael Daley (Ret.), Conductor Cecil Donley (Ret.) and Conductor Thomas H. Briggs (Ret.).

fours in the brooding shadows of the coal shed.

It was not more than two minutes later when the night watchman heard the dispatcher's howl of anguish. But by the time they were able to get a coherent statement from the man back in the dispatcher's office, Duplisea was back at his key listening to the incredible tale of a bear nine feet tall.

Around Maple Street where Frank Duplisea lives the kids think he's a combination of Babe Ruth and Abe Lincoln.

Meeting this vigorous and hearty man of 78 is an arresting experience, and a visitor finds a keen mind behind the bright blue eyes. Frank's

pals around the dispatching office were nonplussed one day when, after a bit of bantering, Frank accepted a bet to kick a lightbulb suspended over six feet from the floor . . . no mean feat at 78 or 25. He did so with an alacrity that astounded his audience and broke the bulb.

How does a man keep so mentally and physically active at 78? Simple, says Frank Duplisea. Just exercise every day. It's a rare day when Frank doesn't walk the third-of-a-mile downtown and back three or four times. Of course, he admits, being interested in people is the first requirement of staying young.

Sitting in on a card game at the Houlton Fire Station, Frank Duplisea, center, discards while his friends W. F. Lyons, left, and James Russell, both former Bangor and Aroostook men, look on. Playing, but not pictured, was Angus Tomilson.



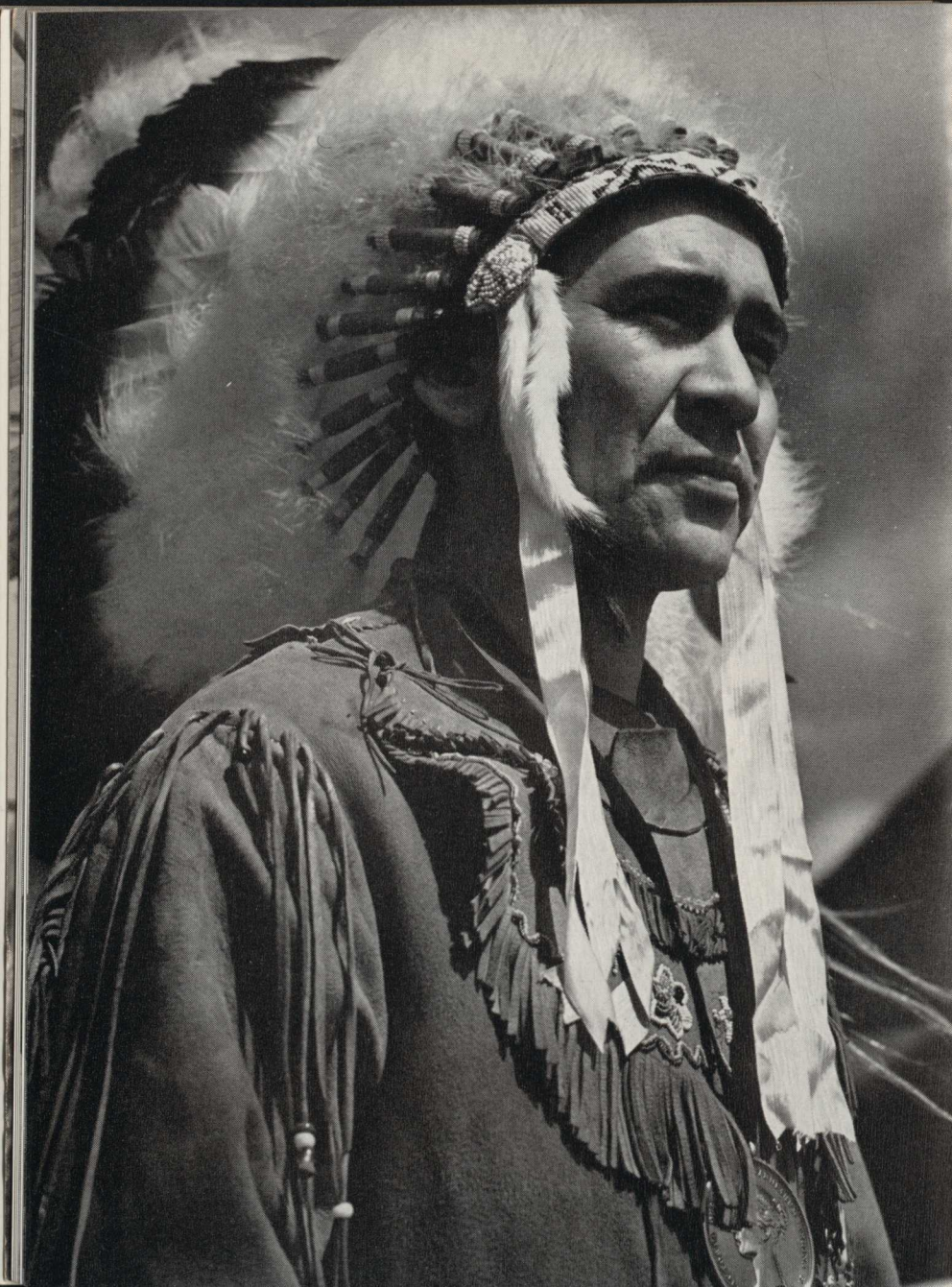
B. and B. Carpenter Charlie Solomon, left, Bill Lord and Ken Beals in the outfit car dining room.

Indian Chief-Railroader

It hasn't been long, as generations go, since Charles W. (for Wilfred) Solomon's ancestors were roaming the wilds of Northern Maine and Canada, concerned only with wresting food from the primeval forests, the Mohawks, their traditional enemies, and a handful of white settlers. And although the hand of time has changed the nomadic habits of his people, it has left Charlie Solomon with all the dignity and lithe grace of his forefathers.

At 35, he is the youngest chief ever to rule in the Maliceit tribe at Kingsclear, N. B., and his election just a few months ago marks Charlie Solomon's second term in office. His other career is that of a Bangor and Aroostook carpenter.

Charlie, lately Sgt. Solomon of the Canadian Army, has been a carpenter for the last five years, traveling with the B. and B. outfits and commuting home on weekends.



During his hitch with the army he was an infantryman assigned to a Scottish regiment and saw action in the Normandy campaign and, later, in Holland.

It was while he was serving in Holland that Sgt. Solomon, leading his patrol to inspect a minefield, was cut down by a German machinegun. Instinct alone would probably have made Charlie Solomon the perfect infantryman, but with his natural ability at sports (baseball, track, hockey) it's not hard to picture him as the 20th century counterpart of a breechclouted Maliceit brave.

He stayed in the army for five years, was awarded five medals, and when peace came to Europe, came home to carry on in the tradition of his father as a carpenter and wood craftsman. He studied cabinet-making under the Canadian equivalent of our GI Bill for several years until an eye disease forced him to give it up for less intricate woodwork.

It was then that he started his railroad career and any of the foremen for whom he has worked will tell you that he's a master at his craft . . . as agile as a cat on the water-towers and lofty bridges he repairs and as deft as a sur-

geon with the tools of his trade.

That's part of the story of Charlie Solomon; the rest is in the role he plays as the one-man government of his people.

This husky man with the dusky skin of his forebears and the aristocratic features of a Rembrandt portrait is the first magistrate of his village (some 200-odd people), chief of police, and overseer of the poor all rolled into a single office. And his authority is commensurate with the scope of his office for even the police cannot enter the reservation without his permission.

It's difficult for the casual observer to realize the significance of the chief to his people. For when there is a family without food or fuel or clothing, he must care for them. He must settle disputes, counsel the youth, all the while executing his judgment with an impartial hand. His power is almost as great as that of his ancestors.

And he receives no stipend for his term as chief.

A chief in the Maliceit tribe is elected by popular ballot in what might be comparable to a Maine town meeting. His term of office is two years and he cannot suc-

ceed himself. Charlie Solomon served his first term starting in 1950, and it's a tribute to the man's ability that he was chosen again in 1954.

Finally, after several millenniums, woman suffrage caught up with the Maliceit tribe this year and the women voted for the first time. And as it turned out, Mrs. Charles

Solomon was elected second chief to govern the village in the absence of her husband.

Charlie Solomon considers it a signal honor to serve his people and he's proud of his office . . . and we sort of think he has just reason. What better tribute to pay a man than to say he's a good citizen and an honest craftsman?

Any foreman he's ever worked for will tell you that Charlie Solomon is a master at his craft.



Looking At Safety

The news from the safety supervisor's office this month is that I.C.C. reportable accidents for all departments of the Bangor and Aroostook for the first four months of 1954, show a 64 per cent decrease over I.C.C. reportables for the first four months of 1953.

Safety Supervisor John Babcock also said there was an 11 per cent drop in total accidents for all departments for the first four months of 1954 as compared to the similar period in 1953.

What the improvement in the accident record means in terms of Bangor and Aroostook standing among other railroads is illustrated in a report issued this month: for the first four months of 1953, the Bangor and Aroostook's position in a group of 20 comparable railroads was eighteenth; for the first four months of 1954 the Bangor and Aroostook is estimated to have risen to sixth place.

By departments, this is how we did for the first four months of 1954 as compared to the first four months of

There was a man who fancied
By driving good and fast
He'd get across the railroad
track
Before the train came past.
He'd miss the engine by an
inch,
He'd make the train crew
sore.
There was a man who fancied
this—
But there isn't any more!
—*Central of Georgia Magazine*

1953: the Engineering Department showed a 25 per cent reduction in total accidents and a 75 per cent reduction in I.C.C. reportable accidents.

The Mechanical Department showed a 35 per cent drop in total accidents and a 100 per cent decrease in I.C.C. reportable accidents.

The Stores Department showed a 17 per cent reduction in total accidents and there was no change in I.C.C. reportables (There were no I.C.C. reportables in 1953 nor 1954).

The Transportation Department showed a 50 per cent increase in total accidents and a 33 per cent increase in I.C.C. reportables.

The Bangor and Aroostook is now in first place among the six New England Railroads safetywise. Last year at this time it stood in last place.



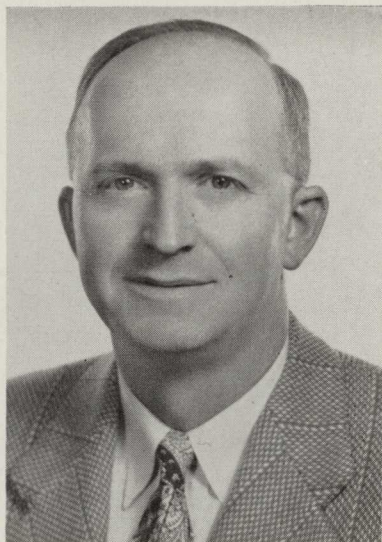
Assistant to the President Carl R. Smith presents a check from the railroad to Aroostook 4-H clubs to Miss Jane Mitchell, 4-H Club supervisor in Aroostook County. Miss Mitchell fills the vacancy left by Mrs. Ruth Bowie.



Pictured above is the pilot plant of Helper Industries in Caribou. The plant is designed to make an ingredient for cattle feed from starch waste. Mr. William Gordon, pictured above, reported that the preliminary tests were successful and that the company hopes to build two plants in Aroostook which would take care of all the starch waste.



The school children pictured above are members of the fifth grade in Houlton. They traveled to Presque Isle recently as guests of the Bangor and Aroostook and returned by bus. Pictured also are Mrs. Harriet Wilson, R.N., left, Mrs. Percy Hoar, center, wife of Supervisory Agent Hoar of Houlton, and Mrs. John Maines, fifth grade teacher.



W. J. Strout



R. W. Dow

MOVING UP

W. Jerome Strout, formerly General Manager-Operations, has been elected Vice President - Operations and Maintenance. Strout entered Bangor and Aroostook service in 1926 in the Engineering Department and held the positions of Superintendent of Bridges and Buildings, Principal Assistant Engineer, becoming Chief Engineer in 1940. He was appointed Mechanical Superintendent and Chief Engineer in 1951. He was made General Manager-Operations in 1953, the position he held until his recent election to Vice President-Operations and Maintenance.

Strout also announced the appointment of Raymond W. Dow as Assistant Vice President. Dow entered Bangor and Aroostook service in 1913 in the Engineering Department. He has served as Statistician, Chief Clerk to the Superintendent, Southern Division, Chief Clerk to the General Manager, Assistant to the General Manager, and Assistant General Manager.

Dow served with the Army Engineers in the Southwest Pacific for three years during W. W. II.

John E. Hess, Assistant

MAINE LINE

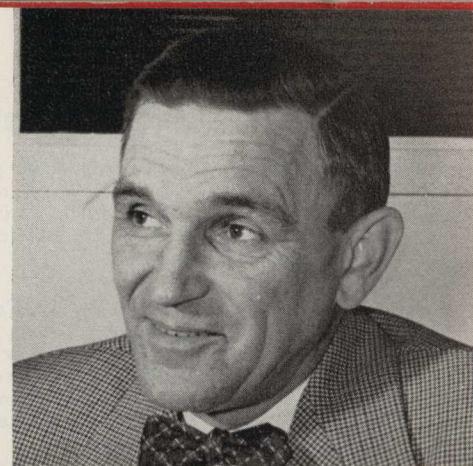
ON THE BAR

General Counsel, has also been elected Clerk of Corporation succeeding Gordon D. Briggs. Hess entered Bangor and Aroostook service in 1948 as Attorney and was later appointed Assistant General Counsel. Hess attended Ricker Classical Institute, Bowdoin College and Harvard Law School.

Roy D. Plumley, Comptroller and General Auditor of the Bangor and Aroostook, has announced the appointment of Earle H. Kelley as Assistant to Comptroller. Kelley will continue to hold his present position as Freight Claim Agent. He entered the Bangor and Aroostook in 1924 with the Ticket Audit Department and also served in the Disbursement Audit Department. He was named Chief Claims Adjuster in 1949 and Freight Claim Agent in 1950.

Plumley also named J. Gregg Beckett as Chief Claim Adjuster. Beckett entered service in 1945 as a clerk in the Freight Claim Department and has held the positions of Investigator and Chief Clerk.

Top to bottom: Earle H. Kelley, John E. Hess and J. Gregg Beckett.



1953-54 U-Tell-Us WINNERS

Here's who won the \$1,250.00 prize money the B&A distributed in the 1953-54 U-Tell-Us contest. All of the weekly winners received \$25.00 each. The winner each month received \$50.00 while the grand prize for the season was \$100.00. In the case of ties duplicate prizes were awarded.

Week or Month	Winner	Winner's Estimate	Actual Cars Shipped
Oct. 12-17	John B. Dubay, Caribou	192	195
Oct. 19-24	Byron A. Young, Ft. Kent	295	302
Oct. 26-31	Guy Violette, Caribou	455	457
Nov. 2-7	Donald C. Umphrey	597	592
1st Month	Corretta Ingraham, Presque Isle	1,556	1,546
Nov. 9-14	Willard J. Bouchard, Caribou	766	760
Nov. 16-21	W. W. Larrabee, Washburn	774	769
Nov. 23-28	E. P. Jardine, Presque Isle	542	542
Nov. 30-Dec. 5	Corretta Ingraham, Presque Isle	685	682
2nd Month	L. E. Tompkins, Island Falls	2,781	2,753
Dec. 7-12	Albert W. Halloran, Charlestown, Mass.	762	763
Dec. 14-19	Delores M. Bouchard, Caribou	614	616
Dec. 21-26	Edmund D. Bouchard, Caribou	599	595
Dec. 28-Jan. 2	W. J. Angello, New York City	1,000	989
3rd Month	E. B. Brown, Presque Isle	2,918	2,963
Tie	Charles M. Quinn, Presque Isle	3,008	
Jan. 4-9	Joseph L. Harrington, Patten	1,105	1,096
Jan. 11-16	Joseph L. Harrington, Patten	1,125	1,133
Jan. 18-23	Edwin A. Smith, Presque Isle	1,265	1,229
Jan. 25-30	Maitland J. Stevens, Sherman Mills	1,242	1,240
4th Month	Edwin A. Smith, Presque Isle	4,571	4,698
Feb. 1-6	Gerald Dubay, Winterville	953	944
Feb. 8-13	Kenneth R. Bouchard, Caribou	1,103	1,101
Tie	Phillip Pelletier, Ft. Kent	1,103	
Feb. 15-20	Percy Ouellette, Caribou	1,369	1,371
Feb. 22-27	W. Stanley Williams, Sherman Mills	1,822	1,820
5th Month	Pauline Richardson, Caribou	5,228	5,236
Mar. 1-6	Harlan W. Boynton, Presque Isle	1,777	1,777
Tie	Colby Estabrook, Sherman Station	1,777	
Mar. 8-13	K. J. Kingston, Ft. Fairfield	1,594	1,598
Mar. 15-20	W. W. Larrabee, Washburn	1,547	1,554
Mar. 22-27	Allen Russell, Presque Isle	1,652	1,657
6th Month	Charles M. Quinn, Presque Isle	6,566	6,586
Mar. 29-Apr. 3	Forest H. Chandler, Presque Isle	1,936	1,917
Apr. 5-10	Conday Thibodeau, Caribou	1,414	1,419
Apr. 12-17	Norcisse Jalbert, Caribou	1,404	1,402
Apr. 19-24	Roland A. Bouchard, Caribou	1,082	1,077
7th Month	Leo S. Thibodeau, Caribou	5,809	5,815
Grand Prize	Lucien Bouchard, Caribou	29,480	29,597

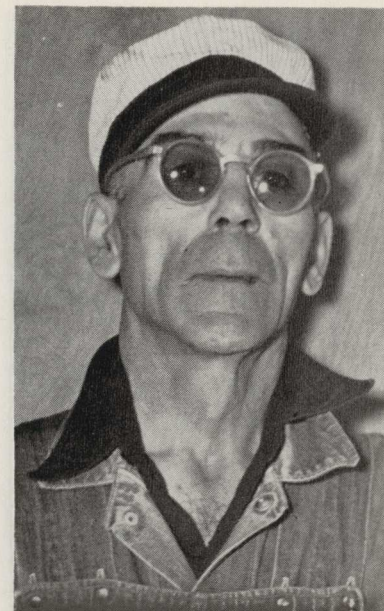
The Suggestion System

Personnel Director Carl E. Delano has announced the largest single award paid under the Suggestion System since its inception. Blacksmith Foreman William L. Paul received a check for \$350.78 for his suggestion ... almost three years after it was first considered.

The story behind the award admirably illustrates the worth of the system, both to the railroad and to the employee making the suggestion.

Bill Paul submitted his suggestion that the blacksmith shops of the Stores and Mechanical Departments be consolidated in 1951. The suggestion was considered and rejected on the grounds that it was not practical. Then, in 1953 because of changing conditions, the suggestion was adopted (under the Suggestion System rules a suggestion is considered active for three years from the date it was rejected), because of changed conditions.

Bill Paul's award represents 15 per cent of the first year's net savings by adopting the suggestion. The net



William L. Paul

savings means deducting 10 per cent of the cost of adopting the suggestion from the savings of the suggestion.

Paul entered Bangor and Aroostook service in 1922 as a blacksmith and worked in that capacity until 1935 when he became Blacksmith Foreman. He has also served as Roundhouse Foreman.

He belongs to several Masonic bodies, including Anah Temple Shrine.

Delano said that while Paul's award has set a record, he hopes that it won't remain a record very long.

IN THE FAMILY

CONTRIBUTORS:

Hercules Levesque
W. A. Grant
Leland D. Labbe
H. A. Labbe
Mrs. N. C. Marquis
E. J. Gerard
R. A. Hood
John H. Nelson
A. J. Lebel
George F. Mitchell
Hayward Haley
B. M. Allen
F. M. Smith
Hazel M. Hopper
Clarence A. Hamilton
Mrs. Annie W. Morris
Mrs. Virginia S. Bubar
William Buchanan
L. H. Kitchen
Christine DeWitt
Gladys C. Goodwin
G. H. Jameson
Guy Jackins

Mechanical Dept.

Miss Esther May Gould, daughter of Mr. and Mrs. Fred F. Gould, Milo, became the bride of John G. O'Brien of Bangor, son of John C. O'Brien of Alston and the late Mrs. Elsie Gove O'Brien, April 24 at the United Baptist church in Milo. The Rev. Lee A. Perry performed the double-ring ceremony.

The former Miss Gould is a graduate of Milo High School and Husson College. She is a member of Pi Rho Zeta Sorority, and the Order of the Rainbow for Girls. She is employed at the Merchants National Bank in Bangor.

Mr. O'Brien attended schools in Bangor and is an employee of the Dole Electric Company in Bangor. The couple will make their home at 422 Ohio Street, Bangor.

The bride's father is shop clerk in the car department at Derby.

Miss Carolyn Lorraine Harris, daughter of Mr. and Mrs. Wallace R. Harris of Milo and Norwich, Conn., became the bride of Philip P. Paul, son of Mr. and Mrs. William Paul of Derby, March 20 in the Milo Park Street Methodist church. The Rev. Ralph Barron officiated.

The bride is a graduate of Milo High School and is employed in the office of the Milo superintendent of schools. The bridegroom is also a graduate of Milo High School and of Higgins Classical Institute. He is employed by the BAR.

E. E. Clark, hostler at Oakfield, has returned from Baltimore, Maryland, where he attended the

annual reunion of the 258th Engr. Combat Battalion. He also visited at the home of T. H. Kelley, Cape Charles, Virginia, who attended the reunion.

E. W. Hamlin, electrician at Oakfield, has transferred to Northern Maine Junction where he will work as a laborer during the summer months.

W. L. Hammond, hostler, has transferred from Caribou to Oakfield, replacing B. E. Clark.

F. W. Sprague, carman gang leader, is a patient at the Milliken Memorial hospital in Island Falls.

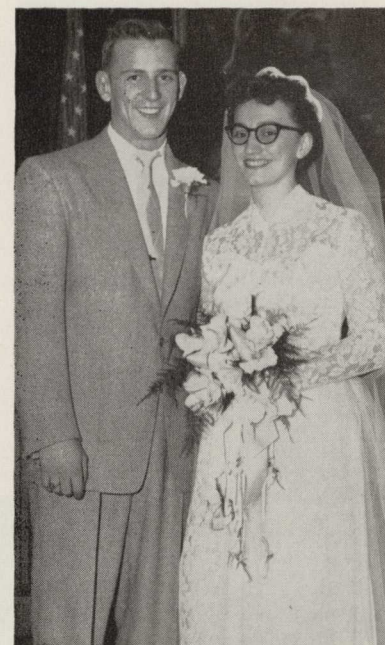
Machinist C. S. Clark, at Oakfield, has been granted a two months leave of absence, during which time he and Mrs. Clark will visit their son, Carroll, and family in Stockton, Calif.

Carman Helper S. D. Shaw and Mrs. Shaw are announcing the marriage of their youngest daughter, Mildred to Mr. H. Glick. Mr. and Mrs. Glick were married in Morristown, New Jersey, where they will make their home.

Congratulations are in order for Mr. and Mrs. Joseph J. Stubbs who are the proud parents of a 7 lb. 13 oz. baby boy. Mr. Stubbs is a machinist at Northern Maine Junction.

Topping the new car list—Hector P. Butler, diesel supervisor, Northern Maine Junction—a new 1954 Buick "Super"—colored a vivid yellow and green.

We have a rumor that Nels Skoog, assistant diesel supervisor, Northern Maine Junction, is an "Indian Giver." It seems that Nels got a new car late this spring. He started for work with the car one morning and had to return (by bus) to get a set of chains in order to get his car out to Northern



Mr. and Mrs. Philip P. Paul

Maine Junction. Understand he had promised the chains to someone else!

Congratulations to Mr. and Mrs. Harold W. Hanson on the birth of a son. Mr. Hanson is Assistant Engineer in the Mechanical Superintendent's office at Derby.

Roger Stevens recently attended the wedding of his son, Darrell at the Augustana Lutheran church in Washington, D. C. He was accompanied by Mrs. Augustus Stevens, her daughter Mrs. Lawrence Willinski and her son, Charles Stevens. Mr. Stevens was met in Washington by an elder son, Captain Marvin Stevens who



Mr. and Mrs. John G. O'Brien

also attended the wedding, later accompanying them on a tour of Washington. They attended the Cherry Blossom Festival and also visited White Sulphur Springs, West Virginia, where they stayed at the Green Briar Hotel, famous for its drinking water.

Mrs. Liston Lewis, stenographer-file clerk at Derby, went to Detroit over the Easter holiday to bring her mother back to her home in Brownville.

The many friends of Carpenter Edwin F. Conary (Ret.) of East Blue Hill, extend their sympathy on the death of his mother.

Our sympathy also to Freight Car Foreman Willard E. Hanscom, on the death of his sister. And to Carpenter Oscar E. Heal on the death of his sister.

Congratulations to Mr. and Mrs. Tenneyson E. Nason on the birth

of a son, David Frederick, April 9, at the Eastern Maine General Hospital, Bangor. Mr. Nason is a furloughed car repairer at Derby Shops. The proud grandfather is Freight Car Foreman O. Manley Wood.

Carpenter Elmer K. Cunningham recently spent a week visiting his brother and family in Detroit, Mich., and while there visited the Ford Museum where he saw an old BAR passenger coach. He also went through the Ford automobile plant . . . then, to cap the climax, bought a Plymouth and drove it home.

George Morrill and Leon M. Mooers, both electricians at Derby Shops, drowned a bunch of worms recently at Buttermilk pond. They both reported a good catch of trout.

Private Irving King was a recent visitor at the home of his mother, Mrs. Ina King of Derby. He is stationed at Fort Dix, New Jersey. He is the son of the late C. M. King.

Dana D. Lovell, Hartley F. MacLeod, Merle R. Clark and Stanley N. Clark, recently enjoyed a week-end fishing trip at Rainbow Lake.

Oliver W. Dwelley recently underwent an appendectomy at the Gallant Hospital in Milo.

Sympathy is extended to Tenneyson Nason on the recent death of his mother.

Clerk Laurence L. Hamlin and Mrs. Hamlin recently visited their daughter and family in Chicago.

Mr. and Mrs. William L. Paul attended the wedding and reception of their son Robert, in Manchester, Conn., April 25. They were accompanied by Mr. and Mrs. John Paul and Bradford Paul.

Kirton W. Bell, shop accountant and William L. Paul, blacksmith foreman, took their first fishing trip of the season to Rainbow lake.

Milton LaRiviere and Jim Cronin of Electro-Motive Division, General Motors Corporation; Ernie Bloss, mechanical superintendent of the Boston and Maine Railroad, and Frank E. Baker, assistant mechanical superintendent of the BAR, took a three-day fishing trip to Big Fish lake, May 10.

The weather was very cold and foggy and when they flew out of Portage Lake the ceiling was so low that the pilot had to follow

Fish river all the way to the lake. They were met by John R. Hall, division agent, Presque Isle, who was preparing to make a canoe trip down the river to Portage lake. At the end of the trip the party had caught a total of twenty-four trout and one salmon.

Ray D. Burton, AAR car accountant in the mechanical superintendent's office, has now resumed his duties following a short illness.

Mr. and Mrs. H. Allen Monroe recently spent a part of their vacation at the home of their son William—the main attraction being a new granddaughter. Mr. Monroe is assistant to mechanical superintendent at Derby.



Arthur Defenderfer, second from left, receives a gift of a valise from his colleagues in the Freight Traffic Department prior to leaving the railroad last month. He is now district manager for Acme Fast Freight, Inc. Pictured from left to right are: Vice President-Traffic W. B. Hill, Defenderfer, Warren Overlock, Waverly Alexander, and Earl Kimball.



Mr. and Mrs. Guy Jackins

Earle W. Towne accompanied by sons Ronald and David, and Bob Haskell recently drove to Greenville and flew from Moosehead Lake to Henderson Pond and then walked to a small pond beyond where they caught a nice string of trout. Mr. Towne is machine supervisor at Derby Shops.

Freight Traffic Dept.

Congratulations to Mr. and Mrs. Albert Erickson, Jr., of Houlton, on the birth of a son, Robert Earl, May 14 at the Aroostook General hospital. Al is assistant division agent.

Purchasing and Stores Dept.

Mr. and Mrs. Frank W. Kenniston have returned to their apart-

ment at the Milo Hotel after vacationing in Florida. Mr. Kenniston is the former general storekeeper at Derby and former traveling station agent.

Accountant Paul W. Nutter of Milo and a party of friends were fishing recently at Schoodic Lake and caught two "salmo-sebago" salmon. These were the first two fish examined by Fishery Biologist John Watson of Orono, who is conducting a survey for improving the fishing at Schoodic.

Miss Lorraine Crabtree, daughter of Printer George C. Crabtree and Mrs. Crabtree of Derby, was recently honored at the Pi Rho Zeta Sorority annual mother-daughter banquet.

Miss Crabtree, attending with her mother, was cited for outstanding service to her sorority and school and was presented with the Husson college ring by Miss Clara Swan, sorority adviser. Miss Crabtree is editor-in-chief of the Husson College LEDGER, the college paper published by the Epsilon Tau Epsilon chapter of Pi Rho Zeta.

Printer George Crabtree of Derby recently underwent an operation at the Eastern Maine General Hospital in Bangor. His many friends wish him a speedy recovery. Clerk Walter S. Chase of Milo is filling in during Mr. Crabtree's absence.

Betty Brown of Milo has joined the clerical staff in the Purchasing and Stores Dept., taking Walter Chase's place while he is in Derby.

Our sympathy to Clerk W. B. Scripture of Milo, on the recent death of his mother.

Earl Young of Milo has been a patient at the Eastern Maine General Hospital in Bangor.

The many friends of Mr. and Mrs. W. F. Alexander are welcoming them back to Derby. They have moved into the house formerly occupied by Wilfred Morin, 52 First Street. Mr. Alexander is supervisor of stores.

Southern Div.

Engineer and Mrs. John S. Porter, Jr., of Millinocket and their three children are visiting Mrs. Porter's parents in England.

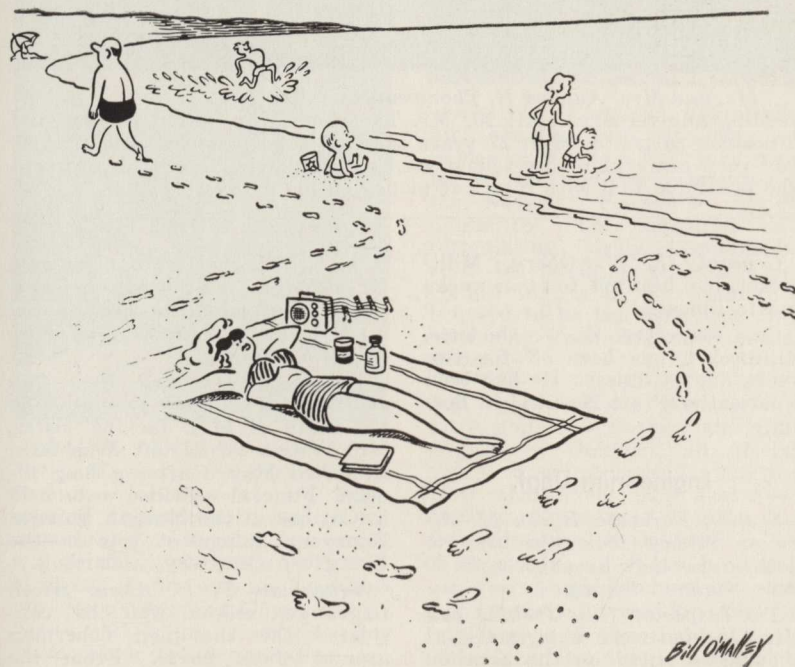
They left New York May 12 on the S.S. Queen Mary and expected to land in South Hampton, England, five days later.

Mrs. Porter's parents, Mr. and Mrs. Ernest A. Reade, live at

Demerton Heath, Salisbury, Wiltshire. He is a retired conductor of the Southern Railway of England and has two sons now employed with the railroad. While there, Jack expects to make films of the various rail operations. They will leave for home, via the S.S. Queen Elizabeth, July 28.

Conductor M. M. Marsh (Ret.), and A. P. Crocker, Millinocket, have returned home after spending the winter in Florida.

Conductor Fred Robbins (Ret.) and Mrs. Robbins, Millinocket, have returned home after spending the winter in California. They will spend the summer months at their Grindstone cottage.





Mr. and Mrs. Audbur E. Thompson, Houlton, celebrated their golden wedding anniversary April 20. Mr. Thompson is a retired Bangor and Aroostook carpenter with 27 years service. Mr. Thompson said that he was very grateful to his fellow workers in the B. and B. department who presented him with a gift of money on his anniversary.

General O. W. Oberg, Millinocket, has been off for two weeks due to illness.

Car Inspector W. J. Ouelette, Millinocket, has been off for two weeks due to illness. He has been a patient at Pratt Hospital in Boston.

Engineering Dept.

Section Foreman Byron M. Allen of Shirley took his boat to Rockwood where he expects to do some weekend fishing.

Tie Inspector Guy Jackins and Mrs. Jackins were entertained at a surprise party on the occasion

of their 25th wedding anniversary, March 30, at their home on Grove Street. Refreshments were served by Mrs. Gerald Jackins and Mrs. Kenneth Bither.

Friends of Mr. and Mrs. Guy Jackins extend their sympathy on the death of Mrs. Jackins' sister, Mrs. Leigh Mills of Washburn who died May 9 after a long illness. Funeral services were held in Caribou at the Morgan Funeral Home and interment was in the Evergreen Cemetery in Caribou.

Trackman T. P. Allen, South Lagrange, might well be considered the champion fisherman around these parts. From the

opening of the season, April 15, until May 5, he has caught 108 trout. Of this number, 67 were taken from the spring hole on the BAR property.

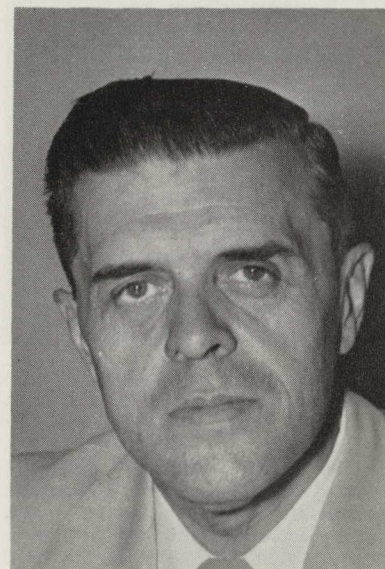
The B and B Paint Outfit with C. R. Page as foreman, started the season's work April 28 on bridge No. 72.52 at Brownville. Despite rainy weather this job was completed May 14, just a little behind schedule.

Linwood Jackins of Houlton has deserted this season, moving his family to Milo; he is painting for R. E. Trickey at Derby.

Carl Morton of Oakfield is cook-



MAINE LINE Associate Editor Patsy Waalewyn receives a valise from her colleagues in the Engineering Department prior to her departure for Bagdad where she will be employed by the U. S. Government. Patsy was an Engineering Department employee for 11 years. Assistant Engineer Ray Miller made the presentation.



Roy D. Plumley, Comptroller and General Auditor has been named as Eastern Territory member of the auditing committee of the National Perishable Freight Committee. The committee is a formulating body establishing rules for handling perishable rail freight in the U. S. Plumley is believed to be the first New England man appointed to this committee.

ing again; Terry Anderson of Cary and Phil Corneil and Clair Wilmot of Oakfield, all of last year's crew, are back painting. New members of crew are: Frederick J. Greaves of Houlton and Leon Brannen of Oakfield.

Wayne Perkins has returned to work on Section No. 103 after two years absence from his job. He has been with the H. and S. Co. 57th Tank Battalion, stationed in



The thriving establishment pictured above is Roy's Dairy Bar in Mars Hill, owned by Operator Roy Mersereau. Roy says that it's a business that patronizes railroads exclusively. This year he expects an entire carload of ice cream cones — about 130,000 cones — which will be shipped via the Bangor and Aroostook.

Germany and reports that he is "very happy" to be back on the job again.

Section Foreman Philip Pratt of Howe Brook has been appointed foreman of the Patten Section and will soon move his family there.

Trackman and Mrs. Charles Lily and family have moved back to Howe Brook where "Charley" resumed his job as trackman there April 20th.

Trackman Edwin Swanson of Stockholm is now temporary foreman of Section No. 369, New Sweden. Laurel W. Lewin, former foreman there bid in patrol job No. 7. Eddie Plourde has filled Swanson's position on the section No. 370 in Stockholm.

Foreman Floyd J. Searles of Stockholm recently purchased a Studebaker car.

Section Foreman John McDonald of Derby has been elected chairman of the Milo Democratic Town Committee. He was recently a delegate to the Democratic State convention held in Lewiston.

Mrs. E. J. Gerard of Mapleton recently spent three days at the Madigan Memorial Hospital in Houlton where she underwent minor surgery.

Brakeman Pat Ouelette of Fort Kent lost his home by fire a short time ago. The building was partially insured but was almost a



Engineer and Mrs. Leo Downie, 7 Grove street, Houlton, are announcing the engagement of their daughter Nina to Mr. Italo Caperano of Rome Italy. Miss Downie is a graduate of Houlton High School and is employed in Boston.

total loss and very few personal belongings were saved. He is now taking a leave of absence to build himself another home.

A whistle from one of the old BAR steam locomotives has been purchased and installed at the Machias Starch Co., in Ashland, where it may be heard by those who yearn for the sound of the old iron horse.

Ray Alward of Ashland and Pete Page of Squa Pan are covering the Squa Pan to St. Francis Patrol for the summer. Gerald Piper, Portage, is covering Foreman's job in Alward's absence.

Our sympathy to the family of Brakeman Floyd Alward of Houlton who drowned in the Meduxnekeag River, Easter Sunday.

Friends of Trackman John T. Bell, Smyrna Mills, will be pleased to learn that he is recovering from a back operation. He is expected to return to work by August. In a letter to MAINE LINE Mr. Bell said he wanted to thank his fellow workers who generously contributed to a purse given him.

Northern Div.

Congratulations to Mr. and Mrs. Charles Thibodeau who were recently married in the St. Luce church at Frenchville. The bride is the former Muriel Dionne, daughter of Mr. and Mrs. Patrick Dionne of Frenchville. She was graduated from the Madawaska High School and has been employed as clerk with the First National Store of Madawaska. The bridegroom was graduated from Caribou High school and is now employed at Limestone Air Base. They are residing in Caribou. Mrs. Thibodeau is the sister of Mrs. N. C. Marquis, freight clerk at Mada-

waska and G. M. Dionne, relief operator.

Pvt. Robert Lausier of Madawaska, was a recent guest at the home of his parents, Station Agent and Mrs. Alfred Lausier. Pvt. Lausier had been working as freight clerk for the BAR for the past two years when he was inducted in the army. He received his basic training at Camp Chaffee, Ark.

Mr. and Mrs. Harold A. Labbe of Easton held open house May 1, in celebration of their 13th wedding anniversary.

Station Agent Harold Labbe of Easton was recently installed as Commander of American Legion Pattee-Page Post No. 187 of Easton. Mr. Labbe had a week's vacation in April and motored to Bangor with his family where they visited relatives. Labbe reports that he also did some brook fishing in Bangor but that his "catch was very light."

Station Agent Hercules Levesque of Frenchville was recently re-elected trustee for a second, three-year term to the town of Frenchville School District and has been named treasurer-clerk of that organization. Mr. Levesque is also serving his second year on the School Board.

An operator, who prefers to remain anonymous, went fishing on a recent Sunday and took along a collection (two) of lures received in the flood of chain letters circulated this spring soliciting the exchange of lures.

He caught one trout of legal size and was chased from the brook by a muskrat who grabbed one of the lures and gave battle to the death. This lure has been named "The Roaring Ratter," for details see

Pat Dube, Stockholm—if you are going trapping.

Agent Harold Labbe of Easton was recently elected secretary of the Easton Lions club.

Station Agent Leland Labbe, Eagle Lake, visited his father in Van Buren and his cousin, Agent Norman Labbe, of Oakfield during his accumulated weeks-off in March.

Relief Agent and Mrs. William Landry of Soldier Pond are the proud parents of a baby girl, Gale, who was born May 9 at the Northern Maine General Hospital in Eagle Lake.

The staff and employees at Caribou helped Supervisory Agent Donald Buchanan celebrate his birthday March 16.

Station Agent Hercules Levesque of Frenchville, president of the Union St. John Baptist Society was named as delegate to the 18th convention of that society which was held in Springfield, Mass., the last of May.

Accounting Dept.

Owen Brigham, of the accounting department was recently elected treasurer of the Bangor-Brewer Young Republican club.

Christine B. DeWitt of the car accounting department has been

named as a MAINE LINE correspondent to fill the vacancy left by Jerry Rowe.

Mrs. Gladys C. Goodwin of freight claims in Bangor took her vacation recently. She went to New York, Washington, D. C., and Virginia.

Here are some recent changes in car accounting:

Mrs. Nora Duren has transferred to the car service office at Northern Maine Junction.

Mrs. Jerry Rowe has transferred to the rates and divisions section and Mrs. Phyllis Lewis, formerly with the car service division, has been substituting until a regular is appointed.

We were sorry to hear that Mary Daily fell and broke her ankle recently. She has been able to attend work regularly.

Mr. and Mrs. H. G. Goodness were in Boston four days this month and saw several baseball games.

Mary L. Dougherty recently transferred to the President's office as a stenographer.

Accounting department employees held their annual spring party at Six-Mile Falls Grange hall recently. Dinner was served, followed by an evening of dancing.

... ABOUT OUR COVERS

We couldn't resist the rolling hills and lush potato fields of our front cover picture. We think it has all the ingredients . . . blue sky, green fields, and of course, potatoes . . . that make up an Aroostook County landscape. On our back cover the comely young lady receiving an Easter corsage from Hostess Janet Cochrane, right, is Miss Jalaine Mott, a junior at Bucksport High School. She was riding the Aroostook Flyer from Millinocket to Bangor. Presenting Easter corsages to all lady passengers on the Saturday before Easter is a custom of four years standing on the Bangor and Aroostook.

FACTS AND FIGURES

We received from

	February 1954	March 1954
Hauling freight	\$1,388,285	\$1,722,341
Carrying passengers	29,272	29,195
Hauling baggage, mail and express	24,885	31,395
Other transportation services	15,685	15,060
Rents and miscellaneous income	(35,736)	(48,039)
A total of	\$1,422,391	\$1,749,952

We paid out or provided for

Keeping roadbed and structures in repair	\$325,000	\$325,000
Keeping locomotives, cars and other equipment in repair	247,505	240,590
Running trains	395,143	389,885
Selling our services to the public	19,485	23,043
Managing the business and keeping the records	57,093	64,023
Interest on borrowed money	65,686	67,285
Payroll taxes	27,804	33,098
Local and state taxes	54,815	54,820
Federal income taxes	74,798	242,410
Applied to sinking funds	45,832	45,832
A total of	\$1,313,161	\$1,485,986
Out Net Income was	\$109,230	\$263,966

*Figures in parenthesis indicate red figure or a deficit.

