

# MAINE LINE



NOV. — DEC. 1953 Bangor and Aroostook Railroad





# Talking It Over

As we get well into another potato shipping season it might be of interest to compare the equipment we now have to handle this traffic with what we had less than four years ago.

In the fall of 1949 the Bangor and Aroostook didn't own one refrigerator car or one insulated box car. Today, as many of you know, the refrigerator car fleet totals close to 1200 cars and of this

number 850 are almost new. There are now 450 insulated box cars carrying the BAR shield and another 100 which bear the shield of the New York, New Haven and Hartford and which are a part of our equipment pool for all practical purposes.

That is a mighty substantial increase in freight traffic equipment in a mighty short time for a railroad the size of the Bangor and Aroostook. Also, it took a mighty large sum of money.

The 850 new refrigerator cars and our own 450 IB cars alone represent some \$12,500,000. Add to that more than \$3,000,000 worth of freight cars ordered earlier this year, four road switchers which replaced four "B" units, some 350 reefers purchased from Merchants Despatch Transportation Corporation and five yard switchers bought from the New Haven and you come up with a four-year expenditure for cars and motive power that is, to put it mildly, a whopper.

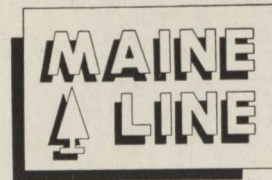
On the other side of the coin, these purchases have quite definitely improved efficiency and shipper service and we don't regret a single one of them.

They are, of course, just a part (although a very expensive part) of our program of building a truly first class railroad.

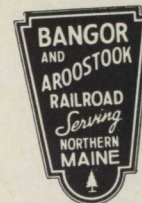
To put it another way, they are some of the necessary tools of our trade which, if put to proper use by all of us, can help to make the Bangor and Aroostook outstanding among the nation's carriers.

Sincerely yours,

*Antro Hutchins*



## MAGAZINE



NOV.-DEC., 1953  
VOL. II NO. 1

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

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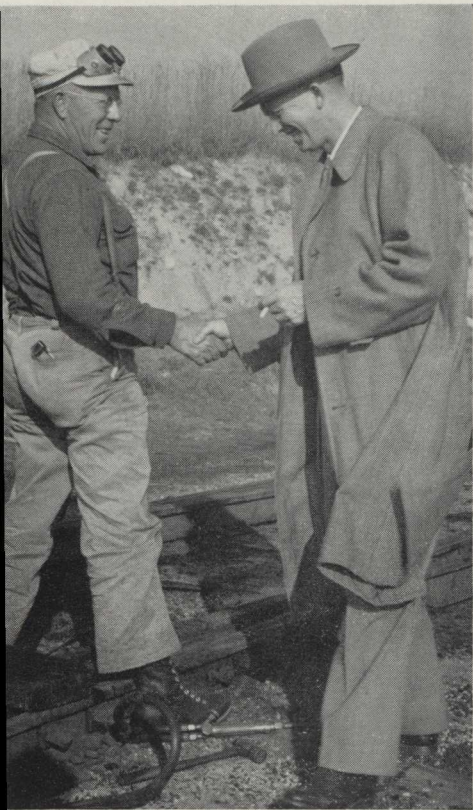
*Published bimonthly by the Personnel and Public Relations Department of the Bangor and Aroostook Railroad Company, Bangor, Maine.*







General Roadmaster Pat Gordon and Roadmasters Herman Wright, Hank McManus, Orville Armstrong and Don Ross.



W. J. Strout greets friend of many years, R. H. Clark, at Searsport.

They sat intently watching the track unfold, pencils poised over pads of paper.

This strange rite is called, quite logically, "marking track." And it's all part of track inspection, an institution on the Bangor and Aroostook for a strong 35 years. The purpose is a rigid examination of track, roadbed and right of way.

For the trackman, it means a lot of hard work and for the engineers and roadmasters who grade the track, it means putting the mind into a sort of mental overdrive for the four-day trip. For the uninitiated, it's an exciting panorama of men and steel.

One's first impression is surprise at the neatness and symmetry of track and roadbed. Probably no Dutch housewife cleans her kitchen with more care than these men who clean and level every foot of their section before the inspection. Consider that each section ranges in length from six to 12 miles with from three to five men to a section and you wonder how they accomplish so much.

The first section foreman to board the Special out of Northern Maine was Herb Buell, who has 46 years railroad service, 44 of which he has spent as a section foreman. He holds more seniority as section foreman than any other man in the department.

The Special stops at the beginning and end of each section so that the foreman can board the train. As one man gets off another gets on. As soon as a foreman shakes hands around the observation car (he usually knows everyone on a first-name basis) cigars are passed around. This interesting little ceremony has been going on as long as the fall inspection trips.

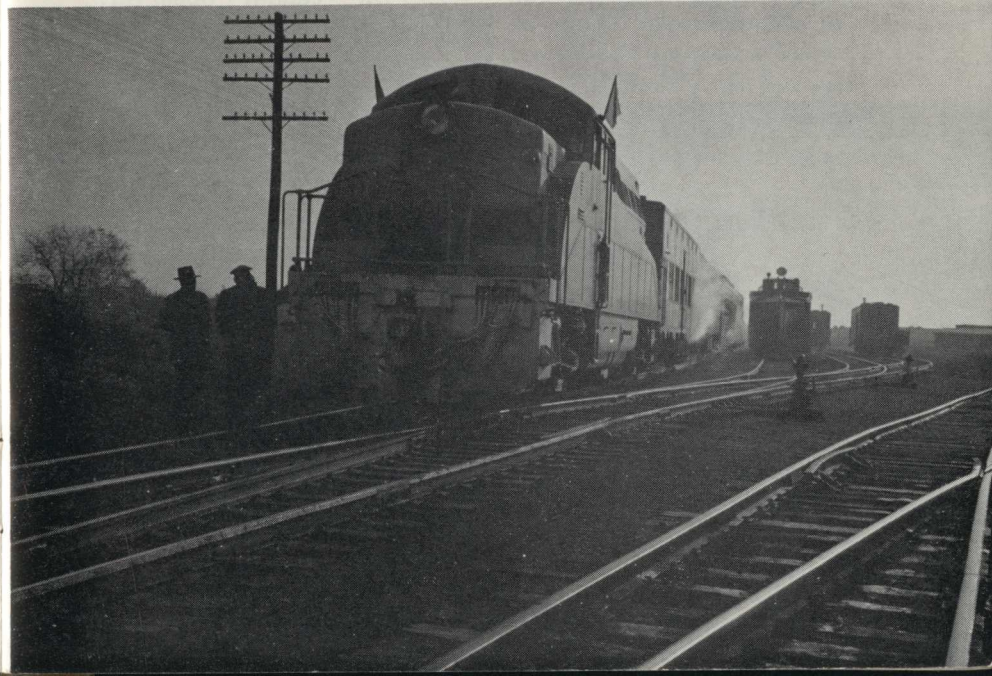
The Searsport Branch, always the first track slated for inspection, is impressive after the manner of the Maine

Coast itself. Certainly the men who care for the track, bounded by granite mountains and the sea, have their work cut out for them.

As the Special winds northward, the character of the land changes from the stern visage of the tidewater to the gently-rolling slopes of the potato country, and only the track and roadbed remain the same.

The standard of excellence of the track is not only a compliment to today's trackman, but also to the men who first

The Special stands waiting at Northern Maine Junction for inspection party to climb aboard shortly before eight. The combination of an Autumn morning and steel rails is hard to beat.





laid the rail at the turn of the present century.

The Special covered a total of 626 miles of Bangor and Aroostook track on the trip. In this total are included four districts which are divided into 90 sections. Each district has one roadmaster who in turn has from 17 to 29 section foremen in his district. And to these men falls the sobering responsibility of every tie, every foot of iron on the entire system.

This is a somewhat difficult concept for the uninitiated to grasp, and to appreciate the significance of the trackman's job, one should spend a couple of hours on the observation car of the Special. There is

scarcely a murmur of conversation as the men scrutinize the flying track.

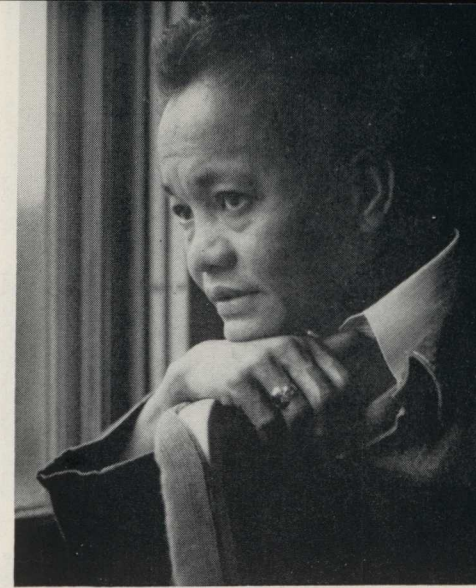
Every trackman, every section foreman, must be several kinds of an expert. How he lines track on his section and puts in ballast of gravel will determine the kind of ride a passenger gets. If his ditches are faulty, it can mean repairs to roadbed costing hundreds of dollars. He must keep his culverts clear and a hundred other things. And always he must patrol his section for a bad switch or frog, a faulty rail and any one of a thousand things which could derail a train.

To the casual observer, there is little glamour for the

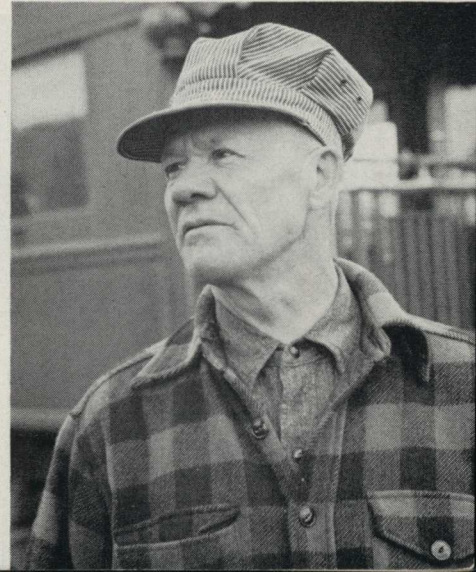
men who are guardians of this span of steel. But seeing them at their vital work one knows instinctively that here are men who take pride in their craftsmanship.

Not only do the trackmen replace rail every year, but also something like 90,000 ties, as part of the tie replacement program. In time of blizzard and high water, their working day starts several hours before Northern Maine's regular business day. And while many of us think of a snowstorm as merely an inconvenience, it can mean a cost of from \$30,000 to \$50,000 to the railroad and pose serious problems for the trackman. Imagine cleaning several miles of rail and switches in a busy yard and you'll have an idea of his job. Ask a railroader about the trackman and he'll advise you to spend a day with the section crew in the wind and stinging snow.

I won't say that you can spot a trackman instinctively, but there might be some justice in the statement. He is tanned by the summer suns and winter winds almost to the color of rich leather. Chances are you'll find him a very direct person. Mostly, he works alone or in small groups over literally half the State of Maine and you will



The MAINE LINE camera caught Business Car Porter Primo Dauz in a rare pensive mood. The gentleman below is Section Foreman Avon Chambers who says he'll retire soon after a half century of BAR service.



Inspection party through yards at Derby shops includes, from left to right: R. H. Morrison, chief engineer; Bob Trickey, B. and B. foreman; W. J. Strout, general manager-operations; Palmer Swales, principal assistant engineer and Pat Gordon, general roadmaster.





find about him a reliability and economy of speech which seems to mark him a special breed.

To do his job, he must accept as a matter of course, most of the gamut of hazards which Mother Nature has to offer, from beaver dams in culverts and mauling bears, to floods and landslides.

When the Special pulled into Northern Maine Junction four days and a good many

miles later, it was like the end of a souped-up course in track maintenance. One saw and marveled at the skill and just plain hard work that goes into keeping vital goods moving into, and potatoes moving out of, Aroostook's communities.

Probably Chief Engineer R. H. Morrison put it most succinctly at the conclusion of the trip: "My associates and I feel that our track is in as good condition as ever and

The inspection party posed for this photograph in Houlton yards. Standing in the foreground, from left to right are: P. H. Swales, principal assistant engineer; R. H. Morrison, chief engineer; W. J. Strout, general manager-operations; L. E. Terrio, superintendent of transportation; and B. W. Smith, superintendent, Northern Division. In the background, left to right, are: Roadmasters Don Ross, Herman Wright, Hank McManus, General Roadmaster Pat Gordon, and Orville Armstrong; Fireman William Barrett; Engineer Roger Johnstone; Trainman Ken Burton; Trainman Ken Hitchcock; Conductor Vernon Hall and Assistant Traveling Engineer Arthur Dutton.

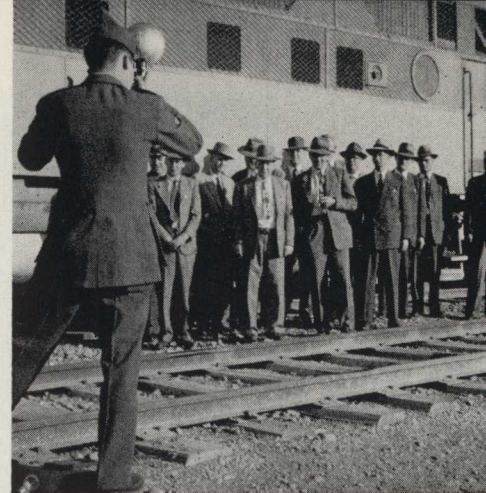


ready for the hard usage it will get this winter and next summer.

"We realize it has not been an easy task to put it in such fine shape and it is due largely to the efforts of our 'Guardians of the Way,' the sectionmen. Their work has a characteristic which is peculiar to sectionmen. They must be watchful at *all* times and particularly alert when weather conditions are bad.

"There is little glory in their daily task, but they can't let up and don't. I know them and I know that even after this inspection they'll all buckle down again to prepare for the winter ahead."

In all, there are about 290 of these hardy men (the number ranges from 350 to 375 in the summer) keeping the rails open. After the results of the trip are computed, men with outstanding sections receive cash prizes, cab tops, windshields, and windshield wipers for their motor cars. Last year, the Engineering



And the whole group is photographed again, this time by an Air Force photographer at Limestone AFB. The inspection includes examination of government track at the request of the Limestone command.

Department awarded \$1,352 for outstanding sections.

But probably the best tribute to the trackman is the shining steel artery which never sleeps . . . and which requires lots of attention. Ask any trackman.

### . . . ABOUT OUR COVER

Just in case you haven't noticed any changes under our flag (Page 2) we now call the overs'ight to your attention. Where it said Vol. I it now says Vol. II, No. 1, on account of we're celebrating our first birthday. And to mark it, we're running our first four-color cover. The gentleman in the brilliant jacket is cutting Christmas trees which reach a number of city homes via the Bangor and Aroostook. And that reminds us of another pleasant chore; we want to wish MAINE LINE readers a Merry Christmas and a Happy New Year.





Archie Johnson assembles a table at the Moosehead Manufacturing company in Monson.

## The Town That Cared

If you're just passing through, perhaps Monson, on the Bangor and Aroostook's Greenville Branch, will seem pretty much the same as any little Northern Maine town . . . a neat community with the usual village green and immaculate, white

churches. But look underneath this quaint facade and you'll find what for lack of a better word, we'll call spirit.

Piscataquis County folks like to think of Monson as the town that cared. And it's probably a fitting tribute to this ingenious little (pop.

1000) community that turned its personal disaster into a triumph.

When the Big War was a year old, the people of Monson began to have serious doubts about the future of their town. As George Pullen, a genial hardware merchant and a man of shrewd vision says, "We felt we should have something to offer our GIs when they returned."

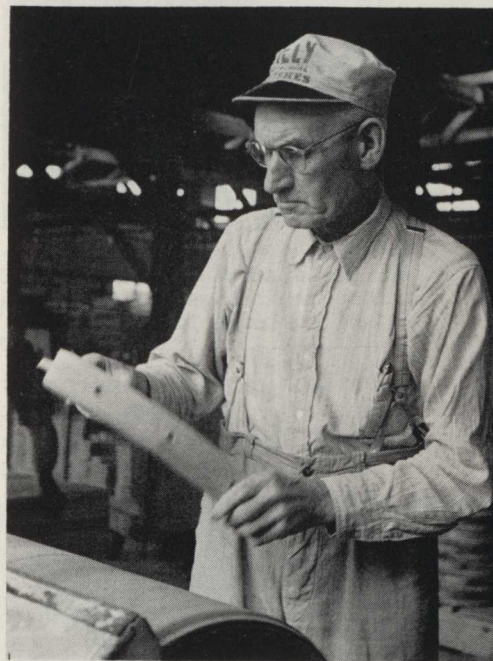
The future loomed as a black cloud. For years Monson had depended on the Portland Monson Slate Company and the Monson Maine Slate company for its industry. But now, the Monson Maine Slate company was teetering with financial difficulties.

And so, after the manner of their resourceful ancestors (Separatists, Puritans and Round Heads from Monson, Mass.) the townspeople gathered to discuss the problem. Philip A. Stinchfield, then principal of Monson Academy, headed the group which called itself the Monson Board of Trade. Other men, George Pullen, Francis Marshall, Henry Knight and R. W. Davis, president of the Guilford Trust Company, contributed of their time, and later from their purses.

Over the council tables they agreed that without its youth

the town could not hope to survive as a town and that without an industry to replace the Monson Slate Company, they could not hope to hold the returning GIs.

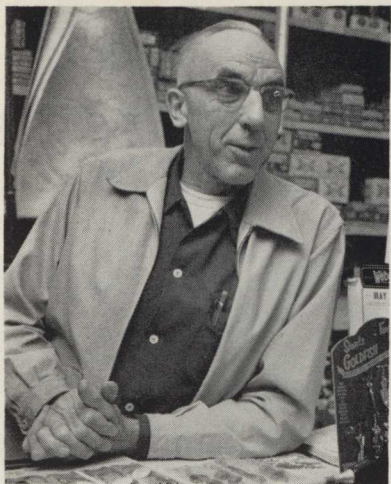
Such was the picture in 1943 when the Board of Trade



Enoch Orr, 72, is one of the people helped by employment plant furnishes. He retired a few years ago after working most of his life for the Maine Highway Commission.

began to function as a well-coordinated unit. George Pul-





George Pullen, genial hardware merchant of Monson, was one of the men who gave freely of his time and money to get the plant.

len took over the chairman's seat after the first year at about the time the group learned of a woodworking firm in Greenville that wanted to expand.

The 200 by 100 foot building of the Monson Slate Company, although badly in need of repair, was available as a factory. Would the firm consider moving to Monson? After some discussion between the citizens of Monson and the Greenville people, it was decided to raise a sum of money to launch the project.

After this first hint of encouragement, the little group

of men went into high gear. The town was divided into districts and the campaign for funds started. It was probably the most unusual appeal seen in the area, for these citizens were trying to save their future. Their zeal must have been infectious for in something less than two weeks the town coughed up \$50,000, representing the savings of 60 people. They gave anything from \$250 to \$5000 and it is no secret that they mortgaged their homes and borrowed on insurance policies to do it. The woodworking firm was to pay the money back at the rate of \$10,000 per year.

Those who couldn't give money donated their labor. Nights and weekends they worked clearing up debris and running a cement floor for the entire plant.

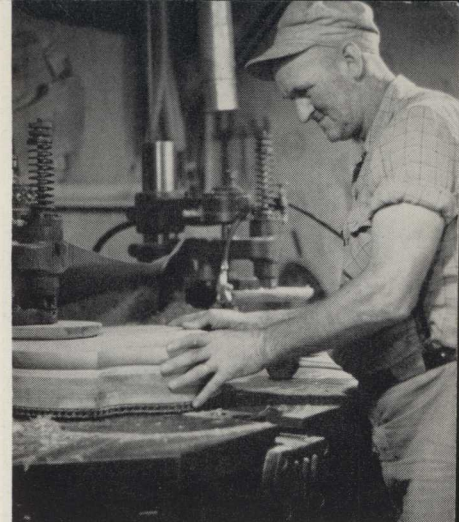
The factory became a reality—a dismal one. After two years it was apparent that things were going badly and the same citizens literally scratched up another \$20,000 which proved to be as fruitless as the first fund.

It's curious that the investors didn't throw in a towel after the second attempt. The GIs were returning by this time and they had \$70,000 in an idle plant.

A lean year passed. Then, late in 1947, a man with long experience in the woodworking industry appeared on the scene. After negotiations, the present management invested capital to re-open the factory. It was the first note of encouragement for Monson in a long time.

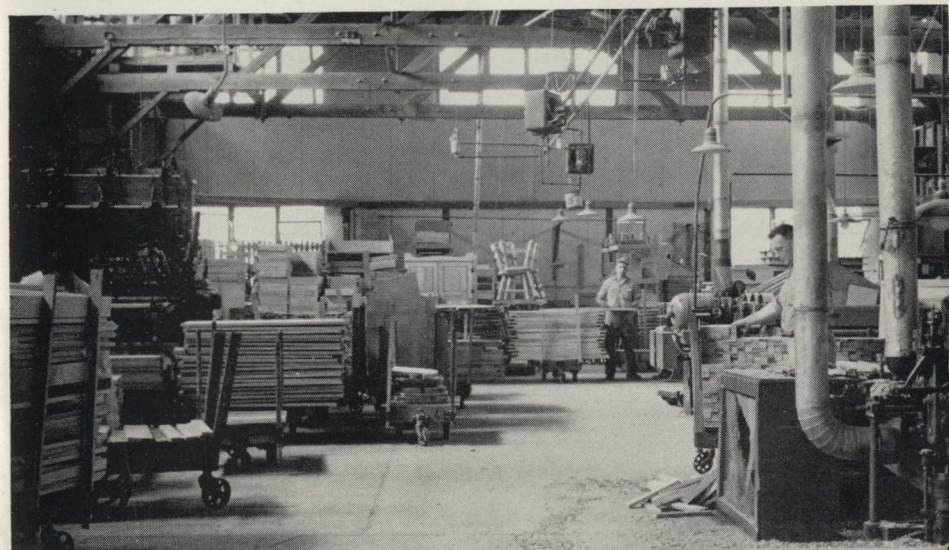
Henry Knight, Clarence Brown and Harry Hughes, all Monson business men were named to represent the people who had invested in the first efforts.

It wasn't long before Monson realized that the picture had changed. R. W. Davis, president of the Guilford Trust Company, writes: "The



Coburn Roberts, of Monson, operates a machine that shapes chair bottoms. Birch is used predominantly because it takes a fine finish and is relatively easy to work.

To get an idea of the space and light in the plant one needs only to glance at the picture below. The owners say the slate plant was nicely adaptable to the manufacture of furniture.







Guvanus Dunton, of Shirley, applies a coat of wax to a table already rubbed smooth and gleaming by many hands.

new management demonstrated a peculiar talent for spotting promising young men and training them for key positions." Here, apparently was the answer for the veterans, and the basis of a solid new industry.

After seven years, there is no guesswork involved. The young people stayed and Monson still has two flourishing industries. And, incidentally, Moosehead's three young foremen are all veterans of World War II.

The Moosehead Manufac-

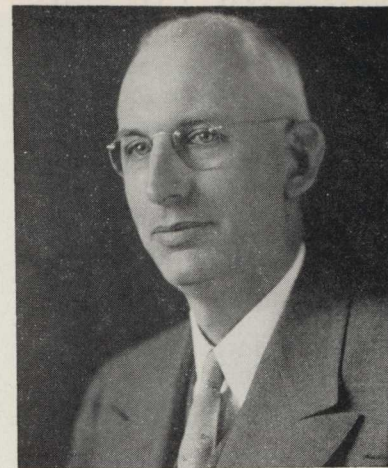
turing Company has become familiar as a national trademark since 1947 and the furniture, made of native Maine yellow birch and rock maple, is sold at some of the most exclusive stores across the nation. Sloan's of New York, generally accepted as the Tiffany's of the furniture industry, now handles Moosehead products. An incredible fact when one considers that just six years ago Monson's dream of a woodworking industry had almost turned into a nightmare.

One observer points out that 95 per cent of the skilled workers who make 15 different styles of tables plus other furniture, had never been inside a furniture plant before the plant re--opened in 1947—a fact that speaks eloquently for the determination of both the people of Monson and the management.

The plant is unusual, not only for its quick rise to the top of the furniture industry, but because it has its own logging operation for yellow birch and rock maple. The short lumber is sawed and kiln-dried at the mill. Birch is used predominantly because it takes a better finish and is easier to work.

This year the Moosehead Manufacturing company will make about 31,000 pieces of furniture—dining room furniture and tables—30 to 40 per cent of which will find its way into the airy homes of the Pacific Coast. About 36 per cent is sold here in the East and 20 per cent goes to the Midwest. Perhaps one of the most important secrets of the appeal of Moosehead furniture is its blending process.

Dining room tables, especially, achieve a look of genteel age when the skilled women artisans remove part of the finish with steel wool. The spots, in the center and



R. W. Davis, president of the Guilford Trust Company, who helped the Monson Board of Trade with the project.

Below, Mrs. Eleanor Degerstrom and Mrs. Doris Berry work on a corner cupboard. Although men outnumber women in plant, a number of them work on the assembly line.





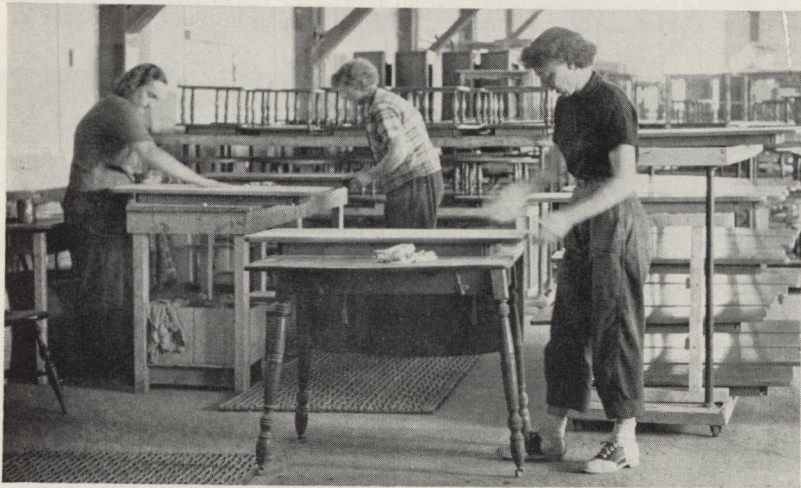
the edges of the table are then finished in a slightly lighter color. When blended, the gleaming table looks exactly as if it had been a precious heirloom for several generations.

Care is the keynote of the whole operation. No piece of furniture leaves the plant until many pairs of expert eyes have pronounced it perfect. And since most of the polishing and finishing is done with elbow grease, it's probably no wonder each piece shows the attention of loving hands.

The 67 workers at the Moosehead Manufacturing Company bring to Monson between \$3500 and \$4000 a

week, which amounts to something like \$200 per year for every man, woman and child in town. R. H. Davis of the Guilford Trust, says authoritatively, that, combined with the operations of the Portland Monson Slate Company, the concern has brought real estate values back to normal and the employment problem is virtually licked.

In this day of economic transition in the State of Maine, the faith and courage of the people who won their own battle during World War II is particularly inspiring. The Bangor and Aroostook is proud to serve such a community.



These women polish each piece of furniture turned out by the Moosehead Manufacturing Company to a shimmering hue of gold.



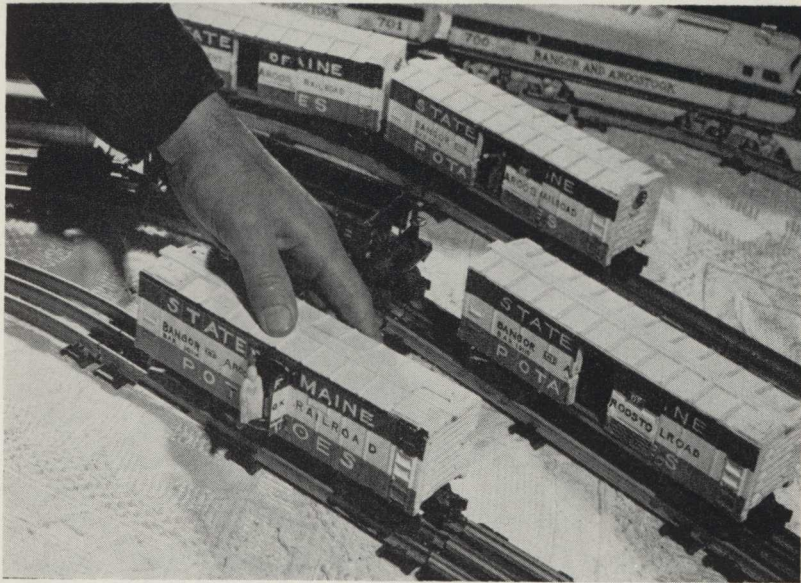
Fireman Leo Downie and son Ronald pose for the MAINE LINE camera in front of a section of their model train layout.

## Railroader With a Hobby

A railroad man who likes trains is probably not an unusual phenomena, because he would not, in all probability, have been a railroad man in the first place if he hadn't.

And Fireman Leo Downie, Houlton, has, shall we say, a certain affinity for trains and railroads. He not only works for one by day, but spends a good deal of his spare time





Red, White and Blue cars feature a realistic man who throws out bundles at a signal from the switch board.

building them for his son, Ronald.

Leo works the local around Houlton as fireman and vows that the extensive "O" gauge model train layout which is threatening to crowd the Downies out of their summer camp, is exclusively for 10-year-old Ronnie. But what with Leo's enthusiasm for block systems (automatic signal devices) and railroading in general, it's a little hard to believe.

As a matter of fact, once you know the man it's hard

to believe there's much of anything in which he's not interested. Leo is one of those uncommon people with enough energy for himself and couple of other fair-sized men.

The model railroad (or Downie Division as the neighborhood kids on Grove street call it) all started when one of Leo's friends went off to war and left a set with him. And when Ronnie was four, the Downie household echoed with the sounds of miniature whistles and other authentic railroad noises.

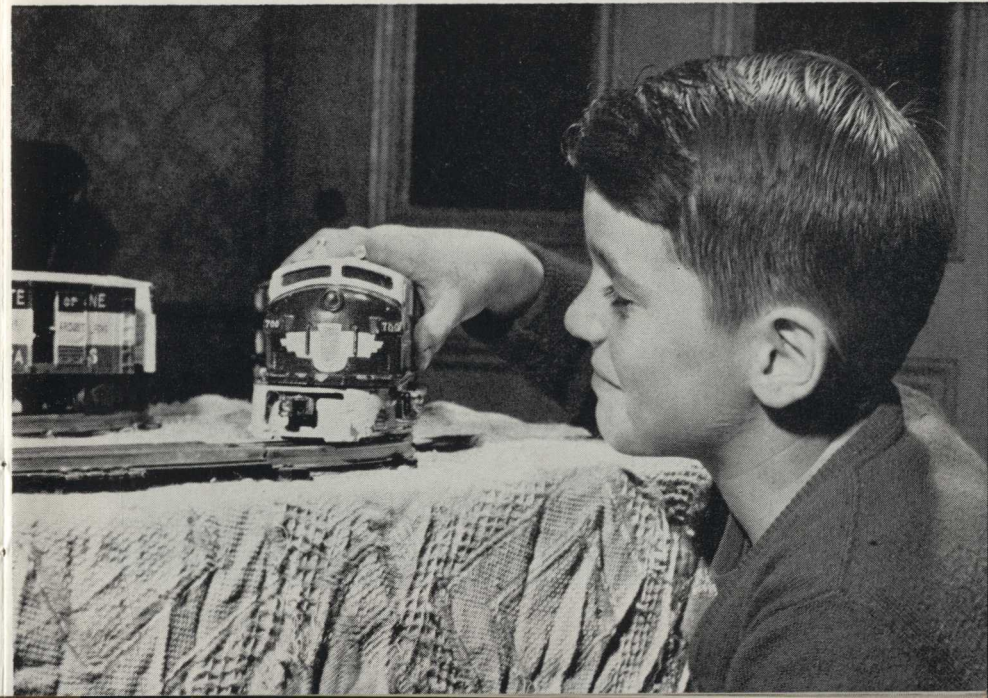
In its six-year history, the Downie Division has accumulated 16 freight cars (foreign), 6 Bangor and Aroostook Red, White, and Blue cars, two passenger diesels, a steamer, and a couple of diesel switchers. The BAR cars were painted by a B. and B. man, Bob Oliver, who is to painting what Stradivari was to the violin. Incidentally, at a flick of the switch on the control panel, a little man appears at the door of the car and throws a bundle to an

equally realistic colleague at a whistle stop.

At last estimates, Leo figured he had about \$500 invested in his rig, not counting his own time. It's probably the most widely-traveled railroad in the United States, having appeared at Radio City in New York, Presque Isle and Caribou.

The layout is about half-finished according to the Downie Division's timetable, with probably another two years' work and added capi-

Ronald, just turned 10, finds that trains and a rainy day just seem to go together. His father started the outfit for Ronnie when he was four.



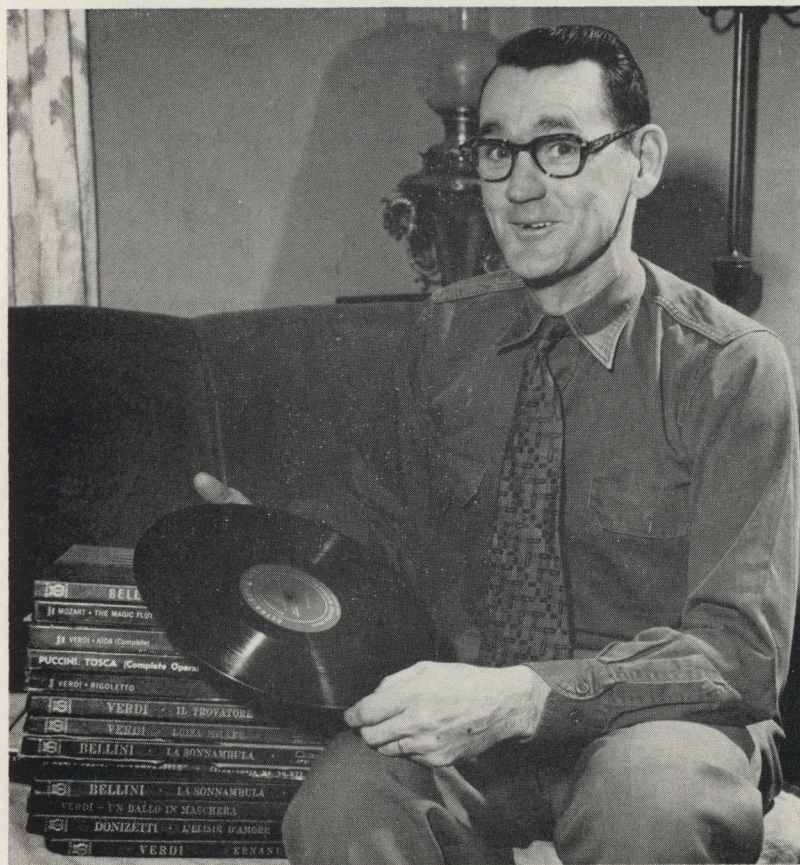


talization of \$500 involved before it's finished. The finished product will be a scale reproduction of Houlton yard, operated, says fireman Downie, strictly by the rule book. Ronnie and his friends have ex-

perienced several derailments involving two trains which have proved expensive.

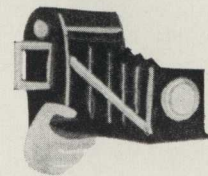
Ronnie, says his dad, will probably study medicine despite his railroad experience.

A man of many interests, Fireman Downie is an avid opera fan with a collection of operas totaling 40 hours of playing time.



# MAINE LINE

## Camera —



The Bangor and Aroostook played host to Aroostook's 4-H clubs when they met in Presque Isle last month for a round of parades and exhibitions. According to Mrs. Ruth Bowie, County 4-H club agent, some 200 youngsters were fed at the Presque Isle Recreation center. Mothers (see picture) served and prepared the food furnished by the railroad. The youngsters in the photograph at the top of page 24 were part of the noon mess line.







Attending the last three Meet-the-President sessions were: C. S. Cain, H. C. Callahan, H. L. Wright, Jr., M. L. Bennett, C. B. Miles, Jr., D. Trafton, G. W. Johnston, C. T. Appleby, P. A. Duplisea, W. A. Sawyer, B. J. Nadeau, W. S. Derry, C. J. Bragg, B. E. Grant, C. A. Redmond, F. A. Beaulieu, M. S. Oliver, G. E. Wiggins, A. J. Lake, J. S. Porter, Sr., B. R. Rowell, J. F. Mills, G. Marquis, D. E. Andrews, W. L. Bracy, Jr., Mrs. M. B. Gagnon, Mrs. C. T. Hewitt, R. M. Hughes, P. A. Bouchard, C. McClure, S. E. Finnemore, L. A. Morton, R. R. Randall, C. McCue, P. F. Kittredge, L. B. Randall, O. Haskell, E. E. Duplisea, R. W. Patterson, W. A. Cyr, V. R. Deeves, E. D. O'Brien, G. E. Buchanan, F. M. Smith, V. W. Lindsey, D. E. Helstrom, L. A. Brannen, R. L. Foster, S. N. Clark, F. F. Fowler, R. R. Stockwell, G. W. Vereault, F. A. Lycette, E. R. Porter, E. J. Wilcox, E. J. Swanson, P. M. Bartlett, J. Ulitzka,



C. L. Goodone, K. L. Colpitts, D. G. Merrill, M. D. Smith, E. Greeley, C. M. Buxton, E. R. Lewin, Mrs. Patricia Roberts, Miss G. F. Cyr, A. E. Lovell, F. E. Smith, J. Bushman, M. G. Pickett, H. W. Hamlin, H. R. Buzzell, L. F. Judkins, M. S. Weymouth, E. E. Carter, R. A. Hood, R. O. Foster, F. M. Chaples, C. W. Weymouth, C. H. MacDonald, J. J. Richards, O. F. Olander, L. A. Appleby, F. W. Haskell, P. R. Strout, C. Mangawang, W. N. Bell, J. T. Pratt, H. B. Faulkner, R. Deschaine, W. L. Lyle, P. E. Cole, M. E. Brackett, Jr., and L. G. Paradis.







Shown inspecting manganese shipments at Bridgewater with Senator Frederick G. Payne last month are: Harold A. MacIlroy, C. S. Anderson, Walter A. Cowan, Frank Totman, R. W. Merrill, Senator Payne, and William B. Williamson.



THE BANGOR DAILY NEWS

Employees in the Bangor area carried bricks with pledge cards for the community chest Sept. 29 in what the press called a dramatic gesture of contribution. Shown above are: Gordon F. Hines, executive secretary; Lucille Dougherty, John E. Hess, Henry Strout, co-chairman; Edward T. Cranston, Donald L. Grant, general chairman; Curtis M. Hutchins, Arthur Eaton, co-chairman; Winifred Condon and Carl E. Delano. Donations, representing 100% participation, averaged \$7.77 per person.





# A DOG CALLED REX

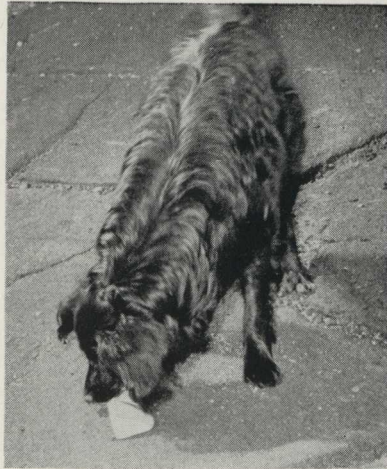
By Bruce Nett

What's that old saying about rain, nor snow, nor flat feet keeping the postman from his appointed rounds? Railroaders, too, are a devoted lot when it comes to their jobs.

South LaGrange Tower has on its roster a real railroader with the equivalent of 42 years service. A long time you say? Sure it is but that's not all. During this time our hero has worked practically three shifts daily as a messenger-call boy and he has only laid off for three or four days in all that time.

A dog's life you say? How'd you guess? Or are you one of the hundreds of friends of Rex, the seven-year-old mascot of Bangor and Aroostook clerk-operator Walter Cook. They say that a year of a dog's life is equal to six years of a human life hence those 42 years seniority.

Soon after he was born Rex found his favorite haunt—the tower where his master worked. He used to accompany him to work and wait there with him. At the tower



BY BRUCE NETT

The enterprising employee pictured above is Rex, who's making something of a name for himself in the canine world. He is employed as messenger-call boy at the South LaGrange tower.

he met Station Agent C. R. Bowley and they were soon the best of friends.

It wasn't long before Rex joined in the routine of keeping a busy tower running. He watched as his friends went downstairs to hang out the order hoops and he was on hand when an occasional passenger train would stop for passengers. And he'd never fail to have a bark and a wag for the crews of the freight trains that would stop to sign those 31 orders.

Rex had more fun, though,

in running out with his friends to pick up the mail and messages thrown off passing trains. He always seemed to reach the mail first and it wasn't long before he learned to pick up the mail and take it back to the tower. After that all the operator on duty has to do was to walk downstairs, open the door and say, "Go get it Rex." Even in heavy snowdrifts, or at night, Rex always seems to go right to the place where the messages were thrown. Now he can even open the heavy tower door with his paws and all messages are delivered by him right up stairs in the tower.

Somewhere it was said that animals have a remarkable sense of time and Rex is a good example. Even when he is "off duty" and out with some sweet young thing of the dogdom world he will almost always show up at the tower minutes before the regularly scheduled passenger trains are due. Occasionally, of course, he will forget and upon hearing the engine whistle it is a sight to see him run for the tower. If he knows that it's a passenger train approaching he will run like mad for he knows that they travel real fast. However, when a whistle sounds



BY BRUCE NETT

A faithful Rex delivers packet from train to Station Agent C. R. Bowley. According to best calculations, Rex has the equivalent of 42 years service—more, incidentally, than his clerk-operator master, Walter Cook.

at some strange hour, as do most freight trains, he will just stroll over for those freights are usually longer and slower.

Rex sort of figures that in a year and a half he may be called to Bangor and be presented with his gold pass. For, after all, he will by then have served the Bangor and Aroostook loyally and faithfully for fifty dog-years. Can't very well ask for more can you?



## A CHALLENGE TO YOU

A suggestion plan is an organized means of providing an incentive to stimulate the constructive thinking of employees. Following the saying that "No one of us is as smart as all of us," our Suggestion System was begun in 1949, in an effort to encourage and recognize employee ideas. In establishing and following a definite procedure of handling ideas on a businesslike basis, our system has gained favor all over the road in proving that "it's smart to suggest."

By granting the privilege of expressing yourself, the system presents a challenge to you as a railroad worker to think of "the better way." In so doing, it provides an opportunity to avail yourself of its numerous advantages.

Up to November 1st we had received 2859 suggestions—an average of 52 per month in the 55 months that our suggestion plan has been in operation.

Looking over the last twelve months we find that out of 457 suggestions received one-fifth concerned the prevention of accidents and fires; one-fifth, improvements



BY CARL DELANO

The MAINE LINE camera caught Paul Day, the Suggestion Committee's general chairman, who is shown here as he presided at an outdoor suggestion meeting at Searsport the last of the summer.

in tools and equipment; one-fifth, simplification of clerical work, methods and forms; one-fifth, improvement in service and operating methods; and the remainder divided between reduction in cost of maintenance and the elimination or control of waste.

It is obvious from this break-down that our employees are endeavoring to make our Company more efficient.

Although it is practically impossible to adopt every suggestion submitted (1 in 5) remember that your chance of winning a sizable award is just as good as the next fellow's as long as you think about your job.

Ideas pay off! Ask the man who has won, and watch the monthly bulletins.

The suggestion system is yours to use and to earn something extra. Get on the suggestion bandwagon with that good idea of yours; and if you don't win the first time, try again. There's plenty of room for ideas and lots of blanks on which to write them.

Ideas are the basis of progress . . . the applying of them is the foundation upon which the future depends. The Suggestion Plan, then, is a means to a more certain future for both you and your Company.

After wrestling with fifty suggestions on the shores of Penobscot Bay the Suggestion Committee felt called upon to take a lunch hour. Anticipating a lobster dinner, it was a somewhat reluctant group that agreed to wait for a photograph. Left to right are: T. Earl Everett, Conductor; Harold L. Hatch, Trainmaster; Harold C. Duffy, Trainmaster; Ray H. Miller, Assistant Engineer; Newbert P. Spear, Carman; Guy E. Linnell, Towerman; Vaughn L. Ladd, Mechanical Superintendent; Earl E. Dow, Traveling Auditor; Paul H. Day, Assistant to Purchasing Agent; Leslie W. Wentworth, General Freight Agent; James H. Daley, Bridge and Building Carpenter; William H. Mahaney, Railway Clerk; Bert E. Webber, Engineer; Leon E. Dunphey, Traveling Engineer; Fred T. DeWitt, Blacksmith. Personnel Manager Delano was behind the camera.





# THE OLD TIMER'S CORNER

By Frank W. Kenniston

If it is agreeable to the editor I will make my article in the form of a diary, and if the reader will read "between the lines" he may grasp a better understanding of the conditions and practices that prevailed in the earlier days of railroading than in the lines themselves.

I was born in Franklin, Maine, June 5, 1873. At that time, and until the Washington County Railroad (now a part of the Maine Central) was built, our nearest railroad station was Franklin Road six or seven miles away.

In the fall of 1889 the American Thread Co. which had operated in Franklin for six or eight years, moved to Lake View and carved an attractive and prosperous settlement out of the wilderness and operated for several years. This concern is now located in Milo. The superin-

tendent was a Milo man and when they moved to Lake View he persuaded me to come to Milo and work my board at his house and go to school.

I came up as caretaker for two cars of household goods and some livestock. My first ride on a train was from Franklin Road to Bangor, and although in my 17th year, I rode at half fare. The fare was \$1.35 and I paid the conductor on the train. He was a well-known, gruff, but kindly man, and when I handed him 75 cents he put it in his pocket and said "that's near enough," and I did not get any refund slip. I was instructed to go to the Penobscot Exchange hotel and get a letter, and the letter contained a pass for me from Bangor to Milo via Old Town the only route there then. Railroads could, in those days, give passes to whom they wished, so my first ride on what is now the up-to-date Bangor & Aroostook R. R. was on a pass and five years before I began working on it.

In the winter of 1892-93 I was one of about eight boys in the various stations between Bangor and Bar Harbor, learning telegraphy. At Franklin Road we had a long train-spread day and plenty

of work, for besides a lot of strictly station work, we had a heavy express business, the postoffice handling 66 mails a week, and the agent sold groceries, candy, flour, grain, etc. None of us, as far as I know, got any remuneration except the opportunity to pick up dots and dashes.

In June 1893 Mr. W. M. Brown from Bangor called up Mrs. Brimmer the manager of the Western Union office in Ellsworth and asked her to recommend a young man to come into his office, and although I had never met Mrs. Brimmer personally, for some unknown reason she told him to contact me.

On the 14th I went to Bangor and hired out, and they set my pay at \$1.00 per working day. But jobs were so scarce at that time I felt highly favored to get a job at any wage. The general offices were up over what was known as the Exchange Street station and from which practically all the up-state business originated. At that time there was what was called the "Western station" located near where the yard office is now.

The general office was manned by Mr. F. W. Cram, comparable to general manager; his stenographer Miss



BY BURTON SAWYER

Frank W. Kenniston

Augusta M. Snow; his right-hand chief clerk G. Fred Snow who later became General Freight Agent; and Mr. Horatio W. Blood treasurer and paymaster. Mr. Blood was a kindly old man and once told me that he hated to ask any agent to do anything that would add to his work because they got such little pay. He went over the road once a month to pay off the employees. J. Waldo Barto (19) clerked in his office. Waldo now operates a printing business in Bangor, and has been a good friend through the years. I have purposely left



Mr. W. M. Brown for the final comments because he held such an unusual job. He audited the freight and passenger account, did the train despatching, hired and fired men, kept their time, made up the time-tables and ordered and distributed the freight cars, etc.

There was no uniform method of reporting or ordering cars; each agent sending in a telegram in his own language, and almost anytime in the forenoon.

The only typewriter in the offices was the one Miss Snow used. Even Mr. Cram wrote a lot of long-hand letters. There was no carbon paper and if the writer of a letter cared for a copy, he had to write it with copying ink and copy it into a tissue book with a wet cloth. Even the station agents did not have that much equipment and so had to write out their way bills and then copy the same thing right over again into a record book. All of the people referred to were fine agreeable folks and with a mind to work.

That Fourth of July all hands worked as usual, but Mr. Brown gave me a little liberty by giving me about a bushel of used card tickets

that had been turned in by the passenger conductors, with instructions to go out in the Exchange Street yard about where the baggage room is now, and burn them and stay by and stir them up until all were burned.

During the summer of 1893 Mr. Cram had his office in a new caboose car placed on a spur track at the south end of Pleasant river bridge at Brownville. This car was wired for telegraph service and I was assigned as his operator. Ballast was being hauled from the Brownville pit out on the new road that was being built. In November when Mr. Cram's caboose-car office was moved "up front" near Norcross, I took charge of West Seboois station as the first agent at that place. Mr. Cram was a good telegraph operator and often went into a station and sent his own messages rather than write them out. While he was doing this at West Seboois conductor Ed Mishou was in the yard picking up some cars of logs for Brownville and asked me for way bills. I informed him that I had no way bills, and Mr. Cram hearing me said "Bill 'em on a shingle or anything so long as we get the money."

## Safety Program Arouses Interest

Safety Supervisor John Babcock reports that a new feature has been added to the Bangor and Aroostook safety program. It is designed, he says, to make all members of the BAR family think safety all (repeat, all) the time.

It works like this: one man from each department—Engineering, Mechanical, Stores and Operating—has been appointed as safety man for the department. He holds monthly meetings with the foremen of his department to discuss accidents which have happened during the month. The foreman then holds weekly meetings with his crew members to discuss accidents and safety practices.

And from the reports, all departments are showing a lively response to the personalized safety campaign.

Babcock says that while the program has not been in progress long enough to use the results as a yardstick, they are encouraging. For instance, during the first six months of this year the total number of accidents was 159 and the I.C.C. reportables



"I've changed my mind."

numbered 23. In the last three months (since the program was established) there have been a total of 58 accidents with four I.C.C. reportables.

What this means is, if the present improvement continues man hours worked without an accident will have increased from 10,806 to 13,204. Babcock says that if this number can be increased to 20,000 man hours without an accident the BAR will rank with the top five Group D. railroads in the country.



# IN THE FAMILY

## Engineering Dept.

The Brotherhood of Maintenance of Way Employees, Downey Lodge No. 1159, sponsored an open meeting at the American Legion Home, Houlton, Maine at 6:30 P. M., October 30.

The speaker was *Mr. O. R. Becker*, a representative from the Railroad Retirement Board who has offices at 132 Fore St., Portland, Maine. Mr. Becker gave a very informative and interesting talk on the 1951 changes to the Railroad Retirement Act, after which a question and answer period was held.

*Mrs. Herschel A. Oldenburg*, wife of Section Foreman Oldenburg, Sec. No. 250, was hospitalized for five days at Brunswick, Maine, as a result of an automobile accident which occurred at Freeport, Nov. 3. Mrs. Oldenburg was returning from Otis Field, Mass., where she had taken her son Corporal *Robert E. Oldenburg*, his wife, and daughter *Marcia Jean*.

Trackman *Marsden Clark*, 43, South Lagrange, died suddenly at his home last month. He lived with his mother, *Mrs. Mildred Clark*.

*Mrs. E. E. Gordon*, wife of General Roadmaster *Pat Gordon*, bagged a nice 90-pound doe near Medford Oct. 24.

Our congratulations to *James W. Wiggins* of Portland, who was named to the position of Chief Engineer of the Maine Central Railroad, Oct. 1. A native of Houlton, he is the son of *Mr. and Mrs. Warren F. Wiggins* of that town. His father, now retired, was an employee of the BAR.



*Mr. and Mrs. Fred Ewing* of Littleton celebrated their 50th wedding anniversary on Oct. 5 at their home in Littleton, where the couple have lived for the past 35 years. Mr. Ewing is a retired BAR section foreman. We extend them our congratulations and best wishes.

A graduate of the University of Maine, Wiggins started his railroad career in 1930 on the Erie Railroad as a draftsman. In 1933 he went to the BAR Engineering Department, and in 1936 left to become assistant engineer on the Maine Central. He returned to the Bangor and Aroostook in 1938 to become superintendent of bridges and buildings. In 1940 he was made principal assistant engineer of the road. Then in 1945 he joined the Engineering Department of the Boston and Maine Railroad as assistant to the chief

engineer. In 1949 Wiggins left the Boston and Maine to become engineer of maintenance of way of the Maine Central, the position he has held until his present appointment.

We had just finished the story "Guardians of the Way," when we received the following letter from K. H. Beals:

"... don't you think it would be a good idea to acquaint some of the MAINE LINE readers with our work. Many people, and some who have spent a long time railroading, are entirely ignorant of what kind of work goes into maintaining a railroad... enclosed is a picture of Brownville bridge as it was under process of having a new deck of treated ties placed on stringers. This job was done in April by my crew. The new ties are 8"x8"x13' to replace 8"x7"x10' ties (untreated)... I think most everyone is getting tired of marriages, births, etc..."

*Palmer H. Swales, Paul S. Wheeler, and W. H. Buxton*, all of



James W. Wiggins

Below is K. H. Beals' photograph of the Brownville bridge.







the Engineering Dept. spent the week of Oct. 26 hunting deer at West Branch where they have a camp. The only one of the party to bag one was "Buck" who shot a 120 lb. doe the fifth day out. The other two plan to continue hunting during the season, while "Buck" is going after bigger game. "Think I might get myself a bear," said Buck, "or even a bobcat."

T. W. Cudhea recently attended the annual session of the Communication Section of the Association of American Railroads held in San Antonio, Texas.

Bob Trickey, Carpenter foreman, writes: "Quite a surprise hearing someone open your kitchen door and turning around to find your son (Pfc. R. E. Trickey, Jr.) standing there. Especially when the morning before he was in Germany. We sort of had been expecting him, but did not know when.

"Bob was drafted July 10, 1952. He entered the transportation field and was sent to Fort Eustis, Virginia, for his basic training. After basic he entered school and studied

Railroad Locomotive engineering. He completed school in December, being qualified as an engineer in steam and diesel, which is standard of army requirements.

"When he got his orders they read 'Germany' which was a relief to us at home. He was one of two in his class who was sent to Europe, the rest went to the Far East. Before leaving for overseas. Bob was given a two-week furlough which was enlivened by the birth of his son, Joel Lee. However, he and his wife and their six-day old son, made it from Virginia to Maine in time to spend a few days home.

"He left Camp Kilmer, N. J., Jan. 20 and arrived in Germany ten days later. And he reported that the 'sea was very rough on the last few days of the voyage.'

"At that time, as now, the U. S. operate no railroads in Europe. After kicking around a couple of weeks, with nothing to do except eat and sleep, someone finally asked him what he was supposed to be doing. He told them 'nothing' and that he didn't think anyone even knew he was around. They then gave him two or three choices of types of work. He picked Military Police and was sent to Boblingen, Germany for school and training. When he finished he was sent to another school in Garmishe, Germany, which is situated in the southern part of the Bavarian Alps.

"He completed school in late September, standing fourth highest in his class and one of twenty who made honors. At present he is on regular routine patrol duty with headquarters in Stuttgart, Germany. The M.P. supply army men to work with the German police forces in their cities. He

says the German Police are very cooperative and he enjoys the work very much.

"Bob reported that the living conditions are very good, climate very much like ours, buildings modern, built mostly after the war. However he does not want to live there and is eager to be back with his wife and family.

"Bob left Stuttgart, Germany on Friday noon at 11 a. m., by Pan American airline, stopped at Frankfort, Amsterdam and Scotland, and arrived in New York City at 3 a. m. the next morning. He reached home that evening, Oct. 17.

"He left New York, Nov. 12, by plane for Germany where he'll spend seven more months."

We were sorry to hear of the death of *Trackman Albert Wing* (retired), November 8, at a Bangor hospital. Mr. Wing took his pension in November, 1951.

B and B Mechanic A. J. Lake returned recently from a successful hunting trip at Stacyville. He is the first B and B mechanic to get a deer this year.

Foreman J. H. Swallow is taking a month's vacation. E. R. Lewin is taking his place.

B and B Mechanic H. A. Lewin and Mrs. Lewin recently spent a short vacation visiting friends in Augusta, Lewiston and Portland.

Trackman Leland Donahue and Mrs. Donahue spent a weekend recently with Trackman Adolph Blinn and Mrs. Blinn at their hunting camp at Griswold.

We don't like to stick our necks out but we'll bet Alfred Violette, sub-foreman, rail outfit, takes the grand-daddy of all deer this year. Alfred's deer, so it's reported, weighed 247 pounds after it was dressed.



Accountant Bert Wise, Engineering Department, Houlton, gets his gold pass for 40 years service from Chief Engineer R. H. Morrison. The 61-year-old accountant has served as blacksmith helper (while he was attending Houlton High school), timekeeper and accountant. He was born in Marysville, N. B., and attended Houlton schools and Colby College.

C. R. Page's paint crew completed their season's schedule and tied up October 31.

A note and gift of money was presented Carl Morton, their cook, as a gesture of appreciation for the fine job he did. Anderson, Corneil, Jackins and Wilmot have taken temporary assignments on B. and A. Carpenter outfits. Morton is on leave of absence for the winter and Page is taking his vacation. He plans to spend part of it in Connecticut with his son Robert and family.

The many friends of Mrs. Amber Pettengill, widow of the late Guy L. Pettengill, former General Chairman of the Brotherhood of Maintenance of Way Employees, will be pleased to learn that she is enjoying good health and that she





The gentleman (above) with the nose is the "old man" who confronted Correspondent Neill Robertson (See MAINE LINE, September-October) and almost sold him the Brooklyn bridge. By the revealing light of day, you may recognize him as Station Agent Charlie Bowley who once fed the unwitting Mr. Robertson some choice beaver steaks.

plans to return to Houlton for a brief visit shortly after Christmas. Mrs. Pettengill is currently making her home with her son, *Dwinal* who lives in Baltimore, Maryland.

Section Foreman *Alton Simpson* and Mrs. *Simpson*, Mapleton, are spending their vacation in Rockville, Connecticut, visiting Mr. *Simpson's* sister.

*Roy G. Brown*, Trackman, Section 471, Mapleton, is engaged to *Miss Joyce Morrow* of Presque Isle. No date has been set for the wedding.

*E. S. Hand*, Trackman, Mapleton, is employed by Shalek Bag Company while he is furloughed from the section.

## Operating Dept. Southern Div.

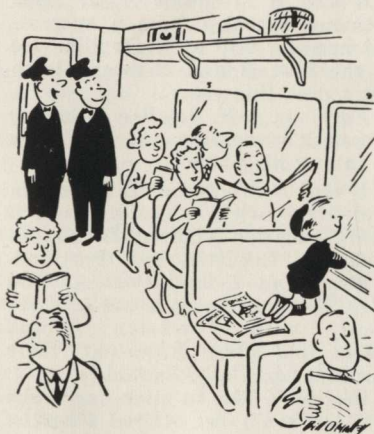
Operator *A. W. Lint* of West Seboois entered a Boston hospital Sunday, Nov. 1, for surgery.

Correspondent *H. H. Hatt* spent the first five days of open season on deer, hunting in the Lagrange section. He was accompanied by his two sons, *Herbert, Jr.*, and *Carroll*.

They had a nice comfortable camp with plenty of wood, warm blankets and eats, which probably accounted for them not bringing any game home with them.

Hatt reported that the game was very plentiful around Lagrange but not so many where they were camping. They did wound two deer and are wondering just how they could get away after losing the amount of blood that they did.

Hatt says that it was very noisy



"You'd better be on the alert. The gentleman in seat No. 9 will ask you lots of questions every time you pass by."

hunting and that the deer were very much on the alert as deer must be, but he did not find any of the "foolish ones" that his friends claim they find each year.

However, they enjoyed five beautiful days in the woods and *H. H., Sr.*, came back feeling much improved after having spent several days in the hospital undergoing surgical treatment.

The State Highway Commission is now building a new piece of road on the north end of Main Street in Brownville which will eliminate two main line crossings. The road is being relocated to the west of the main line, and will cross both the north and south legs of the Brownville WYE, but will reduce the hazards that were always present on the main line.

*Roland Tweedie* has completed his duties as assistant to Roadmaster, *L. J. McManus*, and is back on his own job as Foreman of Section 126.

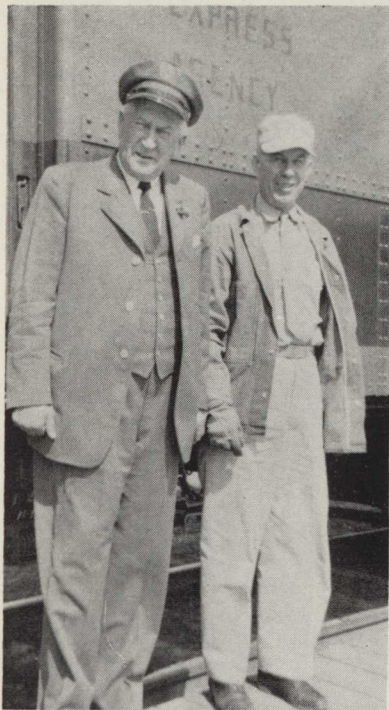
Acting Foreman *Charles Hussey*, who covered Section 126 during *Tweedie's* absence, has returned to his regular job as Trackman at Hudson. Correspondent *J. B. Crocker* writes that "while Charles is puny, we do believe that with the proper diet and plenty of 'Father John's,' he will survive the oncoming winter weather."

*Peter Dubey*, Trackman of Section 126, was re-elected Worthy

The object at which Supervisory Agent *H. H. Hatt* is gazing intently is not a rare variety of tropical fruit, but a plain, ordinary Hubbard squash. *Hatt* planted them around his apple trees and they took to the air, the vines sometimes reaching a length of 40 to 50 feet. As they ripened *Hatt* found it necessary to support branches with sticks.







Correspondent R. L. Rafford writes that Conductor H. F. Fletcher and Engineer R. N. Kinney (right), both on the Oakfield-St. Francis run, hold more seniority than any other conductor and engineer in active service. Conductor Fletcher has served the Bangor and Aroostook for half a century and Engineer Kinney has 40 years service.

Master of Resolute Grange No. 166 for another year.

Raymond McDonald, Foreman Section 127 enjoyed a vacation recently.

Retired Station Agent M. W. Mosher, who has spent the sum-

mer in Brownville has returned to his winter quarters in New York City. Maurice will be with us again, come May 1954.

Correspondent Thelma O. Kelley entered St. Joseph's hospital in Bangor for surgery Oct. 12.

First trick operator H. F. Armstrong expects to move into his new home around the first of November. Congratulations are in order to Freddie and Mrs. A. on the birth of a son.

Former engineer B. A. Harch is convalescing here at home after 17 days at the Eastern Maine General hospital for surgery. We all wish Ben a speedy recovery.

Former Engineer B. A. Leavitt and Mrs. Leavitt have left for Florida.

Malcolm Chase of Brownville Junction, former brakeman, was home recently for 30 days leave. He is stationed at Eustis, Va.

October 14 opened the first fall meeting of the Railroad Club of Maine with a banquet at the Great



"That's not exactly what I had in mind when I asked you to water the garden."

MAINE LINE

Northern Hotel in Millinocket. About 50 members and guests present, members from both Maine Central and Canadian Pacific Railroads and the guests from the various departments of the BAR and also Safety Division representative, Trooper H. B. Carson of the Maine State Police. Moving pictures were shown of the various safety rules, both highway and railroad.

Brakeman W. D. Sawtell, Fireman G. F. Rollins, (retired), Section Foreman Jake Porter, and J. B. Crocker enjoyed three fishing trips to Cedar Pond recently. They reported good fishing and plenty of good hiking.

The new planing mill at Brownville pit has been completed and is now turning out a car of dressed lumber a day.

On Oct. 21, a cow moose disputed the right of way on the main line near Mile Post 79 and slowed up the track inspection train briefly.

Hunters are swarming the countryside from all directions and it is safer to remain in one's own back yard for the time being, until the early nimrods return home.

#### Stores Dept.

Virtually all of their home town of Brownville turned out Saturday evening, Oct. 24, to attend a big reception at the local Grange hall in celebration of the golden wedding anniversary of Mr. and Mrs. Bert Perkins.

Mr. and Mrs. Perkins were married 50 years ago in Brownville, and have lived there nearly all of their married lives, with the exception of a few years spent in Derby. Mr. Perkins, retired for 15 years next January, worked for 32 years, and two months as a store department clerk for the BAR.



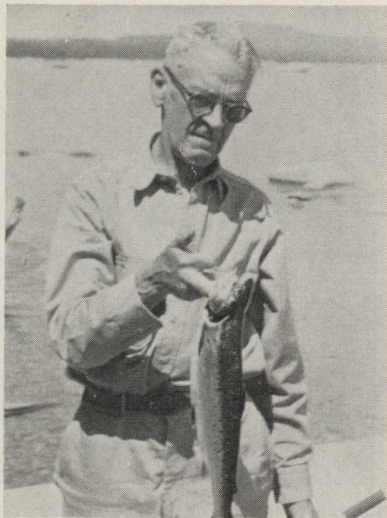
Mr. and Mrs. Bert Perkins

Helping celebrate the festive occasion were all of the Perkins' five children, E. W. Perkins, Brownville; Mrs. Eunice Mitchell, and Mrs. Blanche Bagdigian, both of Granby, Conn.; Mrs. Laura Wilson, West Hartford, Conn.; and Mrs. Ethel Nichols of Brownville. Also present were some of the eight grandchildren, and seven great-grandchildren.

Conductor W. H. Hyler of Derby was 20 minutes late arriving at his terminal (The Camp Wharf) one day late this summer and in the picture shows why. He was making good time towards the terminal when, suddenly, the brakes caught up, apparently on the rear car. On investigating he found that a four pound salmon had set the brakes!

Mrs. W. F. Alexander, wife of the supervisor of stores has returned to her home after being a patient for several weeks in the Gallant Hospital in Milo.





Conductor Hyler

*Paul H. Day*, Assistant to the Purchasing Agent, attended the N.A.S.S. convention which was held at the hotel William Penn in Pittsburgh, Oct. 26 and 27.

#### Accounting Dept.

*Chief Clerk-Disbursements Ed-win L. Roberts* and his wife recently spent a week's vacation with relatives in Martinsburg, W. Va.

*Mrs. Lucy Goody* of the Freight Claim Dept., and *Miss Mary Plummer* of the Maine Central Engineering Department motored through the White Mountains recently.

Best wishes to *Miss Jean MacDonald*, Key Punch Operator IMB Section, Auditing Dept. of the Bangor office, who became the bride of *Billy Hughey* of Dow Air Force Base on Oct. 12. The *Rev. Alger W. Geary* officiated at the

marriage ceremony which was held at his home.

The couple were attended by *Miss Marion Levesque*, as bridesmaid and *Charles De Dantis*, best man.

The bride was dressed in a light blue wool jersey street-length dress, fashioned with a knitted bolero. She wore navy accessories and a corsage of red roses.

The bridegroom will leave this country soon for a tour of duty in Korea with the F.E.A.F.

*I. L. McGown*, Machine Bureau Supervisor, attended the National Machine Accountants Associated convention which was held in Milwaukee, Wisconsin this summer.

*Leo D. Foley*, Rate and Revision Clerk, retired August 27 after more than 30 years continuous service. He came to work for the BAR June 24, 1923 in the Freight Claim office, was transferred to the Fgt. Audit office Dec. 7, 1932, bidding in a position in the Rates and Revision section Nov. 1, 1950 where he concluded his railroad career. He has now accepted the position of superintendent of school building and busses in his home town of Stockton Springs. His many BAR friends wish him all the success and prosperity due him in his new venture.

*Don Andrews* from the Rates and Revision Section applied for the Foley position and on August 31 was appointed to fill this vacancy.

Another new member of the Rates and Revision section is *Charles E. Brewster* who is filling the vacancy left by Don Andrews. Brewster served four years in the Coast Guard and after his discharge was employed by the Bangor Hydro-Electric Company as supply clerk, retaining this posi-

tion until his employment with the BAR Sept. 10. He lives with his mother and resides in Dedham.

#### Treasury Dept.

*M. S. C. Baker* of the treasury department attended the annual meeting of the Fire Protection and Insurance Section Association of American Railroads which was held in St. Louis, Missouri, Oct. 12-14.

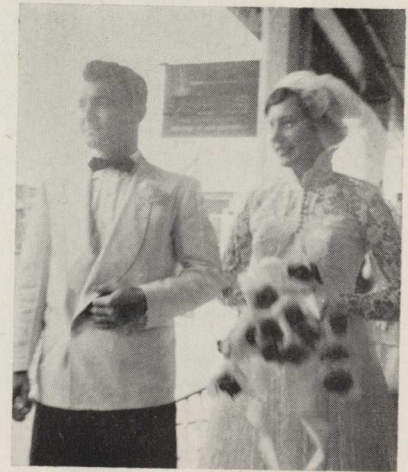
#### Northern Div. Operating Dept.

*Section Foreman Ludger Lozier* and *Trackman Leo Blanchette* attended the Safety meeting which was held in Fort Kent a few weeks ago.

*Leland D. Labbe*, station agent at Soldier Pond, took two weeks' vacation and spent it doing the ground work of what keeps the B. and A. rolling (picking potatoes). He would never want to pick as many as he ships. Leland writes that he "found out that there's lots of physical labor involved before the B. and A. received revenue from the "Pomme de terre" (potato)."

Station Agent Labbe also writes that a few trout have come to spawn on the spawn bed in front of the station at Soldier Pond. He also noticed a young otter feeding on the smaller trout and having a grand time playing in the water. According to Labbe, there were two large otters which stayed quite a while last Spring entertaining the people who happened to pass by while they were out feeding and playing. There is a spot in front of the station and under the bridge which never freezes over completely and that is where the otters stayed for a while.

Wedding bells rang for N. W.



Mr. and Mr. N. W. Cote

*Cote*, operator, Relief job F, and *Lydia Nadeau* recently. They were married at St. Francois church in Clair, N. B., by the *Rev. Lionel Daigle*. The reception was held at the New Royal Hotel in Edmundston and the couple honeymooned at Hampton Beach, N. H., and Hartford, Conn. Our best wishes to them.

Also walking down the aisle were *Engineer Jack Anderson*, Northern Division, and *Mabel Paradis*, daughter of *Mr. and Mrs. Walter Paradis* of Van Buren. The couple honeymooned at Niagara Falls and New York City.

*M. L. Savage*, former freight clerk, now holds relief job B at Mars Hill. He took over his new job October 26.

We are happy to hear that *Warren Norsworthy*, section foreman at Limestone, is feeling better. He returned to work October 19 after ill health this summer.





Mr and Mrs. Billy Hughey

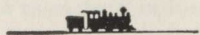
Roadmaster Warren Wiggins, (retired), and Trackmen Herman Butler and Joseph Hitchcock are lending their know-how in construction of two miles of new track at Limestone AFB.

Freight Clerk R. J. Nickerson, Limestone, recently moved from Oakfield to Caribou with his bride, the former Barbara Hoyt of Houlton. It's reported that Ray still spends his Mondays in the wooded area about Oakfield in quest of the elusive deer.

Contributing Correspondents:

- H. M. Hopper
- K. H. Beals
- L. H. Kitchen
- Gladys C. Goodwin
- S. Farrington
- Leland D. Labbe
- R. E. Trickey

- A. J. Lebel
- W. A. Gallivan
- B. A. Ryan
- E. H. Wentworth
- H. A. Lewin
- Terry Anderson
- William Buchanan
- N. A. Robertson
- J. B. Crocker
- H. H. Hatt
- R. L. Rafford
- Robert Clukey
- W. W. Simpson



## FACTS AND FIGURES

We received from

	August 1953	September 1953
Hauling freight	\$666,220	\$626,105
Carrying passengers	38,813	31,695
Hauling baggage, mail and express	20,856	27,979
Other transportation services	12,664	13,543
Rents and miscellaneous income	203,550	167,139
A total of	\$942,103	\$866,461

We paid out or provided for

Keeping roadbed and structures in repair	\$200,000	\$200,000
Keeping locomotives, cars and other equipment in repair	244,826	244,980
Running trains	241,587	243,575
Selling our services to the public	20,660	20,736
Managing the business and keep- ing the records	50,061	64,841
Interest on borrowed money	68,146	67,786
Payroll taxes	33,313	23,979
Local and state taxes	50,131	50,116
Federal income taxes	(21,328) *	(60,988) *
Applied to sinking funds	48,982	45,832
A total of	\$936,378	\$900,857
Our Net Income was	\$5,725	(\$34,396) *

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





... And a Merry Christmas to All!