

# MAINE LINE



March - April, 1954

Bangor and Aroostook Railroad





# TALKING IT OVER

By the time you read this you will have received a copy of our report on last year's operation.

I very much hope you will read it with care and especially those portions of it which discuss the literally huge sums of money required to keep us on a sound financial basis. I am thinking particularly of two figures—\$10,175,031 and \$6,762,442. The first is the amount we still owed on December 31, 1953, for equipment purchased during the past six years. It includes 29 locomotives, three passenger coaches, 1,208 refrigerator cars and 150 insulated box cars. It does not include some equipment we are using on a lease basis nor does it include the 500 box cars now being delivered to us nor the two sleeping cars to be delivered this fall.

All of these equipment purchases, as you know, were on the installment plan and our 1953 installment payment, exclusive of interest, was \$1,475,083. It will be even more this year.

The \$6,762,442, as you may have already noted, was 1953's bill for payroll. It took just one-half of every dollar we received in revenues.

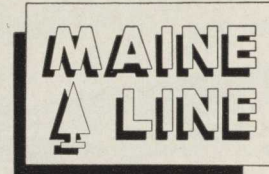
To get the money for this equipment and this payroll we have only one source,—the general public. We are a public service organization in every sense of the word and every one of us must always keep this in mind.

Fine equipment helps to build a fine railroad but all the equipment in the world can't of itself, make a railroad great. What can is the men and women who operate it.

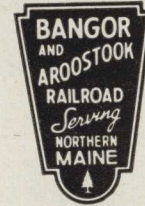
We now have the tools to work with and I firmly believe we have the will to work them well. They are an unbeatable combination.

Cordially yours,

*Antro Hutchins*



## MAGAZINE



MARCH-APRIL, 1954  
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KENNETH S. LUDDEN  
EDITOR

RICHARD W. SPRAGUE  
ASST. EDITOR

ASSOCIATE EDITORS

BENJAMIN J. EDWARDS  
WILLIAM F. FERNALD  
BURTON A. SAWYER  
GARRETT J. LOVETT  
M. PATRICIA WAALEWYN  
FRANK N. HELMS  
PAUL H. DAY  
LISTON F. LEWIS

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Aubrey Cronkhite, Frank Shaw, and James Keary at the Shaw potato house.

## Some Problems . . . An Answer

For the last four years, Frank R. (for Rankin) Shaw has been quietly experimenting with a new (to Maine) potato which the experts said couldn't be grown here. This month, in a smoky office in Presque Isle, the husky (200-pounds 5 ft. 8 in.) man in work clothes and a beat-up felt hat, had some conclusive results to report. The Russet Burbank could be successfully

produced in the State of Maine.

It may be the answer to the potato grower's problem.

People in the know told the greying Shaw that it couldn't be done. "You're foolish to waste your time with this spud, Frank," his friends told him, "it can't be grown here."

His background makes it somewhat less than surprising that he stuck with the

Russet Burbank four years until he proved his point. Frank Shaw can be described in three words. Integrity. Industry. Determination.

Why would a successful farmer with 140 acres waste his time and money on such an obvious white elephant? Find out why he made the first hoe for the old, F-20 International tractor and you'll have the answer.

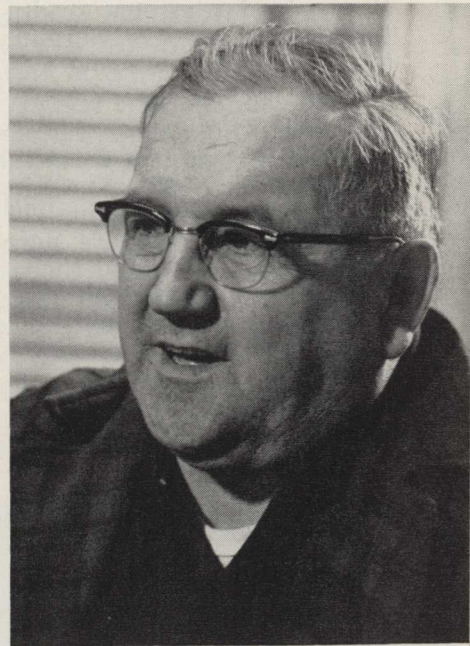
Blacksmith, woodsman, soldier, farmer. His career is as varied as it is incredible. His father died when he was four months old, leaving a wife and two children in Pembroke, N. B.

At 13, his worldly possessions consisted of a pair of overalls, a frock and a pair of shoes. He was helping his stepfather operate a threshing machine in the bitter November cold when he asked for money to buy clothes. There was no money, he was told, and the next morning he left on foot for Houlton.

He spent the next years in lumber camps in the North. When he was 19 he was learning the blacksmith trade in Presque Isle. His career was interrupted shortly thereafter, by World War 1. He served two years with the Canadian Army in France.

When peace came he re-

turned to the smithy's forge in Presque Isle, where he met and married Cora Brown. In a few years he had a shop of his own and blacksmiths for 200 miles were coming to copy his design for the F-20 hoe.



1929 found him with a considerable sum on his books. In his own words, he was cleaned although he managed to collect 10 per cent of it.

People paid with anything that had value and Frank Shaw found himself an insolvent blacksmith with two fine,



black horses paid him by a Patten man.

One of these fine animals, Barney, furnished the design for Shaw's successful Black-horse brand. When he decided to use it, he cautioned Aubrey Cronkhite, the man who drove Barney and who now grades the Black Horse brand, "Don't let him down now."

With characteristic energy, he turned to farming, renting for \$125 a season a farm in the Burlock Settlement in Presque Isle. The original 25 acres of potatoes are now part of his farmland there. Each year he added at least five acres of potatoes until his crops grew to 140 acres.

This is part of the epic story of Frank Shaw but the part where his character shows best began four years ago when he planted the first Russet Burbanks. Most people thought he was crazy. Some still do.

Here, for the first time in print, are the results of Farmer Frank Shaw's four-year experimenting: The Burbank lives up to its reputation for susceptibility. It's an extremely temperamental potato which takes diseases easily and requires thorough spraying. Shaw sprayed his 40 acres 12 times during the 140-day growing season re-

quired by the Burbank.

"All our work was aimed at getting a potato from seven ounces and up," Shaw says, "and our average yield was from 180 to 200 barrels an acre. We found that building the soil for the potato was one of the hardest jobs. It took us two years to build the field using a green manure crop and super phosphate (one-half ton to the acre in addition to the regular one and one-half tons of 5-10-10 fertilizer). Testing the soil constantly is the only way to build soil for the Burbank."

Shaw found that the seed must be taken out of the cellar and exposed to heat and light well before planting, for it sprouts very slowly. Shaw planted his Burbanks around the eighth of May and found this the best time for the long growing season.

Planting distance is important. During the early stages of his test, he planted the potatoes seven inches apart and got small potatoes. Last year he increased it to 14 and "will definitely go to 18 this year."

The Burbank, he found, must be planted deeper than the round-type potato . . . about three inches below the wheel track . . . and covered with two or three inches of soil. The rows on the Shaw

farm are 36 inches apart which is important because the Burbank grows long.

In hilling, he found the most effective method is to set the front ends of the wing 39 inches apart and the rear ends 14 inches, leaving about seven inches of earth over the hill.

And like all potatoes, the Burbank is tender at digging time. It's necessary to line barrels with sponge rubber pads (three-eighths inch) to prevent bruising.

"We tested this, too," Shaw says, "putting up one car with potatoes picked without pads and one car with spuds from padded barrels. We found

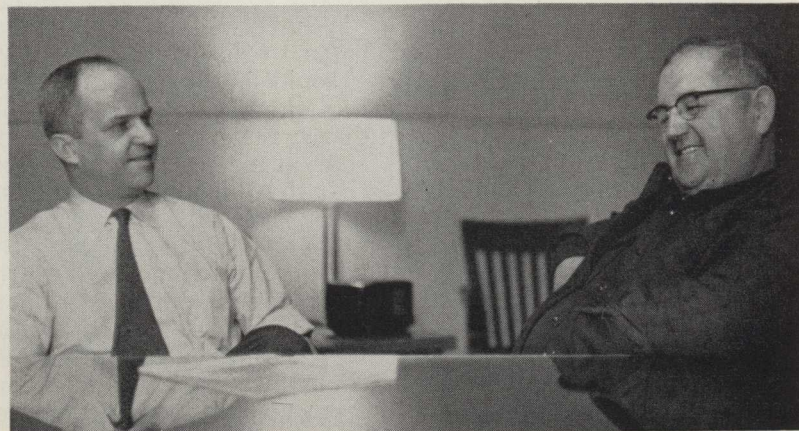
that we got 12 more barrels of pickouts per car by using barrels without padding."

Carrying bruise precautions a step farther, Shaw and his son-in-law, James Keary, with whom he farms, rebuilt a 26-inch digger removing the large rollers to keep down the shaking and avoid bruises.

"These potatoes shouldn't be shipped before the last of November or the first of December," Shaw cautions. "They need a period of bin-curing which improves both the eating and keeping qualities of the potato. It's a quality product and it must be washed and sized. Anyone

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Donald Umphrey, left, and Frank Shaw discuss the Russet Burbank market. Says Shaw: "My good friend Don Umphrey deserves a lot of credit for helping market this potato."



MARCH-APRIL, 1954



who doesn't want to do this shouldn't try to raise it."

The first hurdle was proving that the Burbank could be grown in Aroostook; the second, finding someone sufficiently interested to cooperate in the distribution. Frank Shaw is loud in his praise of Francis Reardon of Boston and the F. H. Vahlsing Company of New York. Alfred Litz, Vahlsing's manager in Easton, saw some of the Shaw Burbanks and sent them to the New York office saying that he'd be interested in comments.

The response was immediate and enthusiastic. Both the Boston and New York companies sent cars to retail dealers throughout the east, some of which were re-routed as many as five times to give the retailers a look at the new potato.

On the strength of Frank Shaw's research, the Vahlsing people in Easton planted 50 acres of the Burbanks. This year they plan to put in from 325-350 acres of their own, contract 300-400 and buy Shaw's entire 140 acres.

They will also, according to manager Litz, spend \$20,000 to get an adequate water supply and more (they purchased \$3,000 worth of washing equipment this year) washing equipment.

"We always heard that the Burbank couldn't be grown in Aroostook," Litz adds, "but Frank proved it could. He did a good job and we're getting on the band wagon."

The Vahlsing company feels that the Aroostook-grown Russet Burbank is entirely new business for the potato industry.

As Litz puts it: "This is a specialized deal . . . a premium potato . . . and you can't supply this market with any other variety. It's been lying under our noses for years and we couldn't touch it because it couldn't be grown. I think Frank Shaw deserves the thanks of the industry for having the courage to do it."

The Vahlsing people shipped about 25 cars of the Burbanks this year and Litz says the response has been good.

What will the Burbank mean to the average farmer? It could solve one of the major ills which now besets the industry: overproduction of the round-type potato. Litz feels that the Burbank is new business and will take care of from 10,000 to 15,000 acres which would normally produce round potatoes. Some observers feel that the Burbank could develop into something which might divert from 25,000 to 30,000 acres

from round-type production.

One very important factor is that the Maine grower of Burbanks can undersell his western competition on the eastern market by the advantage of freight rates alone.

What are the advantages of raising the Burbanks? Chiefly because they are in demand and bring top prices. For most of this season they have been selling for something like four times the price of the round-type potato . . . or about four dollars a hundred for the Burbanks as compared with a dollar (high) a hundred for round potatoes. Shaw said he had

to refuse offers to buy the Burbanks he plans to use for seed, so heavy was the demand.

The Burbank will also keep longer than ordinary varieties. Shaw says they don't normally sprout until about the first of June . . . all of which means a better chance for a profit if you have to hold potatoes.

The chief problems are disease and the cost of raising premium potatoes. As for disease, Frank Shaw proved that thorough spraying and insect control make the Russet Burbank no more of a risk than any other potato.

As good a businessman as he is a farmer, Shaw keeps precise records. Here Mrs. Shaw helps with the books.







"I'm satisfied that it can be grown in Aroostook and kept clean," Shaw says. "I had five acres tested this year with results that showed three-tenths of one per cent mosaic in the Florida test."

The expense of washing and processing the Burbanks, according to Alfred Litz, is no more than normal outside of the capital investment for washing equipment and sizing.

Whether the development of the Burbank is the answer to Aroostook's problems remains to be seen. It's certain, however, that it's a step in the right direction.

As Al Litz says: "All this might have come about sooner if we hadn't had the wartime subsidy and post-war price controls. Right now, it looks to me as if the development of the Russet Burbank will do us more good than any subsidy ever could. I call it a self-help-program and I think it's a healthy sign."

This year, soft-spoken, brown-eyed Frank Shaw will devote his entire acreage to the Burbank after four years of dogged research . . . almost the same kind of will that caused an overall clad young-

Shaw keeps finger on pulse of the market by watching ticker at Aroostook Growers in Presque Isle.

ster of 13 to trudge to Houlton and a strange, new world. Frank Shaw is crazy, all right . . . like a fox.

Shaw holds bag with well-known Blackhorse brand emblazoned boldly across the front. The horse pictured on the bag dates from Shaw's first farming operation. It was given him during the depression in payment for a debt.





## Gateway to the North

There's something strangely thrilling about a port where the ships of the high seas meet the leviathans of the iron rails . . . a sense of pulsating force and life. Since the first Bangor and Aroostook train wound its way to the sea nearly a half-century ago, the port of Searsport has been grocer, merchant and supplier of raw material for half the State of Maine.

The vital role it has played on the Northern Maine scene has included transportation of countless tons of potatoes, fertilizer, paper, lumber, and, during W. W. II, high explosives for American troops in Europe and Africa.

In slightly more than a year it will begin its second half-century of service to the industry of Northern Maine . . . perhaps 50 years of new and healthy growth reflected in the growing industry of the North.

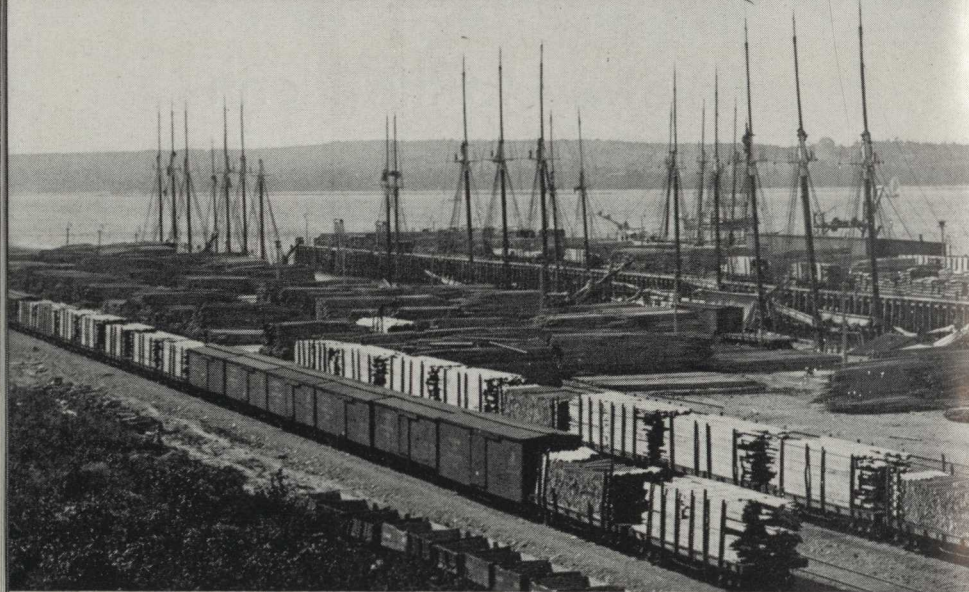
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Ship Pioneer Dale towers over boxcars and wharf, throwing reflections on the surface of the harbor. Bound for Indo China with fertilizer, men worked day and night to load the ship.



Longshoremen framed by a switch in Searsport yard change shifts.





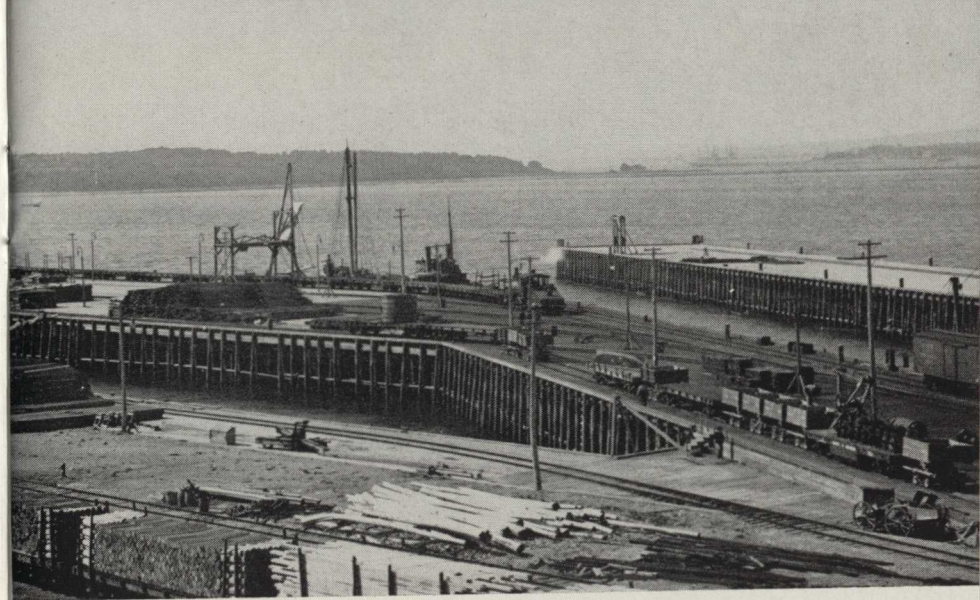
The above picture showed Cape Jellison at its zenith before the fire.

## It Burned Brightly for a Day

At 10:30 a. m. on the blustery November 10 of 1904 the board of directors of the Bangor Investment company voted to buy real estate in Stockton Springs and Searsport for the construction of a seaport terminal. Farther North, in Fort Fairfield, as the board was casting its vote, Deputy Sheriff Dinsmore and a posse of four were hunting burglars who had broken into a local store. Ladies' Persian lamb coats were selling for \$35.

Plans for the Northern Maine Seaport R. R. called for construction of a line from Lagrange to Belfast, but only the 60 miles from Lagrange to Searsport were constructed. The first dock was built at Cape Jellison a year after the directors held their meeting.

A local newspaper commented: "The village (Stockton Springs) awoke with a start last spring when a stranger appeared . . . and began to buy land, paying what seemed fabu-



Note sailing ships moored at wharf and cars of lumber.

## and Was Rebuilt in a Year

lous prices. Parcel after parcel was acquired and, best of all, the cold cash was paid down . . . already it is impossible to buy real estate at reasonable prices. They speak of it down there as 'the Resurrection'."

As the newspapers of the day observed, "hills are dumped in promiscuous confusion causing the surveyors much trouble." It was a difficult road to build with oxen and spades. But soon lumber from the North was thundering the length of the line to the sea on flatcars. The windjammers of the day carried it to the four corners of the earth.

Cape Jellison grew until November 8, 1924. It was a Saturday morning. The wind whipped across Penobscot Bay through the rigging of the schooner Ruth Martin moored alongside the pier. At 8:15 a. m. the fire broke out on Wharf No. 3. Five fire departments, including Bangor, rushed to the scene, but by evening, Station Agent H. H. Hatt reported that the wharves 1, 2 and 3 were practically demolished.





## “Where There is Nothing But Whistling Wind

The flames made any thought of salvaging Cape Jellison out of the question and a new dock was started in Searsport. In a little over a year workmen were putting the finishing touches on the “New Pier” . . . at a cost of more than \$300,000.

In 1925 the windjammer’s day was passing and with it much of the glamour as well as the back-breaking labor of ships. In 1905, a reporter wrote: “The harbor is, at high tide, a beautiful sheet of water always calm with its wooded shores resembling an inland lake. Here, where there is now nothing but rocks, sand, and whistling wind, docks and store houses will be built.” He wouldn’t have recognized it in 1925.

1925 was a new era for the nation, for the state and for Searsport. Probably the beginning of mechanization in one of the oldest ports in the state.

## .. Docks Will Be Built”

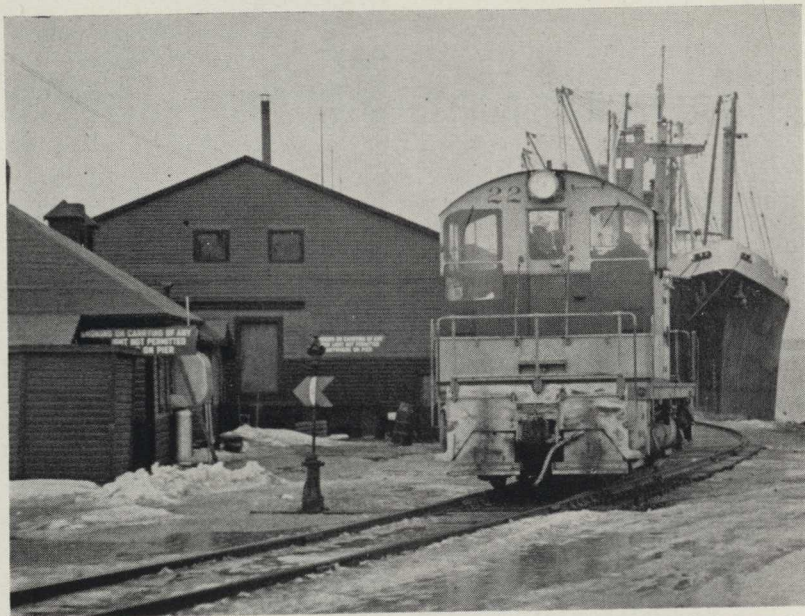
The editorial writer who, in 1904, labeled the Northern Maine Seaport Railroad, the Aroostook-to-the-Sea route—, (later shortened to the “Searsport Branch”) perhaps did not realize how significant his words would be. For within a space of 30 years products vital to Aroostook’s economy were being carried swiftly to the Garden Spot of Maine behind puffing engines . . . coal, fertilizer, lumber.

And during the depression years of 1931-32, Aroostook farmers took advantage of the slower, but cheaper, transportation of the freighter. The season of 1931-32 saw a record movement of potatoes through Searsport. By the time the last car had been shipped at the end of the season, 12,415 cars of potatoes from Aroostook had been loaded aboard freighters at Searsport. Not until 1949 would potato traffic reach such heights.

Mechanical loaders such as these seen at right have cut loading times and made more efficient operation possible. Loader is a series of conveyor belts. The cover over the chute is to keep out rain and snow.







A diesel switcher shuttles back and forth bringing loaded cars to ship.

## Explosives Were Loaded Day and Night

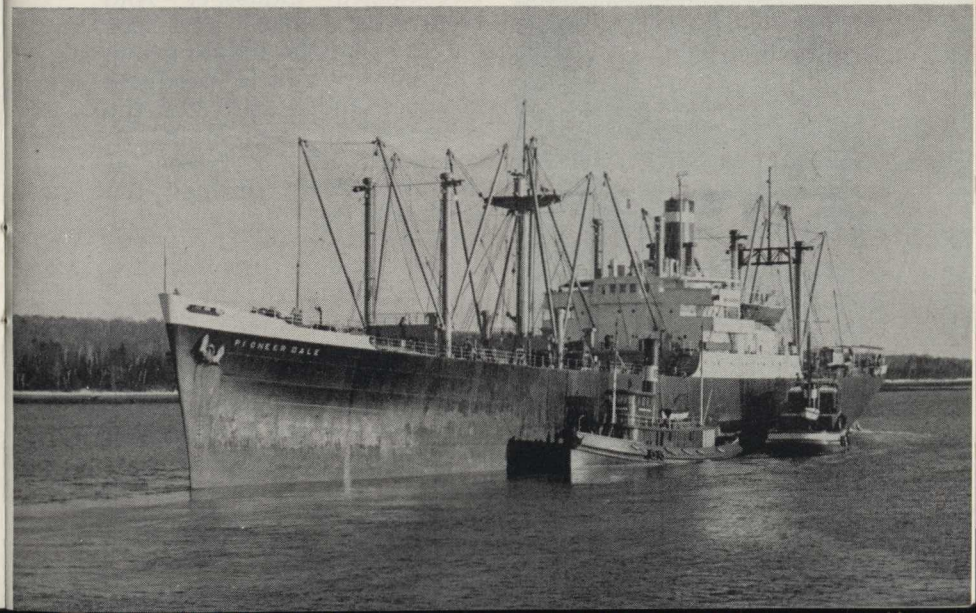
Less than a month before American troops scrambled ashore on a beach in France, cars of explosives for the invasion forces began to arrive in small lots. And before the year had passed the trickle had grown to a flood of 277,714 cars. Men loaded ammunition by the light of the sun and, at night, under banks of floodlights. By April, 1945, 379,985 cars of explosives had been loaded in Searsport.

When peace came to Europe, the return movement started and 8,893 cars of ammunition were returned through the port . . . some of these from ships on the high seas when hostilities ceased.

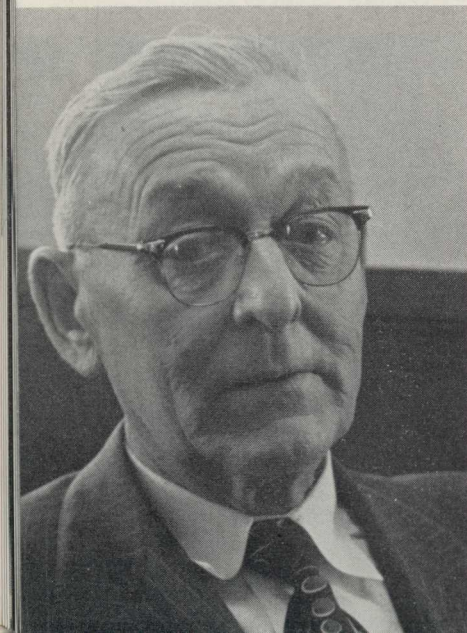
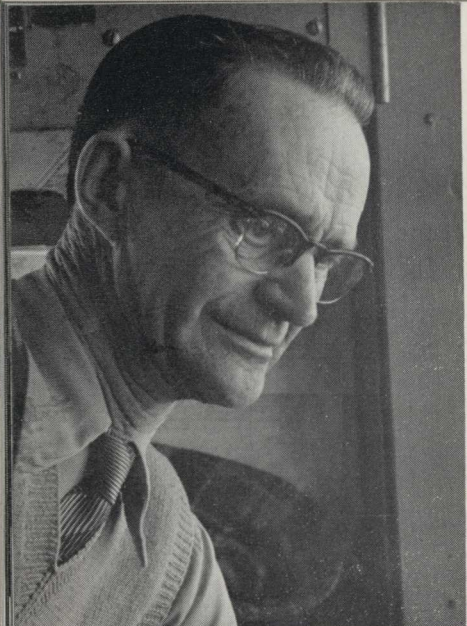
By the half-century mark, mechanized loaders were an established part of the scene and ships could be loaded quicker and more efficiently than anytime in the port's history. New industry sprung up.



How much is a shipload of potatoes? Probably the best graphic answer is the yard scene above. The cars filled the ship. Below, two tugs, nudge their charge into the safety of the channel.







## Through Steel Arteries Flows the Life Blood of an Area

The Shell Company built a "tank farm" which supplies installations throughout Northern and Eastern Maine. The government built tanks and pumping stations to supply its installations in the North. And as the port approaches its 50th birthday, the tally shows several hundred men employed locally and millions of dollars worth of products imported and exported annually.

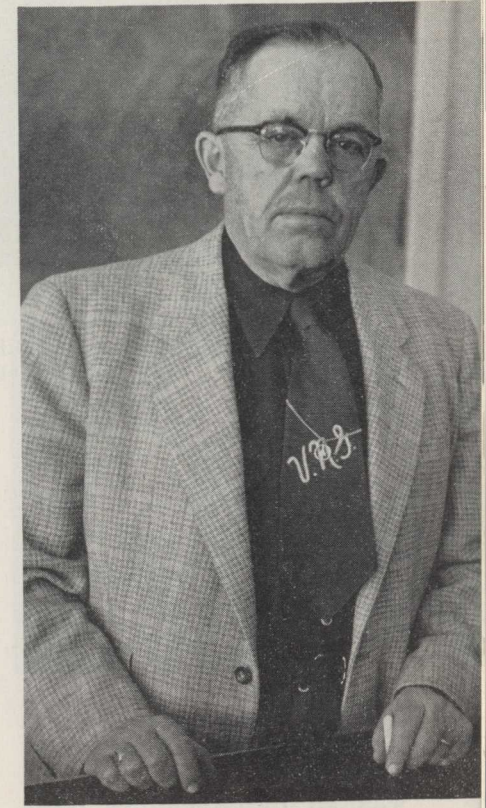
From the bunker-C oil that goes North in tank cars comes the electric power which turns the wheels of Aroostook's industry. And from the three fertilizer plants come the magic growing power which produces potatoes and wealth for the coffers of Northern Maine. In constant cycle the lifeblood of the area flows through the steel arteries.

At top, left, is Terminal Agent Alvin S. Knox, who probably knows more about the Searsport terminal than any other man alive. Bottom, left, is Col. L. F. Greene, of the Jarka Corporation.

Of the men at the nerve center of the port, Terminal Agent Alvin S. Knox is one of the most vital parts in the intricate machine. A colleague once said of him that he had made the port his life work . . . a statement close to the truth. A taciturn man with a passion for accuracy he has been at Searsport 29 of his 39 years BAR service and probably knows more about the terminal than any other man alive.

On the marine end of the operation Capt. L. F. Greene of the Jarka Corp., a master mariner and Army colonel in W. W. II, heads the men who load the ships. The 24-ton cranes in his charge loaded 150,000 tons of potatoes annually during the war.

Just what the Searsport terminal of the Aroostook-to-the-Sea route meant to the people was voiced recently by Victor Greene, high school principal and member of the board of selectmen: "These facilities have been very valuable to the community and to Waldo County . . . a great many people get their livelihood from them."



Victor N. Greene





Assistant Purchasing Agent Baldwin answers queries from railfans at desk mostly hidden by switch lamps.

## New Friends For The BAR

Assistant Purchasing Agent R. B. "Dick" Baldwin reached the conclusion last month that the nation's railfans will buy anything that is, or ever was, part of a railroad. He mentioned in a casual ad in TRAINS MAGAZINE that the BAR had a few switch lamps and brakeman's lanterns to sell. The response was an overwhelming flood of letters from 30 states and Canada.

"Crazy," said his friends, "Who'd want an old switch lamp?"

Just who does want them includes clergymen, judges, a motor freight manager (whose hobby, ironically enough, is railroads), college students and professional dog handlers.

These "crazy" people are railfans of the country and number among the best friends of America's railroads. They spend thousands of dollars each year riding trains and thousands more collecting what Baldwin appropriately terms railroad Americana. In a little more

than one month they have bought something like \$200 worth of kerosene switch lamps and brakeman's lanterns from the Bangor and Aroostook, and the letters are still coming in the rate of a dozen or so a day.

The whole thing started when Baldwin was leafing through a copy of a magazine belonging to his sons, both of whom are railroad hobbyists. The magazine listed railfans who would trade or sell authentic railroad equipment.

The notice went into the March issue of the magazine and as soon as it hit the newsstands (about the middle of February) the orders started arriving, mostly by special delivery and air mail.

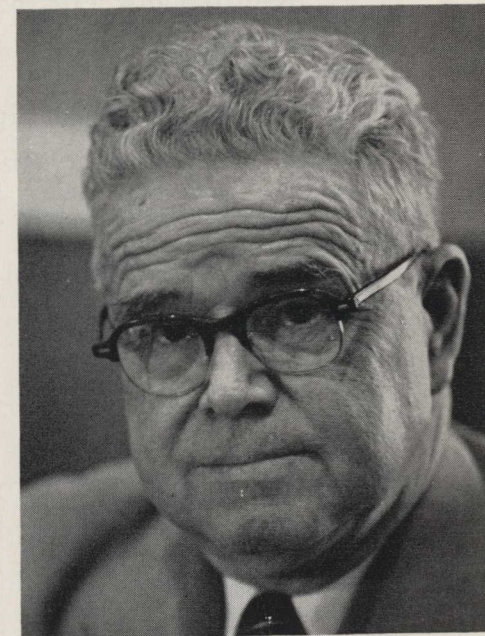
Baldwin has had more orders and inquiries from California (17) than from any other state. In all, he's shipped out to the railfans 95 switch lamps and 35 brakeman's lanterns.

Since it started as a spare-time venture, and mostly an experiment at that, he decided to handle the shipping himself. He has since spent most of his Saturday afternoons tagging and shipping the lanterns.

Nearly all the letters inquired about other articles for sale, from ticket daters, time-

table racks, order hoops, builder's plates and engine number plates to timetables.

One man wanted "any other items of rail historical significance that can be preserved so I can show my two young sons what the older



Said Purchasing Agent Bamford: "Most of us didn't think it would work."

days of railroading looked like."

Another confessed that "although I work for motor freight, my hobby is railroads." An Iowa man wrote:



"Speaking as a railfan, I certainly appreciate this offer to add a little atmosphere to my den."

And one enthusiast sent the purchasing department a blank (signed) check for two switch lanterns and shipping charges which was promptly filled in with the correct amount and the lamps dispatched.

The letters indicated that the lamps and lanterns will adorn office and den walls, and be used in Railfan club rooms and summer camps.

Baldwin agrees with the railfan who wrote: "Keep up the idea; it wins friends for the BAR."

"Everyone of these fellows is a potential friend of the railroad and perhaps a shipper," he says, "and what we're doing is mutually advantageous to ourselves and the railfan."

He also emphasized that all the equipment was in working order and nothing that would not be put back in service because of its condition.

"It isn't junk," he says, "but equipment that has be-

come obsolete for our needs."

The department has about 500 switch lamps on hand, 400 of which will be sold to hobbyists. And as more equipment becomes available, Baldwin plans to make up a mailing list for the people who have shown interest in the lamps. The next list will include, among many other items, "uniform buttons, timetables and literally hundreds of lenses for switch lamps." For the ambitious buyer there are also steam locomotive headlights and back-up lights.

Not only is the Baldwin project pretty good public relations, but financially better than scrapping obsolete equipment. A few weeks before the advertisement appeared in TRAINS magazine, the purchasing department was offered \$50 for the whole lot of switch lamps and lanterns.

One thing that the sales proved (and something we strongly suspected all the time) is that the women control the pursestrings: most of the checks were signed by the wives.

## THE SUGGESTION SYSTEM

WE FIND as we approach our Fifth Anniversary

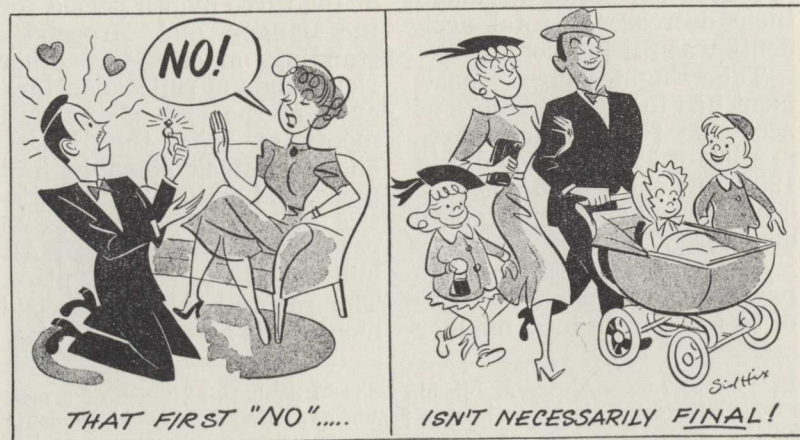
THAT: We have received 3032 suggestions.

There have been 550 winning ideas.

For which we have paid \$7,092.23

Have you been helping? Only with a full head of steam on our suggestion system boiler do we make the progress that we want.

There is power in your idea Submit it and "FULL STEAM AHEAD"!



A one-track mind gets along fine until it comes to a switch.



## THE SAFETY PAGE

Safety Supervisor John L. Babcock said this month that all departments of the Bangor and Aroostook show a three per cent increase in total accidents for the first three months of 1954 as compared with the first three months of 1953. However, he added that all departments show a decrease of 50 per cent in I.C.C. reportables for this period in 1954 as compared with the 1953 period.

An I.C.C. reportable accident includes lost time from work of three days or more.

By departments, the Mechanical Department led the group with the largest decrease in I.C.C. reportables . . . 100 per cent although their decrease in total accidents was 2.4 per cent.

The Engineering department had the same number of accidents for the first three months of 1954 as they did in 1953, but show a 75 per cent decrease in I.C.C. reportables, or severity.

The Transportation Department shows an increase of 50 per cent in total number

### A SAFETY POEM

Poor Mr. McToggles  
Would work without goggles,  
A carless sort of a guy;  
He thought safety rules  
Were just made for fools;  
He learned . . . but it cost  
him an eye.

—Santa Fe Magazine

of accidents and a 33 per cent increase in I.C.C. reportables.

The Stores Department shows a 40 per cent decrease in the total number of accidents but no change in the number of I.C.C. reportables.

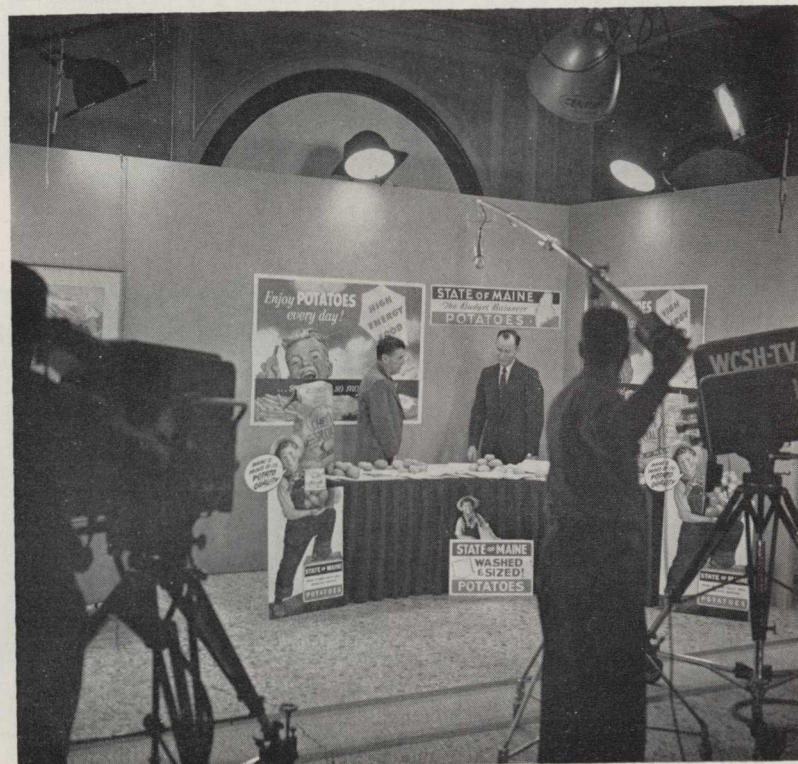
It's uncertain just what the figures will show at the end of the three month period for the Bangor and Aroostok's standing among the other New England railroads. However, at the end of the first month of 1954, the Bangor and Aroostook stood in first place, and while all the statistics have not been released yet it is felt that the BAR will stand in second place. The rating for the second month was second place also.

Safety Note—Abraham Lincoln said: "I don't think much of a man who is not wiser today than he was yesterday." Be wise—avoid accidents today.

# MAINE LINE Camera —



The Maine Potato received a TV boost last month on WCSH-TV, Portland. Linwood "Jake" Broffee acted as MC for the show which was built around the Maine potato. Broffee conducts a weekly radio program for the BAR.







The Bangor Daily News



The Bangor Daily News

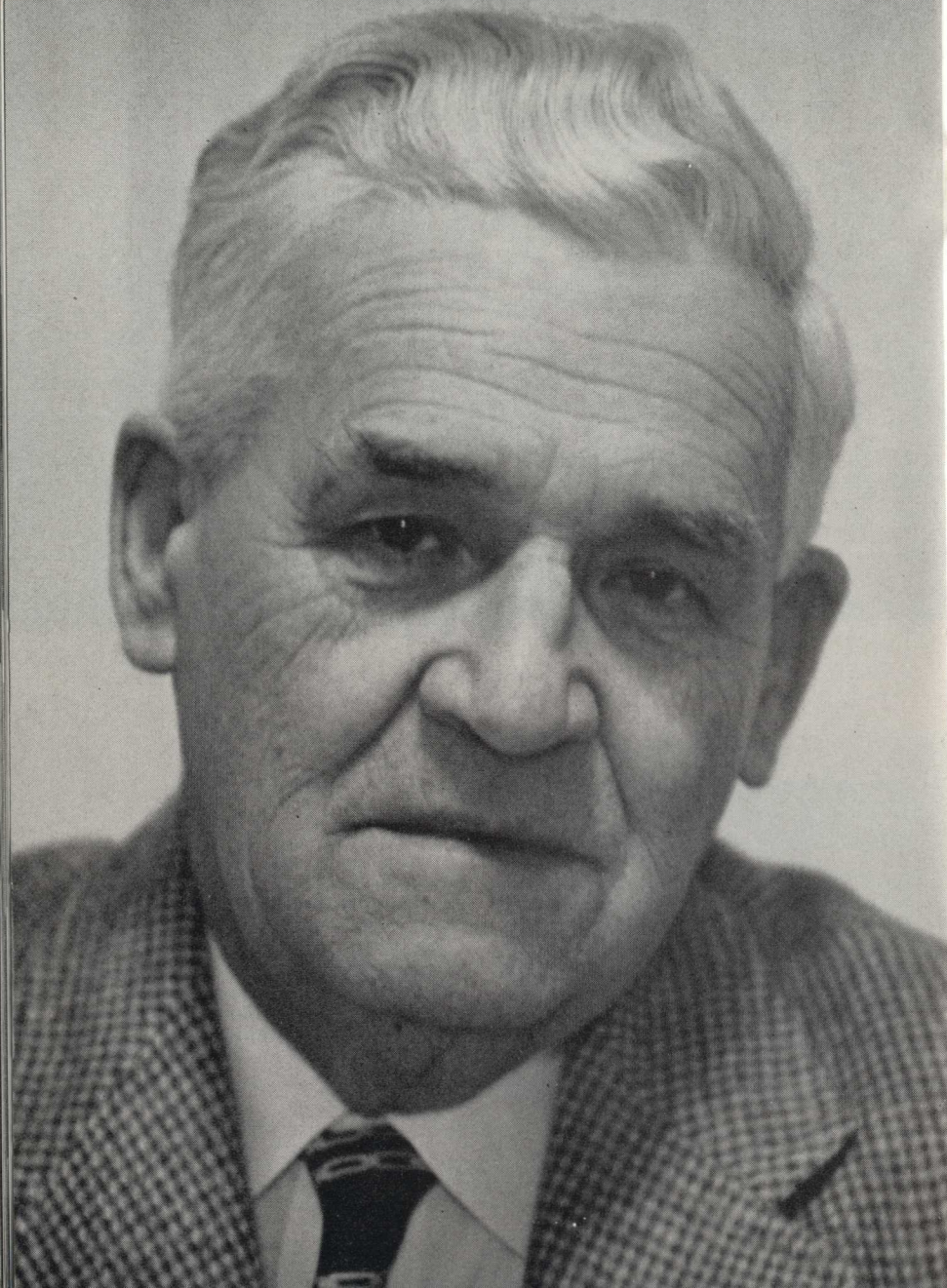
The happy young men above, the Greenville basketball team, have reason to look jubilant, for they have just won the state basketball crown for medium schools. The Bangor and Aroostook helped sponsor their trip to Boston.



New boxcar design for the Maine Central railroad features color scheme of green and gold. Eventually, through the MEC painting program, all the road's boxcars will bear the colors.

And the grins of the Bridgewater Academy basketball team reflect the hoop victory they have just won, the small school title of the state. A spirited team, they fought hard all the way through the tournament. The Bangor and Aroostook also helped sponsor their trip to Boston.





## Bill Hay - A MAINE LINE Profile

The lot of a station agent is always varied. He is an accountant, diplomat, salesman, and finder of lost children. But Supervisory Agent Bill Hay, Presque Isle, is unique even among this group that traditionally takes its excitement neat.

He's a six-footer with an unruly thatch of white hair and a genial, craggy face that's as familiar around Northern Maine as a Lincoln penny. He probably knows more people on a first-name basis than anyone else in Aroostook County.

Bill has been railroading in and around the county for the last 45 years. (He has 40 years Bangor and Aroostook service in 12 different stations and under six superintendents.) During the course of his career Bill Hay has been a professional ball player, woodsman, and summa cum laude student of human nature.

He was christened William S. Hay in Seney, Michigan, 66 years ago, the son of a New Brunswick lumberman. When he was six the family moved back to New Brunswick where he attended schools in Woodstock.

After high school, Bill Hay got his first railroad job as yardclerk on the Canadian Pacific in 1907. In 1910 he was working in the Royal Bank of Canada. That was the year he married Mary Estabrooks and left his job because a young banker wasn't allowed to get married when he was earning less than \$1000 a year.

"I was only too glad to go back railroading," he says. "I just wasn't cut out to be a banker."

His first station on the Bangor and Aroostook was Eagle Lake where he was assistant agent. He was transferred to Smyrna Mills a few months later and then layed off in 1911.

After his first stay with the Bangor and Aroostook, he went to the old INR, now part of the Canadian National, as agent at Kedgewick. And for a man who loved the woods it was ideal . . . even when the young couple were awakened in the wee hours of the night by moose on the station platform.

"Ate lots of moosemeat and salmon," Bill recalls, "and it was a good thing we could because I was getting



only \$55 a month and my rent in the winter. The salary went up in the summer though. I played ball for the INR for \$75 a month and my hotel expenses."

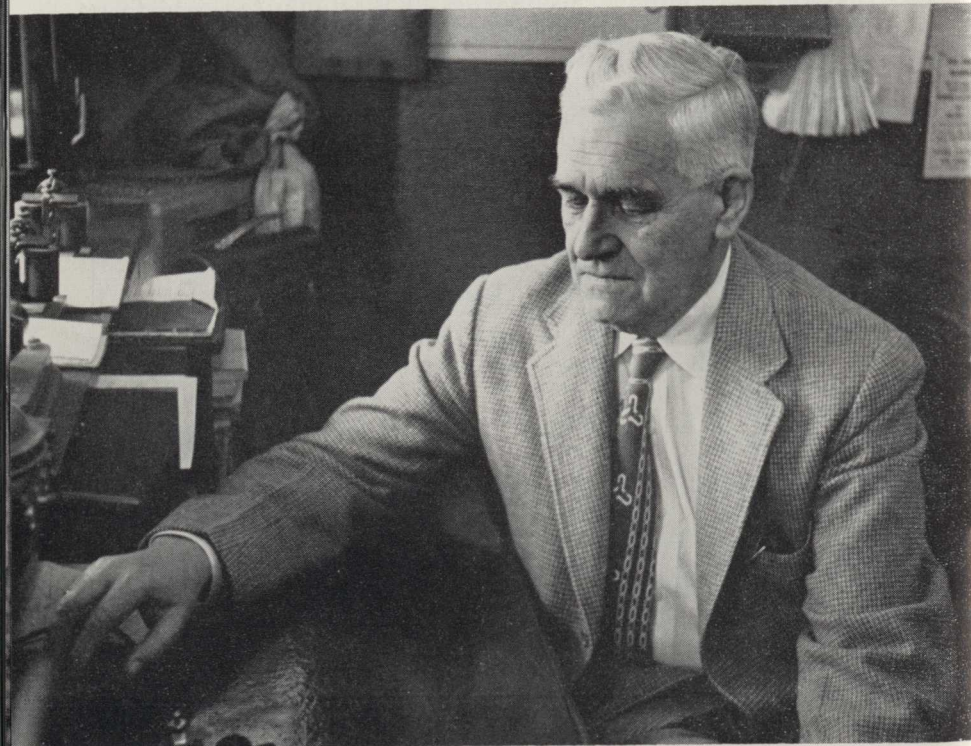
The Hays stayed at Kedgewick for three years until, with a little prodding from Mrs. Hay, Bill decided there was no future in baseball. Earlier, when he had just turned 18, a scout for the

Montreal Royals signed him and he was farmed out for a season to the Montreal city league. He also played hockey and basketball for several towns during his early railroad days.

After he left the INR, Bill returned to the Bangor and Aroostock where he held jobs at Notre Dame, Jemtland, Grime's Mill, Griswold, Masardis, Washburn, Limestone,

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Bill keeps his "fist" in by filling in occasionally as operator. He prefers hand key to automatic bug.



Keegan, Mars Hill, Fort Fairfield, Fort Kent and, now Presque Isle.

It was during the early days at such spots as Grime's Mill, and Griswold that the tales which surround Bill Hay began to grow. He's a natural-born teller of tales and his yarns lose nothing in the repeating.

One fairly typical anecdote happened while he was agent at Griswold. The mill interests had hired a deputy sheriff to prohibit large shipments of intoxicating beverage from entering mill property.

Experience had taught them that the mill would be emptied 30 minutes after such a shipment arrived.

The deputy just happened to be on the platform when a keg of beer arrived from Boston. He promptly confiscated it and sat down nearby to wait for the afternoon train to send it back to Boston.

Meanwhile, word leaked out to the mill workers of what had happened. An enterprising lot, they crawled under the platform and drilled a hole through it and the bottom of the barrel, catching the beverage in frothy delight. It was a surprised sheriff who tugged at the empty barrel at traintime that night.

Bill also knew Jack Dempsey when he was heavyweight champion. The fighter visited the late Walter Hines at Oxbow when Hay was agent at Masardis. Bill, who handled his telegrams, calls him "a fine man . . . very unassuming."

It was while he was at Griswold that the general passenger agent wired Bill one morning that a VIP was on his way up to hunt and would Bill please look after him. He would and did with dispatch that sets a record, even for Bill Hay. The man arrived as planned and went to a nearby store for groceries. When he returned, he found Bill waiting for him at the station. Bill pointed at a field nearby just as a fat buck raised his head and the sport shot his deer without leaving the station platform.

Then there's the one about Bill Hay and the Masardis bear, one of the most extraordinary balancing feats of the century. During his off-hours Bill used to pick raspberries in the debris of an ancient pulp operation. One morning he looked up and saw a bear nonchalantly stripping berries off bushes on the other side of the patch. The bear looked up just in time to see Brother Hay make the 100-yard dash in considerably



less than 10 seconds. And he didn't spill a berry from his heaped up, two-quart pail.

His career hasn't been one adventure after another, although things undeniably happen when he's around. But there have been a good many 12 and 14-hour days in busy stations.

Bill is justifiably proud of the fact that his customer relations have been first class. One of the best examples is Washburn, the station which Bill had before going to Limestone. It was one of his toughest stations. He not only handled up to 60 messages a day for Western Union but, within three years, increased BAR potato shipments from 255 cars a season to more than 1000 cars in a town with two competing railroads. He was also instrumental in getting several new potato houses and a siding there.

Most people who meet Bill Hay for the first time retain an impression of great character and integrity which probably explains the friends he has made, both for himself, and the Bangor and Aroostook.

Another Hayism which is a law second only to the Bible with him: "If you have good men working for you, they can make or break you, and a

supervisor is no better than his least competent employee. I believe, too, that a man isn't valuable until he can think for himself."

Bill Hay thinks personality and initiative are the biggest assets a young man going into the railroad business can have.

"I think a man learns mostly by the mistakes he makes," he says, "and it's a lot easier for a young railroad man to use his initiative now than it was when I started railroading."

He thinks the two biggest changes in railroading are the improved relationship between the railroad employee and the public and the train radio-telephone.

"I consider the radio-telephone the most wonderful thing that has happened to us . . . the greatest single thing. It not only saves steps but lives and money."

A supervisory agent never knows which hours will be his own, but during his leisure time Bill Hay's two major loves are books . . . he reads "everything from Agatha Christie to Dickens" . . . and fishing, which he plans to do a lot of when he retires.

A year ago Bill startled the superintendent by doing what very few supervisory agents have ever done . . . writing a

letter specifically stating that he would like to retire September 30, 1955. He's looking forward to a simple life—perhaps on the Maine coast—after he takes his pension.

As he says, "I love the railroad . . . you can't do something for 40 years without a little of it rubbing off on you . . . but it won't break my heart to leave it. I think a man is entitled to a carefree period after a useful life."

Hearing him say it you sort

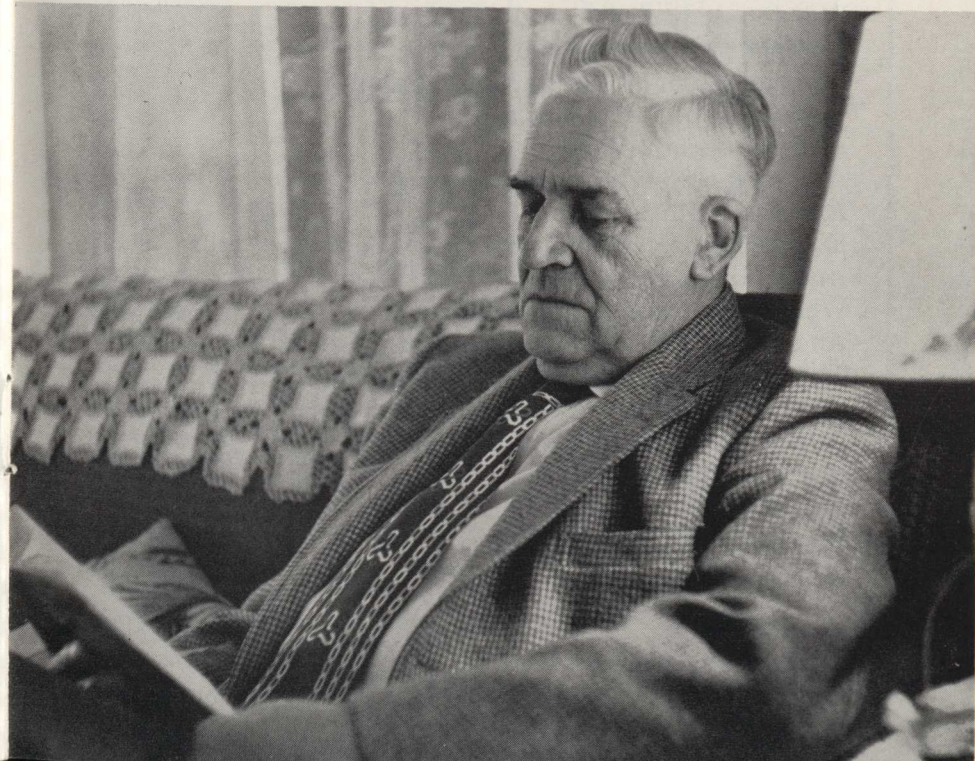
of know that a man like Bill Hay will never be bored with his fishing and books.

"I think most of us choose our careers haphazardly," he muses, "but I think if it was my choice again, I'd still pick the railroading and most likely, the Bangor and Aroostook."

Perhaps this is a tribute to the Bangor and Aroostook, but it is more of a tribute to Bill Hay and the kind of man he is.

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Bill indulges in one of his favorite hobbies, reading. He reads "everything from whodunits to Dickens."





# Song of the Trackman

By Section Foreman Russell Mitchell

Now winter is all but over,  
And the frost is out of the ground,  
We soon can put our ties in,  
And surface all around.  
There's nothing like the spring,  
After winter's last blast;  
The sun is high in the sky  
And you're thawed out at last.  
You should have this job in the winter at 30° below.  
Ride these air conditioned motor cars  
And fight the drifting snow.  
You find a rough place and stop to shim it up,  
Your blood begins to flow again  
And you begin to strut.  
And then the sweat starts running  
And you begin to sing,  
Everything is going smooth  
And you are on the beam,  
When your track is in condition  
And you return to car house shack,  
There is no heat this side of hell  
That will thaw your aching back.  
Now we bitch about the winter's cold  
And also summer's heat,  
But all in all a trackman's life is  
One that can't be beat!

# IN THE FAMILY

## Mechanical Dept.

*Mr. and Mrs. William C. Dean* of 1113 Copeland Street, Jacksonville, Florida, observed their Golden Wedding anniversary Feb. 23, 1954. Mr. Dean was master mechanic at Oakfield.

*Miss Marion I. Grant*, daughter of *Mr. and Mrs. Burns Grant*, B. and B. mechanic, of Island Falls, and *Donald E. Burton*, son of *Mr. and Mrs. John L. Burton*, Asst. Mechanic, of Oakfield, were married Dec. 20, 1953, at the Baptist parsonage in Oakfield by the Rev. Paul Hazlett.

The bride was dressed in a navy blue suit with black and white accessories and a corsage of red roses. The couple are residing in Oakfield.

*Mr. and Mrs. Allan Paul* and their daughter *Linda*, were recent visitors at the home of his parents, *Mr. and Mrs. William L. Paul* of Derby. Allan, who is serving in the Navy, has been transferred from Charleston, S. C. to Brunswick, Me.

*Mr. and Mrs. H. Allen Monroe* were recent visitors at the new home of their son and family in Schenectady, N. Y. Their visit was prompted by the arrival of a granddaughter, *Nancy Gail*. Mrs. Monroe visited with her son and family for a week, however Mr. Monroe returned the same weekend. On his return trip he visited the Boston flower show, accompanied by his niece, *Miss Madeline Brackett*, daughter of *Elwood Brackett*, retired stores department employee.

## CONTRIBUTORS:

Mrs. Annie W. Morris  
Clarence A. Hamilton  
Mrs. Virginia S. Bubar  
Mrs. John L. Burton  
R. E. Clukey  
Gilbert H. Jameson  
Mrs. Jerry Rowe  
H. M. Hopper  
Russell Mitchell  
Mrs. J. R. Taylor  
R. G. Clark  
E. A. Wing  
Leodore Jandreau  
L. N. Butler  
Fred Nicknair  
D. H. Brayson



—CONTRIBUTORS:

R. E. Trickey  
Leo Russell  
D. N. Charette  
Guy Jackins  
B. M. Allen  
F. M. Smith  
Leland D. Labbe  
H. A. Howe  
R. R. Rafford  
R. T. Clark  
H. A. Labbe  
P. J. Dube  
A. E. Hunter  
H. J. Avery  
Blaine Crocker  
H. H. Hatt  
Neill Robertson  
T. O. Kelley  
Hercules Levesque

*Mrs. Adelia R. Leonard*, telegrapher-clerk, attended the flower show in Boston March 13.

*Ronald J. Dickson*, car repairer helper, has returned to work in the car department at Derby after being absent on sick leave for more than a year. The many friends of "Great-Life" welcome his return.

Congratulations to *Mr. and Mrs. Keith A. Paul*, on the birth of a son, *Arnold Bradford*, Feb. 22 at the Gallant Hospital. Mr. Paul is a Car Repairer at Derby Shops.

The many friends of *Fred A. Carey*, car repairer, Derby, wish to express their sympathy and condolences upon the death of his wife.

*Shop Accountant Kirton W. Bell* of Derby attended the Sportsman's show in Boston, Feb. 6.

*Blacksmith helper Sherman Willey* of Derby is now convalescing at his home in Milo following an operation at Gallant hospital early in March.

*Assistant Engineer David Merrill* and *Assistant Engineer Harold Hanson*, both of Derby, visited the American Car and Foundry Company, St. Louis, Missouri, where they observed the construction of the new box cars which we are purchasing from that company.

The many friends of *Henry J. Griffin*, retired car repairer helper of Milo, wish to express their sympathy upon the loss of his wife following an extremely long illness.

Hats off to *Donald H. Hackett*, furloughed electrician helper at Derby. Don made the Dean's list at the University of Maine his first semester. He is the son of *Mr. and Mrs. Edward W. Hackett*. Mr. Hackett is in the purchasing

and stores department. Don has also acquired a new Chevrolet.

*Richard L. Foster*, shoe clerk at Derby and ardent "Celtics" booster, is also the owner of a new Chevrolet.

*Mrs. Fred F. Gould*, a recent surgical patient at the Milo hospital, is now at home and feeling much better. Mr. Gould is a Shop Clerk in the Contract Department at Derby.

The many friends of *Mrs. Lawrence L. Hamlin* are welcoming her back to her duties in the local telephone exchange following an illness which confined her to her home. She is the wife of one of our Car Department Shop Clerks at Derby.

The many friends of *Albert Robichaud*, boilermaker, Derby Shops, wish to express their sympathy on the death of his brother who was killed in an accident at Moncton, N. B.

*Mr. and Mrs. Joseph A. Harrison* of Agawan, Mass., their children, *Tommy* and *Gail* and *Miss Barbara Larson* of Longmeadow, Mass., were recent visitors at the home of Mrs. Harrison's aunt and uncle, *Mr. and Mrs. T. Neilson Hopper*. The Hoppers both work for the BAR in Derby.

Congratulations to *Mr. and Mrs. Norman Leonard* who were recently married at the home of the bridegroom's parents, *Mr. and Mrs. Merle Leonard* of Milo.

The bride was the former *Miss Patricia M. Doble*, daughter of *Mr. and Mrs. Charles Doble*. The couple were graduated from Milo high school and the bridegroom is now a student at the University of Maine. They are residing in Bangor.



*Conductor George W. Steeves*, above at right, receives his gold pass for 40 years Bangor and Aroostook service from Northern Division Superintendent *B. W. Smith*. He began his railroad career as a brakeman for the BAR in 1914 and qualified for conductor in 1924. Steeves, who is 65, lives on Kellerhan Street in Houlton. He has one daughter, *Mrs. Luigi Mador* of Boston, and is a Mason and an Odd Fellow.

*Mrs. Adelia R. Leonard*, mother of the bridegroom, is telegrapher-clerk in the mechanical superintendent's office in Derby.

We of the MAINE LINE, as well as a great many others who are associated with the BAR in one capacity or another, wish to congratulate the basketball teams of Greenville and Bridgewater for the outstanding display of ability and sportsmanship shown during the recent tournaments in which they competed and won the M & S State Championships respectively.

Both teams reflected good coaching and leadership and the ability to function as a team or unit no matter what particular combination of regulars and reserves were played together at any given time. Our hats go off to all the cogs





Mr. and Mrs. Donald Burton

in these two well-developed machines, who managed to bring a great deal of recognition and prestige to this section of the state, and especially to the school which they represented.

It would seem that there are lots of chiefs and few Indians in the Mechanical Superintendent's office. Look at the roster: H. Allen Monroe, president of Milo Masonic Club; Max E. Place, High Priest of Robboni Royal Arch Chapter No. 62; Liston F. Lewis, Master of Piscataquis Lodge No. 44, A. F. and A. M. (We wonder who sharpens the pencils.)

Electrician *Conrad W. Perry* of Northern Maine Junction is the proud owner of a new Ford.

*Raymond S. Orff*, former store foreman at Derby is now store-keeper at Northern Maine Junction on the second shift.

*Albert X. Skiffington*, store-keeper at Northern Maine Junction, is reported enjoying a two-week vacation.

*J. W. Clark*, hostler at Oakfield, has returned to work after a sick leave of two months.

*E. A. Bowen*, who is employed by the Car Service Department during the winter potato shipping season as special inspector, has returned to his former job as car repairer helper at Oakfield.

*A/2C and Mrs. Oral Moore* of Presque Isle were recent guests at the home of her parents, *Assistant Traveling Engineer and Mrs. Arthur L. Dutton*, Oakfield.

*Vernon T. Wark*, General Foreman at Van Buren, is confined to his home because of illness.

*Electrician R. A. White* at Oakfield, was on the sick list earlier in the month but has returned to work.

*Ronald Cyr*, son of Mr. and Mrs. *Albert J. Cyr*, is now serving in the U. S. Navy and is stationed at Bainbridge, Maryland. Mr. Cyr is millman in the car department at Derby.

*Car Repairer Helper Albert E. Pinette* at Derby, has taken a three months' leave of absence and is a patient at the Milo hospital.

### Northern Division

Some of the men in the operations department have been taking short vacations. *Operator Byron Hamilton*, Caribou, hunted rabbits with his beagle dog and also tried for bobcats in the Square Lake region. *P. J. Dube*, Agent, Stockholm, fished at Long Lake and

chased rabbits with his terrier during his week off. It has been reported that *R. G. Clark*, New Sweden, just slept during his time off.

*Agent H. A. Labbee*, Easton, writes that he has a new man at his station, *Gaylon Wortman* of Easton. "Better known as Pete, he has been a great help to me."

*Trainman James H. Turner*, (Ret.) Fort Fairfield, is able to be up and around again after quite a serious sick spell.

Recent visitors to Lewiston were *Mr. and Mrs. Winston Knight* and daughter *Sandra* of Fort Fairfield. Mr. Knight was relieved by *Lester Dewley*. Lester started work as an apprentice about a year ago and will relieve the clerks and porters jobs in Fort Fairfield and Limestone when the men take their week off.

*Assistant Agent Ronald T. Clark*, Fort Fairfield, has pur-



*Kenny and David Allen*, sons of *Trackman and Mrs. Paul B. Allen*. The proud granddad is *B. M. Allen* of the Engineering Department.

Students of the East Dover Rural school are pictured below with their teacher, *Miss Avaeda Wilson*, and chaperones, *Mrs. Leigh Heath* and *Mrs. Chester Downs*. The students were given a trip to Bangor by the Bangor and Aroostook.







Sally Gullivan, the attractive young lady picture above, recently competed with high school students from Northern Maine at the University of Maine on a contest "Electrification in The Home" sponsored by the Maine Public Service Company. Sally took first place in Houlton High School's contest. She's the daughter of Engineer William Gullivan and Mrs. Gullivan, of Houlton.

chased a new Plymouth, but isn't driving it until the weather improves. Fellow workers are teasing him with remarks about the Plymouth not being able to stand Maine weather. We think that maybe Ron just wants to keep the new shine protected.

Trackman Edwin R. Landeen, New Sweden, reported back to work in January after undergoing

a successful operation at a Boston hospital last summer.

Station Agent Patrick J. Dube, Stockholm, watches television during his leisure hours now. Says it's great.

Conductor Murphy, who does the local switching between Caribou and Stockholm, caught the TV fever from Pat and has had a new machine installed in his home.

Mrs. Oscar W. Erickson, wife of Trainman Erickson, New Sweden, has been ill for sometime but is now making a very good recovery and expects to be home soon.

Mrs. Ralph Rafford, wife of Agent Rafford, Squa Pan, underwent a surgical operation at the Presque Isle hospital recently.

Among the five basketball players chosen for the All-Aroostook team by the coaches of Class L league recently were Dwight Hunter of Presque Isle, son of Freight Foreman Alfred Hunter, and William Hay of Washburn, grandson of Supervisory Agent W. S. Hay, Presque Isle.



"I'm On Call"

MAINE LINE

Chief Clerk Louis P. Larson, Presque Isle, was installed as chaplain of the local Masonic Lodge recently.

Freight Foreman A. E. Hunter of Presque Isle reports that business for the BAR has developed in that city. H. P. Hood and Sons expect to ship approximately 250 cars of milk a year. About 20 cars were shipped during the month of February to Newport Junction and Boston.

Harry C. Bell, carpenter (Ret.) has returned from Florida to his home in Dover-Foxcroft.

We were sorry to hear of the death of Frank C. Deane, machinist (Ret.). Masonic funeral services were conducted in the Baptist church in Milo, April 1.

Car Inspector Albert F. Cormier, (Ret.) will be living at 8 Spring Street, Houlton, Maine.

We understand that a new community hospital is to be built in Millinocket with the help of the government, the Great Northern Paper Company and individual contributions. Construction will start as soon as the frost is out of the ground.

Billy Oberg, 19 year old son of General Foreman and Mrs. O. W. Oberg of Millinocket, is a second year student at Wheaton College, Wheaton, Illinois. He is majoring in speech and is one of the announcers at Station WETN, which is run by the college.

Billing Clerk Randolph W. Grant, Presque Isle, has purchased a new home at 11 Lincoln Street.

Congratulations to Mr. and Mrs. Ray Violette on the birth of a son, March 22.

A. L. Howe, former operator and relief agent, now is in the U. S. Navy and was recently transferred



Harold Parent, a native of Douglas, N. B., started work for the B&A on February 12, 1914 as an operator at Brownville. He received his gold forty-year pass from Supt. Terrio on March 6, 1954.

Parent was appointed a dispatcher at Bangor on November 3, 1914. He has been in the Southern Division dispatching office ever since. On November 1, 1947 he was appointed Chief Dispatcher and now holds that position.

During World War I Harold served in the Canadian Army from November, 1915 to June, 1919.

He is a member of Rising Virtue Lodge, F. & A. M. of Bangor, and of the I.O.O.F.

He resides at 237 Silver Road in Bangor.

to Guam as a radio operator on the naval base there.

Conductor A. T. Clark returned to work in February after being out for a couple of months with a broken bone in his ankle.

F. W. Palmer has bid in for the temporary position as station agent at Masardis during the absence of R. R. Rafford, who has bid in the temporary operator's position at Squa Pan.





Section Foreman Curtis A. McKenney, right, is awarded his gold pass by Roadmaster Orville Armstrong, Oakfield. Mr. McKenney, who lives in Patten, came to the Bangor and Aroostook as a trackman in West Sebois in 1914.

He probably holds some sort of record for he has been a foreman for 38 of his 40 years service. He has served in Schoodic, South Lagrange, Sherman, and for the last 14 years, at Patten.

Mr. McKenney, now 66, was born in Patten and married the former Gladys Porter. Mr. and Mrs. McKenney have three daughters and one son. He is a Mason.

Station Agent N. W. Cote has been in temporary position as operator, Fort Kent.

C. L. Brooks has bid in Relief Job A that takes in Oakfield and Smyrna Mills.

W. P. Landry has been filling in as station agent, Soldier Pond, during absence of N. W. Cote.

Mr. and Mrs. Leland Labbe, station agent, Eagle Lake, are the proud parents of a new son, Paul David, who was born Jan. 27.

Among visiting ice-fishermen at Eagle Lake this winter were

Supervisory Agent Bill Hay, of Presque Isle, Mr. Grant, clerk, Presque Isle, and Mr. McNeil, wire repair man, Presque Isle. Also Station Agent Harold Labbe and wife and friends of Easton and Terminal Agent Daniel Labbe of Van Buren.

Daniel Labbe made the record catch by getting his limit in about three hours (one gallon of smelts). It is reported that he has another record of catching two smelts at a time for seven times in a row. Rumor has it that he's a man who understands their language and can talk them into biting.

Congratulations to Mr. and Mrs. C. C. Alward, relief agent, Ashland, on the birth of a daughter, Mary Leah, Nov. 16, at Ashland hospital.

### Southern Division

Mr. and Mrs. Neill A. Robertson of Milo celebrated their 43rd wedding anniversary March 8 by taking an automobile trip to Paris Hill via Skowhegan. They visited friends in Skowhegan and Paris Hill. Neill is a relief station agent in Milo.

Mrs. Nora Duren is now employed in the Car Service department at Northern Maine Junction. She was formerly with the Car Accounting office in Bangor.

H. J. Avery of Greenville was recently re-elected Worthy Patron Mowidauis Chapter No. 188 O. E. S. at Greenville.

Chief Clerk H. Y. Flinton of Millinocket retired March 10 to take his pension. Mr. Flinton started working for the Bangor and Aroostook as a coaler at Searsport, Dec. 1, 1906; went in the station as Assistant Agent, June 2, 1911; went on the operator's list

at Searsport, April 11, 1912; named Asst. Agent at Norcross, July 26, 1916; Asst. Agent at Sherman, August 28, 1916; Chief Clerk at Millinocket, March 1, 1917; Station agent, Cape Jellison, Feb. 4, 1919; freight clerk, Millinocket, March 21, 1919; resigned to go to work for Millinocket Trust Company, Oct. 22, 1921; re-hired as freight clerk, Northern Maine Junction, Oct. 30, 1936; clerk, Millinocket, June 2, 1939 and permanently appointed Chief Clerk, Millinocket, Nov. 18, 1941 which position he has held until his retirement in March.

Joseph E. Tinkham, clerk in Millinocket freight office, has been appointed to chief clerk to fill the vacancy left by the retirement of Hamilton Y. Flinton. Mr. Tinkham started as clerk in the department on May 27, 1952, having previously worked in the Mechanical Dept.

Philip P. Paul, son of William L. Paul, blacksmith foreman, Derby, has transferred to position of



"He's Ten"

clerk in Millinocket Freight Office in place of Joseph Tinkham.

Agent F. W. Kenniston, retired, and his wife left the first day of March for St. Petersburg, Fla.

The men pictured below are members of the Milo Lion's Club who traveled by Bangor and Aroostook bus to Woodstock, N. B., in February. The Milo Club met with the Woodstock club and we understand they received the trophy for the club who traveled the longest distance to the meeting.





W. J. Strout, general-manager-operations, was elected president of the New England Railroad club March 9. He has served for seven years on the executive committee of the club, and is the fifth Bangor and Aroostook man to hold this position. The club is composed of 1,100 railroad men from New England.

Mrs. Nellie Trask, operator at Derby, received her 40-year gold pass last month and retired March 23.

She entered service in 1913 as station agent at Medford, held the position until 1917 when she was made assistant agent at Derby. Mrs. Trask managed the Piscataquis Hotel until 1923 then returned to Derby and served there until her retirement.

Operator Albert W. Lint, West Sebois, has been off duty since November convalescing after an operation. He's now in Richmond and would like to get cards and letters from his railroad friends.

Neill Robertson writes us news of the following:

"Paul Robertson's (Agent at Monson Junction) twins are, as they say down south 'enjoying poor health' in that they both have the measles.

"When I relieved Blaine Crocker at Brownville, I wondered why the sun never seemed to shine the week I was there. Then someone told me it was on account of Blaine who was out cutting wood on his big wood lot—chips flying so fast!

"Section Foreman Harris Porter,

South Lagrange, is my idea of a courageous fisherman. That terribly-stormy, cold weekend we had recently, he drove up to Rockwood to go ice fishing. He did catch cold, but I didn't hear what else."

Section Foreman D. E. McGrath, (retired), suffered injuries in an automobile accident recently. After being confined to his home for about a week, he went to Portland to visit his son Kenneth.

Supervisory Agent H. H. Hatt's family is growing by leaps and bounds. His son, Herbert, Jr., and wife of Brewer have a new daughter, Annette Paula, born Sept. 11. His son, Carroll, and wife, also of Brewer, have a daughter, Wendy Geanne, born Sept. 1.

Hatt's son, Gordon is stationed in Japan, connected with the C. I. D. Department of the U. S. A. F. His wife is there with him and they have adopted a four-year-old boy whose Japanese mother died when the child was born and whose father, an American pilot, was killed in Korea.

Raymond Hatt, another son, has sold his home in Braintree, Mass., where he was employed as an engineer with Westinghouse and, with his wife and two daughters, has moved to Idaho Falls, Idaho, where he has a position with the same company in an atomic plant.

On reading the story in MAINE LINE about Neill Robertson's episode with the tramp, correspondent

H. H. Hatt wrote us:

"It brought to my mind a story that Neill himself told years ago. It seems that he was in Houlton and thought he would get himself slicked up a bit. So he dropped in to a barber shop where there were a few people waiting as usual. He doffed his hat and asked the bar-



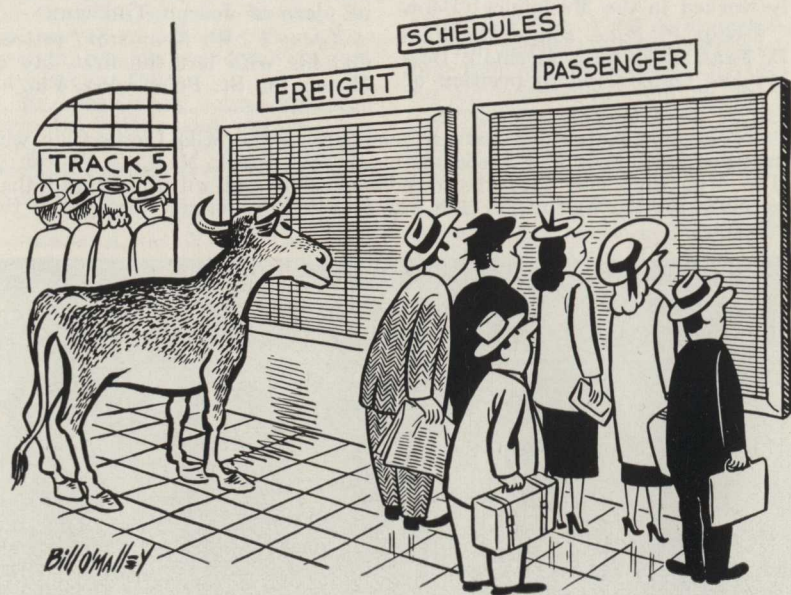
Guy Linnell, who received his gold forty-year pass March 6, 1954, got railroading in his blood while still a schoolboy at Patten Academy. It was during his summer vacation in 1907 that he started working on the section at Patten. Some of his other vacations after that he worked for the railroad as timekeeper on extra gang outfits.

His first permanent job with the B&A was an operator at West Sebois where he started on June 23, 1914. Here he soon demonstrated his worth as a railroad man and after about a year he was brought to Bangor as a dispatcher. He has also served as a Northern Division dispatcher at Houlton.

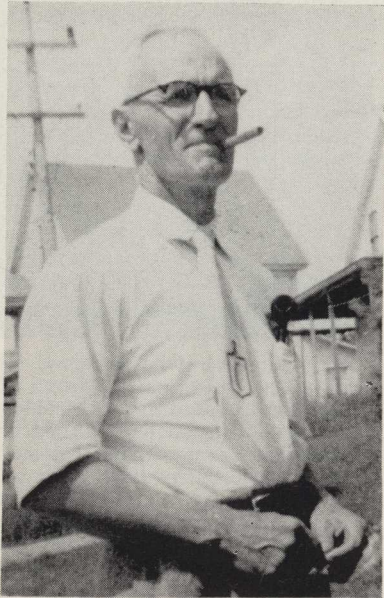
During World War I he served in the Signal Corps and was overseas in France and Germany for a year.

Guy is a member of the Knights of Columbus, the James W. Williams Post, American Legion in Bangor, and the Order of Railroad Telegraphers.

ber how long he'd have to wait before he could get his hair cut—the barber took one look at him and







C. J. Cote, of Fort Kent, retired on total disability recently after 36 years in Bangor and Aroostook service. Cote began his railroad career as a machinist in 1918 in Van Buren. He later worked in Fort Kent, Houlton and Oakfield. He later worked as foreman at Northern Maine Junction and Fort Kent. He retired at the age of 54.

told him to come back in a few weeks and he'd cut them both at the same time."

The Canadian Pacific Railway Co. have moved into their new station and office building in Brownville Junction. The ground floor contains the Agents office, Telegraph office, Baggage room, Waiting room, Yard office and Special Agents office. The second floor:

Supt.'s private office, general office, dispatching office, Div. engineers office, chief dispatcher's office, Div. Master Mechanics office, Road Foreman of Engines office, Div. roadmasters office.

U. S. Pegwood and Shank Co. and the John Lewis Industries continue to get a plentiful supply of white birch for their mills out of which they manufacture ice cream spoons, candy sticks, cocktail forks and sticks and tongue depressors, also shoe shanks.

Chase's Mill, Inc. have added machinery to their Dry Kiln plant for the manufacture of certain furniture. Bass wood will be used mostly.

Warm weather and rain have slowed up the logging and pulpwood operations.

Fishermen have been enjoying good ice fishing in Schoodic Lake since Feb. 1. Many good catches of togue are also being taken.

The ducks that annually spend the winter in front of Brownville station, now have more open water in which to ply their trade at diving and fishing. *Correspondent*

Blaine Crocker of Brownville reports: "They act as contented in that ice cold water, as though they were in their right minds."

Some four million feet of pine has been cut in the Brownville area this winter, which will be manufactured for Shepard and Morse Lumber Co. of Boston, and later milled at the Brownville pit and shipped.

### Engineering Department

John Nelson, Section No. 473, Stockholm, spent a few days in the Caribou hospital recently. He is

now at home and is expecting to resume work soon.

Mrs. E. R. Alward, wife of Foreman Alward, Ashland, is visiting her son, Keith, in Chicago during the month of March.

Mrs. Olaf F. Olander, wife of Trackman Olander of New Sweden, entered the Cary Memorial Hospital in Caribou recently for surgical treatment.

Mr. and Mrs. Linwood G. Jackins are receiving congratulations on the birth of a son, Mark Alan, who was born at the Aroostook General Hospital, Houlton, March 2. This is their second child. Daughter Sherry is fifteen months old. Linwood is a B. and B. painter. Proud Grandfather, Guy Jackins, writes MAINE LINE:

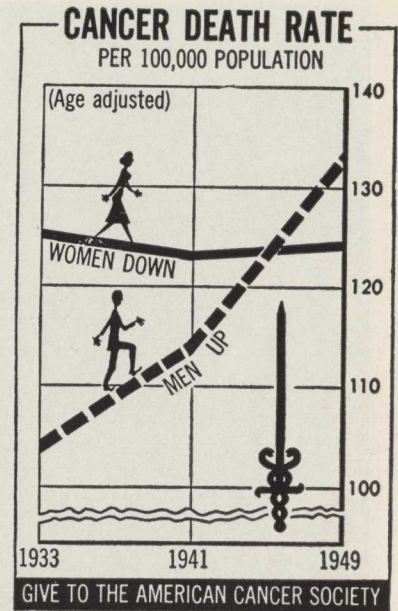
"I wasn't exactly displeased with the idea of a grandson. . . had my head in the clouds for several days after the 'blessed event'."

Guy Jackins also reports that a railroad friend he corresponds with is very impressed with the financial statement published regularly in MAINE LINE. Says Guy, "he felt that it was a splendid gesture on the part of our management to furnish this data and allow it to be printed for circulation to every employee"

Mrs. Angus Plourde, Jr., of Fort Kent, sister to Leodore Jandreau of St. Francis, was a patient at the Fort Kent hospital.

Mrs. Willard Buxton of Houlton was a recent patient at the Aroostook General hospital.

Station Agent and Mrs. Everett Gerard and their family of Mapleton, Mr. and Mrs. Richard Martin and family of Waterville, Relief Agent Lawrence and Mrs. Boucher of Ashland, and Mr. and Mrs. Armand Charette of Fort Kent, were



recent visitors at the home of Station Agent and Mrs. D. N. Charette of Westfield.

C. R. Page is announcing the arrival of a second grandson, Jeffrey Wayne, February 23, at Stafford Springs, Conn. He is the son of Mr. and Mrs. Robert W. Page.

C. R. Page, who worked out of Houlton for the past three months, is staying at home (Milo) and doing interior work in the company houses at Derby with R. E. Trickley.

Members of his last season's paint crew, Philip Corneil, Clair Wilmot, both of Oakfield; Linwood Jackins of Houlton and Terry Anderson of Cary are also on the job. Back together again, they are keep-





Mr. and Mrs. Emery J. Clough

ing bachelor's quarters and reportedly "living the life of Riley".

Carl Morton of Oakfield, has joined the above crew, but not in the capacity of cook as of last season. He is enrolled temporarily in the paint brush brigade, but being the versatile chap he is, goes one better and is also plying the paper hanger's trade.

Section Foreman Albert J. Donahoe, Monson Junction, resigned to take his pension Feb. 19, 1954. He entered BAR service March 21, 1915, as a trackman. And was ap-

pointed Section Foreman on April 17, 1923.

Mr. and Mrs. H. N. Waalewyn, Houlton, parents of Miss Patsy Waalewyn, MAINE LINE Associate Editor, are in Taconia, Wash., for three months. In a recent letter they wrote: "It was like seeing an old friend to meet Bangor and Aroostook freight car No. 5499. It was in the yard of the Kaiser Aluminum Co., here in Taconia. We even took a picture of it."

Miss Shirley Genthner, daughter of Trackman Sam Genthner, was a surgical patient at the Milo hospital recently. She has recovered and has resumed her studies at school.

Trackman Donald M. Libby, Fort Fairfield, has moved to one of the New Borderview Homes in Fort Fairfield.

Trackman Lawrence Doucette of Section No. 362, Fort Fairfield, has been absent from work since Dec. 1. He had been hospitalized on account of a foot injury which he sustained about a year ago. He is now at his home in Stockholm.

Trackman Sylvio W. Cyr of Fort Fairfield, has purchased a home on lower Fort Hill Street, Fort Fairfield.

Congratulations to Mr. and Mrs. Hollis F. Nelson on the birth of a son, Shawn Michael, March 11, at the Dover-Foxcroft hospital.

Section Foreman Warren M. Norsworthy of Limestone was elected constable at the Limestone town meeting.

Miss Jacqueline G. Nicknair, R. N., daughter of Trackman Fred Nicknair, Eagle Lake, is a student at Boston College where she is studying to obtain a degree in order to teach nursing.

Miss Jeanne D'Arc Nicknair, youngest daughter of Trackman Fred Nicknair, Eagle Lake, made her first vow into the Les Filles de Notre Dame de la Sagesse, Feb. 2, at the Mary Immaculate Noxiate in Litchfield, Conn. She has been transferred to the Maryview hospital, Portsmouth, Va.

Trackman Clarence L. Nadau and Miss Kathleen Martin have announced their engagement. They plan to be married April 24 at Fort Kent and will make their home in St. Francis where he is working.

Lesis W. Jones, youngest son of Trackman and Mrs. R. A. Jones of Bridgewater, was home recently on a short furlough. He is stationed at the U. S. F. Camp Jordan in Georgia.

A 1/c Raymond W. Johnston, son of Mr. and Mrs. Glen Johnston of Caribou, has been promoted to Airman First Class at Las Vegas, Nevada, where he is stationed. Mr. and Mrs. Johnston's youngest son, Granville, recently enlisted in the United States Marine Corps. Section Foreman and Mrs. Johnston entertained recently their daughter and son-in-law, Tech/Sgt. and Mrs. William Ward who were home for a visit.

A. R. Lord, B. and B. painter recently passed away. We extend our sympathy to his family who live in Derby.

A. S. Eichel, who recently received a severe leg injury, has returned to his home from the Eastern Maine General Hospital.

Dick Harmon spends most of his weekends at his camp on Schoodic Lake. We believe he is trying to catch his first fish there. Rumor has it that he's fished there a lot but apparently has not found the



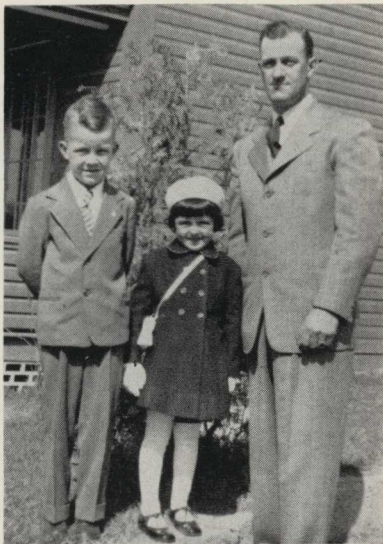
right bait. R. E. Trickey suggests that he try a box trap.

Section Foreman Gus Anderson, Stockholm, is out on sick leave. Gordon Dixon, Section No. 478, Van Buren, has made a bid for the temporary position.

Principal Assistant Engineer and Mrs. Palmer Swales of Houlton have announced the birth of their son, William Blake, who was born Feb. 14 at the Aroostook General Hospital.

We received a very interesting letter from Mrs. J. R. Taylor, Lagrange, concerning the trip she and her husband took to Florida and Cuba during their recent vacation. Mrs. Taylor writes: ". . . we took a four-hour cruise to the commercial sponge beds in the Gulf of Mexico. . . they employ about 500 deep-sea divers who gather sponge





*Aurelle Dumond*, 36, of Fort Kent, was recently appointed engine house foreman at Fort Kent. Dumond started working for the and Aroostook in 1943 as an engine cleaner and later as hostler in Fort Kent. Pictured with him are his son and daughter.

from the depths of the Gulf..harvest of sponge last year amounted to around 3,000,000..... I never knew there were so many different kinds of sponge, silk, wool, cotton, etc....".

The Taylors took many interesting tours in both old and new Havana. They saw the church where Columbus' body was interred for many years before being sent to Spain. Mrs. Taylor notes: "Cuba has one of the most beautiful capitols I have ever seen. It is nearly as large as ours in Washington, D. C.....but I was saddened by

the sight of so many beggars. Young children on the streets, begging mothers with young babies in their arms..."

*Trackman Fred Nicknair* of Eagle Lake has been out of work because of illness. We all wish him a speedy recovery. Fred's son, *Bernard* was home recently. He is studying at the Grand Seminary of Theology in Montreal and will soon be ordained into the priesthood.

*Rudy Stevens*, son of *Section Foreman* and *Mrs. Wes Stevens* of Sheridan, has been discharged from the armed forces and is visiting in Connecticut.

*Engineer Levite E. Pelletier*, (retired), Fort Kent, died at his home Dec. 28, 1953, after a short illness. He was 66. Surviving are his wife; two sons, *Harold* and *Llewlyn* of Hartford, Conn.; and one daughter, *Mrs. Viola Paradis* of Fort Kent. He had been employed by the BAR for over 40 years and was a holder of the 40-year pass. We extend our sympathy to his family.

*Foreman and Mrs. L. P. McLain* are the happy grandparents of a new grandson, *John Douglas*, who was born March 8. He is the son of *Mr. and Mrs. Alberton McLain* of Marquette, Mich.

*Floyd A. Redmond* of Shirley Mills was appointed foreman of Section No. 122, Monson Junction, March 15.

*Section Foreman Lloyd S. Clement*, Greenville, a very ardent basketball fan was in Waterville, March 6 to see the Greenville Lakers win the Class M State Championship basketball tournament. About 750 people went from Greenville to cheer their team on to victory.

Eleven men were injured, none seriously, at the explosion and fire March 11 which partly demolished the starch factory at Cleveland Siding. Repairs to the factory are being made and should be operating again within a month.

### Stores Department

*Assistant Purchasing Agent and Mrs. Paul H. Day* of Derby visited her sister and husband in Presque Isle over the Washington's Birthday weekend.

*Pvt. Albert Hackett* left Derby March 6th for Camp Kilmer, N. J. where he will be stationed before leaving for Europe. *Pvt. Hackett* received his basic training at Fort Dix, N. J., and has just completed 13 weeks training at Radio operator's school. He spent his recent furlough with his parents, *Clerk and Mrs. E. W. Hackett*.

*Pvt. Hackett*, a graduate of the University of Maine, is the fourth son of the Hacketts to serve in the U. S. Army.

*Mrs. Wilber H. Hylar*, wife of *Conductor Hylar* of Derby, is enjoying a six-week vacation at West Palm Beach, Fla.

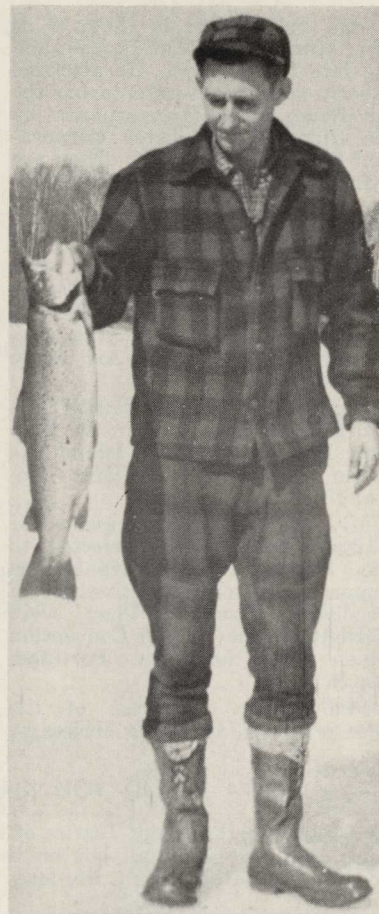
The many friends of *Clerk Harry W. Hamlin* of Derby wish to extend their sympathy on the death of his mother.

After returning to work from a sick leave, *Raymond S. Orff* has taken the position of storekeeper, formerly held by *Albert Skiffington*.

Congratulations to *Mr. and Mrs. Emery J. Clough* of Lincoln who were married in Milo by the *Rev. Ralph J. Barron, Jr.*, late November.

The bride is the former *Miss Joyce Hamlin*, daughter of *Clerk and Mrs. Harry W. Hamlin* of Milo.

MARCH-APRIL



*Winfield Bracy and Fish*

Given in marriage by her father, the bride was dressed in a white boucle suit with red accessories and a corsage of red roses.

*Mrs. Clough* is a graduate of Milo High School in the class of 1953. She has been working for the John Hancock Insurance Co., in Boston.



The bridegroom is the son of Mrs. Minnie Clough of Lincoln and the late Fay Clough. He attended Lincoln schools before entering the Air Force and is now employed by the Stone and Webster Corporation in East Millinocket. They are living at 3 Depot Street, Lincoln.

#### Accounting Department

Seth W. Gilman, son of Seth Gilman of the IBM office is serving in the U. S. Army. He has spent over a year studying electronics at the Keesler Air Force Field, Miss.

Pfc. Donald L. Hanson of the US Marines is serving in the Pine Tree Platoon at Parris Island. He is the brother of Mrs. Mildred McNaughton.

Mr. and Mrs. Ted Jennison of Bangor were recently elected to the State Young Republicans Council as representatives from Penobscot County. They were elected at the State Convention which was held in Portland, March 6.

Four BAR employees of the IBM office are attending classes at

Husson College. They are: Mrs. Geraldine Rowe, Mrs. C. H. Hamilton, Mrs. Harold Bell and Mrs. Jean Hughey.

A3/C Billy Hughey, husband of Mrs. Jean Hughey, is now on a tour of duty in Korea. He has been in the service for two years and was previously stationed at Dow Air Force Base. He hopes to return to the States within the year.

Conductor Pat Gillen (Ret.), sends his regards to all BAR employees. He's living in Philadelphia with his son now, but expects to return to Bangor this summer.

An ardent fisherman, Winfield Bracy caught a seven pound brown trout at Branch Pond, March 6. It was the largest of the season.

Mrs. Dorothy Foster is a new employee in the IBM office in Bangor. She was formerly employed by the State House IBM Department in Augusta. Mrs. Foster is married and has one child, Robert.

Congratulations to Mr. and Mrs. Robert E. Girven on the birth of a son, Robert E. Jr., born Nov. 10 in Bangor.

#### DID YOU KNOW THAT . . .

Earl Warren, Chief Justice of the United States Supreme Court was once employed as a call boy on the Southern Pacific Railroad in California. His father was a life-long railroader on the Southern Pacific.

#### ABOUT OUR COVERS

The picture on our front cover is the Potatoland Special pulling into Bangor . . . perhaps just another train picture, but we liked it and thought you might too.

The wharf scene on our back cover shows a Red, White and Blue car being unloaded at Searsport. The photograph was made from the deck of a freighter which carried the cargo of paper from Northern Maine to South America.

## FACTS AND FIGURES

We received from

	December 1953	January 1954
Hauling freight	\$1,043,208	\$1,428,243
Carrying passengers	36,164	32,638
Hauling baggage, mail and express	33,887	30,769
Other transportation services	10,695	11,718
Rents and miscellaneous income	(29,828) *	(25,085) *
A total of	\$1,094,126	\$1,478,283

We paid out or provided for

Keeping roadbed and structures in repair	\$126,984	\$325,000
Keeping locomotives, cars and other equipment in repair	320,125	216,574
Running trains	323,597	349,757
Selling our services to the public	30,581	20,385
Managing the business and keep- ing the records	73,918	56,959
Interest on borrowed money	66,260	65,878
Payroll taxes	23,825	26,350
Local and state taxes	50,114	54,850
Federal income taxes	(227,032) *	143,786
Applied to sinking funds	45,832	45,832
A total of	\$834,204	\$1,305,371

Our Net Income was

\$259,922      \$172,912

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



