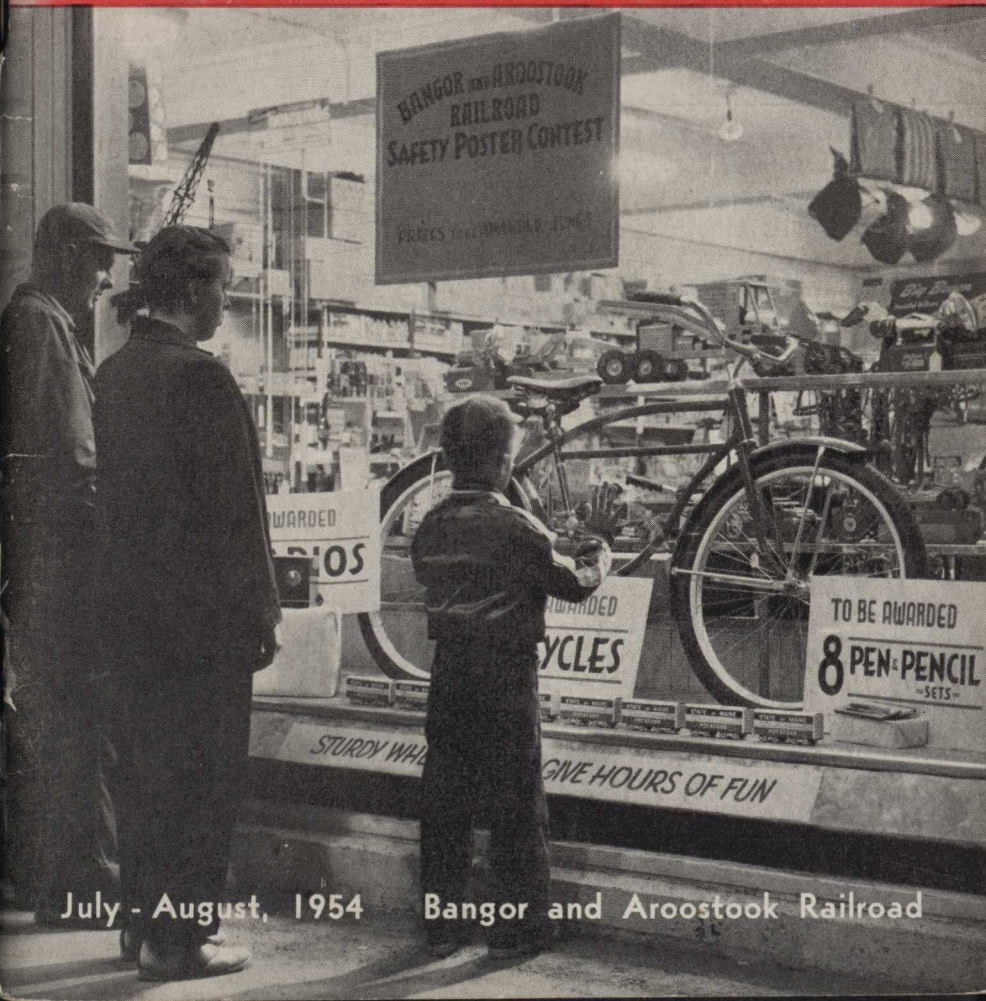
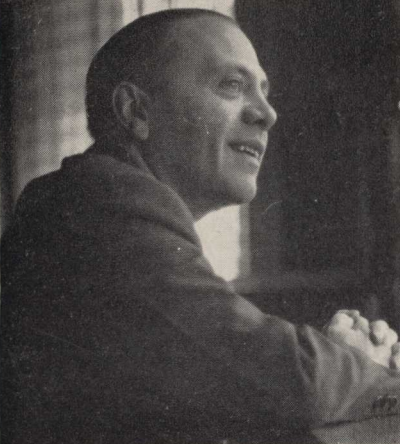


# MAINE LINE ▲



July - August, 1954 Bangor and Aroostook Railroad





# TALKING IT OVER

You will recall that we placed an order with Pullman-Standard more than a year ago for two new sleeping cars. As matters now stand, we expect delivery around November 1.

These are stainless steel, light-weight cars with four double bedrooms, six roomettes and six open sections. They are of the very latest design and I can confidently say that no railroad in the country will have finer equipment to offer sleeping car passengers than we of the Bangor and Aroostook.

For a railroad the size of ours they represent a most substantial investment. It was made wholly because we believe our sleeping car service should be comparable with our already first class coach service.

In short, it is another step forward in our program, of which you are well aware, to make the Bangor and Aroostook the finest railroad of its size in the United States.

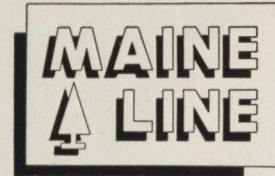
At the same time, I know well that equipment alone doesn't make a railroad. Not that equipment isn't most important. Yet, in the final analysis, it is second to the men and women who operate the railroad.

We are, in every sense of the word, a public service organization. If we all serve the public well and faithfully we will grow and prosper. If we don't, all the equipment in the world will be of little value to us.

I know, because you demonstrate the fact daily, that you will always keep in mind that our success, in the final analysis, hinges almost wholly on how we treat our good friends, the general public.

Cordially yours,

*Arthur Hutchins*



## MAGAZINE



JULY-AUGUST, 1954  
VOL. II NO. 5

KENNETH S. LUDDEN  
EDITOR

RICHARD W. SPRAGUE  
ASST. EDITOR

ASSOCIATE EDITORS

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

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### ARTICLES

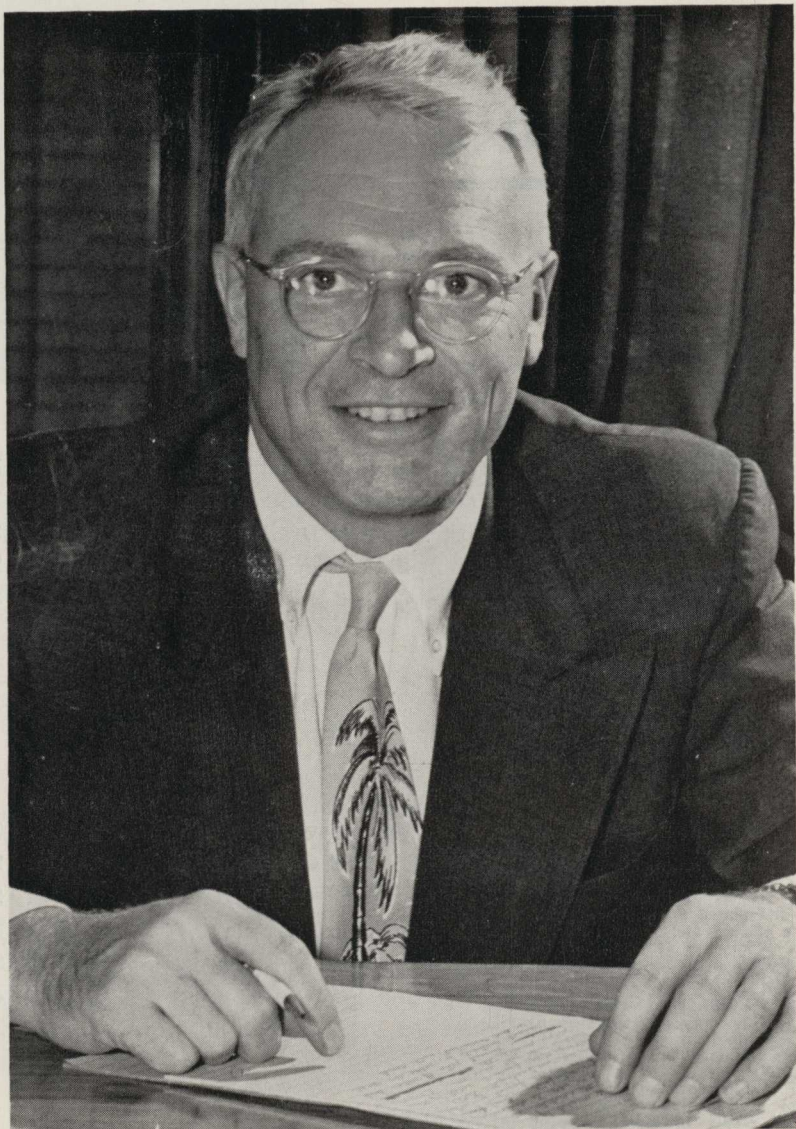
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Gordon Dobson Briggs

August 24, 1912 — July 1, 1954

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It was with a sense of personal loss and deep regret that members of the Bangor and Aroostook family heard on July 1 of the death of Executive Vice President Gordon D. Briggs. For the Bangor and Aroostook his death meant the loss of a friend and wise adviser and for the state it meant the loss of one of its most brilliant young business men.

Passenger diesels were draped in black and at 2 p. m., July 3, operations throughout the system ceased for two minutes in memory of Mr. Briggs.

He was born in Pittsfield, Maine, the son of the late Mr. and Mrs. Francis W. Briggs. He was educated at Skowhegan High School, Hebron Academy and Bowdoin College, where he was a member of the class of 1933. He was a 1936 graduate of Harvard Law School.

He came to Bangor in 1936 as assistant counsel for the Bangor Hydro-Electric Company and the Eastern Corporation. He was made general counsel for the power company in 1940.

Mr. Briggs enlisted in the U. S. Army as a private in 1942 and was discharged a captain in 1945 after serving in the Normandy, Rhineland, Ardennes and Central Germany campaigns with the Engineer Corps.

He came to the Bangor and Aroostook in 1946 as assistant general counsel. Two years later, he was made assistant to the president for finance. He became general counsel in 1951 and was elected a vice president a year later. Mr. Briggs was named executive vice president in 1953 and was elected a director of the railroad last April.

He was a member of the Maine House of Representatives in 1941-42. He was also a past president of the Bangor-Brewer Community Chest and treasurer of the Good Samaritan Home. Mr. Briggs was a director of the Merrill Trust Company, a member of Delta Kappa Epsilon fraternity, the Masonic orders, the Veterans of Foreign Wars, the Tarratine Club and the Penobscot Valley Country Club.

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This is Foreman Johnny Swallow, a wiry, compact man and a crackerjack foreman.

## Home On The Rails

Home, for 72 men who work the bridge and building department's five outfit cars, is where the train stops. It's also a remodeled passenger coach of varying vintage which serves as bunkhouse and dining hall for the members of this nomadic fraternity.

You can see them replacing ties on a windswept bridge in November with nothing but a handhold between them and

the swift, icy water . . . or shingling a station roof in the heat of an August afternoon. The risks and discomforts of the job are as much a part of their lives as the good fellowship of an evening on the town.

Okay. What sort of appeal, you ask, does this work hold for a man that he'll leave home nine months of a year to work on an outfit? He may get home on his long weekend

(every other week) if the outfit isn't too far from home; and he may not.

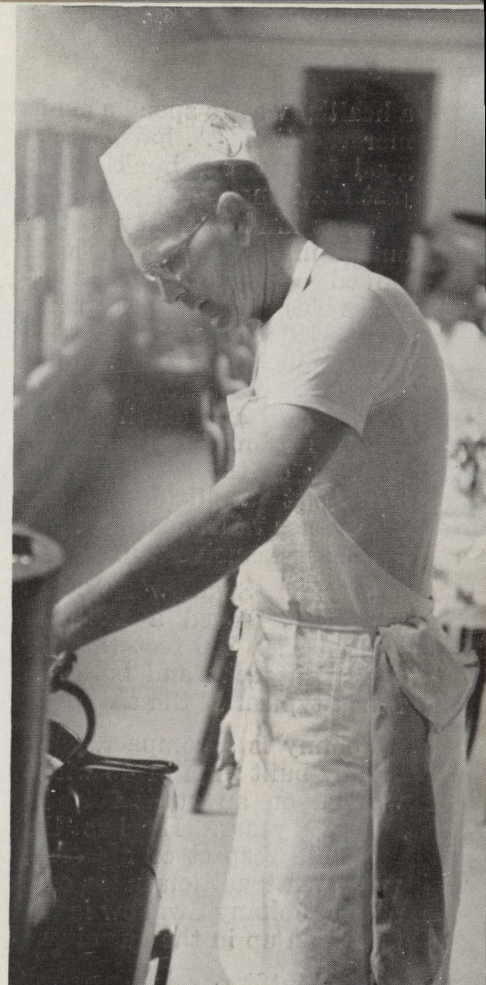
It's a difficult thing for an outsider to understand, but according to B. and B. Superintendent Cecil Garcelon, a graduate of the outfit cars himself, 75 per cent of the men who follow the outfits have been outfit men for more than five years.

"Outfit life sort of gets into a man's blood," Garcelon says, "A man will gripe and complain but chances are he'll be right back next year."

Probably a young giant from Houlton named Dave Smith who works on Foreman Johnny Swallow's crew touched the heart of the matter. This year Dave is a senior at the University of Maine. He plays end on the varsity eleven and is president of his fraternity. And for the last two years he's worked on an outfit.

"You know," he says, "it gets to be sort of like a family after you get acquainted. You go out nights together, work together all over the line and when you get through in the fall you sort of miss it."

Another young man, Joe O'Donnell, who's studying to be a doctor, observed that it's



Cook Larry Hamlin, Milo, tests dinner cooking on modern gas range. As cook, Larry must be up at 4:30 a. m. and have breakfast ready by six. Breakfast menu includes freshly baked biscuits, ham, eggs and pie. Larry was once a woods cook as well as a former carpenter.



a healthy way to spend a summer vacation . . . hard work, good food and a bunk that's just hard enough.

What kind of a guy is the outfit man? First, he's a skilled craftsman (about 37 years old) and the tools of his craft—chisels, saws, augers—are as much a part of him as his love of horseplay. He works hard and on the average has spent 13 years as a member of the family. And he's just a little different than other railroaders . . . for his is an exclusive club.

Johnny Swallow's outfit who just moved a 110-foot freight shed 200 feet (mostly with rail jacks and bars) is fairly typical of the outfits.

Johnny is a compact, powerfully-built man of 46 who's worked on an outfit for the last 25 years. He has the complete respect of his crew and it's a tradition in his outfit that Johnny Swallow is the first man up in the morning.

The outfit car is home for Johnny and his regulars who stay with him about nine months of the year until the outfit ties up. The men in his crew, Clayton Carson, Houlton; Edward Burton, Edward Bowen, Archie Swallow, Chester Boutilier, Oakfield; Donald McDade, Woodstock;

Herbert Libby, Island Falls; Harold C. Garcelon, Houlton; and Cook Lawrence Hamlin, Milo, think Johnny Swallow is a good man to work for, a guy who knows his business and one who'll work hard and expects his men to do the same.

One of the toughest jobs he's worked on, Johnny thinks, was replacing two broken bridge piers at East Millinocket. It meant building a cofferdam in addition to making new piers with trains passing over the bridge every day.

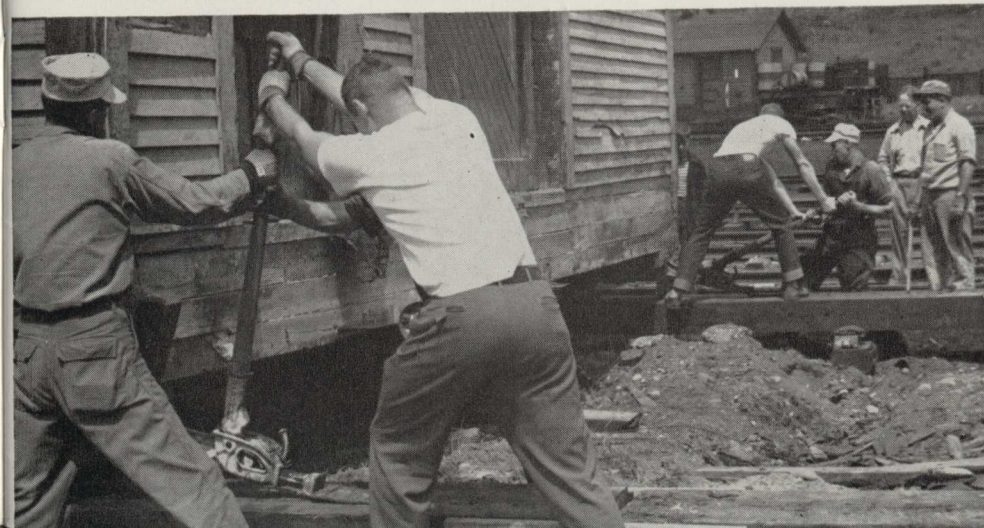
The outfit crews like Johnny's do about 90 per cent of the work done by the B. and B. people.

Some of the jobs the outfits will do this year include a new station at East Millinocket, raising a concrete and steel overpass two-and-a-half feet over the highway at Mapleton, a \$65,000 diesel facility at the Northern Maine Junction enginehouse, and repair to the Searsport docks amounting to \$10,000.

If somehow, the calendar could be turned back 20 years, the men in Johnny Swallow's crew might well find themselves living in a box car and sleeping on straw pallets. Old timers



Edward H. Burton, left, a young Korean veteran and Harold Garcelon put their shoulders to a man-size crosscut saw. Below, members of the crew move building by using tie plates and track jacks. Building was moved 200 feet in this manner.





think living conditions are among the biggest changes in outfit life in the last 20 years. Today, Johnny's cars boast double-decker bunks, gas ranges, gas refrigerators and electric lights in contrast to yesterday's coal stoves, ice boxes and kerosene lamps.

The quality of the food served on the outfits has not changed. It's always been good; and the food turned out by Larry Hamlin for the Swallow outfit is fully as good as the efforts of his predecessors 20 years ago. The men buy their own food; the railroad furnishes everything else.

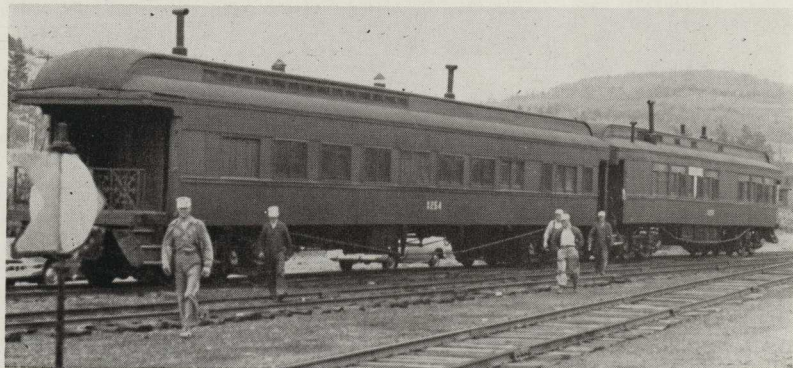
A typical weekly menu on the Swallow outfit includes steak—good steak—usually

twice a week, fresh fish, fresh fruit and vegetables and good roasts. All this costs each man the staggering sum of 50 cents a meal.

Larry Hamlin, who cooks for the Johnny Swallow crew, says that it's fairly simple to buy good food for 12 men at 50 cents a meal. And for men such as these who perform strenuous physical tasks eating is a dedicated business.

Tools have improved plenty in the past 20 years the old timers will tell you. The bulldozer, the electric generator and drill have changed the scene so that yesterday's B. and B. man wouldn't recognize the operation. Perhaps the largest single change was advent of the portable gen-

This outfit car, a converted passenger coach, is home for the 12 B. and B. men for about nine months a year. Outfits 20 years ago might have been living in a converted boxcar.



At night, B. and B. men explore entertainment possibilities of the town. Here, from left to right, Don McDade, Dave Smith, and Joe O'Donnell visit soda bar before movie. Below, Herb Libby and Johnny Swallow play cribbage.





erator and drill which replaced the hand auger and many, many backaches.

Technological changes have thinned their ranks of the outfit crews. For where there were formerly three outfits out the year-round, there is now only one, with a few extra in the summer.

That's not to suggest that the machine age has made the outfit man soft. He's still a tough, wiry man who accepts the risks . . . and sometimes, monotony . . . of his craft

along with the rewards.

What's in it for him? Why does he keep on coming back? Maybe it's sitting next to the pot-bellied coal stove in the outfit on a cold evening or maybe it's laying in your bunk with the rain spattering on the windows and the occasional freight moving through the yards. Maybe it's the occasional horseplay. Ask these guys. They're members of one of the most exclusive clubs in the world. And they love it.

### FIRSTS IN RAILROADING

First railway employee magazine in the United States in monthly production from its inception to the present time is the *Erie Railroad Magazine*, the initial number of which appeared in March, 1905.

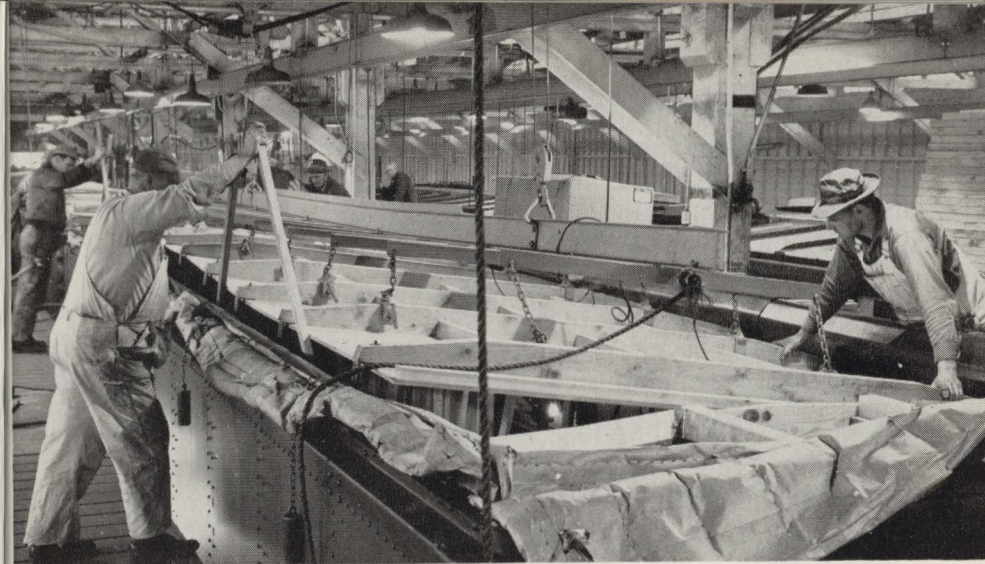
First two-arm semaphore signal (with both blades on the same mast) was introduced on the Utica & Black River Railroad (now part of the New York Central System) in 1863.

First through passenger train to run regular between New York and Jacksonville, Florida, was the "Florida Special," placed in service on January 10, 1888. It operated over the Pennsylvania; Richmond, Fredricksburg & Potomac and Atlantic Coast Line Systems.

First 4-8-4 (Northern) type locomotive was built in 1929 for service on the Great Northern Railway.

### ... ABOUT OUR COVERS

A MAINE LINE cameraman just happened to come upon the youngster on our front cover at the right time . . . when he was wistfully examining the prizes awarded in the Presque Isle Safety Poster contest. We think it catches some of the spirit of boyhood dreaming. For the full story of the contest see page 21. The operation on our back cover is a familiar one this time of year all over Bangor and Aroostook lines. The crew pictured is a lift crew and their job, keeping the track level and in a firm base, is one of the most important on the railroad. Machine in the background is a multiple tamper which packs gravel firmly around ties mechanically.



## BAR Car Fleet Completed

June 23 was a sweltering, cloudy-bright day in Fort Fairfield. At 10:45 a. m., 14 directors of the Bangor and Aroostook Railroad filed into a wood-paneled conference room at the Plymouth Hotel. When they emerged, 45 minutes later, they had spent something like \$3,500,000 to make the Bangor and Aroostook an even finer railroad.

The expenditure went for 350 new refrigerator cars, the third purchase of cars of this type in as many years. When they are completed late next spring the Bangor and

Aroostook will own some 1200 fan-equipped, all-steel reefers of the latest design.

The railroad has also purchased, over the past three years, 450 insulated box cars which have a dual use,—they can handle newsprint traffic and, because they are equipped with underslung heaters, they can also serve as potato cars.

The recent purchase completes the refrigerator car program outlined by President Hutchins in 1950 as part of his goal to make the Bangor and Aroostook "the best



little railroad in the country.”

Ironically enough, the Bangor and Aroostook now has the second largest railroad owned and operated insulated car fleet in the country. The Santa Fe owns the largest.

The first lot of 500 new reefers was bought in 1951. Another lot of 357 was purchased in 1952 and the current order will be delivered in March and April of 1955.

Although the Bangor and Aroostook has had a contract with the Merchants Despatch Transportation Corporation, a car company, to furnish reefer cars since 1925, the car ownership program did not start until 1950 when the board of directors voted to purchase and rebuild some 350 MDT cars.

The program was started, says W. J. Strout, Vice President-Operations and Maintenance, because it was felt that the existing set-up was not flexible enough to handle the sharp peaks of a carrier originating as heavy a perishable traffic as potatoes.

Several years ago, a happy agreement was reached between the Bangor and Aroostook and the Pacific Fruit Express; PFE would use BAR reefers on a mileage basis for the summer fruit traffic in California and return them to the BAR in time for the winter potato traffic. The arrangement worked out so well that the PFE recently signed a contract with the Bangor and Aroostook for the summer use of BAR cars.

Stockholders and guests hear President Hutchins speak on car program at Fort Fairfield banquet after directors meeting.



An employee meeting was held at Plymouth Hotel in Fort Fairfield in evening after directors meeting. Here employees listen with interest as President Hutchins tells of new purchase.

The 350 new cars will be built, as have the others, by the Pacific Car and Foundry Company in Renton, Washington, at an approximate cost of \$10,500 per car. The new cars, which are similar to the 7000 series (an orange-hued car) are convertible to heater cars, using portable charcoal burners in the bunkers at either end of the car.

The new cars were bought, Strout said, in anticipation of

retirement of some of the first second-hand cars which initiated the program. The total cost of the railroad's car program, which was started in 1950, is approximately \$17,000,000. Like other recent equipment purchases, the most recent addition to the Bangor and Aroostook fleet was bought under Federal Certificates of Necessity which provide for accelerated depreciation over the first five years of ownership.





## Joe Mardin—Builder of Railroads

By Palmer Wilson

Joe Mardin, a genuine New Orleans creole, brought the B. & A. to Houlton on his back.

At least Joe's back felt as though he had after shoveling his way through two summers and four million black flies and mosquitoes from LaGrange to the Houlton "depot."

Rugged and wiry sixty years ago, Joe and a couple hundred more "shovel men" started levelling a roadbed to Houlton in the summer of '92, at 12½¢ an hour.

Twelve and a half cents an hour added up to only \$1.25 a day for a ten-hour day, but many a day the shovelmen worked as many as fourteen or fifteen hours. And even at little more than a dollar a day they were somewhat higher paid than the boys who lugged the heavy cans of water up and down the right-of-way for 50¢ a day.

"About half the shovelmen were Italians," says Joe, "real Italians from Italy—couldn't speak hardly any English."

The Italians made camp along the way. "Bunches of them slept in small shacks four or five feet wide, or in tents," Joe recalls. Others

slept, and were fed, in box cars at \$2.75 a week for "bunk and board."

Scattered towns along the way offered boarding houses where the workers could stay for "about three dollars a week," and get a change from box-car life.

"But those Italians stayed in their own camps all the time," Joe says. "They had their own cooks, and brought in an extra cook just special to make their black bread."

Joe claims that the shovelmen ate anything they found or could catch along the way. "Snakes, chub, yellow perch, crows, and any kind of bird," supplemented their fare, according to Joe. The "snakes" may have been eels, or they may have actually been snakes. Old-timers today claim that "not a fox, an owl, a skunk, or a rabbit" was left along the right-of-way after the crews passed through.

Joe remembers that the Italians also had a special permit to bring in barrels of wine and Italian beer. "Good beer, too," says Joe, "about 10 percent."

The shovel was the important tool in building the Bangor and Aroostook. Joe claims



that the only piece of machinery he saw was a pile-driver for driving cedar logs down into the soft mud where swamps and bogs were drained.

A good deal of trestle-work was built to cross streams, brooks, gullies, and minor depressions. The trestles were built of square timbers and, except over streams, were then buried with gravel.

"Over streams," says Joe, "the wooden trestles were built so that they could be replaced later with steel."

Long approaches to either end of the larger bridges were also formed by buried trestle-work. Old pictures of the bridge across the Meduxnekeag river just north of the Houlton station show a hundred feet of high wooden trestle-work on either end of the pier-supported bridge. This trestlework has long since been buried with gravel and coal ashes.

The original track laid was lighter and smaller than that used today. Some of it is still in use on sidings today.

Nearly all the shovelmen were from outside the state: Italians, some Irish, and a heavy sprinkling of Frenchmen like Joe.

(Joe couldn't understand the Canadian French, however, when he first came to

Aroostook. "Not like New Orleans French," he says.)

Few of the "natives" along the BAR right-of-way would work on the roadbed and fight blackflies for the prevailing wage of \$1.25 a day.

"We used pine tar and lard to keep the mosquitoes and black flies away," says Joe. "I still use it."

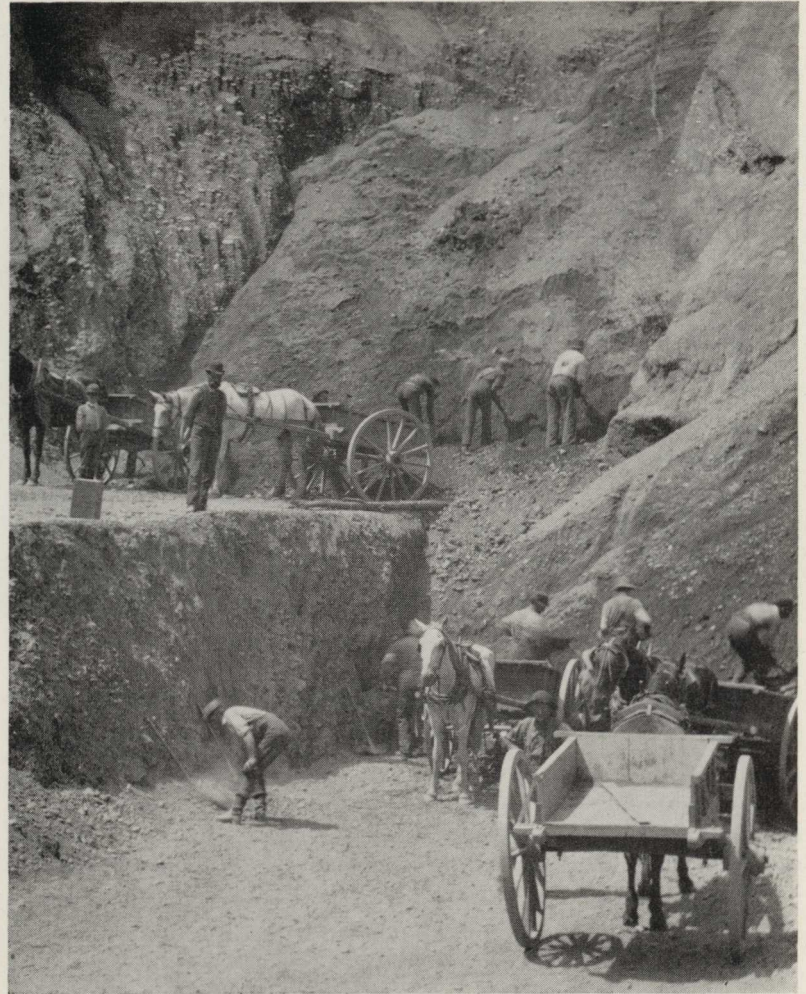
Joe quit the roadbed work after the railroad reached Houlton, but he remembers hearing about trouble in the labor ranks when, due to the severe financial depression of '93, the shovelmen's wage was cut to \$1.15 a day.

At the first snowfall each winter the shovelmen were laid off. Most of them then took to the woods and indirectly helped connect Aroostook to southern Maine by cutting cedar "sleepers" (ties).

"We got \$20 a month and board for cutting sleepers," says Joe, "and we had to cut at least 20 a day."

Joe admits he was pretty awkward with an axe the first winter he went into the woods, but by the following winter he got so that he could cut 30 to 40 ties a day, "and I got raised to \$25 a month."

Finding the woods work much to his liking Joe stayed at that work after the winter of '93-'94. He lived with a



This photograph was made just a year before Joe Mardin gave up building railroads for the woods. The scene is Horseback cut just before the crews reached Houlton. The inscription on the back of the photograph reads: "In the pit of Big Horseback cut—Houlton July 27, 1892." Men building the new road moved almost unbelievable quantities of earth with shovels and horse carts. Photograph courtesy Miss Mary Burpee.





"HEY, SIS, ... ALL ABOARD-D-D-D"

Martin family in Forkstown (then Leavitt Plantation) for six years and then built a camp of his own there. Folks got to calling him "Joe Martin," and he never bothered to tell them that his right name was Mardin.

"Old Joe Martin" he still is today, and he still lives in Forkstown where even at 89 he manages to cut a few cords of pulp each year to supplement his old-age pension.

#### Did You Know That . . .

First locomotive Abraham Lincoln ever saw was operated on the Northern Cross Railroad (now a part of the Wabash), which was opened from Meredosia to Jacksonville, Illinois, in 1840, and to Springfield, Illinois, his home town, in February, 1842.

Colby College was named for Gardner Colby, president of the Wisconsin Central Railroad (now part of the Soo Line) whose donation of \$50,000 put the institution, previously known as Waterville College, on its feet and gave it a new lease on life. The institution was founded in 1813.

Joe's memory is keen. He well remembers the old wood-burning locomotive "with the tall stack" that was used as a spare engine on the Sherman-Patten line.

Joe also remembers that Italian beer. After the B. & A. was built, many of the Italian shovelmens went to Millinocket to work and they still had their permit to have wine and beer even though Maine was theoretically a dry state. Joe worked at Millinocket one year and he says: "If you had worked on the B. & A., and knew a couple of Italians, you could get plenty of that good ten-percent beer."

And Joe will never forget those back-breaking days that brought the Bangor and Aroostook to Houlton: the endless shovelling, the black flies, the heat, and the little Italian water boys.

"Porco! For the love of Maria, bring water . . . Fretto!"



THE PRESQUE ISLE STAR-HERALD

Winners in Presque Isle safety poster contest pose before crossing sign in Presque Isle with prizes.

## Poster Contest Dramatizes Safety

In order to dramatize its safety campaign for school children, the Bangor and Aroostook made 20 prize awards for safety posters to grade school students in Presque Isle June 10. The prizes were awarded 12 girls and eight boys whose posters contained the best safety ideas.

Personnel Director Carl E. Delano, who made the awards,

said that the posters were judged 75 per cent on the basis of art work. Judges Mrs. George W. Scott, Mrs. Jan Kok and Nathaniel Barker looked at approximately 2000 entries from Presque Isle students before choosing the 20 winners. The ages of the winners ranged from seven to 14.

The top four prizes of four bicycles went to Barbara



Billings, Carroll Plourde, Katherine Donahue and Bill Dishaw.

Second prizes, consisting of radios, went to Norman Syrjala, David Sluka, Geraldine Cormier, Judith Maynard, Iola Johnston, Paul Sylvia, Reginald McIntyre and Nancy Madore.

Third prizes, pen and pencil sets, went to Sheila Plourde, Paul Beaulieu, Patrick Pendexter, Marilyn Ja-

cobs, Sally Duncan, Linda Mackenzie, Phyllis Soucier and Carol McCart.

Honorable mention went to Paul R. Cummings, Gary G. Robertson, Peter Caulfield and Peter Johnson.

Delano called the contest "very successful" and added that "the emphasis on playing in safe places will make children and parents more conscious of the danger of playing around a railroad."

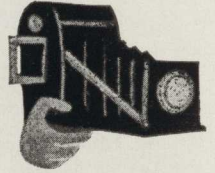
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Pretty teacher, Miss Cynthis Albert, lends a hand to students working on safety posters at Gouldville school.



# MAINE LINE

## Camera —



Freddy Bonville, 10, holds happily to radio donated by BAR as door-prize during 25th anniversary observance at Joe Gagnon's Presque Isle Boys' Camp, Long Lake.







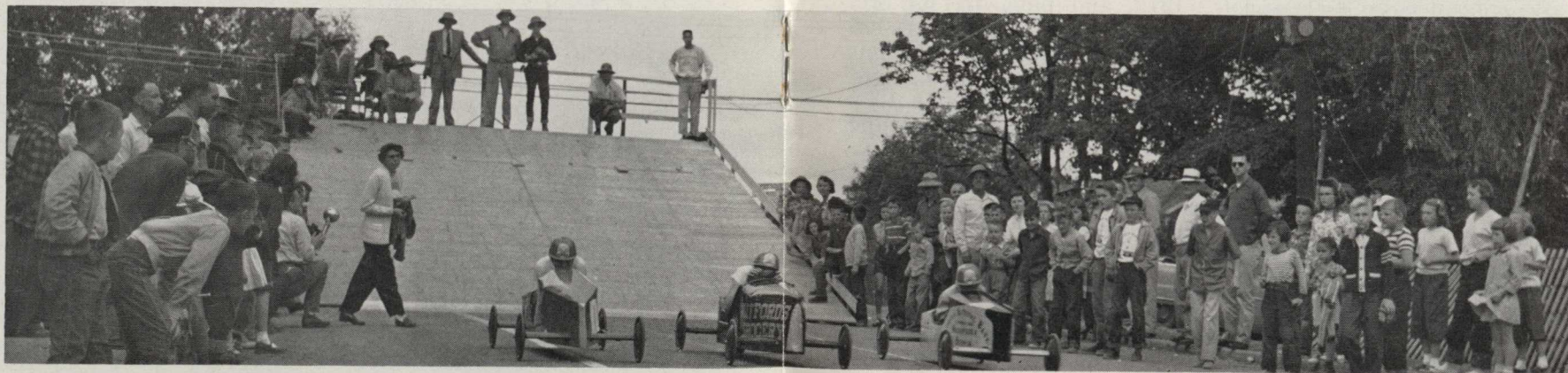
Gerald Clifford, 12, from Wytopotlock receives congratulations from BAR Director Gordon Robertson, Caribou, after winning first prize in Aroostook Soap Box Derby at Caribou last month. First prize, donated by the Bangor and Aroostook, was a 13-foot Old Town boat. Below, three finalists speed down the ramp for final heat in Derby.



The Derby was just too much excitement for 15-month-old Patricia Forbes, daughter of Mr. and Mrs. Lendell Forbes, Caribou. Patricia slumbered blissfully through finals and semi-finals, oblivious of sun and crowd. She is the niece of MAINE LINE correspondent Virginia Bubar, Oakfield.



The railroad had as its guests some 150 cub scouts June 5 at a realistic Hobo Conventian at Oakfield. The scouts cooked lunches on the right-of-way and later visited shops at Oakfield. Here, young scouts are obviously impressed by size of car wheels.





## M. W. A. Seeks New Members

The Maintenance of Way Associates of the Bangor and Aroostook are currently sponsoring a membership drive for members of the Engineering department. This little-known organization is, in effect, an insurance company with no overhead which offers to Maintenance of Way people low-cost sickness and accident insurance with a death benefit.

The requirements for membership are simply that the applicant be a member of the Maintenance of Way Department and that he be in good health. The initiation fee is \$4.00 and \$2.00 is deducted from wages for monthly dues. Benefits include a three-dollar per day sick benefit (exclusive of Sundays) for sickness or accident which incapacitates a member from work for seven days or more. Benefits are paid up to a three-month period. In case of death \$400 is paid to the heirs of the member.

Nathan Hale, a kinsman of the Revolutionary patriot of the same name and father of Edward Everett Hale, was the promoter and first president of the Boston & Worcester Railroad, the first railroad in New England—now a part of the New York Central System.



The cost of management of the organization is borne by the railroad, although officers and directors are members of the Engineering Department. It has been in operation since 1912, and pays to its 235 members an average of 125 sickness and accident claims a year ranging in amount from \$3.00 to \$234. In 1953 109 claims were paid totaling \$5,230.50.

Applications may be obtained from Elmer E. Drew at Northern Maine Junction.

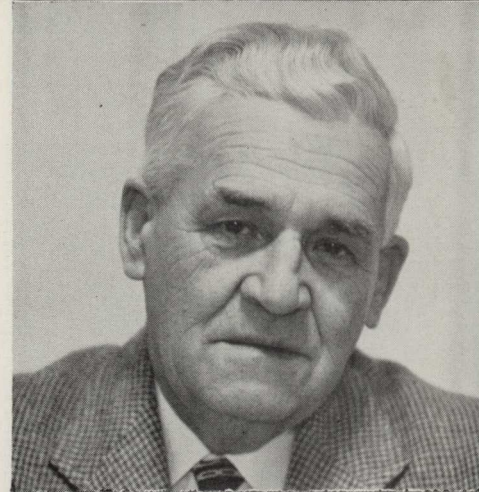
## MOVING UP ON THE B.A.R.

Ronald T. Clark, Fort Fairfield, has been appointed supervisory agent in that town. He succeeds George A. Dunphy who held the position for 22 years. Clark entered BAR service in 1923 and has worked at Houlton, Limestone, Van Buren and Caribou. He is a Mason and a Rotarian at Fort Fairfield.

W. S. Hay, formerly supervisory agent, Presque Isle, has been assigned special duties in the Freight Traffic and Transportation Departments. In making the appointment Superintendent B. W. Smith said that Hay's "experience during his years of service will be very valuable to the railroad."

J. C. Hickson has been appointed inspector of perishable freight traffic. He was formerly traveling car service agent, and has been with the BAR since 1953. He attended Hampden Academy, Maine Maritime Academy and the University of Maine. He served in the U. S. Navy during the Korean war.

*Pictured from top to bottom: Ronald Clark, W. S. Hay and J. C. Hickson.*







Raymond H. Miller has been appointed principal assistant engineering, Engineering Department, succeeding Palmer Swales who has been assigned special duties in the Mechanical Department. Miller attended Northwestern University and is a Navy Veteran of World War II. He came to the Bangor and Aroostook in 1948.

Daniel Labbe, formerly terminal agent at Van Buren, has been appointed supervisory agent at Fort Kent. He came to the Bangor and Aroostook in 1918 and has worked at Caribou, Soldier Pond, St. David, Lille, Easton, Portage and Van Buren. He came to Van Buren in 1949 and is a member of the Chamber of Commerce and Rotary Club.

Ronald A. Lausier, formerly operator at Van Buren, has been appointed terminal agent at Van Buren, succeeding Daniel Labbe. Lausier came with the railroad in 1940 as freight clerk and has served as operator and relief agent. He is a Navy Veteran of World War II and is a member of the American Legion.

Richard W. Sprague, formerly assistant director, news

*Pictured from top to bottom: R. H. Miller, Daniel Labbe and R. A. Lausier.*



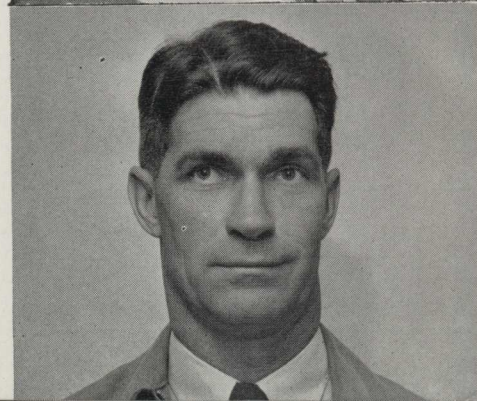
bureau, has been appointed assistant director of public relations. He attended Gould Academy and the University of Maine. Sprague was formerly a staff member of the Bangor Commercial. He was also employed by the Eastport SENTINEL.

Ray L. Rafford, formerly supervisory agent at Fort Kent, has been named supervisory agent at Presque Isle. He came to the Bangor and Aroostook in 1913 and has worked at Mapleton, Bridgewater, Jemtland, Squa Pan, Sheridan, and Ashland. He came to Fort Kent in 1951. Rafford is a Rotarian and a member of the Fort Kent C. of C.

Graden L. Swett, Monticello, has been appointed roadmaster to succeed Orville G. Armstrong who retired June 30. Swett came to the railroad in 1936 as a trackman. He is a graduate of Ricker Classical Institute in Houlton.

Nels E. Skoog has been appointed assistant diesel supervisor at Northern Maine Junction. He came with the BAR in 1936 and was made an electrician in 1944. He was educated in Milo.

*Pictured from top to bottom: R. W. Sprague, R. L. Rafford and G. L. Swett.*





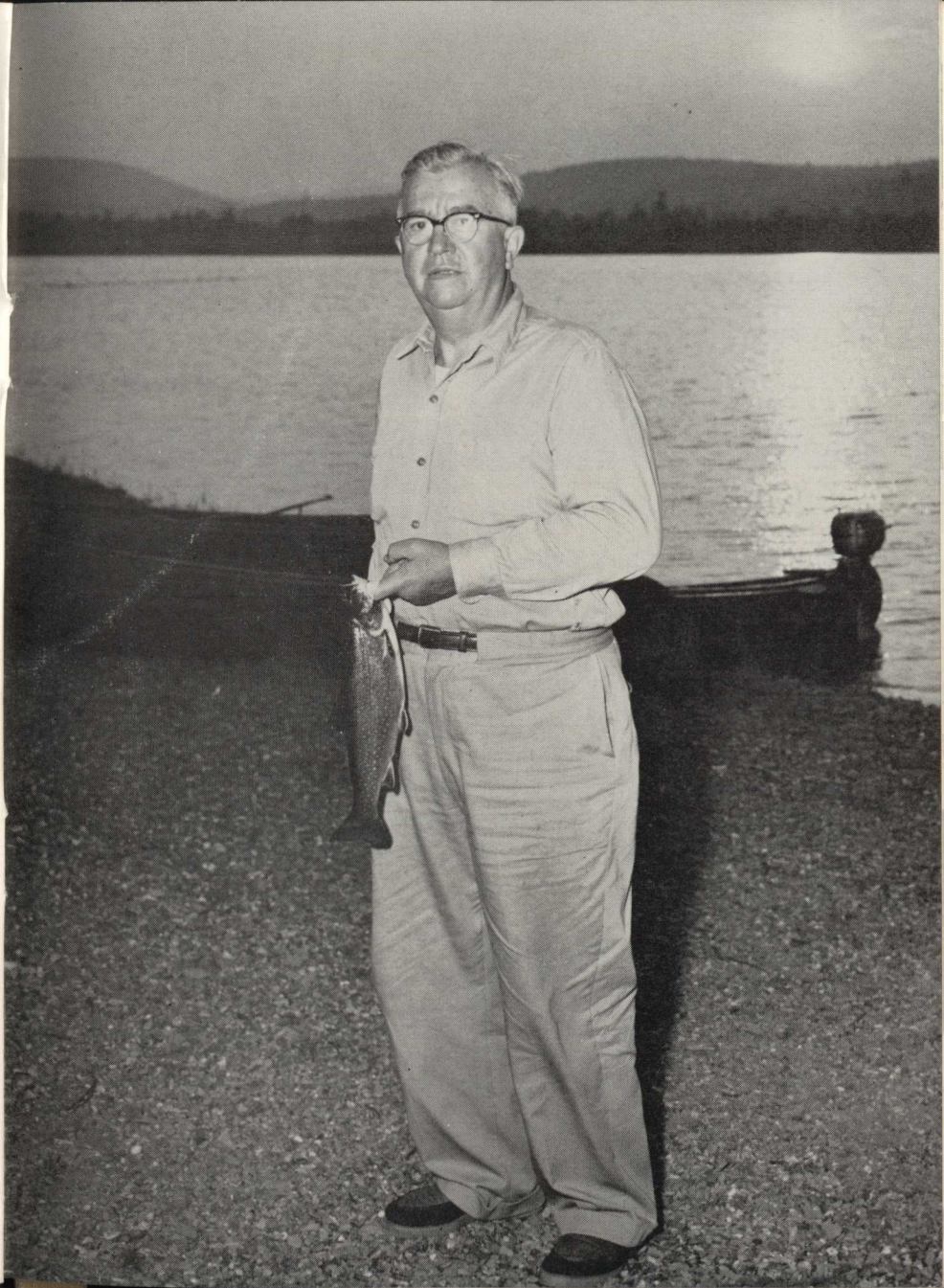
## Writers Visit Northern Maine

The Bangor and Aroostook had company June 17-19. The company was a party of nine men whose opinions on sports . . . fishing, hunting, and shooting . . . reaches several million sports enthusiasts (who could be guests of Northern Maine and the Bangor and Aroostook) every month.

The party included Jim Hurley, New York *MIRROR*; Bob Edge, *SPORTS AFIELD*; Bob Elliot, Maine Development Commission; Henry Schaefer, Newark (N. J.) *NEWS*; Bud Leavitt, Bangor *DAILY NEWS*; George Bucknam, Maine's Deputy Commissioner of Fish and Game; Walter Warman and Bob Patten, *WABI Radio*, and Andy Jones, *FIELD and STREAM* magazine.

The party flew to a lodge on Scenic Fish Lake, some 15 minutes by air from Portage, June 18 and for four prolific days practiced their wiles against Maine squaretails and landlocked salmon.

•  
*Left, a deer feeds at edge of quiet lake. Right, Jim Hurley holds catch after a brief, after-supper trip.*

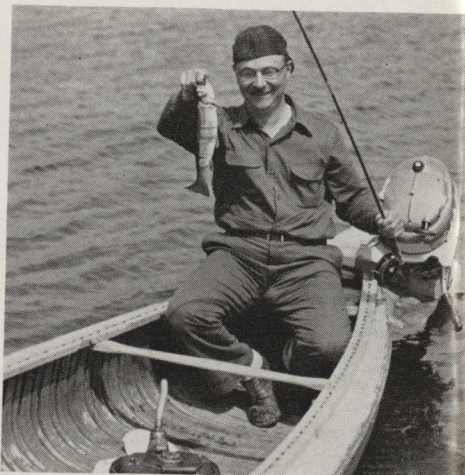






Guide Ernest Prosser and Andy Jones, FIELD and STREAM editor, return from an expedition to one of the many streams feeding Fish Lake. Jones, a World War II Marine Corps flyer, proved himself to be one of the party's most resourceful fishermen.

Sports scribe Henry Schaefer displays a three-pound squaretail taken after fast ten-minute fight. Writers were enthusiastic about the fishing and the North Country.



Bob Edge, SPORTS AFIELD editor and ABC Radio network sports commentator, taped two radio shows at the lodge which were carried on a 260-station national network. Edge, who moved to Maine a year ago, makes his home in Brownville.



## Wanted .. Reward .. Wanted

The following suggestions have not been caimed yet so we are blowing the bells, ringing the whistles, and dragging out the throw net in an all out effort to find the owners of these sawbucks.

Send in your suggestion coupon and get your award. (Mark it with your name, of course.)

If your coupon has been lost you can still get the award if your handwriting matches that on the suggestion. To claim a suggestion

by handwriting, simply write to the Suggestion Office in Bangor and they will ask you to write out a sentence which they will choose from the suggestion. Give your name, occupation and address.

Of course if it is a type-written suggestion this is not possible and the suggestion coupon is required. For this reason the typewritten suggestions are marked with a star (\*).

WE'RE WAITING FOR YOU to claim these awards!

### ARE ANY OF THESE YOURS?

- \*No. 411, Sept. 28, 1949—U. S. Envelopes.
- \*No. 720, Sept. 15, 1950—A-C coaches for selectees.
- No. 840, July 17, 1950—Shorten GS-1 and ST-37.
- No. 1172, Jan. 1, 1951—Cardboard clock.
- No. 1751, May 8, 1953—Tracing material.
- No. 1865, Dec. 15, 1951—Signal on cars H-1 and H-2.
- No. 1945, June 23, 1950—Long cord on radio equipment.
- No. 2017, Oct. 10, 1950—Tissue letterheads.
- \*No. 2241, Aug. 13, 1949—Painting box cars at Derby.
- No. 5668, Apr. 28, 1951—Handhold on B/L locomotives.
- No. 6163, Apr. 26, 1951—Paying vacation time.
- No. 6597, Sept. 21, 1949—Snowplow windshield wipers.
- No. 7387, Apr. 16, 1953—Improving air hose on F-3 engines.
- No. 7571, Feb. 2, 1952—Improved visibility B/L engine numbers.
- No. 8212, Mar. 31, 1949—Enforcing safety rules.
- No. 9340, Mar. 31, 1953—Protect main control diesel switch.
- No. 10083, Feb. 4, 1952—Safer extinguisher location.
- No. 10512, Jan. 2, 1953—Standardize diesel cutout cocks.
- No. 10782, July 9, 1953—Forms AD51-AD52.
- No. 10800, Feb. 25, 1952—Blackboard for stations.
- No. 12737, Mar. 17, 1953—Improvement on axle burning machine.
- No. 15412, May 4, 1954—Clearing bulletin boards.



# IN THE FAMILY

## Engineering Dept.

*Trackman Herman J. Pinette*, Eagle Lake, went by motorcycle to Connecticut during his vacation where he visited friends and relatives.

*C. E. Garcelon*, Superintendent of Bridges and Buildings, recently attended a Rotary International convention at St. John, N. B., where he was a guest speaker, addressing the group on international service.

*Mrs. Guy L. Pettengill*, wife of the late *Guy L. Pettengill*, foreman and general chairman of the Brotherhood of Maintenance of Way Employees, spent the month of July in Maine visiting friends and relatives in Bangor, Houlton, and Presque Isle.

*Trackman and Mrs. Daniel Brayson* of Fort Fairfield celebrated their 15th wedding anniversary at the Motel Haven in Woodstock, N. B., July 3. Mrs. Brayson's father, *Earl Brown*, retired from the Royal Canadian Mounted Police, owns and operates the motel.

*Foreman Murdock Spencer* of Easton, was hospitalized during the month of June with pneumonia.

*Trackman Ellsworth Dyer* of Presque Isle has been appointed temporary foreman of Section No. 362, Fort Fairfield, during the absence of *W. E. Miller*.

*Trackman and Mrs. Donald Libby* of Fort Fairfield are receiving congratulations on the birth of a daughter, July 14, at the Community Hospital in Fort Fairfield.

## CONTRIBUTORS:

- C. L. McPherson
- A. M. Toole
- H. A. Howe
- J. O. Cain
- Leland Labbe
- H. A. Labbe
- A. J. Lebel
- Rayne J. Cote
- F. M. Smith
- John H. Nelson
- K. H. Beals
- Onezime Corriveau
- D. H. Brayson
- Byron Allen
- Guy Jackins
- Bernice Bailey
- L. G. Akerley

*James Roach*, former trackman on the Island Falls section, has been appointed foreman of Howe Brook section.

*Pfc. Leonard D. Bourgoin, Jr.*, is spending a 30-day furlough with his parents, *Section Foreman and Mrs. Leonard Bourgoin* of Van Buren. Pfc. Bourgoin, a former trackman for the BAR, is stationed in Maryland where he is a cook.

Section Foreman *Raymond E. Crawford*, Presque Isle, received his gold pass for 40 years service from Roadmaster *Herman Wright* last month. His father, *James H. Crawford*, worked on the construction of the B. and A. and later served many years as a foreman. Mr. Crawford is a member of the Orangemen, and the Brotherhood of Maintenance of Way Employees.

Section Foreman *Frank L. Smith*, Houlton, also received his gold pass from Roadmaster *Wright* last month. He is 63 years old. Mr. Smith has worked at Oakfield, Prides, Howe Brook, Westfield, and Houlton, and entered service at Millinocket. He is a Mason and a member of the Order of the Eastern Star.

Section Foreman *Edwin A. Welstrom*, Millinocket, received his gold pass for 40 years service last month from Roadmaster *Orville Armstrong* (now retired). He was born in Perham and first entered Bangor and Aroostook service as a trackman in Perham at the age of 21. He served as foreman at South Lagrange and Schoodic before he came to Millinocket in 1927. His son, *Donald*, is a BAR car inspector.

Top to Bottom:  
Helstrom, Crawford and Smith





Mr. and Mrs. Onezime Corribeau and Mr. and Mrs. Felix Cote with their children spent two days in Quebec City last month. They also visited the shrine at St. Anne de Beaupre.

Trackman John O. Cain, with his wife, children and his mother, Mrs. Dow Cain, visited friends and relatives in Doaktown, N. B., over the Fourth of July weekend.

Mr. and Mrs. Linwood C. Jackins and their children, Sherry, and Mark, spent the Fourth of July weekend with his parents, Mr. and Mrs. G. L. Jackins of Houlton. Linwood is a painter in the shops at Derby.

Foreman Curtis McKenny (ret.) of Patten writes us that he would like to "thank all my fellow workers who so generously contributed to a purse given me. I am so much better and am cutting pulp—not very fast—but I am working most of the time."

K. H. Beals writes: "Enjoyed ourselves at Howe Brook last week. Went fishing and among the crew we caught a good string of trout. Also had some frog's legs for the first time . . . weren't bad . . . Section men Charles Tille and Clayton Richards are good guides."

Lwyla Anne Russell, daughter of Foreman and Mrs. Roy Russell

The employees pictured here attended the June 8 MEET THE PRESIDENT session. Attending were: Frederick P. Shute, Merrill L. Bennett, Joy P. Smith, Charles H. Hichborn, John W. Doore, Kenneth C. Greenlaw, John O. Cain, Alfred Thibodeau, Eldon J. Anderson, Arthur Ouellette, Eddie Roy, Arthur Beaulier, Normand Bouchard, Louis L. Gagnon, Gordon E. Hewes, E. W. Chamberlin, J. E. Tinkham, Alphy Ouellette, A. G. Snow, R. E. Clukey, J. J. Whitney, Jr., A. J. Burke, M. E. Lewis, H. F. MacLeod, K. A. Paul, R. L. Smith, G. F. Kelley, P. A. Dean, C. Michaud, S. F. Hall, Leo Tomah, Earl P. Crawford, and J. C. Hickson.



of Sherman Station was graduated from Oakfield high school in June. Following graduation exercises, the class took a trip to New York City and Washington, D. C. Lwyla is the granddaughter of Trackman Zadoc Russell of Smyrna Mills and Trackman George Mitchell of Howe Brook. She is now in Norfolk, Va., where she plans to be employed.

Temporary Foreman Edwin J. Swanson of No. 369, New Sweden, recently purchased a new Chrysler car.

Gus Anderson is now retired after almost forty years of service with the BAR. He was appointed foreman of Section 373, Stockholm, July 19, 1922 and held that position until the summer of 1953 when he bid in one of the patrol jobs for the summer. Friends report that he is now enthusiastically pursuing his hobbies of gardening and fishing.

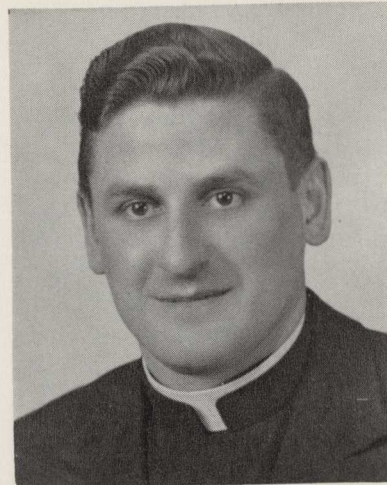
Gordon R. Dixon, section foreman, No. 373, but at the present time assistant road-master, has purchased a new Ford car.

Section Foreman, Stockholm, Walter Wardwell, took a week's vacation recently. Howard Gussner was acting foreman.

Section Foreman Alton Wardell, St. Francis, bid in the temporary foreman's job on Section 373 while Gordon Dixon is assistant road-master.

Rene Corbin of Section 490, Ashland, and Miss Colette Bellavance of Richmond, Maine, were married in Richmond, July 3. Our best wishes and congratulations to the young couple.

Gerald Piper, acting foreman, section 490, has been in charge of the weed spraying machine for the last three weeks at various northern division locations.



The Rev. Bernard L. Nicknair, son of Trackman and Mrs. Fred Nicknair of Eagle Lake, was ordained to the priesthood June 12 in Portland. The ordination was televised by a Portland station. Father Nicknair was born in 1927. He attended St. Francis High School, St. Francis College in Biddeford, and the Seminary of Philosophy and the Grand Seminary of Theology in Montreal.

Section Foreman Byron M. Allen and Trackman Paul B. Allen spent a day fishing at Moosehead Lake last month. Result: one togue.

Our sympathy is extended to the family and friends of James Lovely who died in Millinocket after a brief illness. He was born in Fort Fairfield in 1884 and had lived in the Millinocket vicinity for 33 years, employed by the Great Northern Paper Co., and the BAR.

Harlie W. Eaton, 67, a resident of Millinocket for the past 36



years died suddenly at his home June 3. He was born in New Limerick, September 18, 1886. He was employed by the BAR prior to his retirement and was a member of the Brotherhood of Railroad Maintenance of Ways Employees.

He is survived by two daughters, *Mrs. Eldora Higgins* and *Mrs. Esther Nice*, and a son, *Kenneth*, all of Millinocket; a sister, *Mrs. Nancy Mullen* of Smyrna Mills; a brother, *Lester*, of New Limerick; and several grandchildren. Our sympathy to the family and friends.

*Verne Byers*, son of *Mr. and Mrs. Grant Byers*, Houlton, and *Miss Lora Joan Hayden*, daughter of *Mr. and Mrs. Levi Hayden*,

Caribou, were married in Caribou, June 19. The couple are both graduates of Farmington State Teacher's College. Verne is now attending summer session at the University of Maine where he is studying for his master's degree. He and his wife will be on the faculty at Ashland High school this fall.

*Section Foreman Herman Lewin* of Squa Pan spent a few days' vacation on a fishing trip in Canada. He came back with a nice catch.

*Section Foreman and Mrs. C. L. McPherson* and their son of Squa Pan spent a week's vacation in Old Orchard.

The employees pictured here attended the June 29 MEET THE PRESIDENT session. They were: Marshall S. Lundin, Maurice M. Cole, Lloyd H. MacDonald, Charles Carroll, Lenwood N. Butler, Gordon R. Dixon, Clarence L. Nadeau, Alfred Blanchette, Oram Caron, Linwood G. Jackins, Harold J. Hogan, John P. Fontaine, L. J. McManus, H. W. Hanson, B. F. MacArthur, A. D. Moore, R. A. White, R. E. Dunton, J. H. Roach, Jr., C. W. Slauenwhite, C. A. Dean, F. F. Gould, G. R. Somers, R. C. Small, F. E. Redman, R. C. Botting, P. M. Shields, M. D. Mersereau, J. Cheevers, R. A. Goodall, R. T. Clark, Jr., Miss Cleo Keirstead, Mrs. Ida J. Hughey, and Tweed E. Sewell.



## Northern Div.

*Operator and Mrs. A. J. Lebel* attended a Rotary convention in St. John, N. B., and motored to New York City where they visited friends and relatives during their vacation in June.

*Station Agent and Mrs. Harold Labbe* of Easton attended the American Legion convention with friends *Mr. and Mrs. Herman Larsen*, also of Easton. Mr. Labbe was a delegate from the Patee-Page Post No. 187 in Easton of which he is the commander.

He also writes us: "*Carroll Hersom*, Freight Clerk in Presque Isle, and I went on a little trip together. Caught our limit of brook trout in short order and chased a trout down the brook trying to catch it . . . he would not bite although at times we had our hook and bait on the tip of his nose . . . it looked like two feet long. The following day Carroll caught it—only 11½ inches." This just goes to show you how stories get started.

*Agent and Mrs. Ralph Rafford* of Squa Pan spent a few days' vacation with their son and his family in Rockland.

*A. J. Lebel*, operator at Fort Kent, was recently elected president of the Fort Kent Rotary club.

*Joan Labbe*, daughter of *Mr. and Mrs. Dan Labbe*, Station Agent in Van Buren, arrived home July 1st from Florida to spend the summer with her parents. She was accompanied home by her brother, *Roland Labbe*, of the U. S. Navy. Stationed in Florida, he spent a month's furlough home.

*Oniel, Theresa and Dolores Labbe*, children of *Agent and Mrs. Leland Labbe* of Eagle Lake,



**Pfc. Leonard Bourgoin**

were among the 120 children who received the sacrament of confirmation at the St. Mary's church in Eagle Lake in June. The *Bishop Daniel J. Feeney* of Portland administered the sacrament.

*Station Agent and Mrs. Everett Gerard* and family of Mapleton were callers at the home of *Mr. and Mrs. Leland Labbe* of Eagle Lake in June. Other guests at the Labbe home during June were: *Mr. and Mrs. Harold Labbe* and family of Easton; *Mr. and Mrs. Norman Labbe* and family of Oakfield; and *Mr. and Mrs. Daniel Labbe* of Van Buren.

*Mr. and Mrs. W. F. Howard* are at their home in Easton after spending the winter in Florida. Both are retired employees of the BAR. Mrs. Howard was Station Agent at Fairmount, Fort Fairfield and Mr. Howard was the Station Agent in Easton.





*Byron C. Raymond*, 70, of Robinson, retired last month after a half-century of Bangor and Aroostook service as agent and operator. He worked at such places as Limestone, Grindstone, Jemmland, Grime's Mills, Keegan and Caribou. He has been agent in Robinson for the last 35 years. Mr. Raymond was born in Simonds, N. B. His brother, the late *W. L. Raymond*, former agent at Mars Hill, was a lifetime BAR employee.

### Southern Div.

*Mrs. R. R. Rafford*, wife of *Agent Rafford* of Masardis, was a patient recently in the Presque Isle General Hospital.

*Conductor A. S. Humphrey* recently received a forty year pin for being a continuous member of the Brotherhood of Railroad Trainmen. Others receiving pins at the same time were *G. H. Felch* and *R. W. McGuire*.

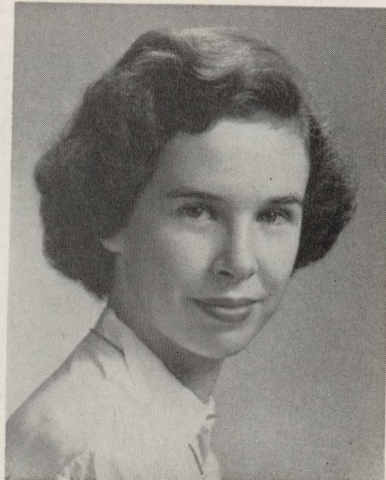
Our sympathy to the family and friends of *Fireman Edward O'Connor*, who died suddenly at his home, June 12.

*Conductor B. MacMillan* retired to take his pension, June 22, after continuous service to the BAR since Sept. 15, 1911.

Operation of Tower No. 1 at Northern Maine Junction was discontinued on Wednesday, June 23.

*Operator L. S. Brackett*, leverman at the Tower will replace *Agent Charley Bowley* at South Lagrange. *Operator G. E. Linnell* will replace *Operator W. S. Cook*

*Miss Ellen Hay*, daughter of Supervisory Agent *W. S. Hay* and *Mrs. Hay*, Presque Isle, has been awarded a \$500 scholarship at the University of Maine by the Bangor and Aroostook. It was given because of Miss Hay's outstanding record both as a student and as a participant in campus activities. Miss Hay is a junior majoring in English.



MAINE LINE

at South Lagrange and *Operator W. C. Weymouth* will replace *Operator L. B. Randall* at West Sebois.

*B. J. Edwards* writes us: "New cars appearing on the scene—*A. M. Toole*, secretary to Supt. Trans., has a new Pontiac, baby blue, no less; the boss has a new Buick—a real sporty two-tone job; *Fred Bither* has a new fire-engine red Chevrolet; and *Thelma Kelley* has a new Packard.

*J. E. Tinkham*, chief clerk, Milinocket, accompanied by his family, motored to Connecticut and

Massachusetts during his vacation in June.

*Carl W. Grant*, son of *Conductor W. W. Grant*, spent a few days' furlough at his home in Oakfield. Carl has been receiving his basic training at Fort Dix, N. J.

A fifty year pin and plaque set was sent to *George W. Jardine* of Fort Fairfield, a retired conductor. The award represented continuous membership for forty years in the Brotherhood of Railroad Trainmen.

*Brakeman P. C. Burton* attended the Soap Box derby in Brewer

The BAR Shriners pictured here attended the joint ceremonial of Philae and Anah Temples at Halifax, N. S., June 19. In the front row, from left to right, are *Fireman Wayne E. Duplisea*, *Engineer Earl C. Parker*, *Engineer Perley Duplisea* and *Engineer Fred D. Parent*; in the back row, from left to right, are *Conductor Kenneth Sloat*, *Conductor Frank Morrill*, *Engineer Forrest Bunker*, and *Engineer Albion Connelley*. Others who attended the ceremonial were: *Car Foreman Gerald Nowell*, *Machinist Charles Hoskins*, *Blacksmith Fred T. Dewitt*, *Engineer Perley Barrows* and *Conductor Vern Hall*.



JULY-AUGUST, 1954





Upper or Lower, Sir.

where his youngest son, *Richard* participated in the events. Richard was also a contestant in the 1953 Derby.

*Norman Labbe*, station agent at Oakfield is quite a fisherman, according to *H. A. Howe*. His hobby is making flies to suit the taste of the most discriminating fish. In June, Norm was fishing at Wallagrass and noticed a large fish jumping. Norm sat for an hour before he bagged the five-pound salmon. He says that the salmon kept swimming in concentric circles around the boat."

*J. B. Crocker* and his daughter, *Alma*, are visiting relatives in Vancouver, B. C. Blaine took a month off for this visit.

The employees pictured below attended the June 3 MEET THE PRESIDENT session. They are: Leon A. Rancourt, Richard R. Curtis, Harvard E. Howes, Albert R. Niles, Vaden A. Hoxie, Hollis F. Nelson, C. J. Gallupe, Edward R. Landeen, Gerald D. Henry, Horace B. Russell, Jonathan A. Snow, William O. Murchie, Guy L. Jackins, Leroy D. Sweenor, Stephen P. Albee, Elwood S. Hand, E. L. Niles, Sherley J. Curtis, J. W. Stannix, A. F. Hayward, L. E. Whittaker, S. D. Andrews, E. W. Hamlin, V. T. Wark, J. W. Ellison, G. M. Fogg, A. L. Grondin, W. R. Harris, W. E. Duplisea, H. R. Carey, N. J. Daigle, S. S. Sanders, R. McCarthy, M. L. Eldridge, R. H. Fowler, Charles W. Solomon, Carl S. Morton, Philip G. Corneil, and Robert D. Pratt.



*Neill A. Robertson* writes that he and his family spent part of one week of their vacation visiting friends "in a place positively unknown to any of them before, Palermo, Maine. Stopping off a few minutes at Searsport to visit the *O. G. Grady* family. Think *Gradie* has gained about 4 ounces since I saw him last. Must weigh nearly 101 now."

Guess *Charles Bowley, Sr.* decided he wouldn't have much time to play the horses after bumping onto one of the East Millinocket jobs as he sold his horse "Honore Dizzy Belle" and half interest in another, but still retains half interest in another.

Charlie got "Honore Dizzy Belle" from Quebec and she didn't understand English which made it embarrassing for Charles. When she knocked him down and trampled him she couldn't understand his cuss-words.

*Percy O. Hews, 73*, died at his home in Milo, July 27. He was born in Ashland in 1881. He was a retired employee of the BAR, having worked at the Derby Shops for many years. Surviving are his wife, *Mrs. Mattie Thibodeau Hews*

*Guy L. Jackins*, secretary, Lodge No. 1189, B. of M. of W. E. recently presented 20-year buttons to eight members. They were: *Bert-ram J. White, Thomas W. Green, J. C. McDade, Edgar Green, Martin E. Grant, Charles Shannon, Hartley Seeley, and Thomas McDade*. Receiving 35-year pins were: *George W. Green and John Turner*.

Pictured above, with Jackins, from top to bottom are: *George W. Green, Charles Shannon, Hartley Seeley, Thomas McDade and John Turner*. Both Green and Turner received certificates of merit.





of Milo; a daughter, *Mrs. Pearl Salley* of Bristol, Conn.; two brothers, *Edgar*, of Ashland and *Roland*, of Portland; and several grandchildren. Our sympathy to his family and relatives.

### Car Service Dept.

The Transportation and Car Service departments at Northern Maine Junction highly endorse the morning coffee-break ritual because the coffee money financed their annual picnic at Tidal Falls Lobster Pound in Hancock, June 26.

Those present were: *Mr. and Mrs. L. E. Terrio*, *Mr. and Mrs. H. L. Hatch*, *Mr. and Mrs. S. P. Ruth*, *Mr. and Mrs. F. A. Bither*,

*Mr. and Mrs. W. G. Kelley*, *Mr. and Mrs. J. C. Hickson*, *B. J. Edwards*, *Isobel Price*, *Nora Duren*, *Alicia Toole*, *J. L. Babcock*.

### Legal Dept.

*E. J. Thibodeau* of Bangor, is the proud grandfather of twin boys. They were born June 25 to *Mr. and Mrs. Densmore Q. Thibodeau*. Both babies weighed over six pounds. Densmore is a Seaman Second Class in the U. S. Navy and was stationed at Corpus Christie, Texas. His wife is a native of Wilmar, Minn. After his discharge in July, Densmore plans to attend the University of Minnesota where he will study electrical engineering.

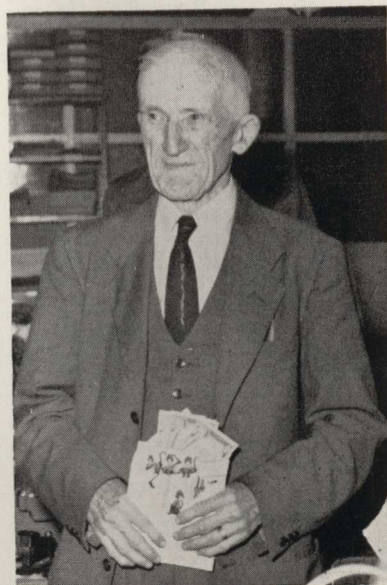
The employees pictured here attended the June 22 MEET THE PRESIDENT session. They were: R. E. Farrell, C. A. Hanscom, W. J. Shaw, N. L. Chadbourne, L. W. Littlefield, R. L. Russell, R. M. Makin, D. D. Lovell, E. A. Cyr, G. E. Somers, L. E. Bubar, R. R. Levesque, T. W. Lee, L. M. Mersereau, Owen Gould, G. M. Dionne, Wayne R. Perkins, Lee C. Turner, Charles H. Lilley, Charles E. Hand, Gilman Grivois, Ronald C. Casey, Edmund G. Pelletier, Paul A. Swallow, Gerald M. Smith, R. A. Perkins, J. D. Goodwin, C. E. Church, C. W. Russell, A. Henderson, S. C. Chase, G. J. Beaupre, J. Boucher, and R. E. Ireland.



### Passenger Traffic Dept.

*Miss Frances Ross*, secretary to the Passenger Traffic manager, has left the BAR service. Her engagement to be married to *Richard Cratty* was recently announced by her parents, *Colonel and Mrs. Harry F. Ross* of Bangor and

*Guy E. Vincent*, 76, the senior member of the Bangor and Aroostook family, retired last month after some 41 years of service. Mr. Vincent began his railroad career for the Bangor and Aroostook in Houlton in 1918. He came to Bangor as traveling auditor in 1928 as a member of the accounting department. Although he has passed the three-quarter century mark, he still goes deer hunting every year and usually brings back a deer.



*Bob Ludden*, son of *Mr. and Mrs. K. S. Ludden*, *Lady and Charles Vereault* (son of *Victor Vereault*, Accounting Department) and a very nice catch of trout from St. Croix stream on the Ashland Branch.

Rockland. Mr. Cratty is the son of *Mrs. Mary H. Cratty* of Bangor and *Reginald Cratty* of Sullivan. Miss Ross was graduated from *Jeanne d'Arc Academy*, attended Mt. Ida Junior College and was graduated from *Katherine Gibbs School* in Boston. Mr. Cratty attended *Admiral Farragut Academy* and was graduated from the *Maine Maritime Academy* in June. The wedding is planned for September.

### Accounting Dept.

*Mrs. George A. Ashlock*, daughter of *Traveling Auditor and Mrs. Louis B. Neal*, has arrived in West Drayton, England, where she joined her husband *A/1c George Ashlock*, who is stationed there with the U. S. Air Force.





"But Pop, think of an engineer doing his own switching."

### HOW MATTOON GOT ITS NAME

An interesting story is told of how the city of Mattoon, Illinois, got its name. Back in the 1850's, "Big Bill" Mattoon, a contractor who was building the present New York Central Line westward from Terre Haute, Indiana, offered to bet Colonel Roswell B. Mason, chief engineer in charge of the construction of the Illinois Central Railroad, that he (Mattoon) would be the first to carry his rails to the point on the prairie where the two roads were to cross. Colonel Mason replied that he was not a betting man, but he made the counter-proposition that the construction crew that reached the crossing point first would have the privilege of naming the station to be erected there. "I'll take you up on that," said Mattoon. And the race was on. With this incentive, the rival crews redoubled their efforts. Colonel Mason's crew won the race, reaching the crossing a short time ahead of Mattoon's men. So it was Colonel Mason's privilege to name the station to be. He was so grateful to "Big Bill" Mattoon for having initiated such a spirited race that he named the station in his honor.

Sandra Diane Kelly, daughter of Earle H. Kelley, assistant comptroller and freight claim agent, Bangor, and the late Mrs. Kelley, became the bride of A/2c Francis Henry Beaupre, USAF, in an attractive home wedding Saturday evening, June 5. The bridegroom is the son of Mr. and Mrs. Frank Beaupre, of Lynn, Mass.

The single ring ceremony was performed by the Rev. E. Charles Dartnell, pastor of the First Methodist church of Brewer. A/2c and Mrs. Charles H. Birbeck, Jr., of Philadelphia, Pa., attended the couple.

The bride was graduated from Bangor High School in 1953. The bridegroom attended Cheverus Centennial School and Lincoln Junior High School in Malden, Mass., and is now stationed at Dow Air Force Base.

Our sympathy to *Mail-Messenger* John Hayes of Bangor on the sudden death of his father, *Detective-Captain John F. Hayes* of the Bangor Police Dept.

## FACTS AND FIGURES

We received from

	April 1954	May 1954
Hauling freight	\$1,415,329	\$1,124,627
Carrying passengers	27,357	27,343
Hauling baggage, mail and express	29,167	28,248
Other transportation services	17,373	14,960
Rents and miscellaneous income	33,615	(20,672)
A total of	\$1,522,841	\$1,174,506

We paid out or provided for

Keeping roadbed and structures in repair	\$ 325,000	\$ 200,000
Keeping locomotives, cars and other equipment in repair	218,308	211,203
Running trains	346,318	285,782
Selling our services to the public	19,358	19,754
Managing the business and keeping the records	63,398	74,784
Interest on borrowed money	71,519	74,508
Payroll taxes	26,028	29,973
Local and state taxes	54,820	55,007
Federal income taxes	153,130	55,471
Applied to sinking funds	54,960	61,798
A total of	\$1,332,839	\$1,068,280

Our Net Income was \$190,002 \$106,226

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



