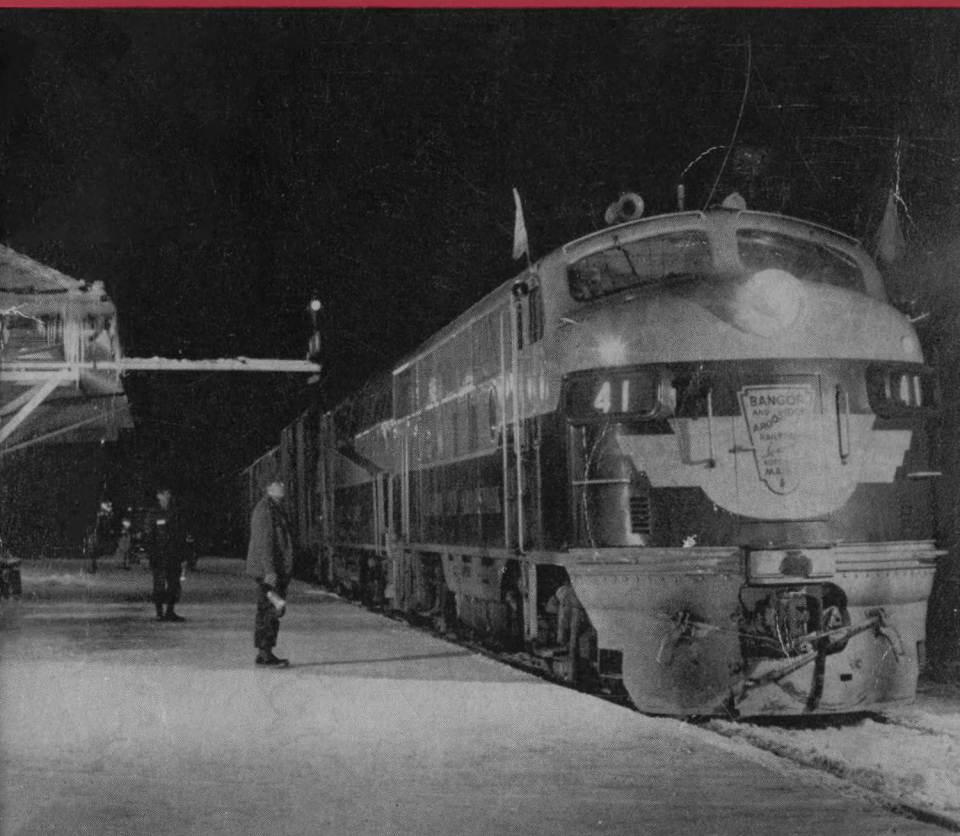
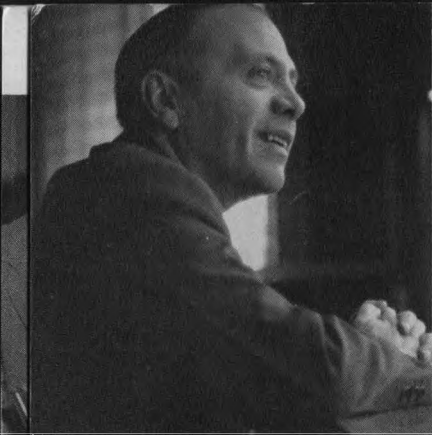


# MAINE LINE ▲



Jan. - Feb. 1955 Bangor and Aroostook Railroad



# TALKING IT OVER

On its face, railroading is a relatively simple business when compared, let's say, to building a "mechanical brain." As someone said to me recently, "All a railroad has to do to justify its existence is to move people and freight from one place to another."

You know and I know that it's far from being that easy. We know that every train that moves represents a lot of planning and a lot of work and a lot of care and thought, to say nothing of a lot of dollars.

We know that the skills required to make a railroad run are many and varied and we also know that the more skillful we are the better our public is served.

All of which raises this question,—Do you know your job as well as it can be known? I suspect most of us, answering honestly, would have to say "no". Moreover, in a number of cases perfection is practically an impossibility.

However, that is no reason at all for anyone's not trying—and constantly—to do a better job. If we all try to do that (and I believe a pretty fair majority of us do) we can go only one way and that is forward.

As I have said many times, we have the tools we need to do our work well. Whether it is well done is entirely up to us.

Cordially,

*Antro Hutchins*



## MAGAZINE

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1955

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### ARTICLES

Is Washing the Answer? . . . . .	4
Mr. Benson Pays a Visit to the Fort . . .	10
Experiment in Modern Railroading . . .	18
Meet Your Directors . . . . .	30

### DEPARTMENTS

Talking It Over . . . . .	2
MAINE LINE Camera . . . . .	23
Moving Up on the BAR . . . . .	26
The Suggestion System . . . . .	29
About Our Covers . . . . .	29
The Safety Page . . . . .	32
In the Family . . . . .	34
U-Tell Us Winners . . . . .	46
Facts and Figures . . . . .	47

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



*Roy and Dan Russell pose before their washer in Fort Fairfield which was tailored to meet the washing needs of the Aroostook potato.*

## Is Washing the Answer?

Aroostook shippers like their washers or curse them, but they mostly agree that it may be part of the answer to their marketing problems

It's a pretty sure bet that the current season will not be remembered as a red-letter year by Aroostook County farmers. 1954 brought, among other things, rain in unprecedented quantity, flood, and hurricanes all of which contributed to the farmer's problems. The sun shone so seldom during 1954 that spray-

ing was a miraculous accomplishment, and the late rains and early frost combined to make the digging season one of the longest in Aroostook's history.

Everything considered, 1954 was tough on potato men. But there's a small group of tough-minded and far-sighted growers and shippers who

feel that just maybe the terrible 1954 season provided a spark which may help the industry. They feel that it provided the impetus behind potato washing in Aroostook and that washing may well be part of the answer to the marketing problem.

Today, with more than 100 shippers in Aroostook county washing potatoes, there are almost as many different opinions about washers as there are people washing. It's a highly controversial subject and it was with this thought in mind that MAINE LINE went to a group of shippers, representing a cross section of the industry, with some pertinent questions. The group included big shippers and small ones, shippers who have been washing for two years and those who started in 1954 to salvage what they could of their crop.

Probably the most significant discovery to come out of the interviews was that all the shippers queried, save one, felt that potato washers will figure permanently in the future of the industry. And 50 per cent of the shippers queried felt that, within a few years, potatoes for the consumer market will have to be washed in order to sell.

Harris Whited, a Fairmount shipper, put it suc-

cinctly when asked his opinion about the future of the potato washer in Aroostook county: "I think there'll be a lot of washers for sale next year, but I think there'll also be a premium for washed potatoes if we have a good crop."

Another shipper in Presque Isle pointed out that competing potato areas are washing and he posed the question: "How can we compete and stay in business if we don't meet the competition?"

Dwinal Weeks, of Smith and Weeks in Mars Hill, commented: "I don't think there's a housewife in the country who wouldn't prefer washed potatoes to dirty ones."

How did most potato men get started in washing? More than half of the shippers interviewed, started washing potatoes to salvage a crop that had field frost, or one that was so muddy the potatoes couldn't be graded without washing. As one shipper put it: "We started so we could sell the stuff."

Of course, some shippers, like the Russell Brothers in Fort Fairfield, washed for a premium and washed good potatoes only. They've been washing for two years, as have Smith and Weeks of Mars Hill.

But while washing for salvage helped Aroostook market its potatoes, most of the shippers interviewed felt that the salvage operation did much to hurt the cause of the washer in Aroostook. Enough of the salvage crop broke down after washing to make the trade look askance, simply because much of the salvage was not top quality stock. As a result, the blame was placed on the washing process rather than on poor quality potatoes, where many shippers feel that it belongs.

Do most of the shippers feel that washing got a fair trial this season? One shipper felt that the salvage washing this season hasn't given the washers half a chance, while another said he thought it had "set washing back," and another shipper commented that "many of the potatoes that went through washers this season should have gone to the starch factories instead."

A recurring remark was that the best potatoes are none too good to wash.

One of the big questions, of course, is how many shippers are getting a premium for washed potatoes and what is the financial reward for washing. By and large, the survey showed that the shippers who are washing only

the best potatoes have been, and still are, getting premiums ranging from 10 to 20 cents a hundred weight for their washed potatoes.

Several shippers who washed as a salvage project said they received a premium at the first of the season, but as more of the lower quality potatoes reached the market, the premiums stopped.

Katahdins, according to the survey, are the overwhelming favorites for washing, with three notable exceptions. More than 90 per cent of the shippers queried liked the washing qualities of the Katahdins best.

Dwinal Weeks, of Smith and Weeks in Mars Hill, said that he prefers Cherokees over any other variety for both eye appeal and resistance to bruising. He also feels that the shrink is less with the Cherokee than with other varieties.

Alfred Litz, of the F. H. Vahlsing company at Easton, has had excellent success with the Russet Burbank.

"The Russet has eye appeal and is less susceptible to bruising than most potatoes," he says, "and we feel that washing this potato is the last step in putting out a quality product. We're sold on it and we hope the growers will put in more acreage. If they do,



*Armand Blanchette holds washed potatoes in plastic bag and unwashed in paper bag at Houlton First National Store. The Aroostook potato is one of the very few unwashed vegetables found in the supermarkets. The washed Aroostook potatoes pictured are the exception, rather than the rule.*

we'll put in more washers and load more Russets."

The other potato indicated by some shippers as a good bet for washing is the Teton, and those who have been successful with it described its washing qualities as similar to the Katahdins.

Are there any special techniques to make the process surer and safer? The majority of shippers queried felt that washing Aroostook potatoes is so new and at such a stage of development that there are few hard and fast rules.

As one grower put it, "We don't know what happens to the chemistry of a potato when it's washed. We've got to have some answers about washing and when we get them washing will be the thing."

Several shippers have adopted techniques which they feel are helping them to put out a better product.

Emphasizing quality, many shippers answered that the most helpful technique is to wash only good potatoes.

Dan Russell, of Russell Brothers in Fort Fairfield, quipped that the most helpful washing techniques is to "turn away at the potato house door all but the best potatoes."

Herman Estabrook of the W. C. Hand company in New Limerick, disinfects and waxes his potatoes, the theory being that the disinfectant stops bacteria from spreading to healthy potatoes and prevents breakdown, while waxing helps seal bruises.

Some other techniques suggested by shippers on the basis of this season's experience were first bagging in 100-pound bags, allowing the washed potatoes to set for a day or two, then re-bagging. The merit in this method is that it allows time to spot

breakdown in salvage stock before the potatoes are on the way to market.

The Vahlsing people at Easton use two sponge dryers on their Russets and then use a heat dryer as a final step.

Another combination suggested by Ken Bouchard of the Bouchard Company in Caribou, is nylon brush rollers and disinfectant which help cut down bruising.

All of the shippers interviewed felt that the cost of washing has been relatively small as far as extra handling, water and maintenance of machinery are concerned.

Are the washed potatoes popular with the trade? Charles Guiney of the Nightingale Company in Fort Fairfield, probably summed up the experience of many shippers when asked the reaction of receivers to the washed stock: "If they get a good car they love it; if they don't it's trouble."

However, two-thirds of the shippers interviewed felt that the customer reaction to washed potatoes was favorable, and the concerns that are washing only good potatoes have received very few, if any, complaints.

What conclusions can one

draw from the answers of the potato men? Probably the most significant answer is that the potato men themselves feel that washing is perhaps the key to some of the industry's ills. There are still washing problems, but many shippers feel that the season's experience will do

much to solve them another year.

Perhaps the most heartening conclusion one might draw from the industry's answers is that it is determined to go forward and put the Maine potato back to the top where it rightfully belongs.

### ... AND, FRANKLY, WE DON'T BLAME 'EM

As part of his duties as inspector of perishable freight, Charles Hickson is required to put recording thermometers in reefer cars at Northern Maine Junction and retrieve them at destination points in Aroostook county. The thermometers are valuable little gadgets and so it was with considerable agitation that Hickson discovered one was missing last winter. Somewhat baffled, he traced it as far as Fort Kent where the trail disappeared. No one had seen a recording thermometer. Stopping at a potato house, Hickson was describing, largely with sign language, since he doesn't speak French, the ticking thermometer when a light of comprehension broke across the foreman's face. He indicated a large snow bank nearby which soon produced the missing thermometer. Seems the crew had heard the ominous ticking and promptly disposed of the black box thinking it was a time bomb.

### TIMES SURE DO CHANGE ...

Spring-thawed roads and freight-jerked pullmans figured in Houlton's first year of competing railway service. In March, 1894, Albert A. Burleigh, the B. & A.'s first president, wrote to F. W. Cram, the B. & A.'s first general manager, describing the freight and passenger situation in the Houlton area. The following is an extract from his letter:

"... The potato business is coming our way now and with increased platform room I think we shall be able to hold the most of it as the hauling up the hill to the C. P. Station is very bad and some of the farmers have refused to haul up the hill so that buyers at the B. & A. have the advantage in purchasing at the same price or lower.

"The Pullman service on the C. P. is not proving a success and is not getting what was expected from this town. Several have complained to me about the roughness of the road and that they could not sleep from being jerked around on the rear of a freight train."



## Mr. Benson Pays a Visit To the Fort

Editor Harvey gives inside  
glimpse at problems involved  
in arranging for cabinet  
member's visit

By Kingdon Harvey

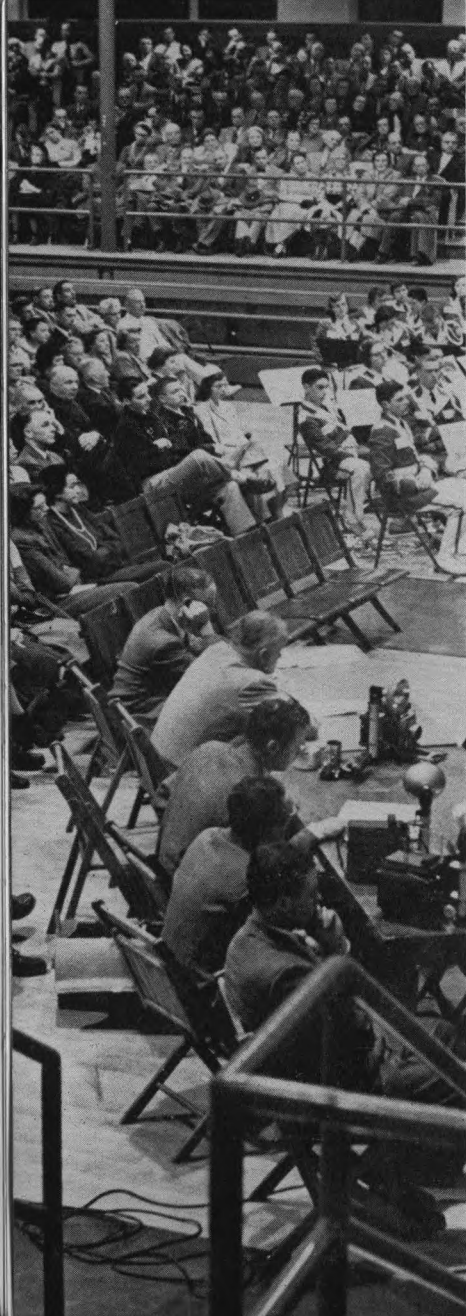
*We are indebted to Kingdon Harvey, colorful editor of the Fort Fairfield REVIEW and a member of the C. of C. steering committee which brought Ezra Taft Benson to Fort Fairfield, for the following piece . . . an inside look at the rewards and tribulations of playing host to a national personage.—Ed.*

It would have taken more than 25-below-zero temperature to cool the reception Aroostook County gave Secretary of Agriculture Ezra Taft Benson in Fort Fairfield Feb. 2nd.

Though President Eisenhower's top farm official is one of the busiest men in the nation, and he may have been

*The Secretary gets off the BAR private car at Fort Fairfield, left, smiling a greeting at the crowd that turned out to welcome him. And a few seconds later, right, he is attired in a heavy fur coat and cap and ready for sleigh ride through the streets of the town.*





anticipating a little extra rest and relaxation on this trip to Maine, the Fort Fairfield Chamber of Commerce planned otherwise, keeping him "on the go" for most of the 22 hours he spent in the county.

Few people outside the chamber's steering committee realize the amount of work involved in arranging for the visit of a dignitary of Benson's stature. It requires continuous detailed planning on the local level, plus cooperation from numerous outside sources.

The Chamber of Commerce was most fortunate in the willing and effective help it received away from the county—particularly in Washington, Augusta and Bangor. Secretary Benson's visit could not have been carried out as successfully as Fort Fairfield believes it was without the invaluable aid of Senator Smith, Congressman McIntire, the State Department of Agriculture, the Maine Potato Tax Committee, the Maine Development Commission and the Bangor and Aroostook Railroad, to mention a few who co-operated.

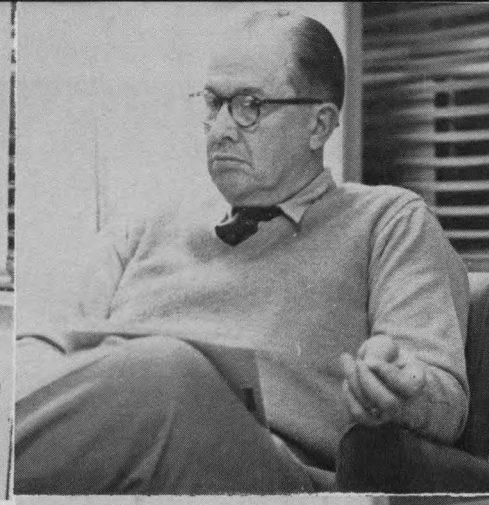
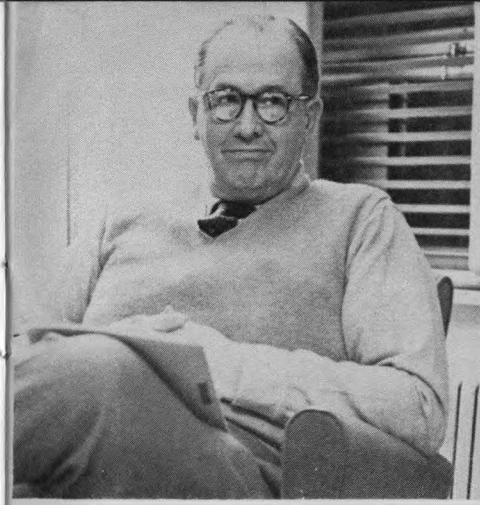
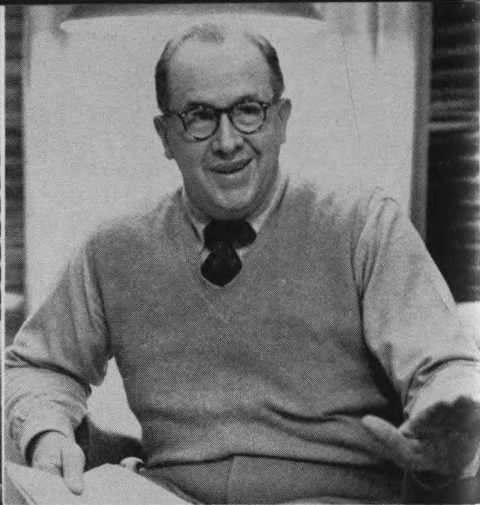
All along the way—from the time Fort Fairfield began preparing to entertain Mr. Benson until he left for Washington early the morning of Feb. 3—people and or-

ganizations lent eager helping hands. The Fort Fairfield Chamber of Commerce is grateful for this assistance. It would be nearly impossible to include a complete list of all who co-operated, but the appreciation extends also to the dignitaries whose presence graced the hotel and armory, as well as to the several thousand persons who turned out for both events.

The Chamber of Commerce is pleased to pay special tribute to the Bangor and Aroostook Railroad for the handsome way it contributed to the Benson visit. Fearing that, if the secretary depended on his usual way of travel to get into Maine, unfavorable weather might prevent him from appearing, the steering committee asked the B. & A. if it would be possible to send its private car down to Boston for him. President Hutchins' answer is now a classic in Fort Fairfield: "Sure, we'll be glad to. And if one private car isn't enough, we'll get you two or three." When asked if it would bring the car clear through to Fort Fairfield, the B. & A. replied: "Of course, and we'll run it right up to the armory if you say so."

The railroad wasn't satisfied with those expressions of support. At the chamber's request, Mr. Hutchins and his





*The Secretary holds a press conference . . .*

assistant Mr. Carl R. Smith even went down to Boston to be Secretary Benson's hosts on the ride up. From the president down, the B. & A. played a major role in the success of "Benson day."

The Fort Fairfield Chamber of Commerce first started getting the secretary into the county more than four months before he came up. President Perrin Edmunds planted the idea with his board of directors in September. While there may have been a feeling that such a feat would be impossible to accomplish, the directors quickly accepted the suggestion from the angle they surely had nothing to lose, i. e.: "Ask and ye shall receive."

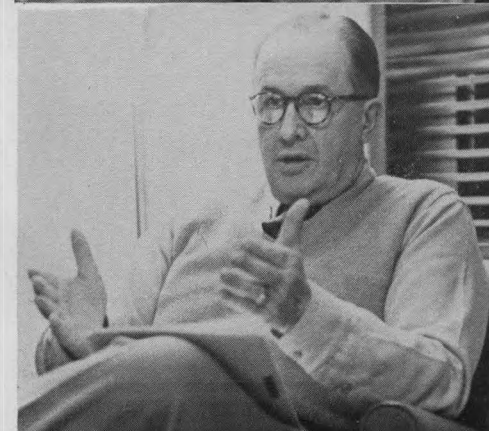
The Maine congressional delegation effectively went to bat, and Senator Smith added the clincher when Secretary Benson asked her which of two invitations to Maine he should accept.

An interesting sidelight to the planning was what Mr. Benson should be given as a present. The Worumbo mill at Lisbon Falls had offered material for a coat, but the chamber was tipped off that, whatever the gift might be, it should be something impersonal, as the secretary is a strong family man. A piece of Maine pine furniture was considered, as was a silver tray inscribed with the state seal. The eventual choice of a Maine bearskin rug seems to have been an excellent one,

and the chamber thinks Gov. Muskie did an admirable job in his presentation.

An amusing sidelight was a letter from a Maine legislator who believed that the proposed sleigh ride for Benson was undignified, not becoming to a man of his reputation, and poor advertising for the county. He suggested a helicopter ride as more appropriate. While the steering committee appreciated his interest in the visit, the excellent way the ride worked out and the secretary's reaction to it more than justified their use of the unique idea.

Benson himself added the finishing touch, after getting out of the pung in front of the hotel, by lifting up one of the horse's forelegs and examining her hoof.







*Governor Edmund S. Muskie, right, presented the Secretary with several gifts on behalf of the State of Maine, one of which was a bearskin rug which came up on No. 1 with him. Mr. Benson, left, proved to be a sincere and friendly counselor.*

It would be difficult to entertain any visiting dignitary over a period of time without some mishaps or unforeseen incidents — no matter how meticulous the planning had been. There were several in this instance, the least expected of which was a flat tire on Benson's car during his tour of central Aroostook.

Some comment was heard afterwards that putting Benson's armory speech over the radio likely cut attendance. That is probably true, but the chamber was after publicity for the town, and nobody can deny the fact that 12 of Maine's 15 radio stations included an audience far greater than could have been accommodated in any building in Aroostook County.

The secretary didn't tell the Maine potato industry anything it didn't know, as far as the law of supply and demand is concerned. Neither did the Newsome report of two years ago, which cost \$5,000. But the advice came from the best possible source, it was given with sincerity and humility, the words seemed to make good common sense to practically everybody, and they certainly are worthy of the utmost consideration.

The Fort Fairfield Chamber of Commerce, which sponsored Secretary Benson's visit to Aroostook, will feel deeply gratified if the Maine potato industry should, indeed, "face the facts."



*Below Rep. Clifford G. McIntyre introduces Secretary Benson at the Fort Fairfield Armory. The dramatic display of potatoes was made by the State Department of Agriculture of Cherokees and Pontiacs.*

*Above, from left to right, listening intently to Mr. Benson's speech are: Sen. Margaret Chase Smith, Cong. Clifford G. McIntyre, Gov. Edmund S. Muskie, Dr. Arthur A. Hauck and President Hutchins.*





*President Hutchins talks railroading with a Meet-the-President group in his office.*

## Experiment in Modern Railroading

The Meet-the-President sessions, started five years ago, are now being held at Derby to acquaint BAR people with new problems.

Just a few weeks ago, the curtain went down on the first successful act of a bold experiment in modern railroading. By Dec. 16, 1545 members of the Bangor and Aroostook family had met and talked with President Curtis M. Hutchins under a program that was more than

a little revolutionary when it was started in 1949.

The Meet the President program took root shortly after Mr. Hutchins was elected to the BAR's top executive post. And it came about principally because the new president wanted to dispel the traditional idea of the imper-

sonal corporation and prove to members of the BAR family that the railroad was interested in every one of its people.

But equally important in the birth of the idea was his determination that every railroader should know what was happening in the upper echelons of management and the part that the individual plays in the railroad's future. And what better way to accomplish this than to meet members of the family in small

groups and explain it to them?

It was a new and startling concept in railroading, but one that has since set the pattern for similar programs in other industries.

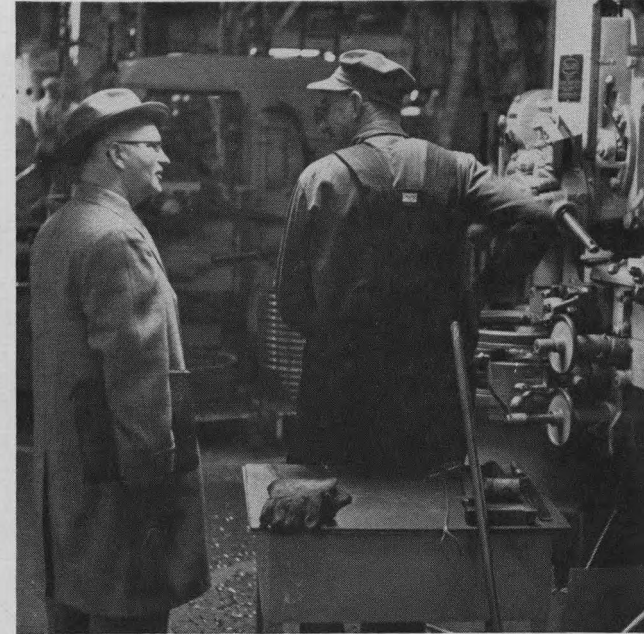
The wheels for the program were first set in motion Jan. 6, 1949 when Carl Delano, then manager of the Employee Suggestion System sent out a letter to every employee explaining the program. And not long afterwards the first group of rail-

*Mechanical Superintendent Vaughan Ladd (pointing) explains workings of machine shop at Derby to members of first Meet-the-President group to meet at Derby.*





*At left, Mrs. Phyllis M. Leen, Miss Gloria Cyr, and Miss Alicia M. Toole of Bangor get some instruction in the machine shop. At right, Personnel Director Delano stops to chat with a friend while the rest of the group tours the shop.*



roaders troop somewhat hesitantly into the executive suite of the Graham building.

The first few meetings set the pattern with which every member of the railroad family is now familiar. The guests, most of whom had arrived the night before, saw the general offices in the morning, meeting each department head who explained the function of his department. Later they met the president and had lunch with him at the Tarratine club.

Before lunch, Mr. Hutchins told his guests what the program was about and what the railroad's prospects and problems were for the future. It was frank, man-to-man talk that both surprised and pleased his guests. From letters, Delano, who has the responsibility for the administration of the program, feels that it has been eminently successful.

"When our people first started coming to the meetings I think they had the

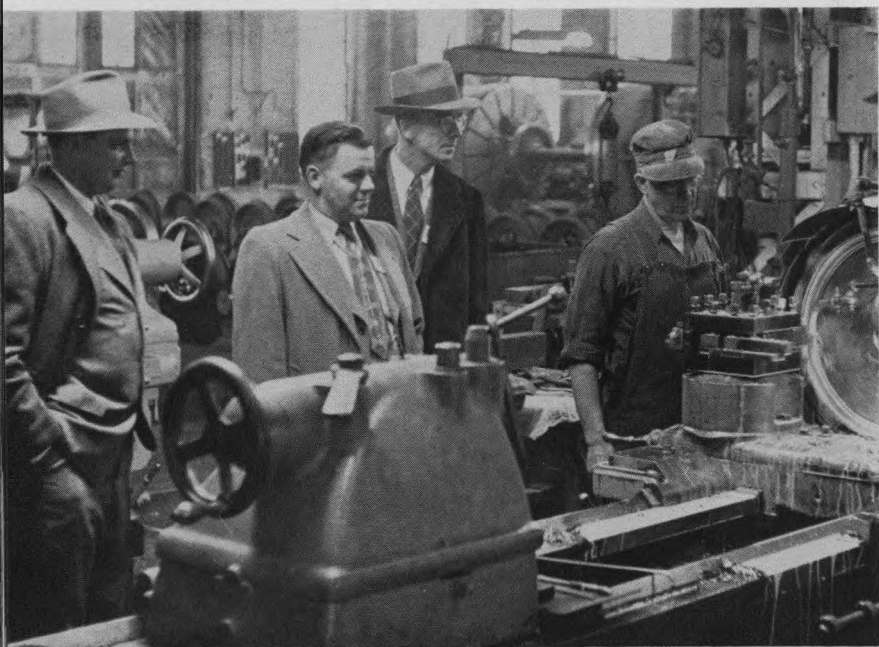
idea 'why spend so much money?'" Delano says, "but after the president's talk and the question and answer period, I think most of them understood better how the railroad operates and felt that he had a personal stake in its operation, which, indeed he has."

"I left Bangor with a much better understanding of our company and its policies as well as a determination to help do something about it," one agent wrote Delano.

Another said, "Mr. Hutchins' talk did more to create a better understanding . . . than 10 circular letters a week."

And many of the President's guests remarked that they had met for the first time people with whom they had been doing business by phone for many years.

The program started over again at the beginning of the list in December when the first meeting was held at Derby Shops. The group met



*Machine shop was popular spot with male members of group, such as four men pictured above. Meet-the-President is starting around the employee list again to acquaint the family with new problems and any changes in policy.*

Mechanical Department personnel there and visited the machine and car shops.

“Why the repeat performance?” Delano was asked. Well, the answer is the same as that given at the first meetings five years ago . . . so that

new employees will become acquainted with railroad policy and problems, and so that old employees can keep up with changes.

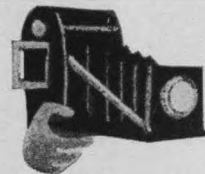
Meet-the-President pays off both ways, for better railroading.

### THE WHISPERING SPIRIT

Croftutt's Travel Guide for 1880 noted that the Indians called the telegraph the “whispering spirit.”

# MAINE LINE

## Camera —



*Jim Rogan, of the Accounting Department in Bangor, presents gift to Maxine Scanlon at Christmas party held at Penobscot Valley Country club in mid-December. Also pictured are Bob Clukey, Lou Kitchen and Bill Hayes.*



Pictured above are executives from five organizations in the Bangor area who, at the suggestion of President Hutchins, have started meeting once a month to discuss management problems. Seated, from left to right, are: Curtis M. Hutchins, T. Richard Probst, General manager, Eastern Corporation; Norman Mitchell, plant superintendent, New England Telephone company; Ray Conley, general superintendent of the telephone company; Manuel C. McDonald, president, Great Northern Paper company; and John L. Babcock, safety supervisor, BAR. Standing, from left to right, are: Robert N. Haskell, vice president and general manager Bangor Hydro-Electric company; Roy Weldon, executive vice president Great Northern; Linwood Hatch, mill manager, Penobscot Chemical Fibre company; W. J. Strout, vice president operations and maintenance, BAR; Col. Robert F. Layton, air base commander, Dow AFB; Lawrence Lynch, service director, Eastern Corporation; and Arnold Travis, manager of BAR Highway Division.



Pictured above are the employees who attended the last Meet-the-President session in Bangor Dec. 7: Walter L. McCarty, Mrs. Gloria B. Dunn, V. R. Whitehouse, W. A. Briggs, E. E. Dyer, C. F. Wilson, W. A. Stairs, W. E. Corey, S. E. Meister, Robert W. Madore, Carroll Hersey, Conrade Voisene, Arnold C. Shaw, Wilfred J. Deane, Hilton L. Hersey, George S. Leavitt, Sandy C. St. Peter, William S. Adams, John P. Golding, Clarence L. Gagnon, Donn D. Morris, William A. Shields, Everett E. Saunders, D. G. Philbrook, E. K. Brown, M. P. Higgins, E. P. Arsenault, R. W. Robinson, M. P. Gillis, G. L. Chase, G. W. Lawlor, L. J. Boucher, C. L. Brooks, W. P. Landry, F. W. Palmer, and M. L. Savage.

Pictured below are members of the family who attended the first Meet-the-President session held at Derby Dec. 16: Emmett D. Ross, Edwin A. Helstrom, George W. Green, Joseph Burby, George A. Hayes, L. G. Akerley, H. E. Roy, J. A. Rowe, R. J. Sweeney, E. H. Adams, S. W. Babcock, E. K. Cunningham, R. J. Cameron, R. J. Roy, O. R. Pomeroy, G. S. Ellis, G. H. Goddard, K. A. Adams, G. W. Giberson, L. G. Norton, A. G. Matthews, P. M. Given, H. B. Babcock, R. C. Stanhope, George C. Crabtree, Charles T. Campbell, Wilbert A. Daly, C. L. Earle, H. R. Roy, Gordon W. Young, J. Albert Sweeney, Mrs. Phyllis M. Leen, Miss Alicia M. Toole, and Sandy E. Cleaves.





Gay M. Bradbury



Leslie W. Wentworth

## MOVING UP

H. W. Moore, vice president-Sales (Traffic) has announced the following promotions in his department.

Gay M. Bradbury, formerly freight traffic manager, has been named assistant to the vice-president-Sales (Traffic). Bradbury started his railroad career in 1909 in Houlton where he worked as clerk and cashier until 1917. From 1920 until 1953 he served as clerk, chief clerk, and general freight agent in the Freight Traffic Department.

Bradbury attended Houlton High School, graduating in 1909. He is also a member of the Queen City Grange, and the Daniel F. Geagan American Legion Post. He served in the U. S. Army for two years in World War I.

Frederick B. Lunt, formerly manager Sales Promotion, has also been named assistant to the vice president Sales (Traffic). Lunt came with the railroad as a fireman in 1934. From 1936 until 1941 he was a bus operator and in 1941 to 1942 served as commissary steward. He was supervisor of the highway division and dining car superintendent from 1942 to 1949 when he became assistant

## ON THE BAR

passenger traffic manager. He served as manager of the highway division and dining car superintendent again from 1951 to 1953 when he became manager of sales promotion. He was graduated from Waterville High School and attended the university of Maine.

Leslie W. Wentworth, formerly freight traffic manager, has been named general freight agent. He came with the railroad as a clerk in 1937 and served in that capacity until 1944 when he was made rate clerk. He was made chief tariff clerk in 1949, a position he held until 1950 when he was made assistant general freight agent. He was made general freight agent in 1954.

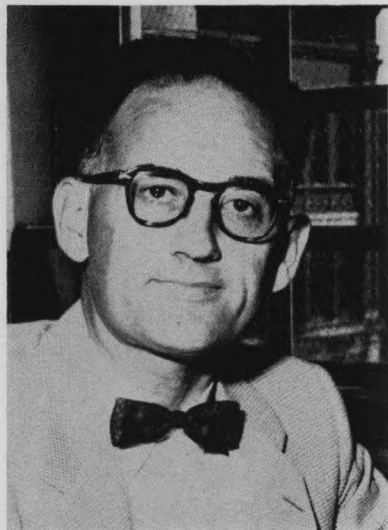
Earle Kimball, formerly assistant general freight agent, has been named general freight agent. He came with the railroad in 1937 as tariff clerk and later served as rate clerk, traveling freight agent, and chief clerk until he became assistant general freight agent. Kimball attended schools in Dover, N. H., and served three years in the U. S. Coast Guard during World War II. He is married and has two children.



F. B. Lunt



Earle Kimball



Waverly M. Alexander

Waverly M. Alexander, formerly chief clerk in Freight Traffic has been appointed assistant general freight agent. Alexander came with the railroad in 1928 as mail messenger and from 1929 to 1932 served as clerk in Car service department. From 1934 to 1939 he was a clerk stenographer in the auditing department and from 1949 to 1954 he was chief clerk in the freight traffic department.

He is a graduate of Hampden Academy, is married and has two children.

William C. Park, formerly chief rate clerk, has been appointed chief clerk to succeed Alexander. Park came with the railroad as assistant rate and tariff clerk in 1949. In 1950 he was made chief tariff clerk and served in that capacity until 1953 when he was made chief rate clerk.

Park is a graduate of Brewer High School and the University of Maine. He served three years with the Marine Corps during World War II.



"Reservation? No sir, I just came from one!"

MAINE LINE

## Wanted . . . More Ideas!

People often say when they hear of a successful suggestion: "Why I thought of that a long time ago!" However, there is an essential difference between their idea and the suggestion: an idea does not become a suggestion until it is submitted.

Last year we received 653 suggestions, an average of 54.4 monthly. Your Suggestion Committee would like to see that average increase in 1955. We received 81 suggestions in January, and that's a good start.

Last year 23 out of every 100 suggestions submitted were approved and \$2,192.96 was paid for 147 suggestions, a large increase over 1953.

So far this year there have

been 27 awards recommended—far better than any other January and February in the five years of our existence. So submit your good ideas.

Awards paid so far this year have gone to the following: Murray D. Palmer, Engineer; W. B. Scripture, Price Clerk; C. A. Hanscom, Engine Cleaner; F. A. Bither, Timekeeper; G. N. Grant, Accounting Clerk; E. W. Doak, Freight Foreman; A. E. Lovell, Sheet Metal Worker; E. F. Johnson, Air Brake Repairman; R. H. Clark, Rail Repairman; Mrs. Thelma O. Kelley, Stenographer; P. W. Nutter, Store Clerk; R. M. Parker, Accounting Clerk; R. W. Grant, Freight Clerk.

### ABOUT OUR COVERS . . .

Engine No. 41 on our front cover is probably just another train picture, but we kind of like it. Of course, the fact that the picture was made between 2 and 3 a. m. on a very crisp (-20 degrees) morning might just have something to do with our opinion since we lost a little sleep and touched one ear. The train is first 57 and it's stopped while the conductor logs in at Presque Isle. Dispatcher Pat Carroll, on our back cover, was hard at work the night before we made the picture of No. 41, and we couldn't help but be reminded of how many different men in so many different jobs it takes to run a railroad.

## Meet Your Directors

*(This is the first of a series of thumbnail biographies of the Bangor and Aroostook's directors. The first deals with Harold E. Verrill, a native State of Mainer, and the senior member of the railroad's board of directors.—Ed.)*

Harold E. Verrill, the senior member of the BAR's board of directors in length of service, first became associated with the Bangor and Aroostook in 1930.

He was born in Portland, Maine, October 20, 1930, the son of Frank H. and Ida M. (Ball) Verrill.

Mr. Verrill was educated in the public schools of Portland and was graduated from Portland High School in 1911. He later attended Bowdoin College and received a bachelor of arts degree in 1915.

In addition to the board of directors of the Bangor and Aroostook railroad, he is also

a director of the Maine Bonding and Casualty company of Portland and is a trustee of the Maine Home for Boys.

Since 1915, Mr. Verrill has been continuously in the employ of Hornblower and Weeks of Portland and has been a partner in the firm since 1939.

He is married—Mrs. Verrill is the former Katherine B. Hall—and has two daughters, Mrs. Emery M. Nickerson and Mrs. Nicholas Davis.

Mr. Verrill is a member of the Cumberland Club of Portland and of Alpha Delta Phi fraternity.

### EARLY RAILROADING

In the early days of railroading in America trains were governed entirely by time and rules. However, as traffic increased it was found to be much more efficient to utilize the telegraph in dispatching trains. Orders were telegraphed to the conductor and engineer. Then, to insure absolute safety, their understanding of the order was reported back to the dispatcher. If the order was correctly understood, the dispatcher gave it his "O.K." No train was permitted to run on a telegraphic order without the dispatcher's "O.K." Used by telegraphers from the commencement of the telegraph, the term was officially adopted in 1853.



Harold E. Verrill



## It Shouldn't Have Happened

Freight Conductor W. was riding a tank car up the main line. He hooked up the air hose, came out between cars on the main line and started walking on the adjacent track. Conductor W. was struck by a reefer car being pushed by an engine on the same track and lost 32 days from work.

The safety rule that Conductor W. forgot is on Page nine in the rule book. It's called ST-29 and it's an important one. Here's what it says:

"Employees must avoid standing or walking on tracks except when necessary in the performance of duty. If necessary, face the current of traffic where possible, looking out for trains in each direction."

Conductor W. was familiar with the operations of his crew and knew this move was going to be made. However, if he had practiced the safety rule, he would have avoided a painful injury and not missed

The railroad down there in the valley—had a definite psychological effect on me. Ordinarily the whistle of the locomotive could not be heard, but on a frosty winter morning it came faint yet plain through the cold, still air. Then trains went with a thundering dash, and the whistle of them, heard across the countryside, had a kind of rushing impetuosity, a headlong imperativeness, a summon to adventure—a call to go to distant places!—Mark Sullivan.

more than a month's work.

Here's another accident that shouldn't have happened. It illustrates dramatically that carelessness can endanger other lives as well as your own. Trackman L. was pulling a track spike with a claw bar. The spike had a broken head near the rail and the rail was lifted up with a track jack.

Suddenly and without warning, another trackman released the jack. The rail, under pressure, caught the claw bar which flew upright hitting Trackman L. a heavy blow in the ribs.

The safety rule which deals with accidents of this nature is No. 110 and is found on Page six of the rule book. It says: "Employees must exercise care to avoid injury to themselves or others."

It's a short rule but what it says is very important. If his companion had heeded the safety of others, Trackman L. wouldn't have lost five days from work.



*Assistant Mechanical Superintendent Frank Baker chats with William Johnston, safety consultant who spoke at the general safety meeting in Derby last month.*

William B. Johnston, safety consultant for Marsh McLennan, Inc., was guest speaker at a safety meeting held at Derby Jan. 19. All department heads and several supervisory employees attended the luncheon and meeting.

Mr. Johnston told the group that the coming year should be profitable for business but very competitive. Industry is becoming more cost-conscious, he said, and controlling accidents is more vital than ever before. He pointed out that

accidents, besides injuring friends and trained workers, are wasteful to everyone concerned and to compete, every industry must remove the waste and inefficiency caused by accidents.

Guests at the meeting were: F. E. Bailey, CPR superintendent; Norman Mitchell, plant superintendent, New England Telephone Company; and James Cronin, area representative for the Electro-Motive Division of General Motors.

## IN THE FAMILY

### Northern Div.

Congratulations to *Freight Clerk and Mrs. Hercules R. Roy* of Madawaska on the birth of a son, *Richard Kenneth Roy*, Dec. 5, 1954 at the People's Benevolent Hospital, Fort Kent.

*Station Agent and Mrs. William Landry* of New Sweden were visitors recently at the home of *Mr. and Mrs. Leland Labbe* and family, Eagle Lake.

*John Lozier*, son of *Foreman Ludger Lozier* of Eagle Lake, has really been having troubles recently. The same day that he had a cast removed from a broken arm, he entered the People's Benevolent Hospital for an emergency appendectomy.

Previous to his latest run of bad luck, though, the fates had really been smiling. Last fall, John and his father went hunting, and within twenty minutes after leaving their car, they had shot a 152-pound doe and a year-and-a-half old bear. This was in the Millinocket region.

*Mrs. Leland Labbe*, wife of *Station Agent Leland Labbe*, Eagle Lake, is a patient at the People's Benevolent Hospital, Fort Kent.

*Station Agent and Mrs. G. M. Dionne* of Mapleton with their two children were recent visitors at the home of his sister and brother-in-law, *Freight Clerk and Mrs. Rino Marquis* and family, Madawaska.

*G. E. Chasse* of Frenchville has started on his new job as *Freight Clerk* in Madawaska.

*Lieut. Gregory Lausier*, son of *Station Agent and Mrs. A. J.*

*Lausier* of Madawaska, has returned to his duties at Greenville Air Force Base, Greenville, Miss., where he is a jet pilot instructor. He spent the Christmas and New Year holidays with his parents.

Our best wishes and congratulations to *Mr. and Mrs. Martin Thibodeau* of Van Buren, who were married Dec. 27. The bride is the former *Miss Muriel Ayotte*, daughter of *Mrs. Fred Ayotte*, Hamlin. He is the son of *Trackman and Mrs. Adolph Thibodeau*, Van Buren.

*Robert Cote* of Van Buren, son of *Trackman and Mrs. Felix Cote*, left Jan. 24 for a tour of duty with the United States Army. He was graduated from high school in 1953.

Congratulations to *Trackman and Mrs. Felix Cote*, Van Buren, who celebrated their 19th wedding anniversary Jan. 22.

*Gayland Wortman*, who has been assisting *H. A. Labbe*, Station Agent in Easton, is now assisting Station Agent at Mars Hill.

*Supervisory Agent and Mrs. Daniel Labbe*, Fort Kent, visited at the home of their son and family, *H. A. Labbe*, Easton. Their daughter, *Joan*, has returned to Florida.

*Freight Clerk Carroll Hersom* of Easton, is now working as clerk in Fort Fairfield.

*Operator Byron Black* of Phair Junction is back to work at Phair again, after having the station closed for the summer.

*Section Foreman Ray Alward* of Ashland has purchased a TV set and claims the best reception in town. Some of us have seen it

and are inclined to go along with him, as long as his invitation stands.

The joy of having good neighbors was made especially evident to *Section Foreman Weston C. Stevens* of Ashland upon his return home from a Connecticut hospital where he underwent surgical treatment. He discovered that his neighbors had kept his driveway shoveled—no small chore this winter.

Recent visitors to the *N. C. Labbe* home were: *Agent and Mrs. Gedion Dionne* and children of Mapleton; *Agent and Mrs. Cedric Brooks* of Washburn; and *Mr. and Mrs. Nels Morton* and children of Oakfield.

*N. C. Labbe* spent part of his week off fishing at St. Froid Lake with some of his Ashland friends, and according to *N. C. Labbe*, showed them how easy it is to catch a limit of smelts.

*Ralph Rafford*, agent at Squa Pan and *Eddie Despres*, The Barber, went fishing at St. Froid for two days. They found that their camp had been snowed under, and had to dig a tunnel to get inside. They fished two days, but came home skunked.

*Cpl. Yvon Levesque*, son of *Mr. and Mrs. Louis Levesque*, who has been serving with the Armed Forces since March, 1953, expects to be home from Japan, where he has been stationed, and back on his job as operator with the BAR sometime in March. *Cpl. Levesque's* father is a section foreman in Winterville.

### Mechanical Dept.

*Mrs. Evelyn Nason* is a surgical patient at the Gallant hospital, Milo. She is the wife of *T. E.*

### CONTRIBUTORS

N. A. Robertson

N. C. Labbe

H. A. Labbe

O. Corriveau

N. C. Marquis

L. D. Labbe

H. E. Roy

H. M. Hopper

Virginia Bubar

Annie Morris

L. H. Kitchen

R. E. Clukey

G. H. Jameson

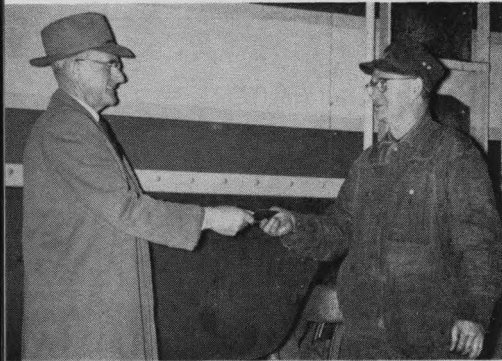
Christine DeWitt

Winnifred Condon

Ralph L. Rafford

Harry L. Lewin

W. A. Gallivan



Machinist *David D. Douglas*, right, receives his gold pass from Mechanical Superintendent *Vaughan Ladd* after 40 years service. He came with the BAR in 1914 as machinist helper at Oakfield where he stayed until 1945. He moved to Northern Maine Junction in 1925 and has been employed there since.

*Nason*, furloughed carman, Derby Shops, and the daughter of *O. M. Wood*, freight car foreman, Derby Shops. Her many friends wish her a quick recovery.

The following BAR employees were installed in offices in the Rabboni Royal Arch Chapter, Milo, Jan. 15: High Priest, *Leon Dunphey*, chief clerk to mechanical superintendent, Derby; Chaplain, *James McKeen*, retired conductor, Milo; Royal Arch Captain, *Leland McManus*, roadmaster, Derby; Secretary, *Currie Austin*, machinist helper, Derby Shops; Master of the Third Veil, *William Worster*, section foreman, Sebec; Master of the First Veil, *Frank Morrill*, conductor, Southern Division; Sentinel, *George Carter*, swingman, Derby Shops.

The following BAR employees were installed in respective offices of the Piscataquis Lodge, No. 44, A. F. and A. M. on Feb. 11: Worshipful Master, *Max Place*, chief clerk to mechanical superintendent, Derby; Senior Deacon, *Alfred Weymouth, Jr.*, laborer, Derby; Junior Deacon, *George Folsom*, electrician, Derby; Marshal, *Fred Gould*, furloughed clerk, Derby.

*Fred Fowler* has returned to work as engine cleaner at Northern Maine Junction Diesel Shop after being furloughed for some time.



Max Place

*Lawrence A. Garland*, machinist at Northern Maine Junction Diesel Shop, has returned to work following a leave of absence for an operation.

*Miss Bertha Hoskins*, daughter of Machinist and Mrs. *Charles H. Hoskins*, Derby Shops, has returned from a Boston clinic and is now receiving treatment at the Fairfield sanatorium. We all wish Bertha a quick recovery.

*Mrs. H. Allen Monroe*, wife of the assistant to mechanical superintendent, recently returned from a visit with her son and family, *Mr. and Mrs. William B. Monroe*, Burnt Hills, New York. The center of attraction was, of course, the year-old granddaughter, *Nancy Gail*.

The many friends of former Mechanical Superintendent *William G. Knight*, will be interested to learn that he is teaching Elementary Engineering at the Massachusetts Institute of Technology, State University Extension series, and is also delivering a special series of lectures at another school in Boston. Mr. and Mrs. Knight are residing during the winter at the Hotel Minerva on Huntington Avenue.

*Richard L. Russell*, carman apprentice at Derby Shops, was recently granted leave of absence because of a physical disability requiring treatment.

*Onzey Campbell*, retired blacksmith, formerly employed at Derby Shops, was recently a patient at the Eastern Maine General hospital, Bangor.

Former Mechanical Superintendent *Orris L. Dean*, accompanied by his wife, spent the Christmas holiday with their daughter, *Mrs. Helen Lanphear* of Waterville, Conn., after which they went to



Leon Dunphey

Denver, Colo., arriving on New Year's Day, where they visited with their eldest son, *Orris, Jr.*, and his family.

*Carl Carlson*, retired machinist formerly employed at Derby Shops, accompanied by his wife, recently left to visit their daughter, *Ella*, who lives in Miami, Fla. They also plan to visit another daughter, *Mrs. Orris L. Dean, Jr.*, of Denver, Colorado, stopping en route in Kansas City, Missouri, to visit with other relatives.

*Ruel E. Brown*, retired foreman



O. W. Oberg

car inspector, formerly employed at Derby Shops, and his wife, are spending the winter months with their daughter in Anaheim, Calif.

The many friends of *Mr. and Mrs. P. J. Cyr* were sorry to hear of the automobile accident involving their son, *Herbert Cyr*, and his family. *Mr. Cyr* is employed as a car repairer at Derby Shops.

*Oliver W. Oberg*, 62, died suddenly December 9, at his home in Millinocket.

He was born in Jemmland, Sweden, Dec. 8, 1892, son of the late *Peter and Elizabeth Oberg*. He started working for the BAR in Derby, Feb. 10, 1922, and during his railroad career had been Acting Foreman at Greenville and Caribou, Foreman at Searsport, and Sub-Foreman at Derby. In

1940 he was appointed General Foreman at Millinocket, serving in that capacity until the time of his death.

He was a veteran of World War I and a former Captain in the National Guard, was Past President of the Millinocket Chamber of Commerce and Lions club and a member of the New England Railroad club and the Donald V. Henry Post, American Legion. He was also a 32nd Degree Mason, a member of the Pleasant River Lodge, A. F. and A. M., Rabboni Royal Arch Chapter, Maine Sovereign Consistory, Eastern Star Lodge of Perfection, Palestine Council, Prince of Jerusalem, the



Mr. and Mrs. James O. Ricker

Bangor Chapter of Rose Croix, and Echo Chapter, O.E.S.

Surviving are his widow, *Vivian H. Oberg*; a son, *S. William Oberg*; three sisters, *Mrs. Inga Gerrish* and *Mrs. Gladys Murray*, both of Brownville, and *Mrs. Mildred McAllister* of Norway; two brothers, *Carl Oberg*, Staten Island, New York, and *John Oberg* of Bangor.

Funeral services were held at the First Congregational church, Millinocket, and interment was in the Evergreen Cemetery, Milo.

The supervisory and clerical personnel of the Mechanical, Purchasing and Stores departments held their annual Christmas party at Sebec Corner Grange hall. A chicken pie supper was served by the Grange members, followed by group singing with *Mrs. Gladys Mooers* and *Mrs. Vernon Perry* accompanying. There was an exchange of gifts from a tree, before the dancing began.

Attending the affair were: *Mr. and Mrs. Vaughn Ladd*, *Mr. and Mrs. H. Allen Monroe*, *Mr. and Mrs. Thomas Hopper*, *Mr. and Mrs. Liston Lewis*, *Mr. and Mrs. Chester Heath*, *Miss Ruby Page*, *Mr. and Mrs. Julian Perry*, *Mr. and Mrs. Dana Lovell*, *Mr. and Mrs. Leon Dunphey*, *Kirton Bell*, *Mr. and Mrs. Fred Gould*, *Mr. and Mrs. Wallace Russel*.

Also, *Mr. and Mrs. Earle W. Towne*, *Mr. and Mrs. Arthur Ellis*, *Mr. and Mrs. Charles Scanlon*, *Mr. and Mrs. Francis Murphy, Jr.*, *Mr. and Mrs. Palmer Swales*, *Mr. and Mrs. David Merrill*, *Mr. and Mrs. Harold Hanson*.

*Dr. and Mrs. Harvey C. Bundy*, *Dr. James H. Johnson*, *Mr. and Mrs. Orris L. Dean*, *W. A. Bamford*, *Mr. and Mrs. Richard Baldwin*, *Mr. and Mrs. Paul Day*, *Mr. and Mrs. Vernon Perry*, *Mr. and*



E. W. Hackett, Jr.

*Mrs. Paul Nutter*, *Mr. and Mrs. Harry Hamlin*, *Mr. and Mrs. Windsor Alexander*, and *Mrs. Gladys Mooers*.

We were sorry to hear of the death of *Willard B. Place*, 87, at his home in Dover-Foxcroft, Jan. 25.

He was born in Gloversville, New York, May 1, 1867, and as a young man was employed as a glove finisher there. After coming to Maine about 1902, he was employed by the Belfast and Moosehead railroad, and later by the BAR at Derby Shops.

Surviving are his widow; one son, *Max E.*, of Milo; three daughters, *Mrs. Pearl Day* of Milo, *Miss Francia M. Place* of Meriden, Conn., and *Mrs. Ethelyn Smart* of Waterville; two sisters, *Mrs. Wil-*



Miss Lorraine Crabtree, daughter of Printer and Mrs. George Crabtree, Derby, receives her BS degree in business education at Husson college. She is now teaching at Pemetie High School at Southwest Harbor. Miss Crabtree was an honor student at Husson and participated in many activities.

liam Ostler, Johnstown, N. Y., and Mrs. Charles Caty, Gloversville; one grandchild and two great-grandchildren.

Mrs. Florence Randall, wife of Austin Randall, furloughed machinist helper at Northern Maine Junction Diesel Shop, is a patient at the Gallant hospital, Milo. We wish her a quick recovery.

Congratulations and best wishes to Mr. and Mrs. James O. Ricker, who were married at the Oakfield Baptist church, Jan. 8.

The bride is the former Miss Agnes A. Olson, only daughter of Hostler and Mrs. Roy T. Olson of Oakfield. The bridegroom is the

son of Mr. and Mrs. Orin Ricker of West Enfield.

The Rev. Theodore C. Wallace performed the double-ring ceremony. The bride, given in marriage by her father, was lovely in a white satin gown en train, fashioned with long-pointed sleeves and a fitted bodice with a Chantilly lace yoke outlined with seed pearls. Her veil of bridal illusion fell from a headdress of seed pearls and beads.

They were attended by Mrs. Estena Britton of Lincoln and Joseph Nadeau of Bangor. Pearl Nash and Roland Crandall, carman gang leader, were ushers.

Following the ceremony a reception was held at the Grange hall. Mrs. Ricker is a graduate of Oakfield high school, attended Gordon college in Boston for two years, and is a graduate of the Madigan Memorial School of Nursing in Houlton. She is employed in the office of Dr. W. I. Butterfield, Lincoln.

Mr. Ricker is a graduate of Howland high school and is a veteran of World War II, having served in both the Far East and European theatres. The couple will reside in Enfield.

#### Purchasing and Stores Dept.

At the annual meeting and election of officers of the Milo Board of Trade, Paul H. Day, assistant to purchasing agent of the BAR, was elected chairman for the ensuing year.

Mr. and Mrs. W. B. Scripture spent the holidays in Hartford, Conn., with their son John and his family.

Friends of Mrs. Walter S. Chase were sorry to hear of the death of her sister, Marilyn Buck of Greenville.

Mrs. W. F. Alexander, wife of supervisor of stores, has returned from Boston where she saw the Ice Capades.

Retired Conductor and Mrs. W. H. Hylar of Derby, are spending the winter in West Palm Beach, Fla. "Hy" expects to do some fishing there.

Friends of Mr. and Mrs. W. B. Scripture are sorry to hear of their illness and wish them both a quick recovery.

Congratulations to Edward W. Hackett, Jr., son of Mr. and Mrs.



Section Foreman Charles R. Ewings, pictured at top right, receives his gold pass from Roadmaster Graden Swett at Millinocket. Mr. Ewings came with the railroad as a trackman in 1913. He was made foreman in 1919 and moved to Ludlow as foreman in 1923. He later worked as foreman at Smyrna Mills and Oakfield, before moving to Millinocket in 1951. One of his 14 children, Lester, works as trackman at Masardis.

Section Foreman Oscar I. Porter, right middle, receives his gold pass from Roadmaster Swett at Sherman. He entered railroad service as a trackman at West Seboois in 1913. He later served for 27 years as section foreman at Grindstone. Porter's three brothers Jacob, Labana and Raymond are all retired BAR section foremen. He is a member of the Masonic bodies, the Sherman Volunteer Fire Department and the Congregational church.

Trackman Clovie Grivois, right bottom, receives his gold pass from Roadmaster Emmett D. Ross at Keegan. Grivois has been a trackman on Section No. 480 during his entire railroad career and feels that he knows every spike and tie in the nine-mile piece of track. He has nine children.





Crane Operator *Hartley C. Seelye*, 68, of Bridgewater retired recently after 33 years service with the Bangor and Aroostook. He started as a carpenter helper in 1921 and worked for many years in the outfits. He was born in Victoria Corners, N. B.

*E. W. Hackett* of Derby, on his appointment as principal of Piscataquis Community high school, Guilford.

Mr. Hackett was elected at a Jan. 19 meeting of the Community School committee. He succeeds *Warren H. Pressley, Jr.*, who resigned.

Mr. Hackett was graduated from Milo high school in 1942 and served with the United States Army from 1943-1946. Upon his return he worked for the BAR for three years, and then attended the University of Maine, graduating with honors in 1952.

He joined the PCHS faculty, Sept. 1953, teaching social studies

and in March of 1954 he was named sub-master and director of guidance.

Mr. Hackett is married and has three children.

### Southern Div.

Trackman *Peter Dubey* of Brownville was recently presented with a Past Master's pin from the local grange where he has been Master for three years. Trackman Dubey also went as a delegate to the State Grange convention in Lewiston.



Fireman *Alexander Jones*, pictured above while he was serving in Korea, is a patient at the Veterans Administration Hospital at West Roxbury, Mass. He was hurt in an automobile accident near St. John, N. B., last August and has been paralyzed from the waist down since. We're sure he'd like to get cards and letters from his railroad friends.

*First Trick Operator M. E. Willett*, Northern Maine Junction, has just returned from a month's vacation in Texas. He left Bangor Dec. 19 and returned Jan. 18. He and *Mrs. Willett* visited Mrs. Willett's sister in Arlington, Texas, which is located mid-way between Dallas and Fort Worth. Mac looked over the State of Texas and part of Oklahoma. According to Mac, "It was pretty hot and very dry because of a four-year drought in that area." He thinks it's all right for a visit, but wouldn't want to live in such flat country. Guess he is sorry that he had to come back to Maine in the middle of winter, though, as he was enjoying the mild Texas winter weather.

Retired *Trainmaster Harold L. Hatch* left for Florida January 9. Understand Harold wanted to go on an ice-fishing trip just before he left, but his fishing companions let him down, as they thought the weather was too rough. Seems that the boys aren't doing much ice fishing this winter without Harold around to urge them on. However, Harold writes from Florida that he is enjoying the fishing down there, and doing lots of it.

### Accounting Dept.

*Mrs. Geraldine A. Rowe*, stenographer in the Rates and Revision section, resigned Feb. 3 in order to join her husband who is now employed in New Bedford, Mass.

We are reliably informed that *Clerk Donald E. Andrews*, Accounting Department, recently joined a basketball team known by the somewhat unlikely name of the Kenduskeag Mud Hens.

Our Bangor correspondent informs us that *L. H. Hitchen*



Mr. and Mrs. Philip Spurlin

trekked to Pushaw Pond (snowshoes) Jan. 23 for a few days' fishing. As usual, one more and he'd have had the limit.

*Jane M. Holman*, formerly of Nyack, New York, is a new member of the Accounting Department. She's an IBM operator and came here to be with her husband who's a junior at the University of Maine. Mrs. Holman was previously employed by the Rockland Light and Power Co. as a key punch operator at Nyack, New York.

*Donald H. Annis*, clerk, has

transferred into the IBM bureau from the disbursement section in order to be more closely associated with his statistical work.

*Owen J. Gould*, accountant, has returned from Boston, where he took a six-week course at the Bentley School of Accounting and Finance.

We were glad to hear that *Chief Clerk Ralph J. Winslow* (Car Accounting) has returned to work after a two months illness.

*Marie Gagnon*, report clerk at Bangor, spent sometime in St. Joseph's Hospital recently where she underwent minor throat surgery.

*William W. Palmer*, who is on

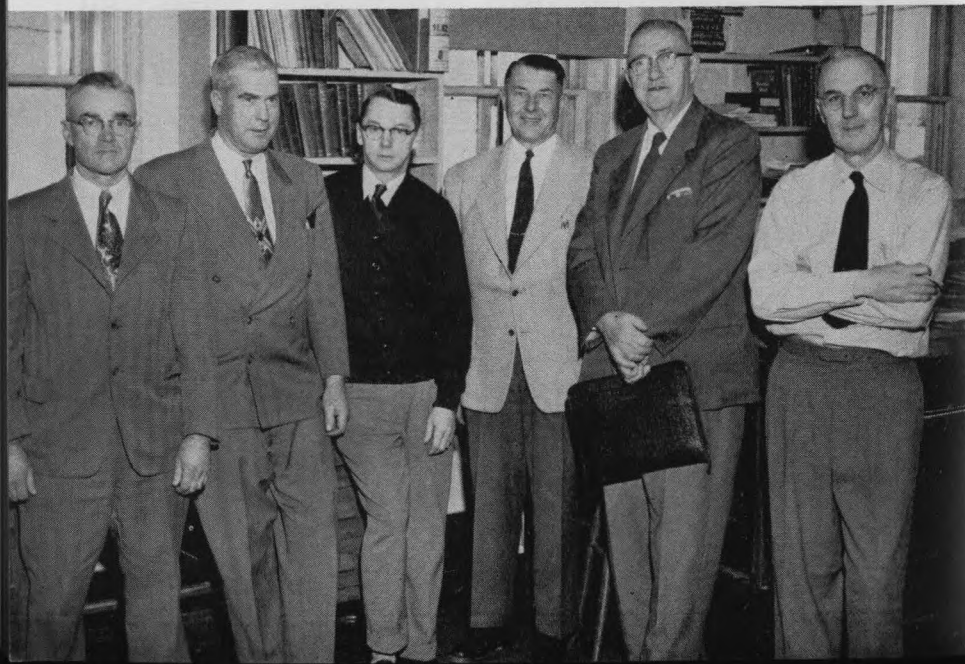
military leave of absence from the Accounting Department, was a recent visitor at the Graham Building in Bangor.

*Palmer*, who received his discharge at Fort Leonard Wood, Missouri, in November, entered the University of Iowa this month.

### Engineering Dept.

*Miss Fern A. Donahue*, daughter of *Trackman and Mrs. Leland Donahue*, Houlton, and *A/1c Philip E. Spurlin*, Hopkinson, Ky., were married at Woodstock, N. B., Dec. 24. *Mrs. Spurlin* is employed at the Aroostook General Hospital and *Mr. Spurlin* is stationed at

The directors of the Maintenance of Way Associates met in Houlton Jan. 4 and elected *Elmer E. Drew*, chairman, and *Guy Jackins*, secretary. Pictured below, from left to right, are: *John McDonald*, *Elmer Drew*, *Harry L. Lewin*, *Guy Jackins*, *Maurice Baker* and *Fred Dow*.



Loring Air Force Base. A reception was held at the American Legion Hall in Houlton Jan. 8 with 65 relatives and friends attending.

Our best wishes to *Trackman William E. Lewin* and *Miss Esther Page* who were married at the Advent Church in Ashland in December. *Mr. Lewin* is a trackman on Section 489.

We were sorry to hear of the death of *Beecher Cullins*, Monticello, who died Jan. 15. His daughter is *Mrs. Harry L. Ewings* of Monticello.

*Robert E. Oldenburg*, former BAR operator now on duty with the Air Force, was recently promoted to Airman First Class. He is stationed in Korea.

*Harry L. Ewings*, 7 Grove street, Houlton, was appointed foreman of Section 356 Dec. 26. *Mr. Ewings* was formerly a temporary foreman.

*Flangerman Andrew R. Shaw*, Presque Isle, has bid in a temporary flangerman's position at Houlton. The position was formerly held by *Roland Jones* who has taken a similar job at Lime-stone.

*Foreman Harry L. Ewings*, 7 Grove street, Houlton, was recently elected secretary-treasurer of the Brotherhood of Maintenance of Way Association, Local No. 1159, succeeding *Guy L. Jackins*. Members should send dues to *Mr. Ewings*.

*Foreman Norman K. Dixon*, Mars Hill, was recently elected secretary-treasurer of the Brotherhood of Maintenance of Way Lodge No. 1318, succeeding *Ray E. Crawford*.

*Tie Agent Guy L. Jackins*, Houlton, was appointed executive sec-

retary of the Maintenance of Way Associates at their Jan. 4 meeting. *B. and B. Carpenter Aubrey S. Eickel*, Milo, recently returned from Boston where he visited the Lahey Clinic.

We were sorry to hear that *Crane Operator John L. Burton*, Oakfield, lost his car in an accident in Greenbush Jan. 16.

*Robert L. Donahue*, son of *Trackman and Mrs. Leland Donahue*, was recently promoted to Airman First Class. He is serving with the Air Force in Japan.

*Mrs. Horace Estabrook*, 1 Lincoln street, Houlton, was recently a patient at St. Joseph's Hospital, Bangor.

We were happy to hear that *Mrs. Charles M. Buxton*, Houlton, is recuperating after an operation last month.

Friends of *Trackman John T. Bell*, *Smyrna Mills*, will be pleased to learn that he has returned to work after surgery and a long convalescence.

*Trackman Rene Corbin*, Section 490, was passing out the cigars recently. It was a five-pound, eight ounce boy.

### Passenger Dept.

We were sorry to hear that *J. Fred Smith*, passenger traffic manager, Bangor, suffered head injuries from a fall at his home Jan. 28. He is a patient at the Eastern Maine General Hospital in Bangor and expects to spend several weeks recuperating before returning to work.

*Miss Mary C. Wood*, Reservation clerk in the Passenger Department, is the proud owner of a new Ford—Sandstone white and aquatone blue.

# U-TELL-US WINNERS

Week of		Estimate	Actual
Nov. 1-6	Elsie R. Quinn Presque Isle	152	155
Nov. 8-13 (Two winners)	Wendell O. Corliss Island Falls	218	227
	Charles S. Long Houlton	236	
Nov. 15-20	Mrs. Gladys P. Chandler Presque Isle	247	258
Nov. 22-27	Carl Moskowitz Presque Isle	244	246
First Month	Maitland J. Stevens Sherman Mills	900	886
Nov. 29-Dec. 4	Neil E. Michaud Presque Isle	363	362
Dec. 6-11	B. W. Woodman Washburn	400	399
Dec. 13-18	Reginald Ward Limestone	407	406
Dec. 20-25	Carl Moskowitz Presque Isle	352	353
Second Month	W. W. Larrabee Washburn	1509	1520
Dec. 27-Jan. 1	Philip A. Christie Presque Isle	520	520
	Wendell D. Corliss Island Falls	631	635
Jan. 3-8 (Two Winners)	John B. Dubay Caribou	631	
Jan. 10-15	John B. Dubay Caribou	889	889
Jan. 17-22	William R. Kalloch Presque Isle	915	910
Third Month	Philip A. Christie Presque Isle	2916	2954
Jan. 24-29	L. E. Tompkins Island Falls	814	810
Jan. 31-Feb. 5	G. S. Morton Presque Isle	597	594
Feb. 7-12	B. W. Woodman Washburn	1050	1046

# FACTS AND FIGURES

	October 1954	November 1954
We received from		
Hauling freight	\$447,310	\$638,307
Carrying passengers	30,317	24,878
Hauling baggage, mail and express	27,339	27,028
Other transportation services	13,786	15,713
Rents and miscellaneous income	212,889	105,778
A total of	\$731,641	\$811,704
We paid out or provided for		
Keeping roadbed and structures in repair	\$200,000	\$ 64,057
Keeping locomotives, cars and other equipment in repair	249,359	210,821
Running trains	230,824	227,252
Selling our services to the public	16,816	20,610
Managing the business and keep- ing the records	42,572	48,667
Interest on borrowed money	74,351	74,735
Payroll taxes	24,863	23,450
Local and state taxes	55,114	58,327
Federal income taxes	(162,137)	(34,033)
Applied to sinking funds	64,368	64,368
A total of	\$796,130	\$758,254

Our Net Income was (\$64,489) \$53,450

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



OFFICE

