

MAINE LINE ▲



May - June, 1955 Bangor and Aroostook Railroad



TALKING IT OVER

Elsewhere in this issue of MAINE LINE you will find an account of three recent meetings of station agents with Norman Tardif which had as their primary goal one thing,—the development of more less-than-carload tonnage.

To quote our traveling sales representative: "We have to go out and sell."

I would like to say "amen" to that. Moreover, I would like to add that it's not a job for just a few but a job for all of us.

True that the sales department and the agents may be those who are actually out on the firing line. But they will get no place without the backing of every member of the Bangor and Aroostook family.

That is true for the simple reason that there is much more to sound selling than getting a name on a dotted line. Not that the initial sale isn't important because it most certainly is. But so is the second and the third and the fourth.

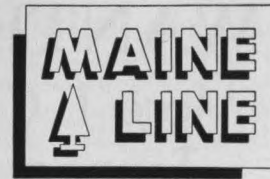
Few persons buy again if the first transaction wasn't satisfactory. And no matter how fine the product, no transaction in which service is also involved is satisfactory unless the service is equally first class.

Or, to put it another way, our agents can make a first sale but they can't sell the same man again unless the rest of us back them up 100 per cent.

As one distinguished American business man wrote not many days ago:

"Let us not neglect what happens after the sale—the service that goes with the product—which has more effect on the establishment of the company's institutional character than any other activity in the business. We must constantly ask ourselves, 'Are we gaining satisfied customers?'"

Antro Hutchins



MAGAZINE



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WANTED

More L C L Tonnage

Every member of the BAR family can help, says Moore

Bangor and Aroostook agents heard Norman J. Tardif, traveling sales representative, appeal for more LCL tonnage at the first Agents' meetings to be held in 1955. BAR agents met May 3, 4 and 5 in Fort Kent, Fort Fairfield and Houlton.

Tardif pointed out that with potato shipments down and the market uncertain, earnings go down proportionally and effect every member of the railroad family.

"What it amounts to," he explained, "is that we must go out and find new revenue to take the place of the potatoes we're not shipping . . . and I know we'll find in LCL freight, tonnage that will mean good business for us.

Norman J. Tardif, traveling sales representative, speaks to BAR Agents at Houlton meeting held in Northland Hotel, urging that each try to increase LCL shipments.

Tardif told the agents that they, as agents and citizens in their respective towns, have an ideal opportunity to get more LCL traffic back on the rails.

"I know an agent's job isn't easy and that you have a great many things to do. And there's no doubt but what you've done a terrific job behind the counter," he said, "but that isn't enough anymore. We have to go out and sell."

Agents in Aroostook towns, he said, know the businessmen in their towns who could be shipping by rail and it's up to railroad people to sell *him* on the inherent advantages of rail transportation.

"You are privileged to talk with your merchants," he said, "as a man who has perhaps served with him on the PTA, or who goes to the same church with him. And, as such, he respects you; then, if you can save him money, too, it makes for a good selling combination."

"Of course," he added, "we can't expect people to do business with us just because we're nice people . . . our business is moving freight from one point to another, and, in most cases, we can do it cheaper than our competition.



Part of the audience who heard Tardif's comments on LCL shipments. Most agents feel that LCL can be increased.

"And if you can show a friend of yours where he can save a dollar," he said, "the favor is very likely to be returned in future patronage and goodwill."

How does one go about getting LCL. Waybills, Tardif says, are a good starting point. If you know a man sells something that's not being handled by rail (and you can tell this from your own waybills), check the competi-

tion rate. Then check the rail rate to see if you can save him money. If you can, half of your selling job is done.

"LCL," Tardif told the agents, "comes in small bites, but it doesn't take too many new customers to make up for a car of potatoes . . . or to pay a man's salary. I don't think any order is so small that it's not worth going after."

"The nice thing about LCL tonnage," Tardif told the agents, "is that we can handle much more without appreciably increasing our costs."



One of the nice things about LCL, he points out, is that the railroad can handle much more than is now being handled without appreciably increasing the costs.

"I know that a station agent's lot is a busy one," he said, "but I don't think there's one of us who can't afford a couple of hours a week calling on our custom-

ers. I say we can't afford not to take the time."

H. W. Moore, vice president-sales added, "Getting LCL is very important to us, more so, I think, than in previous years. And it's something that every member of the railroad family can help to accomplish. Not only the agents, but every railroader in every town, is a salesman."

ABOUT OUR COVERS

The lucky man getting kissed on our front cover (as you'll no doubt know if you read the Bangor NEWS May 7) is BAR Machinist Tom Barker who won the newspaper's 1955 Ice-out contest and a free week (with all the fixings) for two at any sporting camp at Moosehead Lake. And the young lady is Betty, Tom's 12-year-old daughter who was responsible for his winning first prize. It was on Betty's advice that Tom added 30 seconds to his estimate giving him the winning answer (see story page 14).

On our back cover Miss Marie Bertrand of Millinocket receives an Easter corsage from Aroostook Flyer hostess Mrs. Amy Stather. Continuing a custom of five years standing, the BAR presented corsages to women passengers on both their northbound and southbound Aroostook Flyer the Saturday before Easter. Miss Bertrand is the daughter of Mr. and Mrs. Albert J. Bertrand, 394 Penobscot Ave., Millinocket. She is a student at Regis College at Weston, Mass., and was spending the Easter holidays with her parents.

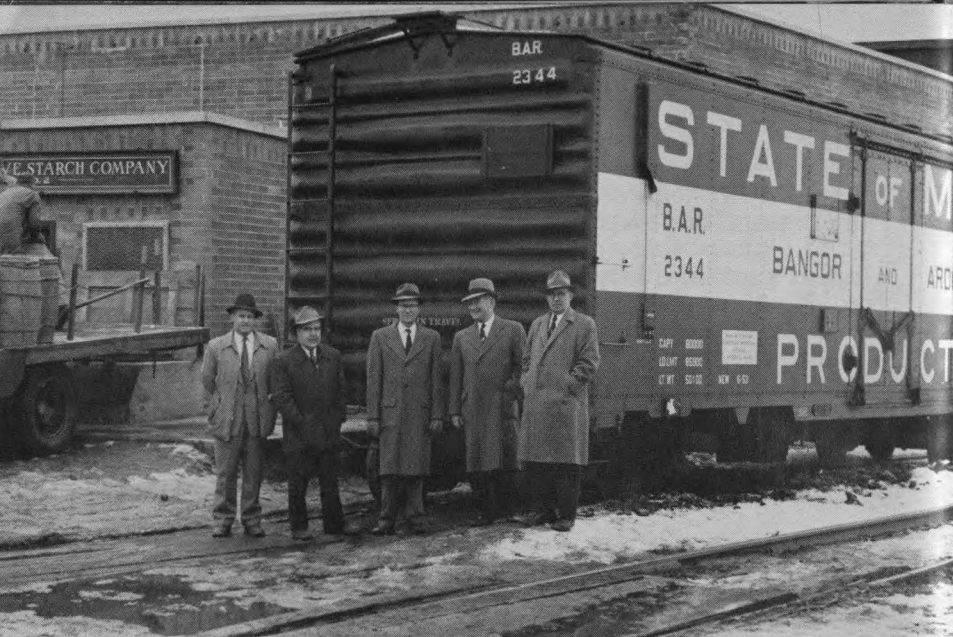
DISAPPEARING LANDMARKS

A landmark of the old Bangor and Piscataquis Railroad days was demolished just recently at Derby, almost unnoticed and unmentioned. It was the old Derby Freight Shed, up on the east side of No. 7 track. Just a bit north of that spot can still be seen the circular formation in the earth where the old roundhouse used to be, near McCusick's gas tanks.

I am told that about the last three-way switch, used in the old days, was removed from that point at the old wye, when the roundhouse was done away with, years ago.

Roy Russell tore the old freight house down for the lumber.

Neill A. Robertson



Group, including representatives of the New England By-Products Corporation, John R. Hall and McLean pose before the first car of dried potato pulp shipped from Aroostook.

A New Aroostook Product

Colby Cooperative Starch successful with starch waste experiments and ships first car of new cattlefeed made of dried potato pulp

Almost since the starch industry was born in Aroostook County, fishermen and starchmen alike have known that waste pulp from the starch process in the streams make for a bad situation. It was a problem, because getting rid of the waste by any less conventional way than by the streams and rivers was pro-

hibitively expensive. And dumping it in the rivers was creating a major public relations problem. The starch people also recognize that they are throwing away thousands of dollars a year in the recovery of good, marketable starch, along with the waste pulp . . . money that should be going into the County's

Dr. Matthew Highlands of the Maine Agricultural Experiment Station at work on a potato experiment in his lab. Dr. Highlands and his colleague from the Experiment Station, John S. Getchell, associate bacteriologist, did much of the original research in drying starch waste at Mapleton.



economy. That's mostly how things stood last month when Alfred McLean, a former Houlton man and graduate chemist from the University of Maine, made the dramatic announcement that his company, the Colby Cooperative Starch Company of Caribou, was shipping the first car of dried potato pulp (starch waste by-product) for cattle feed.

Drying vegetable pulp for feed is not entirely new, for the citrus trade, and others, have been doing it for several years. And the starch industry, and almost anybody else who took the trouble to ask, knew that dried potato pulp made an excellent ingredient

for cattle feed with a nutritional value almost equal to that of corn. The problem had been how to dry it in volume without prohibitive financial outlay.

The Potato Starch Institute made the first major effort in that direction just a few months after it was organized in 1947. The Arthur Little Company of Boston was hired to make a survey which led to the building of a Maine Agricultural Experiment Station plant at Mapleton to dry starch waste. Dr. Matthew Highlands and John S. Getchell, associate bacteriologist and assistant food technician of the Experiment Station staff, uncovered a great deal



Alfred McLean, general manager of Colby Cooperative Starch Company, believes he has a working solution to drying starch waste, using a Vincent dryer and a Mercone centrifuge for mechanical de-watering. McLean, a Houlton native, is a University of Maine (chemistry) graduate.

of valuable basic information before the project was discontinued four years ago.

The Mapleton project proved that dried potato pulp was possible and later experiments proved that it was a valuable ingredient for poultry feed and, more recently, dairy feed. During their original research, Dr. Highlands and his associates used a Zenith press and lime to extract water from waste potato pulp. They managed to reduce the waste to 35 per cent solid matter.

There hadn't been much news on starch waste until a few months ago when the

Colby people, supported in part by the Starch Institute, began experimenting with centrifugal separation of water from pulp, and a remarkable device called the Vincent dryer, made by one Dan Vincent of Tampa, Florida, a man with long experience in dehydrating citrus pulp for feed.

While the Mapleton project had demonstrated that dried potato pulp was possible with a press and lime, it was still too expensive to produce in volume. What was needed was a mechanical de-watering and thermo-drying, a two-stage process.

Alfred McLean, general manager for Colby, felt that by using the Vincent Dryer—a re-cycling machine that works the moist material over and over, pulling dry material off with air currents—he could use pulp with considerably more water than was found practical in the Mapleton project.

And after trying several devices, he narrowed the field down to a giant centrifuge of German manufacture called the Mercone Contessor. It extracts water mechanically, operating on the same principal as the "spin-dry" device found on many household washers.

After several months of experimenting, he found that his two-phase process (mechanical de-watering and exposure to heat in the Vincent Dryer) was workable. The centrifuge was an excellent working companion to the Vincent Dryer and the problem of volume production of potato pulp was pretty much solved.

Then, in March, the first 100-pound bags of pulp were loaded into the familiar State

Gordon Holms, a Colby employee, holds potato pulp which would normally be going into river. The Colby plant produces 12 tons of dried potato pulp a day.





Edward Leach, executive secretary of the Starch Institute says the recovery process should be a sort of subsidy for the potato industry. The starch manufacturers should be able to pass some of the savings on to the grower when they find out more about the process.

of Maine Products cars for Barre, Vermont. After seven years of feverish research, a useful and valuable product from starch waste was a fact.

The pulp itself—manufactured by Colby under the trade name of Co-Star—is a brownish-gray granular substance varying in size from the head of a pin to an eighth of an inch in rough diameter. It has a pleasant aroma not

unlike that of a freshly-baked potato and McLean says that the local farmers who have tried it as a dairy feed have come back for seconds.

Howard C. Dickey, head of the Department of Animal Industry at the University of Maine tested the pulp as a dairy feed and found that cows like it and that it's dust free and has a high sugar content.

“Feeding the potato pulp up to 20 per cent of the total ration is no problem at all,” he says.

Richard W. Gerry, associate poultry husbandman at the Experiment Station, also tested the pulp for poultry feed with favorable results.

The marketing of the new product will be handled by the New England By-Products Company of Boston, whose general manager, W. M. Anderson, predicts that dried potato pulp will eventually replace citrus and beet pulp as a supplemental dairy feed. Maine dairymen, he adds, will have first chance to use available supplies.

What will the manufacture of dried potato pulp do for the starch and potato industry? Ted Leach, executive secretary for the Starch Institute feels that it will solve one of the starch industry's most ticklish problems: stream pollution.

“Nobody in Aroostook wants to see the stream pollution problem licked any more than the starch manufacturers,” says Leach, “and it looks like Al McLean is pressing hard toward a possible solution. The process is economically feasible and it

will yield a better return in starch.”

It could be, too, if the demand for the new feed is great enough that the starchmen will demand more and more potatoes from Aroostook growers.

As Leach puts it, “. . . the recovery process will be of great benefit to the potato industry. With the savings involved in the better starch yield and the by-product, the starch manufacturers may be able to pass some of the savings on to the grower when we find out a little more about it. And although there are many bugs to eliminate, the institute is optimistic about the outcome of the major effort.”

The \$85,000 addition produces for Colby 12 tons of dried pulp a day as the by-product of 24 tons of starch. And with both factories in operation, production will go as high as 30 tons a day.

Expensive? Sure it is, but it will pay off in more starch and a bigger outlet for off-grade potatoes. And it marks the beginning of the end of pollution in Maine rivers and streams which have carried the unwelcome burden of as much as 30,000 tons of waste potato pulp per year.



COVER AND PHOTOGRAPH ABOVE COURTESY BANGOR NEWS

Machinist and Mrs. Thomas Barker and their two daughters, Sandra (left) and Betty, happily look over Barker's entry which won first prize in the Ice-out contest.

Tom Barker Picks a Winner

Machinist Tom Barker, a BAR man for 25 years, won the Moosehead Ice Out Contest by 30 seconds, all because of daughter's intuition

Thomas D. Barker, a Bangor and Aroostook machinist at Northern Maine Junction, got the surprise of his life May 5 when he found out that he had won the Bangor Daily NEWS Moosehead Ice-Out contest by predicting that the ice would be free in Maine's largest lake at 5:15 a. m. plus

30 seconds, May 4. Barker, who doesn't enter contests, took first place because his 12-year-old daughter, Betty, persuaded him to add an extra 30 seconds to his prediction. His prize is a week's free vacation for two at any sporting camp on Moosehead lake, including a guide and boat.

He was only 30 seconds ahead of the second place winner Mrs. Helen Roderick of Bethel. Barker, who's been with the Bangor and Aroostook for 25 years, commutes daily between his home in Milo and the Northern Maine Junction diesel shop.

He likes to fish, he says, but doesn't have enough time for it. Barker gives all the credit for his winning to his daughter for suggesting that he add an extra 30 to his estimate.

"I was all set to let it go as a straight 5:15," he says, "but Betty talked me into adding the 30 seconds."

If he had mailed the entry without adding the 30 seconds he would have won third place and Mrs. Helen Roderick, Bethel, the second place winner would have won since Barker's entry was post-marked later than the other two winning entries.

"You know, I almost didn't enter the contest," Barker mused. "My brother-in-law has been living here with us. He works on the CP and has been riding by Moosehead just about every day on the train. I'd also been talking with the other fellows in the shop and they'd been saying that the

ice was getting black and would go anytime."

"My brother-in-law filled out his entry blank and so did my wife. I mailed them Saturday and forgot to make my own out. When I came home Saturday night they convinced me to sit down and do it. I was all set to put it in the envelope when Betty suggested I add another 30 seconds. I couldn't see how it would do any harm so I stuck it on."

Betty is one of three girls in the Barker family. She and her 16-year-old sister, Sandra, a junior at Milo High school, are living at home and her oldest sister Winifred is married and lives in Brewer.

"I thought Daddy was pretty close when we heard that the ice had gone out at 5:16, but we couldn't remember what his exact time was," she said, "and I just thought it might be a good idea if he added those 30 seconds."

Barker hasn't been fishing on Moosehead since he fished there as a boy with his father and is looking forward to a free week for he and his wife at the sporting camp of his choice.

GENERAL P. G. T. BEAUREGARD, the famous Confederate soldier, was president of the New Orleans, Jackson & Great Northern Railroad, now part of the Illinois Central, after the Civil War.



Doctor on the High Iron

Harvey Bundy served as a railroad physician for 41 years, 28 of which he spent as the Bangor and Aroostook's plain spoken Chief Surgeon

He has achieved success who has lived well, laughed often and loved much; who has gained the respect of intelligent men—and the love of little children. Who will leave the world better than he found it, whether by an improved poppy, a perfect poem, or a healed body. Who has always expected the best from others and always given the best he had; whose life is an inspiration—whose memory will be a benediction.—Anon.

A little over a half-century ago, a resolute farm boy left his native Vermont hills to make his way in the world . . . to become a doctor, a healer of man's body. He was 13 years old. Big dreams, big thoughts for a Vermont farm boy. But he made it and last month Dr. Harvey C. Bundy, who at 11 was using a hand scythe like an expert, retired after serving 28 years as the BAR's chief surgeon.

By the time he was ready to enter the University of Vermont College of Medicine, Harvey Bundy had been a cook for four years at a busy resort hotel, a bookkeeper in a meat market, and a telephone operator. At 19, he was second chef. And medical

school wasn't much different from what most Vermonters regard as man's number one virtue: hard work.

During medical school, he continued to work vacations as a cook and when school was in session, he worked after classes in a pharmacy until 11 at night. When he was graduated, he was among the top 10 men in his class.

Just a few months before he received his M.D., the Canadian Pacific Railway contacted him. They needed a full-time doctor with headquarters at Brownville Junction, Maine, and would he come? Yes, he would and a few weeks later Dr. Bundy hung out his shingle and started his long (41 years) career as a railroad doctor.

For the next year, the young doctor was full-time medical officer for the Canadian Pacific traveling throughout Maine and New Brunswick by freight train,

Dr. H. C. Bundy poses before symbolic background of Derby Shops. The Doctor served the BAR as chief surgeon for 28 years before his retirement.

motor car and, on at least one occasion, the CP's business car loaded with visiting dignitaries.

A year later, Dr. Bundy gave up his full-time railroad work, remaining local medical officer, and took over a small hospital operated by the American Thread company. In 1918, he answered the call to colors and it wasn't until 1921 that Harvey Bundy performed his greatest service for the railroad that brought him to Maine.

The CP had a wreck at Bodfish Siding that year which killed 26 and injured 42 persons and Dr. Bundy, by this time a seasoned railroad doctor, was the first physician on the scene. No one knows how many lives he saved working feverishly for four days and nights without sleep. As the local medical officer, he directed the operations and saw the last of the injured comfortable in the YMCA building at Brownville Junction. They were then taken by hospital train under Dr. Bundy's care to Montreal.

A curious sequel to the event took place in 1937 when the doctor's daughter, who was born the year of the wreck, was taken ill with a throat infection while touring

Europe. The woman physician whom she consulted had been treated, as a child, by Dr. Bundy during the terrible train wreck at Bodfish Siding in 1921.

In 1921, he moved to Mars Hill where he began to make his mark in the world of medicine. Aroostook County, at that time, had an uncommonly-high percentage of goiter which was a sort of personal challenge to the Vermonter. He began talking with his colleagues about the problem and urging his patients to have goiter treated promptly.

"Those were the days when Frank Lahey was organizing the clinic in Boston," Dr. Bundy recalls, "and for two years there was hardly a day went by that I didn't have goiter patients under treatment at the Lahey Clinic."

And, later, as a result of his interest and work in goiter, Harvey Bundy, Vermont farmboy, was invited to join the clinic's distinguished staff, an honor not lightly given.

Dr. Bundy remained in Aroostook until 1927 when he returned to Milo to take over the post of chief surgeon for the BAR, a job he was to hold for the next 28 years.

Probably most of the people who have met this grey-

ing, vigorous man, whether professionally or socially, have carried away the impression of honesty and integrity . . . both as much a part of his personality as his quick wit.

As one of his patients put it: "You shouldn't ever ask Doc Bundy a question unless you want a straight answer." And it's probably an apt tribute to a man who has based his life on the quest for truth.

Some of the most significant changes in railroad medicine, Dr. Bundy feels, have come about in recent years in the growing emphasis placed on employee health and preventative medicine.

"I think the flu vaccine which was given free of charge to BAR people all over the system a couple of years ago is a good example of the trend," Dr. Bundy says. "We had to move the earth to get that vaccine at the peak of an

Dr. Bundy speaks at a party held in his honor in Brownville April 29.



epidemic, but we got it and because we got it in time, we were able to loan brakemen to the CP whose own men were ill with the disease."

In the years since he left the Vermont farm, Harvey Bundy has come to be known as a man who, when the phone rings in the night, is ready to go. His patients discover that he's genuinely interested in them and that he is honest.

That's the way it was two years ago when Boston doctors called him aside in the hushed corridor of a hospital and told him his wife was dangerously ill. He lost interest in his work, his practice, his hopes . . . all the things for which the two of them had worked.

Then a different, radical treatment was suggested and the Bundys met a young X-ray specialist working at the Lahey Clinic who was to figure importantly in their lives. As the weeks passed Mrs. Bundy improved until, finally, the doctors felt that she would recover.

She did recover and, together, the Bundys were able to persuade Dr. James Johnson, the young X-ray specialist who had had much to do with Mrs. Bundy's treatment, to take over Dr. Bundy's practice. It was a happy solution to the problem of finding his successor for the railroad and for the people of Milo.

Now that he's retired, Dr. Bundy plans to build a house, take a cruise and maybe some long auto trips . . . all the things he wasn't able to do during the busy years as the railroad's chief surgeon and a busy country doctor.

"I'm not just sitting down and folding my arms, mind you," he grins, "I've a great many things to do."

And fishing, one of his first loves (he's fished from the Narraguagus to Nine-Mile Bridge and Cape Breton, Nova Scotia) will be one of his major activities.

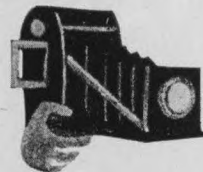
"You know," he confides with a broad wink, "you can catch fish anywhere, anytime . . . you just have to call 'em by name."

A GENTLE DISPOSITION

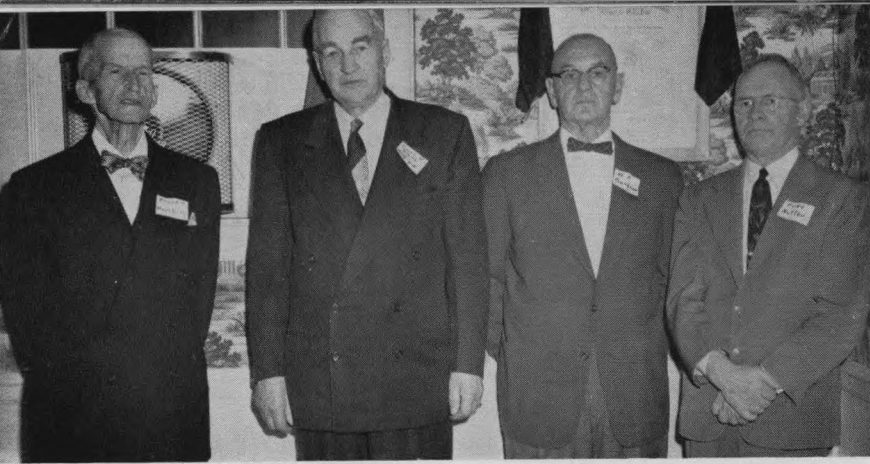
Brady, the railroad superintendent, insisted on detailed reports on all livestock killed by trains on his division. A rule of the company required the section foreman to report all such accidents promptly. One day Brady received a report from section foreman Pat Dugan that a cow was killed near Milepost 20 the day before. Details were meager. Brady wired Dugan: "Wire disposition of cow killed near Milepost 20." Dugan replied: "The disposition of the cow was very gentle."

MAINE LINE

Camera



BAR stockholders chat before annual meeting gets under way April 19 in the Graham Building in Bangor.

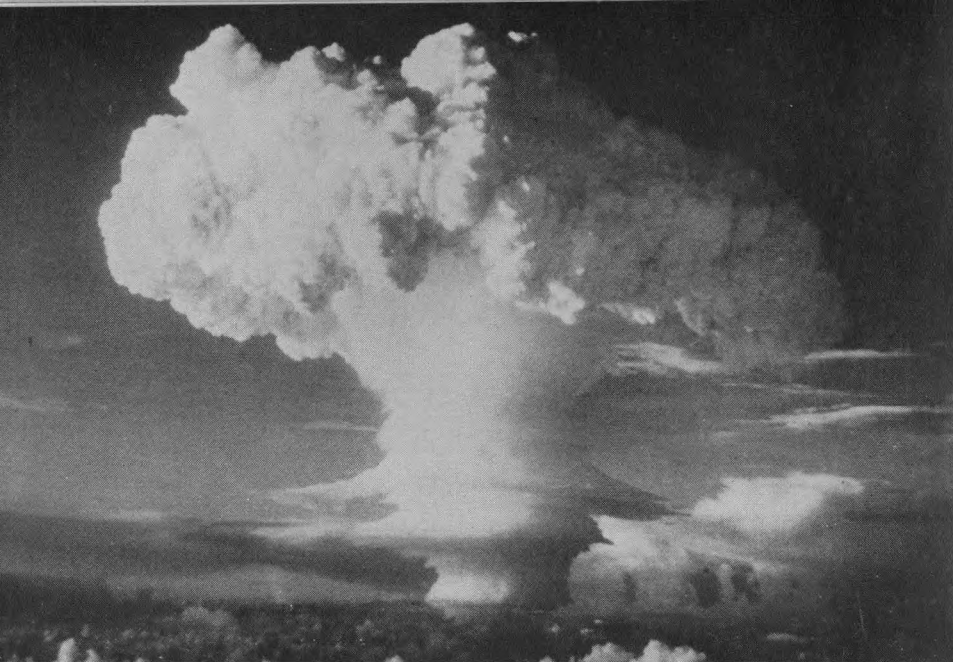


The four men pictured above, three former Maine Commissioners of Agriculture and the present Commissioner, were among the Bangor and Aroostook's guests at the 25th Anniversary Reunion dinner of the Southern Seed Potato Tour. They are, from left to right, Frank P. Washburn, Carl R. Smith, assistant to the President, BAR; A. K. Gardner, and Fred Nutter, the present Commissioner. The dinner was held at the Northeastland Hotel in Presque Isle April 13, with President Hutchins presiding and E. L. Newdick toastmaster. Nearly half of the 164 men who made the tour of southern states in 1930 in the interests of promoting Maine potato seed sales are now living.



Pictured above are the employees who attended the April 12 Meet-the-President session at Derby: E. L. Whittaker, T. N. Hopper, W. D. McKnight, W. G. Hayes, Miss O. M. Long, Miss M. B. Wallace, B. A. Sawyer, W. F. Fernald, G. J. Lovett, L. W. Littlefield, L. L. Pelkie, F. E. Davenport, P. Chaisson, L. E. Perry, J. L. Shaw, L. M. Mooers, L. J. Marks, F. T. DeWitt, R. M. Mackin, F. A. Bragg, R. T. Olson, J. C. Timoney, J. F. Gagne, T. P. Allen, H. G. Cole, H. A. Nice, J. H. Fraser, Wilford Caron, L. M. Dube, L. M. Pinette, G. E. Piper, H. E. Bickmore, Duffy, E. C. Shields, A. J. Lebel, R. T. Clark, G. E. Cates, H. L. G. H. Fletcher, L. E. McNeil, F. E. Bell, G. R. Wilson, C. H. DeLong, Jr., G. W. Jones, R. P. Albert, W. A. Gallivan, W. S. Adams, E. R. Adair, T. E. Clements, and J. H. Swallow. The employees pictured below attended the April 20 Meet-the-President session at Derby: R. A. Lausier, B. A. Ryan, W. A. Grant, G. L. Chase, R. W. McGuire, E. C. McKeen, J. E. Plant, Jr., O. W. Erickson, W. H. Quimby, L. H. Scott, J. E. MacNair, Jr., G. A. York, C. R. Higgins, A. McDonald, L. A. Ewings, J. J. Mitchell, M. E. Grant, D. H. Brayson, M. L. Dyer, Jr., F. G. Hartsgrove, H. Robinson, C. L. McPherson, A. F. Robinson, R. F. Harmon, T. E. White, A. M. McNair, J. C. Chasse, O. G. Gradie, F. W. Morrill, F. M. Byers, D. E. Lawrence, C. F. Adams, K. W. Bell, K. J. Dickinson, H. Swallow, Mrs. H. A. Hickson, Mrs. Velva Constantine, H. G. White, R. J. Winslow, G. Fred Dow, W. S. Chase, L. H. Kitchen, D. L. Peters, W. L. Crawford, R. W. McKay, E. H. Tobin, Jr., H. C. Dunphey, C. W. Clark, D. Gilbert, J. A. Kruck, A. G. Weymouth, Jr., N. C. Foster, and Miss W. L. Condon.





COURTESY MAINE OFFICE OF CIVIL DEFENSE

The mushroomlike cloud of a nuclear explosion billows 12,000 feet above the earth. The cloud went 10 miles in the air and spread over an area of 100 miles.

Joe Gagnon Sees Operation Cue

BAR Contract Ice Supervisor one of three people from Maine chosen to participate in first CD test involving an actual nuclear explosion

The morning of May 5 crept silently across the Nevada desert. It was 5:10 a.m. (8:10 in northern Maine) and the 2800 people kneeling in the gloom amid the swirling sands of News Nob looked curiously like the faithful at prayer. Eight miles away, on a steel tower rising 500 feet from the desert floor, a single light shone indicating the ominous presence of a nuclear bomb. A voice, made hollow by the PA system, counted the seconds down . . . four . . . three . . . two . . . Then it came, a blinding, searing

flash followed by a terrific shock wave, heat, and the characteristic mushroom-like cloud.

How does a man feel during those final, agonizingly slow seconds of the countdown? Joseph A. Gagnon, the BAR's contract ice supervisor and Presque Isle director of Civil Defense, was scared. And so were the other 312 CD participants and the 2500 observers who witnessed the blast.

Gagnon was one of the three Civil Defense people from Maine chosen to partici-

pate in Operation Cue, the first CD field exercise held under conditions of an actual nuclear explosion. The three participants and seven observers left Augusta by Air National Guard plane for Las Vegas April 17 for the test. The bomb, exploded May 5, was originally scheduled for detonation April 26 but was delayed by a sand storm and unfavorable winds.

During the violent sand storm, Gagnon and other CD participants who were living in plywood huts at Camp Mercury, the Atomic Energy

Civil Defense Director Gagnon at CD radio transmitter in Presque Isle.



Commission Security Camp, had to move beds and luggage to keep the flimsy structures from blowing over in the storm.

Prior to the much-delayed blast on May 5, Gagnon and other CD people, promptly dubbed the Desert Rats, trained for simulated rescue of injured persons (in this case, clothing store manikins) and the detection of radioactivity in Survival City, an actual village erected at the bomb site.

Test activities got under way a few minutes after the explosion. Barely four minutes after the flash, a group of tanks was maneuvering in a simulated battle between the observation post and the bomb site. And soon the helicopters were moving into the area some two miles from the detonation point to take out the forward observers—volunteer CD people who crouched in trenches—and the dogs that had survived the explosion in shelters. The CD volunteers were chosen by drawing lots since 90 per

A RAILROAD MAN

A railroadman should be proud of his position. It is a wonderful thing to speed the public on its way, to pass out kindness, good cheer, and help make the world a better place because you are here. Travel is the great educator; it is the great civilizer. . . . The intention of railroadmen, I believe, is toward courtesy and kindness, as never before in all history, and to a degree unequalled by any other class of businessman.—*Elbert Hubbard.*

cent of the participants volunteered.

Gagnon, who served as a captain in the warden service during the test, said that railroad ties 6,800 feet from ground zero were split open by the terrific force of the explosion.

"Jars of food along the wall of the concrete cellar of a house a mile from the center of the blast were unbroken, though," Gagnon added, "and even the uncovered Maine potatoes, as well as the canned goods, were tested and found fit to eat."

The Presque Isle Civil Defense head made the longest trip to get to the test site of any of the CD participants. He was also a guest on the Dave Garroway television show broadcast from the test site at Yucca Flats.

"I think that watching that explosion was one of the biggest thrills of my life," Gagnon said, "and it taught me that, even though many may die in such an explosion, a great many more may survive if they are prepared."

It Shouldn't Have Happened

Trackman A. suffered a painful foot injury when his crew were installing ties and the rail dropped on it. The track was jacked up and the foreman was in the act of putting an old tie under the rail in case it slipped off the jack. But before the tie was under the rail Trackman A., who was using a bar to loosen a tie, pried the bar against the rail causing it to slip on his foot. Always make sure that the rail is supported before starting work on removal of old ties. If those precautions had been observed, this accident wouldn't have happened.

Fireman W. stepped off the engine in the dark and onto some broken glass. Naturally, he couldn't foresee this hazard but someone was responsible for the glass being where it was. Good house-keeping would have prevented this accident. It's everybody's duty to pick up objects that may cause injury.

Carpenter S received an eye injury while sawing a metal plate on a band saw, because he didn't have his face shield adjusted properly. Face shield and safety glasses are for your protection . . . wear them properly.

ORCHIDS AND GOOD NEWS

At press time, the Northern Division operating dept. had been 110 days without a single accident. This included the season of the heaviest snow and ice which is the most hazardous time of year in train service. This is something of a record.

The Bangor and Aroostook

has come from sixth place in 1954, to first place among the nation's Group D. railroads with 19 railroads reporting and is in 12th position among all groups (36th last year), with 119 railroads reporting. We are in first place among the six New England railroads.

Pat Murphy attended a safety meeting. The boys had been given some printed instructions and the safety man wanted to check on results.

"Pat," he said, "can you give me six good reasons for safety?"

"I can, indade, sir," Pat replied, "the four little Murphys, me wife and meself."

MOVING UP

If a man has a talent and cannot use it, he has failed. If he has a talent and uses only half of it, he has partly failed. If he has a talent and learns somehow to use the whole of it, he has gloriously succeeded and has won a satisfaction and a triumph few men ever know.—Thomas Wolfe.

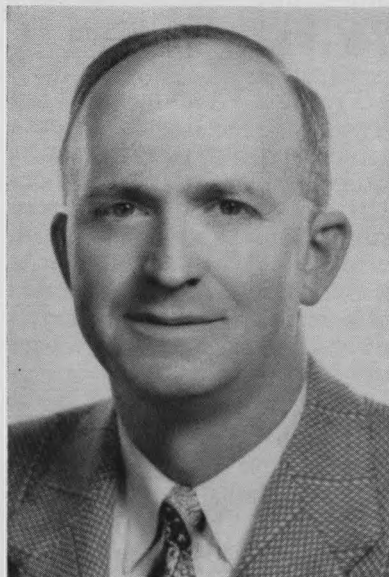
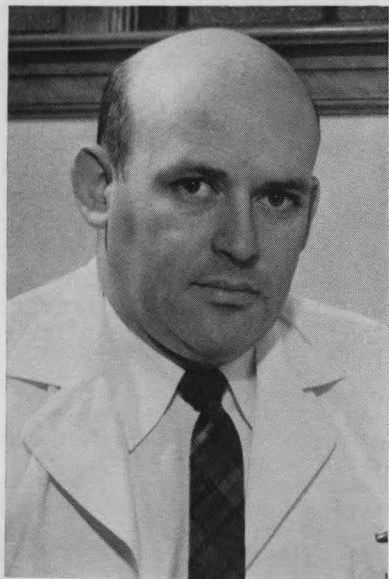
W. Jerome Strout, formerly vice president-operations and maintenance, was elected executive vice president at the April 19 meeting of the board of directors. He succeeds Gordon D. Briggs who died in July of 1954.

Strout came with the railroad in 1926 as a student and served in the Engineering Department, first as special engineer, and later as assistant engineer, superintendent of buildings and bridges, and principal assistant engineer. He was made chief engineer in 1940.

He served in that capacity until 1951 when he was appointed chief engineer and mechanical superintendent. A year later, he was made general manager-operations and

**Pictured above
W. Jerome Strout**

**Pictured below
Dr. James H. Johnson**



ON THE BAR

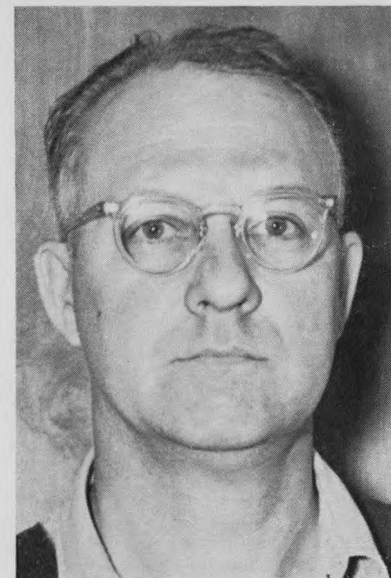
in 1954 was elected vice president-operations and maintenance.

Strout, a native of Milo, was graduated from the University of Maine in 1926 and is a member of the engineering honor society, Tau Beta Pi. He is also a director of the Maine Association of Engineers, and a past president of the New England Railroad Club.

Dr. James H. Johnson, assistant chief surgeon, has been named chief surgeon succeeding Dr. H. C. Bundy who retired last month.

Dr. Johnson came with the railroad as assistant chief surgeon last year from the Lahey Clinic where he was specializing in high voltage X-ray therapy.

He was born at Easton, Mass., and served with the medical corps in Europe during World War II. After his discharge from the army, he entered Notre Dame University where he was graduated cum laude. He received his MD from Tufts Medical School. He is married and makes his home in Milo.



Harold D. Parent

Harold D. Parent, machinist at Derby shops, has been made foreman at the Contract Shop at Derby. He came with the railroad in 1924 as machinist apprentice, a position he held until 1929 when he was made a machinist. He was made foreman March 8, 1955.

Parent is married and has two daughters. He was educated in Newport schools, is a member of the Methodist church, the Masonic order, the Grange and the Eastern Star.



Meet Your Directors

Frank E. Pendleton has been a Bangor and Aroostook director since 1935. He was born in Haverhill, Mass., the year the Spanish-American war broke out and was educated in public schools at Haverhill.

Mr. Pendleton held his first job at 18 as a stenographer in the Boston office of the Consolidated Rendering Company where he started Jan. 1, 1916. Just one year later he was transferred to the company's Houlton office. And four months later, just 28 days after the United States entered what was to be World War I, he enlisted in the U. S. Navy.

He served for two years with the Atlantic Fleet and was released from active duty in 1919, at the age of 21, as a chief yeoman. After his tour of duty, Mr. Pendleton returned to Houlton to resume his duties as manager of the Consolidated Render-

ing Company's Houlton office.

In 1924, he entered the law office of the late John B. Roberts, Caribou attorney, and read law. Mr. Pendleton was admitted to the bar in 1929 and has been engaged in the practice of law at Caribou since.

He is a member of the American Legion and a past commander of the Henry B. Pratt, Jr., Post No. 115, and a member of the Masonic Orders, including the Shrine. Mr. Pendleton was Government Appeal Agent for the local Selective Service board from its inception in 1940 until it closed at the end of World War II. Shortly after that, he was appointed Government Appeal Agent for the County board, a position he still holds. He is a trustee of Ricker College, a trustee of the Masonic Association of Caribou, and vice president and director of the Aroostook Trust company.

SIR ARTHUR ON RAILROADS

How many Gilbert and Sullivan operas were conceived in railway cars? No one knows the answer to this question, but Sir Arthur Sullivan, composer of such all-time favorites as "The Mikado," "The Pirates of Penzance" and "Pinafore" once said that there was no place for musical inspiration like a railroad car. "There is something," he said, "in the rapidity of the motion, in the clanging of the iron and in the whirring of the wheels which seems to excite imagination and supply material for a host of harmonies."

The Suggestion System

Since November, the suggestion committee has been on a rotational basis with term expiring every 14 months. The committee, at present, includes:

	<i>Term expires</i>
Guy E. Linnell, towerman, South Lagrange	June, 1955
Raymond H. Miller, prin. asst. engineer, Houlton	June, 1955
William J. Mahaney, yard clerk, No. Me. Jct.	August, 1955
Harold S. Parent, trainmaster, No. Me. Jct.	August, 1955
Fred D. Parent, engineer, No. Me. Jct.	October, 1955
W. J. Russell, gen. locomotive foreman, Derby	October, 1955
Newbert P. Spear, carpenter, Derby	December, 1955
W. M. Alexander, asst. gen. fgt. agt., Bangor	December, 1955
Arnold Dyer, trackman, Presque Isle	February, 1956
M. A. Fairley, asst. to chief eng., Houlton	February, 1956
Charles H. Hoskins, machinist, Derby	April, 1956
D. Keith Lilley, chief dispatcher, Houlton	April, 1956
George W. Mullen, baggagemaster, Oakfield	June, 1956
Frank E. Baker, asst. mech. Supt., Derby	June, 1956

Chairman: P. H. Day, asst. to pur. agent, Derby

Advisors: J. L. Babcock, safety supervisor, A. J. Travis, mgr. highway division, and C. E. Delano, manager employees' suggestion plan.

The average experience of the suggestion committeeman is 29 years. Former members who have retired recently under the new plan are: J. H. Daley, B&B mechanic, Houlton; E. E. Dow, traveling auditor, Presque Isle; Fred T. DeWitt, blacksmith, Derby; H. C. Duffy, trainmaster, Houlton; T. E. Everett, conductor, Presque Isle; L. E. Dunphey, traveling engineer, Derby.

The last five men were charter members of the suggestion group in March, 1949 and officiated at its birth. They have given generously of their time and interest to make the plan succeed.

Except for the first year of our existence, this April was the best we have ever had.

For the first four months of 1955, we received 45 per cent more suggestions than 1954. Awards, in number, are 85 per cent better than last year.

IN THE FAMILY

Accounting Department

Pvt. Paul H. Gilman, U. S. Army Signal Corps, son of *Seth Gilman*, IBM Department, will take basic training for two weeks at Pine Camp, New York.

Miss Ella E. Leavitt retired recently after 38 years with the Freight Audit section of the Accounting Department.

She attended Bangor High School, and, later, Gilman's Commercial School. Miss Leavitt first started working for the Maine Central Railroad but in 1917 came with the Bangor and Aroostook.

Earle H. Kelley, assistant to the comptroller and freight claim agent, attended the annual meeting of the Freight Claim Division of the Association of American Railroads held May 10-12 at Denver, Colorado.

Mrs. Ella P. Salisbury received her gold pass for 40 years service May 6. Ella came with the railroad in the ticket Audit Section in 1915 and two years later became chief clerk, a position which she has held since.

In 1929, she married John Salisbury who also worked in the Ticket Audit Section.

Correspondent *L. H. Kitchen* writes that Accounting Department people have formed a golf club and that tournament play started June 1 at the Lucerne Golf course. Sixteen golfers have signed up and the following officers have been appointed: *Lou Kitchen*, president; *Owen Gould*, secretary-treasurer; *Ira McGown* and *Bob Clukey*, schedule and handicap; *Bill Hayes* and *Bob Girvan*, prizes and banquet; *Roy Plumley* and *Gene Rice*, rules and grievance; and *Gordon White*, physical director and trainer.

CONTRIBUTING CORRESPONDENTS:

H. H. Hatt
J. B. Crocker
N. C. Labbe
N. A. Robertson
H. A. Labbe
O. Corriveau
H. M. Hopper
Virginia Bubar
L. H. Kitchen
Nathan Lewin
Annie Morris
Norman K. Dixon
Gladys Goodwin
Robert Clukey
H. A. Howe
T. O. Kelley
Bernice Bailey
A. W. Simpson
C. M. Dionne
Hercules Levesque
A. S. Hunter

Mechanical Department

Mr. and Mrs. Dana D. Lovell are the proud parents of a nine lb. 14 oz. baby boy, *William Elson*, born at the Gallant Hospital, Milo, April 25, 1955. Our congratulations. Mr. Lovell is foreman car inspector at Derby Shops. The maternal grandparents are *Mr. and Mrs. William E. Stubbs* of Milo. Mr. Stubbs is employed in the Stores Department as stock clerk. The paternal grandparents are *Mr. and Mrs. Albion E. Lovell* of Milo. Mr. Lovell is sheet metal worker at Derby Shops.

Our best wishes for a speedy recovery to *Mrs. Burns E. Grant*, wife of car repairer at Derby Shops, who



Charles Campbell, chief clerk, Freight Audit section of the Accounting Department in Bangor presents a \$100 bill to *Miss Ella Leavitt* who retired recently. The money was the gift of her fellow workers.

is a patient at the Eastern Maine General Hospital, Bangor, where she is undergoing treatment.

Mr. and Mrs. Thomas N. Hopper are the proud owners of a new 1955 Ford—Torch Red and Snowshoe White, with upholstery to match.

Our best wishes for a speedy recovery to *Mrs. Leon E. Dunphey*, wife of traveling engineer and Supervisor of Air Brakes, who is confined to her home with pneumonia.

Max E. Place, chief clerk to mechanical superintendent, was a recent visitor in Portland, Maine, where he attended Grand Lodge, representing Piscataquis Lodge No. 44, A. F. & A. M., of which he is Worshipful Master.

Mr. and Mrs. H. Allen Monroe recently spent a one week vacation at the home of their son, William, and family, Burnt Hills, New York. The principal attraction, of course, their granddaughter, *Nancy*.

Miss Ruby K. Page, Timekeeper, Derby Shops, was a recent visitor in South Portland, where she attended the wedding reception of her niece, *Cynthia (Page) Hughes*.

Mrs. Liston F. Lewis and son, *Alan*, recently went to Detroit, Michigan, to bring her mother home, who has been visiting with her two daughters for the past few months.

Francis W. McDonald, machinist, at Northern Maine Junction, is the owner of a 1955 Chevrolet.

Arthur Reardon, machinist, recently returned to work at Northern Maine Junction Diesel Shop.

George A. McGinley, engine cleaner at Northern Maine Jct. Diesel Shop, recently returned to work following being furloughed account reduction in force.

Nels E. Skoog, assistant diesel supervisor, Northern Maine Jct. Diesel Shop, is spending a month on the West Coast and Virginia where he is making a study of mechanical refrigeration. He will also take part of his vacation on his travels.

Frank W. Day, furloughed laborer, Northern Maine Junction Diesel Shop, has now been hired to work in Stores Department, Northern Maine Junction, replacing *D. W. Morrison*, who returned to work in Stores Department, Derby.

Donald Boutilier, son of electrician *E. J. Boutilier* and *Mrs. Boutilier*, along with *Charlene Sprague*, daughter of *Mr. and Mrs. Charles Sprague*, both from Oakfield Community High School, were in Patten, Tuesday eve-



Roger Clapp, son of Car Repairer and *Mrs. F. N. Clapp*, Derby and a former BAR man at Derby, is pitching for the Quebec Braves in Quebec City, Quebec this summer. The Quebec team is a farm team for the Milwaukee Braves.

ning, April 26, where they competed in the Katahdin Valley League Speaking Contest. Congratulations are in order for they were chosen the most outstanding speakers of the group, winning the trophy for their school.

Hostler *John W. Clark* has returned from the Milliken Memorial Hospital at Island Falls where he has been a patient. However, he is, as yet, unable to return to work.

Carman Floyd M. Shields injured his back when he fell at his home a

few days ago. He has been a patient in the Milliken Memorial Hospital at Island Falls, but returned home recently. He has his back in a cast and it will be several weeks before he will be able to return to work.

Hostler *R. T. Olson* and *Mrs. Olson* are spending a week's vacation visiting relatives and friends in Massachusetts and Connecticut. During this time they will attend the wedding of Mrs. Olson's nephew in Connecticut.

Northern Division

We were sorry to hear of the death of *E. A. Stewart*, former BAR con-

General Foreman *Ernest L. Nelson*, Northern Maine Junction, receives his gold pass from Mechanical Superintendent *Vaughan L. Ladd*. He came with the Bangor and Aroostook as sectionman in 1915 and entered the

ductor, of Van Buren, who died May 9 after a short illness. Burial was in Van Buren.

We were glad to hear that *James Burton*, son of Conductor *P. C. Burton* of Oakfield, has received his discharge from the Army and is now student operator at Oakfield.

Brakeman *G. A. St. Pierre* of Van Buren is the father of a son, *Roger Michael*, born recently at Van Buren.

Brakeman *R. J. Violette* also has a new son, *David Michael*, born at Van Buren.

Brakeman *R. C. Botting*, Houlton, has a new son born May 12.

Mechanical Department in 1916 as coalman at Oakfield. He has since been acting general foreman at Van Buren, foreman at Fort Kent, and general foreman Van Buren.



Robert Cote, U. S. Army, spent 12 days with his parents, Trackman and *Mrs. Felix Cote*, of Van Buren, recently.

Our sympathy to Conductor *C. H. Donley*, Houlton, (Ret.) on the death of his daughter, *Miss Katherine E. Donley*, R. N. She was a welfare nurse and also the president of the Maine Nurses' Association.

Brakeman *F. K. Annett*, of Houlton, has entered the Army and is stationed at Ft. Dix, New Jersey where he will take his basic training.

Brakeman *Earle Jenkins* of Masardis has taken a leave of absence for the summer months to take a job as state fire warden and is stationed at Oxbow on the Aroostook River.

Alvie Howe, son of *H. A. Howe*, Oakfield, has been promoted by the U. S. Navy to radioman-second class. Alvie is stationed on Guam but is due back in the U. S. in September after serving 18 months on the island. He is a former BAR operator.

Our sympathy to Operator *E. J. Burns*, Presque Isle, on the death of his father.

Freight Handler *J. A. Pierce*, Fort Fairfield, is relieving *E. W. Doak*, Presque Isle, who is on vacation.

Supervisory Agent *Ray L. Rafford*, Presque Isle, recently spent a week with his son in Michigan.

We're happy to see *William S. Hay*, former Supervisory Agent at Presque Isle, out and around again after an operation in Boston.

Freight Clerk *Carroll Hersom*, Fort Fairfield, was recently installed Legion Commander of the Pattee-Page Post 187 of Easton for the coming year. He took his vacation in May and says he caught up on the brook fishing.



Our best wishes and congratulations to *Mr. Donald Pelletier* and *Lillian Levesque* who were married at St. Bruno's church in Van Buren recently. She is the niece of Trackman *Onezine Corriveau* of Van Buren and he is the son of *Mr. and Mrs. Peter Pelletier* of Drumond, N. B.

Section Foreman *James H. Piper* and *Mrs. Piper* of Portage spent their vacation in Washington, D. C., and at West Palm Beach, Fla.

Station Agent *Hercules Levesque*, Frenchville, was elected treasurer-clerk of the town of Frenchville School District for the fifth year recently. He was also elected chairman of the school committee.

Leland D. Labbe, Station Agent at Eagle Lake, is feeling better after a



"But Madam, I assure you we have only the best of equipment"

bout with pneumonia. He wishes to thank his friends who donated to the collection that was made for him.

Southern Division

The *Henry Diston & Sons, Inc.*, of Philadelphia have sold their plant at Brownville to the *Eureka Mfg. Co.* of Taunton, Mass. Special machinery is now being installed to make wooden chests for silverware and jewelry.

The *Shepard and Morse Lumber Co.* has between three and four million feet of native white pine on their sticking ground now to be milled and shipped. They are loading a car a day of choice Maine white pine dressed lumber.

Trackman *Peter Dubey*, Section 126, has recently been installed as Worthy Master of Resolute Grange 188 for his third consecutive term.

Section Foreman *Rolard Tweedie*,

Section 126, was recently installed as Associate Patron, Echo Chapter, OES.

Trackman *Kenneth Greenlaw*, Section 126, has rejoined Tweedie's crew.

Section Foreman *Raymond McDonald*, Section 127, has completed putting in ties for 1955. He has also worked the tamper in Brownville yard. *Alfred Nelson* has joined McDonald's crew.

Gerald Rollins and *J. B. Crocker* took a fishing trip to Tory Brook May 1 and managed to pick up six speckled beauties.

Trainman *Chet Bragg*, BAR, and *Leigh Washburn*, CP, went to Middle Branch Pond May 8 and found the trout hungry. They caught a dozen ranging from one and a half to two pounds.

Trainman *Don Sawtell* and Machinist *Arthur Strout*, made the same trip May 17.

Correspondent *J. B. Crocker*, Brownville, writes that anyone wishing a colony, or even a family of bats, exterminated to contact him. Seems he recently decided to make a raid on on what he thought was a modest family of bats (five or six) between the sheathing and the chimney at the Brownville station. He decided to smoke them out and arranged to attack from the waiting room side of the chimney.

He was somewhat chagrined when no bats appeared. After the attack had been underway for a few minutes, however, he happened to take a look in the office and found it full of bats flying frantically back and forth. After a lively half hour with the broom there were no more bats on the wing and Agent Crocker, on taking toll of the victims, counted 23 dead bodies. Lord, what carnage!

Paul Robertson has bought a house

in Guilford and is now in the process of moving. *Neill Robertson* writes: "He brought down his dog for me to keep for him. The dog, Caesar, is a boxer with a mania for chasing birds. I'm not going to bother planting my garden until I get rid of that streak of greased lightning."

Charley Bowley, according to Correspondent Robertson, has rented his house at South Lagrange.

Operator *Eben DeWitt* has a secret fishing place down Medford way and came back recently with a half dozen 10 to 12 inch trout.

Operator *C. M. Ellis*, West Seboois, has returned to the BAR after serving a tour of duty with the U. S. Army in the U. S. and Japan. He started work as third trick operator at West Seboois April 7. He's also the father of a new boy.

Supervisory Agent *H. H. Hatt*, Northern Maine Junction, attended the funeral of a Bangor and Aroostook man, *Elmer Miles* of Patten in May. Mr. Miles is the father of Operator *Leroy Miles*, on the second trick at Sherman, and is from one of the oldest railroad families in Patten. Our sympathy to his family.

Bill Mahaney, Northern Maine Junction had one week of his vacation last month and *Curtis Flynt* also took a week of his.

Our congratulations to *Byron F. Andrews Jr.*, student trainee assigned to the Car Department. He recently received word that he passed the exams as ICC practitioner.

Operator *Claude Chasse*, Northern Maine Junction, called on Station Agent *Hercules Levesque* while visiting friends in Frenchville recently.

Dispatcher *T. B. Carleton* and *Gladys K. Smith* were married in the Grace Methodist church in Bangor



Roy D. Plumley, comptroller and general auditor, presents gold pass to *Ella Salisbury* for 40 years service.

May 9. The *Rev. Clifford Sargent* officiated. Our congratulations and best wishes.

W. G. Kelley returned to work May 9 after being off duty for several weeks due to a broken wrist.

S. P. Ruth of the Car Service Department at Northern Maine Junction and *H. L. Hatch*, former BAR trainmaster (Ret.) christened their new boat recently.

Dispatcher *George W. Foss*, Northern Maine Junction, took his vacation the first two weeks in May.

Chief Dispatcher *M. E. Walls*, took a five-day fishing trip at East Grand

Lake the first of May and reported good luck.

G. S. Webber, dispatcher at Northern Maine Junction, took part of his vacation in May. Our correspondent reports he spent most of his time planting rose bushes.

Engineering Department

Trackman *Frank Walker* of Brownville is on leave of absence while braking for the CP. He also has a new son born May 17 at the Milo Hospital.

Our sympathy to *Kenneth Lovely*, accountant in the Houlton Engineering office on the death of his mother *Mrs. Pearle Lovely*, May 8.

Trackman *Waldon W. Simpson*, Mapleton, bought the *Alton Simpson* residence at Mapleton April 1. Welcome to the Saturday afternoon and holiday do-it-yourself fraternity, Brother Simpson.

Trackman *Elwood S. Hand*, also of Mapleton, has purchased the former *Weldon Simpson* home.

Section Foreman *Alton W. Simpson*, Mapleton, bought the *Margaret Turner* house in Mapleton March 18. The Simpsons also went to Rockville, Conn. April 22 to bring home Mr. Simpson's mother who has been visiting her daughter *Mrs. Albert Furlong*.

Correspondent *Norman K. Dixon* writes us that Station Agent *Cedric Brooks* at New Sweden and *Mrs. Brooks*, the former *Shirley Drake* of Mars Hill, have a new six pound seven ounce son born April 6, at Mars Hill.

Trackmen *Carleton Whittaker* and *Adrian Lapointe*, of Easton, both bought new cars recently. . . . *Whittaker* a Willys and *Lapointe* a pickup truck.

Also in the new car business are Section Foreman *A. W. Simpson*, Mapleton, who bought a new Pontiac and Station Agent *G. M. Dionne*, Mapleton, who bought a new Plymouth.

Trackman *Clarence L. Nadeau*, St. Francis, and *Mrs. Nadeau* are parents of a son born at the People's Benevolent Hospital at Fort Kent recently.

We're glad to hear that *Kenny Allen*, son of Trackman *Paul B. Allen*, Shirley, is feeling better after a bout with the flu.

Section Foreman *Byron Allen*, Shirley, said that his crew counted 18 deer and a bobcat between Shirley and Blanchard one day last week.

Trackman *F. A. Campbellton*, who has been ill since March 16, is now back at work on Section 354.

Purchasing and Stores Dept.

Elwood M. Brackett, retired BAR man, who for many years resided in Milo, died April 22 at a convalescent home in Dover, after a long illness.

Surviving are his wife, the former *Lillian Fabian*; a daughter, *Miss Madeline Brackett* of Boston and a sister, *Mrs. H. Allen Monroe*, of Milo. Our sincere sympathy to the bereaved family.

The many friends of *B. W. Perkins*, retired price clerk, will be glad to learn he has returned to his home in Brownville after being hospitalized at the Eastern Maine General Hospital in Bangor for several months. Bert would be glad to hear from his friends.

The colorful new DeSoto seen in the BAR parking lot, at Derby, is the recent acquisition of *James McIntyre*.

Purchasing Agent *W. A. Bamford*,



MAINE LINE has been awarded third place for the best industrial series in the national photographic contest conducted by the American Association of Industrial Editors.

The winning picture "Outward Bound," by Assistant Editor Richard W. Sprague, became part of a permanent exhibit of the Association. The picture was made in Searsport during a lull in a February snowstorm in 1954.

accompanied by his wife, left for Chicago, Ill. to attend the Annual Convention of Division 6, Purchases and Stores, of Association of American Railroads.

After the convention *Mr. and Mrs. Bamford* plan to fly from Chicago to

Los Angeles, Calif. to visit their daughter and husband, *Mr. and Mrs. L. C. Peabody*, also their son *John* and family who reside in California.

Our best wishes and congratulations to *Mr. and Mrs. W. E. Stubbs* who were married May 14th in Ban-

gor. The bride is the former *Mrs. Pauline Tracy* of Bangor. Following the double-ring ceremony performed by *Reverend Joseph Wood*, the bride and bridegroom left by car for a short wedding trip to Massachusetts and upon their return will reside in Milo.

Mr. Stubbs is employed in the Pur-

chasing and Stores Dept. having entered the service in June 1923.

Passenger Traffic Department

Mr. and Mrs. R. W. Sprague, Houlton, have a new son, *Christopher Scott*, born April 30.

U - TELL - US CONTEST WINNERS

In the 1954-55 U-TELL-US Contest just ended 40 people won a total of \$1,250.00.

A total of 151 people participated in the contest and 23 people sent in entries every week, making them eligible for the \$100.00 grand prize.

Edmond Cyr of Caribou is to be congratulated on re-

ceiving the grand prize of \$100.00. His estimate of the number of cars shipped during the period of November 1, 1954 to May 14, 1955 was only 35 cars off. His estimate was 24,294 while the actual number of cars shipped during the period was 24,329.

Below are shown the estimates for the last five weeks, the last two months and the season.

	Winner	Estimate	Actual
April 11-16	W. Stanley Williams Sherman Mills	1626	1621
Sixth Month	Conday Thibodeau Caribou	6655	6667
April 18-23	Forest H. Chandler Presque Isle	926	936
April 25-30	Miss Marie Bouchard Caribou	1255	1268
May 2-7	Joseph R. Webber Mapleton	762	780
May 9-14	Colby Estabrook Sherman Station	807	804
Seventh Month	Guy Violette Caribou	3782	3788
GRAND PRIZE (for season)	Edmond Cyr Caribou	24294	24329

FACTS AND FIGURES

	February 1955	March 1955
We received from		
Hauling freight	\$1,124,955	\$1,530,057
Carrying passengers	35,203	27,300
Hauling baggage, mail and express	24,120	25,614
Other transportation services	15,326	16,008
Rents and miscellaneous income	(4,146)	(11,466)
A total of	\$1,195,458	\$1,587,513

We paid out or provided for

Keeping roadbed and structures in repair	\$325,000	\$325,000
Keeping locomotives, cars and other equipment in repair	262,543	279,665
Running trains	370,484	402,814
Selling our services to the public	19,772	21,717
Managing the business and keep- ing the records	57,510	63,111
Interest on borrowed money	74,108	73,657
Payroll taxes	30,333	35,726
Local and state taxes	53,824	49,524
Federal income taxes	(66,060)	107,836
Applied to sinking funds	66,503	66,503
A total of	\$1,194,017	\$1,425,553

Our Net Income was

\$1,441 \$161,960

*Figures in parenthesis indicate red figure or a deficit.

