

# MAINE LINE ▲



July - August, 1955    Bangor and Aroostook Railroad



# TALKING IT OVER

We have been twice privileged within the past 60 days to act as host to rail excursion parties from Loring Air Force Base. These trips were from Caribou to Boston and return and in both cases we supplied a through coach each way.

The first was something of a trial run for both the base and ourselves. I think you will be pleased to know that the second resulted from the success of the first. And now, on August 2-4, we are scheduled to handle a third.

Without in any way discounting the fine work of officials at the base, I think we can fairly assume some credit for converting an experiment into a going achievement.

I say this because no amount of planning at Loring could have turned the trick without the enthusiastic cooperation of those of you who were directly concerned. That this cooperation will not diminish goes, I am sure, without saying.

Indeed it should not only not diminish but should increase. The young men and young women at Loring—as at all of our bases—are our protection against enemy attack. Many are serving at heavy personal sacrifice. It behooves us all, under these circumstances, to make them heartily welcome.

I am personally gratified that we have done what we have already done and I urge all of you to constantly raise your standards in respect to what we should do for our citizens in uniform.

Cordially yours,

*Antro Hutchins*



## MAGAZINE



JULY-AUGUST, 1955

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THE BANGOR DAILY NEWS

*Evacuees on the BAR special train peer out windows as train leaves Bangor during Operation Scram.*

## The BAR and Operation Scram

Special Six-Car Evacuation Train Donated by the BAR Takes 'Bombed-Out' Civilians From Ruins of Bangor During Operation Scram.

Wednesday morning, June 15, was much like any other sunny June day in Bangor. The sun rose at 4:02 a. m. and by 9 a. m. the city was basking lazily in the heat. People worked with a listless air of resistance to the balmy weather.

But driving through the

main traffic arteries and the quiet side streets of the city at 10 in the morning, one had the definite impression that something was wrong. And then the realization of what was out of place came: there weren't enough people on the streets for that normally-busy hour of the morning.

MAINE LINE

All during the hot morning, cars slipped out of the city to nearby lakes and resorts until only a few of the 20,000 people of the business district and the East Side who were scheduled to participate in the CD Operation Scram remained.

At 11 a. m., when the first calls went out to the schools from Civil Defense headquarters with instructions to prepare students for evacuation, the streets were already deserted except for an occasional straggler. Stores

throughout the business district had shut their doors (at an estimated cost of \$200,000 in lost business).

The sirens sounded at 12:30 p. m. bringing the entire nation under the alert, and in 42 minutes 2175 adults and 3000 school children left the city without confusion and without accident.

At the Bangor Union Station, a special, six-car Evacuation Train donated for the day by the Bangor and Aroostook stood by for evac-

*The city sprawls deserted in the background as Evacuation Special loads passengers at Bangor's Union Station.*

THE PORTLAND PRESS HERALD





*Above, patients from the Eastern Maine General Hospital are loaded on business car which served as a mobile hospital unit.*

*Below, passengers boarding train get a helping hand from Trainman Francis Bell. The train carried 200 passengers.*

THE PORTLAND PRESS HERALD



ees from the East Side who did not make the 24-mile trip to Old Town by volunteer automobile convoy. It was the first train ever used in a simulated war evacuation in the United States. And not since the Civil War have trains of a U. S. railroad been used for evacuation of the civil populace for war emergency.

Volunteer patients from the Eastern Maine General Hospital were evacuated on the BAR Business Car which served as a mobile hospital during the evacuation. The patients were attended by Dr. James Johnson, BAR chief surgeon and Dr. S. L. Meryweather of the Eastern Maine General. The nurses were Mrs. Howard Cousins, wife of BAR assistant general counsel and Mrs. Charles Hickson, wife of BAR inspector of perishable freight.

The Evacuation Special pulled out of Bangor at 1:15 with approximately 200 people aboard. Arrangements had been made for 390 people to ride the special train but because such a large number of people left town before the alert sounded the train carried only about half its capacity.

People from the Dining Car Service met the evacuees at Northern Maine Junction



and served sandwiches given by the railroad and drinks donated by the Coca-Cola company.

When the Special returned to Bangor 45 minutes later, Operation Scram was in its final stages. CD officials felt that the test was successful but thought advance knowledge of the evacuation had hindered the alert since so

many people left the city before it began.

The Civil Defense organization was high in its praise of Bangor and Aroostook cooperation during the exercise. Said one: "the cooperation of the B&A was outstanding in the pre-planning as well as the operational stage."

We're glad we could help.

*Commissary Steward Hank Light and Doris Rosen, Supt. of Dining Car service pack sandwiches which BAR furnished train evacuees.*

BY BRUCE NETT



ULYSSES S. GRANT, Civil War general and President of the United States, was director of the Texas Western Railroad in Texas after his retirement from public life.



*Chow time and young hoboes squat like their professional counterparts on cinders to cook lunch.*

## Hoboes, Cub Scout Style

The Railroad Had as Its Guests June 18, 130 Cub Scouts From Southern Aroostook for the Second Cub Scout Hobo Convention at Oakfield.

Photography by

Andrew L. Andrews (Houlton Pioneer-Times) and W. H. Buxton (BAR)

June 18 was a big day for some 130 cub scouts of the Katahdin Valley District of Southern Aroostook County. The youngsters marched through Houlton at 9:15 and

boarded the Aroostook Flyer as the BAR's guests for the second annual Cub Scout Hobo Convention. For many, it was their first train ride. Their "jungle" was a re-



*Above, Cub Scout hobo-  
boes crowd on the round  
table for a ride as Division  
Master Mechanic  
Roy D. Goodall, left,  
looks on. Several of the  
railroad hosts for the day  
spent their day off showing  
the cubs some of the  
intricacies of railroading.*



*Left, one of the major  
attractions of the day for  
the youngsters (as one  
can plainly see) was  
Chief Charles Solomon  
of the Maliceit tribe of  
New Brunswick who's  
also a carpenter in the  
B. and B. Dept. Here  
the boys listen with rapt  
attention as Chief Solomon  
tells a story about  
his ancestors.*

*At right, Cubs march  
through Houlton.*

served part of Oakfield yard, complete with a diesel switcher, two box cars, a caboose, an ancient handcar and other paraphernalia of railroading.

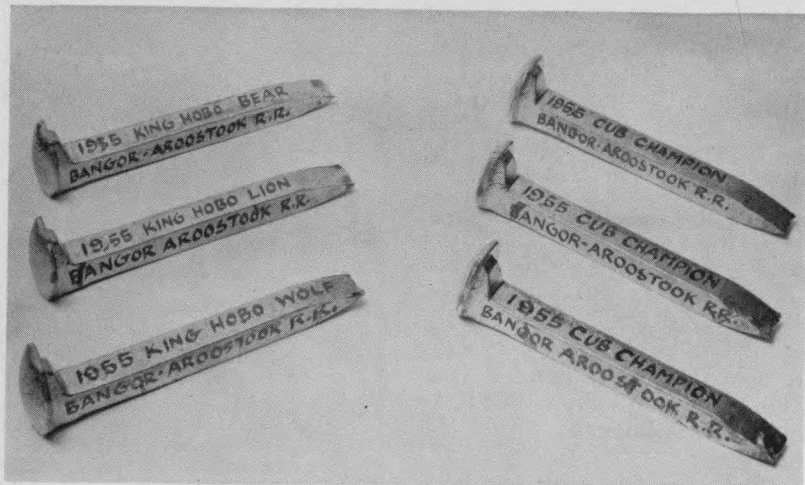
The boys were met in Oakfield by Cubs from Sherman Mills and Oakfield. Each youngster carried a bundle tied to a stick which contained a No. 10 tin can (for a stove) and a candle (for fuel), which they used to cook hamburgers on the cinders.

The small - fry hobo-ers reached their jungle at 11:15 a. m. and for the next five hours rode a diesel switcher, operated a two-way radio exhibit, rode an ancient hand-powered car, and watched with saucer-like eyes as a diesel high-balled through the yard striking five torpedoes in fast succession. They also saw a real-life Indian chief, Charles Solomon of the Maliceit tribe of New Brunswick and a member of the BAR Engineering Department.

The youngsters piled into special coaches at 7:30 that evening . . . most of them still game in spite of the 95 degree heat. It was a memorable day for the cubs . . . and, perhaps in a different way, for the footsore and weary den mothers, too.

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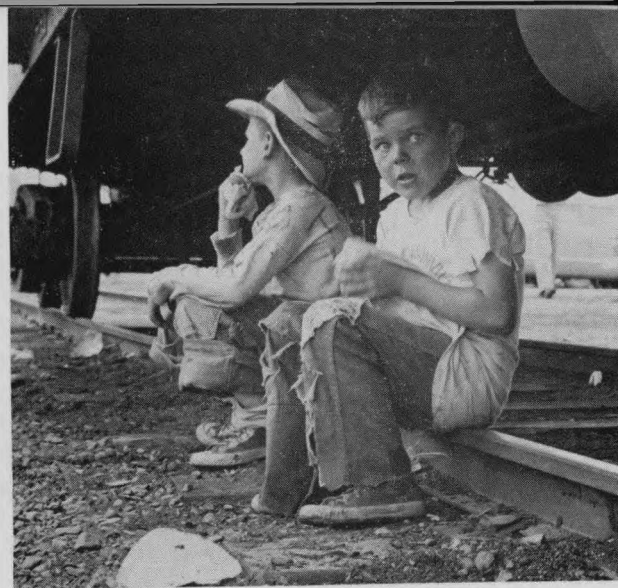




Above are gold spikes (guilDED by Cub leaders) which were awarded the boys as prizes for the day. Below, left, two boys cook hamburgers on tin-can stoves. At lower right, Cubs get a slow (4 MPH) ride on a diesel switcher and a chance to pull the whistle cord.



Lensman Andrew L. Andrews of the Houlton PIONEER - TIMES caught these hoboes taking advantage of box car's shade in the 90 degree heat. The outing was also the subject of a telecast and a special radio broadcast.



Trainman Jack Scott and Principal Assistant Engineer Ray Miller keep a watchful eye on kids as they labor over an ancient hand car. The Engineering Department searched for a week before locating one of the obsolete vehicles.





## The Little Railroad That Did

By All That's Logical This Little Railroad Shouldn't Be Able to Move a Wheel for All Its Three Sets of Regulations, But It Does a Magnificent Job.

By Palmer Wilson

Regulations keep things going—if there aren't too many of them.

But too many regulations can bog an operation down completely—especially an operation as complicated as railroading.

One railroad that at first look appears to have too many regulations to be able to move its wheels, but still manages to keep right on bustling, is the base railroad at Loring Air Force Base. The LAFB railroad, with 15 miles of track "on the reservation" and a 3½-mile spur to Limestone, carries almost as much tonnage of regulations on its back as it does vital Air Force supplies in and on its box-cars, tank cars, flat-cars, and gondolas.

On the base this busy dieselized freight handler operates under Air Force Regulations plus the 55 Series of Army Regulations and Service Regulations. And on the

3½-mile spur outside the base, train crews must also keep a wary eye open for possible infractions of ICC and PUC codes.

It shouldn't work out anyway satisfactory, but it does. Two 1000 HP oil burners tug and push and move freight around like nothing at all was bothering them.

Probably the main reason this important little road is able to operate so smoothly, with more regulations than it has ties in its roadbed, is that Lt. Col. Levin P. Tull, the base material officer, gave the job of running it to a man who could do it—and then *let* him do it.

Blue-eyed, level-headed, Neal McPhearson, a former locomotive engineer on the BAR, runs the base rail-freight rolling stock the way he thinks *it* should be run, and then reads the regulations afterwards to see how far off they were—how far off the regulations were, that is.

In only a couple of ways

Left, Neal McPhearson





PALMER WILSON

So You Got Troubles? A/3c Harold D. Bryden, on the catwalk of one of the 131-ton diesels at Loring Air Force Base, is low man on an inverted pyramid of regulations that should discourage him, but somehow doesn't. The "somehow" is provided in large part by the versatile gentleman on the left, Neal McPhearson, ex-BAR locomotive engineer, ex-Captain in the Army Transportation Corps, and present yardmaster at LAFB. The situation is also somewhat relieved by the gentleman on the right, Lt. Col. Levin P. Tull, base materiel officer. Air Force Regulations put the operation of an airbase railroad under the base materiel officer, but a smart man on this job gets a good man to run the rolling stock and then "leaves him alone." Air Force Regulations also require that one man of the operating crew be an Air Force man on On-the-Job-Training. While McPhearson is training Bryden to be a brakeman, his military classification is "apprentice trainman," and he cannot be classified higher than this until he gets a grade promotion higher than A/3c. He must make his way up this career ladder while operating under Air Force Regulations, the 55-Series of Army Regulations and Service Regulations (which control the actual operation of the railroad while on base), and the ICC and PUC regulations that must be complied with on the 3½-mile spur that connects the base with the B. & A. While his duty assignment puts him directly under a civilian supervisor, Airman Bryden doesn't ever forget to salute when Colonel Tull drops around for a look-see.

does McPhearson indicate that he's operating under Air Force Regulations. He keeps a diligent training-eye on the one airman in his otherwise civilian operating crew, and, whenever he hears that Lt. Col. Tull is coming to visit him, he dusts off the telephone in his caboose office.

Air Force Regulations require that at least one man on an operating crew be an airman undergoing on-the-job training.

Dusting the telephone may be a concession to military spit-and-polish, but more

likely it's the result of an armed-forces-base mania for snatching out telephones that don't look as though they have been used during the last 15 minutes.

Neal claims Houlton as his home, and he's no stranger to strange regulations.

During World War II he received a direct commission in the Army Transportation Corps and, in 1943, found himself working for the B. & A. in India—the Bengal & Assam, that is.

Operating rules for the B. & A. in India were as differ-

*The wrecked B. and A. train (the Bengal and Assam . . . not to be confused with the Bangor and Aroostook) was photographed by Neal McPhearson during his tour of duty in India in World War II.*



ent from road dictums of the B. & A. in Maine as the standard guage that runs through Houlton is from the 39.37 inch guage that ran into the foothills of the Himalayas to the truck-head of the famous Ledo Road.

Not only did Neal, who had just finished learning Army Transportation Corps rules, have to start in all over and learn Indian railway codes, but he also had to learn such fancy station names as Bauerjeegaan, Bheelgaon and Komarbandha-Ali.

Capt. Neal McPhearson was separated from the military service in October of '46, and came to Limestone in a civilian capacity with the Corps of Engineers in October '47. On the 13th of November 1947, Neal brought the first train in to the Limestone Air Force Base.

Neal "went with" the railroad when the Air Force took over the rail operation in March of 1953.

Neal guesses he's now listed as yardmaster, but among his yardmaster duties he also has direct supervision over the on-the-job training of his one airman, A/3C Harold D. Bryden, who came to him pretty much as a "yard-bird."

Yardmaster McPhearson tries to combine Air Force

Regulations, Army Regulations and Service Regulations, Interstate Commerce Commission Regulations, and Public Utilities Commission Regulations into one package, but it doesn't always make a neat fit.

"It's what's left over that's bothersome," says Neal, "such as a leftover Air Force Regulation that states: 'The locomotive engineer will serve in dual capacity as crane operator when the work schedule does not justify full employment of a crane operator'."

Neal takes his job of training his single airman quite seriously. "He's the only one we have," Neal says, "and he gets lots of attention." Neal hopes to make a locomotive engineer out of his airman eventually.

ICC regulations require that a man must be a fireman for three years before he can qualify for locomotive engineer.

The ICC, however, doesn't have any say as to how trains operate within military base limits. "On campus, here," Neal says, "if we've got some freight to move we generally get it moved."

And, by strange coincidence, that's just what Colonel Tull likes to see done with it.

# MAINE LINE

## Camera —



President Hutchins as he introduces Patrick B. McGinnis, president of the New York, New Haven and Hartford railroad at New England Council meeting at the Equinox House in Manchester, Vermont. Council President Hugh Gregg, center.



In photo at upper left, H. W. Moore, Vice President-Sales, left, presents railroad donation to Philip Estey for Aroostook County 4-H clubs. Estey is 4-H representative for Southern Aroostook.

Joseph A. Pristash, 9, pictured above, recently won third prize in a statewide art contest (fourth grade division) sponsored by the American Association of University Women with a pastel called "B. and A. Switcher." He is the son of Mr. and Mrs. Andrew Pristash of Houlton. The Bangor and Aroostook Ladies' Bowling Team, pictured at left, won the Bangor City Championship this year in a roll-off in which the 14 high teams of three leagues participated. The BAR team topped the Lighthouse Lunch team by one pin to win the championship. Phyllis Leen of the BAR team, with an average of 96, had the highest average in the roll-off. From left to right are: Evelyn Woods, Marion Foster, Evelyn Tapley, Patricia Gradie and Phyllis Leen.

## Meet Your Directors

Fred L. Putnam, Houlton, became associated with the railroad when he was named to the Board of Directors in 1940.

He was born in Houlton Nov. 18, 1880, the son of Albert T. and Cordelia Putnam. He attended local schools and was graduated from Ricker Classical Institute in 1900. Four years later he received his B.A. degree from Bowdoin College.

After college he returned to Houlton and became a member of Putnam Brothers Company, an association which he continued from 1906 until 1945. He is now president of Fred L. Putnam, Inc., growers and shippers of potatoes.

Mr. Putnam has been an active member of several civic and professional groups in Houlton and Aroostook County. He served as superintendent of schools for the Town of Houlton from 1905 until 1910 and as president of the Board of Trustees of

Ricker Classical Institute and College from 1938 until 1952. He has also been a member of the Board of Overseers of Bowdoin College since 1941 and is presently an honorary trustee of Ricker Classical Institute and College.

He served as president of the Southern Aroostook Chapter of the American Red Cross from 1938 until 1948, and has been a Red Cross director since that date. Mr. Putnam was also a member of the State of Maine Potato Tax Committee from 1944 until 1954 and was among the Houlton citizens active in persuading General Foods Corp. to locate one of their early quick-freezing plants in a vacant Bangor and Aroostook building in Houlton.

He was a member of Delta Kappa Epsilon fraternity at Bowdoin College and is presently a member of Monument Lodge No. 96, F. & A. M., the Houlton Rotary Club and the Unitarian Church of Houlton.

An old railroader likes to tell of the elderly woman, evidently unfamiliar with railroad terminology, who was standing near the depot as a freight train was being made up. As the train backed up, another brakeman called to him, "Jump on her when she comes by, cut her in two and send the head end up to the depot." The old lady skeddaddled.—*Boston & Maine Magazine.*





THE BANGOR DAILY NEWS

## Pat O'Connell Gets a Job

Bus Driver Patrick L. O'Connell of the BAR Highway Division was chosen to drive the Press Bus during President Eisenhower's visit at Parmachenee Lake in June. O'Connell was picked for the assignment because he has the best safety record of all drivers of the Highway Division.

He has been with the railroad 11 years and in that time has driven nearly three-

fourths of a million miles. O'Connell drives the Bangor to Fort Kent run regularly, averaging three trips a week.

O'Connell said he was pleased with the assignment, but wished that Mrs. O'Connell and the seven little O'Connells could have seen Dad in the Presidential entourage. Mrs. O'Connell, who is just learning to drive, didn't want to venture out in the heavy traffic.

## Your Safety Is Showing

When the four - month safety reports were issued by the New England railroads a few days ago, the Bangor and Aroostook still held first place among the six lines, the same position we held for the corresponding period a year ago.

Also encouraging is that among the Group D railroads, the BAR moved from fifth position (with 20 railroads reporting) in 1954 to first position for the first four months of 1955 (with 19 railroads reporting). Our standing among all U. S. railroads is 11th place (with 117 railroads reporting) as compared to 35th place (with 122 railroads reporting) for the corresponding period a year ago.

And according to the six-month figures just released from the Safety Supervisor's office total accidents on the

BAR have been reduced 43 percent, ICC reportables 75 percent, and lost time accidents of more than one day, 41 percent against the same period in 1954.

The breakdown by departments shows that the Stores Department had no accidents at all for the first six months of 1955 as compared to seven for the same period last year. The Operating Department reduced total accidents by 55 percent over last year and ICC reportables by 83 percent. The Department did not have a single accident during the month of June.

The Engineering Department reduced total accidents by 38 percent and ICCs by 50 percent. The Mechanical Department's total accidents were down 20 percent and there were no ICCs for 1955.

Here's how the picture looks in the race for the President's Safety Trophy:

### ACCIDENTS PER MILLION MAN HOURS

Stores	No Accidents
Operating	39.35
Engineering	42.45
Mechanical	161.39

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# IN THE FAMILY

## Accounting Department

*Robert E. Plumley*, son of Compt. and General Auditor *Roy D. Plumley*, Bangor, was promoted recently to the rank of Sergeant in the U. S. Marine Corps. He is stationed in Washington, D. C., and is an instructor of Accounting, Typing and Short-hand at the Marine Corps Institute.

*Roy D. Plumley, Jr.*, has been named to the Dean's list at Bryant College, Providence, R. I., where he has just completed his first semester. He is majoring in accounting.

He completed a four-year enlistment in the U. S. Navy last February with a rating of Yeoman 2nd Class. Before entering military service he was employed by the BAR in the Mechanical Department, Northern Maine Junction.

Congratulations to *Accountant and Mrs. Owen J. Gould*, Bangor, on the birth of a daughter, *Mary Kathleen*, June 24, at the Eastern Maine General Hospital.

The Clam Chowder and Trotters' Cribbage Association of the BAR held its annual outing at *Lou Kitchen's* camp on Hart Pond.

Supper consisted of an excellent fish chowder plus all the fixings prepared under the supervision of *Lou Kitchen*, assisted by *Bob Girvan*, *Owen Gould* and *Mervyn Johnston*.

Attending the party were: *Bob Girvan*, *Jim Rogan*, *Owen Gould*, *Earl Trainer*, *Louis Neal*, *Vic Verrow*, *Dick Shaughnessy*, *Mervyn Johnston*, *Don Andrews*, *Bill Hayes*, *Lou Kitchen*, *Gil Jameson* and *Hugh Goodness*.

## CONTRIBUTING CORRESPONDENTS:

G. C. Crabtree  
G. J. Lovett  
H. A. Labbe  
Bernice Bailey  
Gil Jameson  
Cleo Keirstead  
Annie Morris  
H. M. Hopper  
Linwood Littlefield  
T. O. Kelley  
N. A. Robertson  
H. H. Hatt  
Alicia M. Toole  
T. N. Sewell  
J. B. Crocker

## Mechanical Department

*Mr. and Mrs. George Grant* spent a week visiting their daughter, *Roberta*, in Sun Valley, Idaho, during a May vacation. They also spent a week at Wenatchee Valley, Washington with Mrs. Grant's sister, where they visited the Grand Coulee Dam, Dry Falls of the Columbia River and Ginkgo National Park.

On their return trip they rode the Union Pacific to Salt Lake City; and then the Rio Grande Western's vista-dome car through Tennessee pass at an elevation of 10,240 feet above sea level (the highest main line track in the U. S.) and through the Royal Gorge of Arkansas River to Pueblo, Colo. They rode the remainder of the trip on the Missouri Pacific and NYC via St. Louis.

*Mr. and Mrs. Ray D. Burton* are the grandparents of a grandson, *Stephen*, and a granddaughter, *Nancy Lynn*, son and daughter respectively of their son and daughter, *Hanford Burton* and *Thersea (Burton) Thurlow*, and both children were born on Father's Day. Our congratulations. Mr. Burton is BAR car accountant at Derby Shops.

Our sympathy to *Levi J. Robichaud* and family on the death of his mother, June 13, 1955 at Old Town, Maine. Mr. Robichaud is car repairer at Derby Shops.

*Mr. and Mrs. Laverne C. Smith* have received word that their son *Wayne* has arrived in Germany for



*Miss Lola Eastman* of Bangor, Variation and Adjustment Clerk, received her gold pass for 40 years' service from Chief Clerk *Charles Campbell*. Miss Eastman entered service in 1915 as a way bill sorter.

assignment with the United States Armed Forces. Mr. Smith is shop clerk at Derby Shops.

Mr. and Mrs. Lewis J. Marks are the proud parents of a son, Michael, born June 16, 1955, at the Gallant Hospital, Milo, Maine. Our congratulations. Mr. Marks is parkman at Derby Shops.

Mr. and Mrs. William G. Knight were recent visitors at the home of Mr. and Mrs. H. Allen Monroe, Milo, Maine. Mr. Knight was formerly mechanical superintendent at Derby, but since his retirement has resided in Lyndonville, Vt.

Vernon W. Long, machinist; George C. Folsom, electrician; Liston F. Lewis, budget clerk; and Lester G. Cochran, B&B mechanic, all employed at Derby Shops, recently attended the Penquis District Annual

Camporee sponsored by Katahdin Area Council, Boy Scouts of America for the scout troops in this district, on the Bowerbank shore of Sebec Lake.

Carlene Grant, daughter of Mr. and Mrs. Carleton Grant, was married June 12, 1955 to Lloyd Robinson of Hermon at the Hermon Baptist Church. Mr. Grant is car repairer at Northern Maine Junction Car Department. Our congratulations.

We are advised that Virgil W. Lindsey, carman gang leader, Northern Maine Junction Car Department, is convalescing at his home in Hermon, Maine, following a serious illness. Our sincere wishes for a speedy recovery.

Linwood W. Littlefield, clerk, Northern Maine Junction Car De-

partment, was a recent patient at the Stinson Hospital, Bangor, and we are glad to advise that he is now back to work and on the mend.

James H. Roach, Jr., clerk, Northern Maine Junction Car Department, was a recent patient at the Stinson Hospital, Bangor.

### Southern Division

Roland Tweedie, foreman of Section 126, is working as Assistant to Roadmaster L. J. McManus, for a four-month period, and Peter Dubey is filling in as foreman during Tweedie's absence.

Raymond McDonald, section foreman, 127, is now convalescing at his home after undergoing surgery at the Gallant hospital in Milo. Temporary Foreman Genthner is covering McDonald's position.

The loading wharf at Brownville, a fifty year institution, has been completely dismantled to give more room for the pulpwood trucks and other vehicle.

Conductor L. J. Howard and his wife of Island Falls celebrated their 22nd wedding anniversary June 15. The couple have seven children. The oldest, Philip E. Howard, is an operator on the BAR.

The annual office picnic and lobster feed of the Transportation and Car Service offices at Northern Maine Junction was held at Tidal Falls Lobster Pound in Hancock, Saturday, June 25.

Those attending were Mr. and Mrs. Harold L. Hatch, Mr. and Mrs. B. J. Edwards, Mr. and Mrs. M. E. Walls, Mr. and Mrs. S. P. Ruth, Mr. and Mrs. F. A. Bither, Alicia Toole, Nora Duren, Harold Parent, John Babcock.

The usual excellent Tidal Falls  
JULY-AUGUST, 1955



Mr. and Mrs. Wallace Russell, Derby, celebrated their 40th wedding anniversary and Mrs. Russell's birthday recently. Attending the party were: Mr. and Mrs. Sheldon Poole, Mr. and Mrs. Roy Russell, Mr. and Mrs. Charles Russell, Mr. and Mrs. Galen Carey, Richard Russell, Sheila Artus and Mr. and Mrs. John Cobb.

lobsters were enjoyed by all. And it was a perfect day for a picnic.

Alicia Toole, secretary in the office of Superintendent of Transportation at Northern Maine Junction, has a new boxer dog, answering to the name of Rocky. He is a six-months-old pup.

B. J. Edwards, chief clerk in the office of Supt. of Transportation, left July 1 on his vacation.

Ben Edwards' mother, Mrs. Harriet Edwards, is a patient at the Eastern Maine General Hospital.

We were sorry to hear of the recent death of James G. Turtlotte of South Lagrange. Jim had worked as baggage master at South Lagrange



Supervisory Agent William S. Hay (Ret.) was honored by his friends at a dinner at the Northeastland Hotel in Presque Isle last month. Superintendent B. W. Smith, left, presents him with a wrist watch on behalf of the group. Mrs. Hay was presented a bouquet of roses.



Car Service Picnic Scene

under Station Agent *Charles Lunt*. He had also worked on the sections at South Lagrange until about five years ago when he devoted his full time to his horse trading business.

Among those attending his funeral was *H. H. Hatt*.

We keep hearing all sorts of fishing stories. Fish, ranging in sizes from six inches long to six inches between the eyes. *Charlie Ramsdell*, clerk at Northern Maine Junction, recently returned from a two-day fishing trip in East Machias where he caught 14 striped bass from four pounds to four feet in length and a seven pound salmon.

Correspondent *H. H. Hatt* writes us about a man who, with some other "good fishermen," were coming down across Norcross Lake when they decided to try their luck at fishing from a raft.

They didn't have any bait, so they baited the hook with a piece of yarn cut from a red stocking. While baiting, a good-sized fish jumped for the bait and started across the raft as one of the boys grabbed the axe and cut

two four-foot slices out of the fish before it vanished into the lake.

(This sort of thing may be excusable, but we doubt it.—Ed.)

Recent callers to the Derby home of *N. A. Robertson* were their nephew, *Major Lyle Daggett*, his wife and three children. They have just returned from Alaska where Major Daggett has been stationed. He is now being transferred to Fort Monmouth, N. J.

*N. A. Robertson* writes us that while he and his family were "perambulating" around on the first week of vacation, they took a ride up to the Great Northern Paper Company's Pittston farm to visit a friend. "He turned out to be a real friend. Gave me a nice bunch of trout, all cleaned and ready for the pan. Said he could catch them there about as fast as he could cast a hook."

"I was surprised to see the fishermen catching some nice big ones right from the Milo bridge."

Robertson also called at the Galant Hospital to see Section Foreman *Raymond MacDonald*. He reports:

"Raymond is doing nicely and should be out in a few days. He tells me he gave up smoking cigarettes about two weeks before he went to the hospital. Notices a great benefit now. Cough all gone, and it is well, as he is in no condition to handle a good strong cough."

Telegrapher *Eben DeWitt* is fighting flies up around Grindstone during a ballast job stint of about thirty days.

Trackman *Phil Allen's* wife visited friends in Boston while Phil and the rest of the family went to Smyrna Mills to do some fishing for the weekend.

*Mr. and Mrs. J. O. McKeen* are spending a lot of time at their camp at Pleasant Pond, Island Falls.

## Purchasing Department

*Miss Lorraine R. Crabtree*, daughter of Printer *G. C. Crabtree*, Derby, will spend the summer at the Hotel Dirigo in Southwest Harbor, where she is employed as desk clerk. Miss Crabtree is a teacher of commercial subjects at the Pemetec High School, Southwest Harbor. Mr. and Mrs. Crabtree visited her enroute to Virginia, where they visited their other daughter, *Morna*, in June.

Assistant Superintendent of Stores and Mrs. *Henry A. Thies* have moved to Bangor where they purchased a home at 80 Olive Street.

*Mrs. Paul W. Nutter*, wife of Accountant *P. W. Nutter* has been elected President of the Joseph P. Chaisson Unit 41, American Legion Auxiliary, and attended the State Convention at Augusta, Maine recently.

Master Sergeant and Mrs. *Windsor F. Alexander, Jr.* and sons *Steven* and *Michael*, of San Antonio, Texas have been visiting his parents, Supervisor of Stores and Mrs. *W. F. Alexander*, of Derby.

Sgt. Alexander and family left by motor Friday to return to Texas where he is stationed at Randolph Field.

Stock Clerk *E. W. Hackett*, of Derby, has returned to his duties after enjoying two weeks vacation.

*Mr. and Mrs. Earl S. Hyler* and son *Earl, Jr.*, of Portland, visited their parents and grandparents, retired Conductor and Mrs. *W. H. Hyler*, of Derby, enroute to Quebec City, where Earl, Jr. had passage on the "Samaria" of the Cunard Lines. After visiting in England he will visit France, Holland and Germany. While in Hanover, Germany he will visit Klaus Dimerick, who was an exchange student and stayed at the

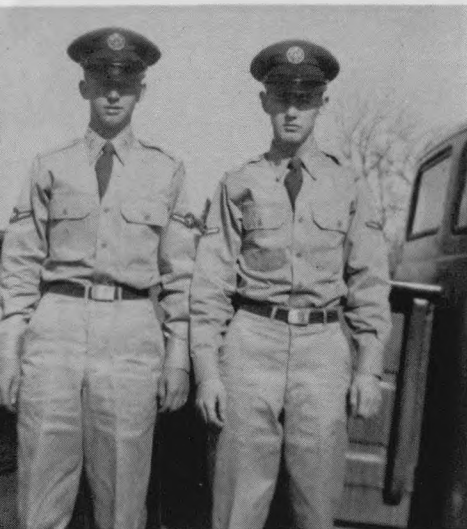


The pensive young lady with the books and writing tools above is *Verna Barrows*, daughter of Conductor and Mrs. *C. Ivan Barrows*, Oakfield. Verna recently won first prize in a statewide essay contest with her essay "Why I like the Universalist Church." Her prize is two weeks' vacation at Camp Seabreeze, Ferry Beach, Saco. Verna is 12 and is in the eighth grade. She's missed only 6½ days of school in the past seven years.

Hyler home in Portland, while attending school.

Earl, Jr. expects to be back in this country the first of September when he will enter Clark University in





A/3c Donald E. Burton, left, and A/2c Clyde L. Burton, sons of Crane Operator and Mrs. John L. Burton of Oakfield were home on leave recently. Donald is stationed at Dover AFB, Dover, Delaware, and Clyde is stationed at Sheppard AFB, Wichita Falls, Texas.

Worcester, Mass. He was graduated this June at Portland Junior College. While attending college he was active in radio and television on the Portland stations.

Mr. and Mrs. George Wallace and daughter Isabelle, of Derby, are leaving soon for Knoxville, Tenn. to visit their son and brother, Airman 2nd Class Carroll Gerry, who is stationed there.

### Sales Department

John R. Hall was honored at a farewell party held at the Green Acres in Caribou recently, before his

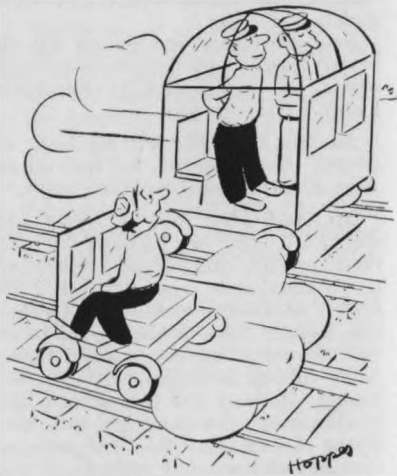
transfer to the Bangor Sales Department.

Following a dinner, Hall was presented with a pen and pencil set from staff members of the Northern Maine Sales office. Those attending were: Mr. and Mrs. N. J. Tardiff, traveling sales representative; Mr. and Mrs. R. W. Miller, traveling sales representative, Limestone Air Force Base; Mr. and Mrs. A. J. Duplessis, chief clerk, Northern Maine sales office; Mr. and Mrs. Albert Stevens (Mrs. Stevens is a former stenographer in the sales office); Miss Cleo A. Keirstead, stenographer, sales office; and Mrs. John R. Hall.

### Highway Division

A pre-nuptial shower was held for Ann Freeland, Secretary to Executive Vice President W. J. Strout, June 23, after office hours. She will be married soon to Collin McKenna of Hartford, Conn.

Those attending were: Mary Sullivan, Doris Rosen, Julia Laffey, Betty



MAINE LINE

Williams, Mary Wood, Ouida Long, Gloria Cyr, Shirley Farrington, Jean Tripp. They presented her with an electric coffee maker.

### Northern Division

Verne A. Byers, son of Chief Clerk and Mrs. Grant C. Byers, Houlton, has accepted the position of principal at the Ashland Community High School.

He graduated from Houlton High School in 1944 and attended the University of Maine. After serving in the Armed Services during World War II, he entered Farmington State Teachers' College and received his degree in February, 1951.

Following his graduation from F. S. T. C., he taught at the Wilton Central Grade School, Wilton, Maine until the completion of the school year in 1952. In the fall of 1952 he went to Ashland where he has been teaching math and science and coaching basketball.

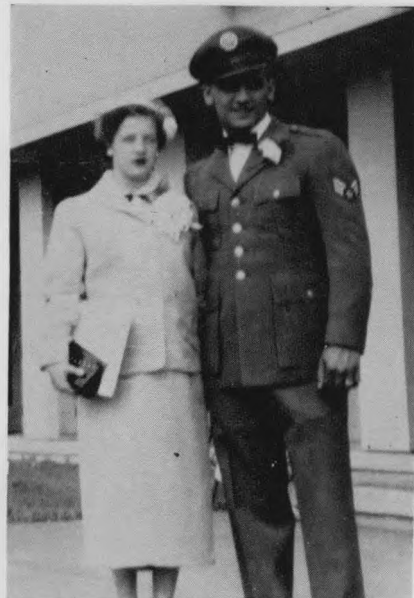
Byers has worked summers as roddman with the BAR Engineering Dept. He has one more summer to attend the University of Maine summer school before obtaining his M.S. degree in Education.

Our sympathy to the family and friends of William Brown, engineer, who died at his home in Orient, May 21. He had been on disability pension for several years.

He is survived by his wife; three sons, Donald and Leroy Brown of Houlton, Ralph Brown of Woodstock, N. B.; and three daughters.

Mr. and Mrs. Leo Downie, Houlton, celebrated their 25th wedding anniversary at their home on Grove Street, June 10.

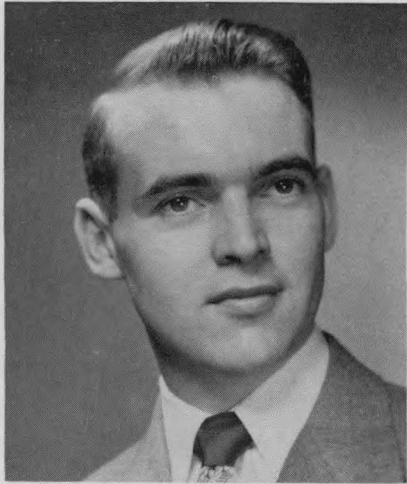
Over forty-eight persons attended the occasion and they were presented with gifts and silver and a purse of silver dollars.



Theresa Cote, daughter of Trackman and Mrs. Felix Cote, Van Buren, and Sgt. Kenneth Whitney were married in the Chapel at Loring AFB, Limestone, May 14.

Freight Clerk Carroll L. Hersom, Easton, has been named commander for the American Legion, Pattee-Page Post, No. 87 of Easton. H. A. Labbe, station agent, Easton, was the previous commander of this Post. Mr. and Mrs. Hersom attended the American Legion State Convention held in Augusta, June 16-19.

Patrick Labbe, son of Daniel Labbe, supervisory agent, Fort Kent, was graduated from Van Buren High School June 8. Daniel Labbe's daughter, Joan, arrived home from Florida, June 1st, to spend the summer months with her parents.



Verne A. Byers

H. A. Labbe, his wife and three children were callers at the home of Mr. and Mrs. Daniel Labbe recently.

Station Agent and Mrs. Leland Labbe, Eagle Lake, and their children visited his brother, Station Agent H. A. Labbe, Easton, on their way to New Hampshire.

Agent H. A. Labbe says it is no trouble this season to catch your limit of brook trout "In any brook at anytime, so far that is. Been good fishing in brooks ever since they opened and I understand the ponds and lakes have been producing the same."

Relief Agent Yvon Levesque, Winterville has bid in the temporary agent's job at St. Francis, and recently enjoyed an accumulated week off at his home in Winterville.

Relief Agent William Landry spent an accumulated week off on a trip visiting friends and relatives in Southern Maine, New Hampshire and Massachusetts.

### Engineering Department

Mrs. Paul Wheeler, wife of Assistant Engineer P. S. Wheeler, Houlton, is convalescing after being a patient at the Madigan Memorial Hospital.

We were sorry to hear of the death of Elmer E. Drew, 49, section foreman on section 105, Northern Maine Junction, on June 2.

He had been employed by the BAR since May 29, 1922 and was appointed foreman on Nov. 13, 1941. He was a member of the Hermon Masonic Lodge, the I.O.O.F. of Winterport, and a member of the Brotherhood of Maintenance of Ways.

Besides his wife, he is survived by one son, Lewis, of Hermon; and a brother, Chester Drew, of Frankfort.

Our sympathy to the family and friends of Charles E. Clark, 83, retired section foreman, who died at the Presque Isle Hospital the last of May.

Surviving are his wife; two sons, James H. Clark of Alaska, and Donald N. Clark, Los Angeles, Calif.; two daughters, Mrs. Vera Reed, Vancouver, B. C., Mrs. Pauline Roberts, Presque Isle; and nine grandchildren.

We were also sorry to learn of the death of Fred R. Ewings, 72, retired section foreman, who died at his home in Littleton last month, after a long illness.

He began working for the BAR as trackman, April 1909, and was appointed section foreman at Griswold in March 1913. In April, 1918, he was made section foreman at Littleton, a position which he held until his retirement in October, 1949.

Congratulations to Mechanic David Grant, B. & B. Dept., on his recent engagement to Miss Evelyn Smith,

niece of Mr. and Mrs. Fred Reed, of Houlton.

Grant is the son of Mr. and Mrs. Edward Grant, of Island Falls. He is a graduate of Island Falls High School and served four years with the U. S. Air Force. Miss Smith was graduated from Houlton High School and is employed in Houlton.

A September wedding is planned.

(The following is a letter from Patsy Waalewyn, former MAINE LINE Associate Editor from Houlton, now in Baghdad, Iraq.—Ed.)

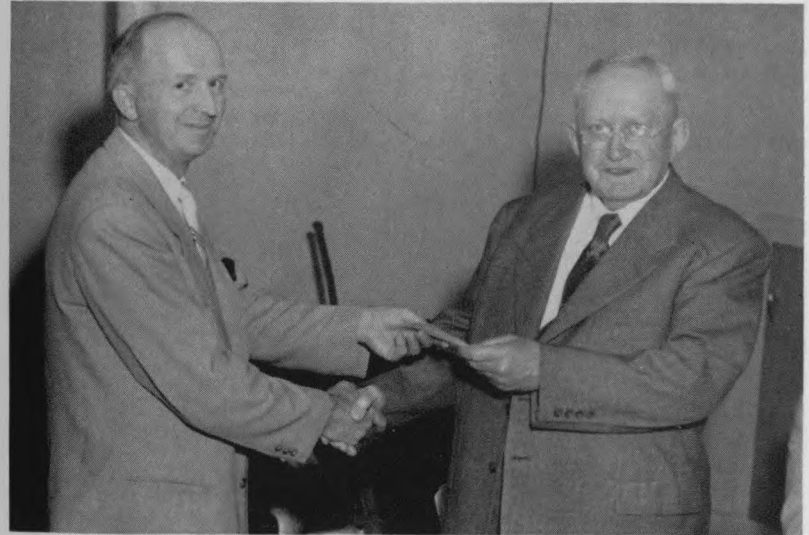
Dear Railroaders:

It's nearly a year since I left Houlton, and I'm just getting around to

writing. I have been thinking of you all—especially this winter when you've been fighting snow, ice, and cold, and I have been picking roses out of my garden every day.

Baghdad is a Foreign Service hardship post, and I can sure see why now. I believe the worst part is the monotony of everything—food, scenery, friends. From the middle of April to the middle of November it never rains. The sky is completely cloudless day after day, month after month. Everything eventually turns the same color, the ground, trees, bushes, grass, houses, etc.

It wouldn't be so bad if there were somewhere you could go for a



Wilbert A. Daly, right, receives gold pass from Executive Vice President W. J. Strout. Mr. Daly was honored at a dinner in Houlton June 24 by his co-workers. He was presented with an easy chair, fishing rod and reel, and a purse. He was born in Richmond, N. B. and entered railroad service as a painter in 1915. He became clerk in the office of the Superintendent of Bridges and Buildings in 1922, a position he held until his retirement July 13. Some 30 guests attended the dinner.

weekend, or even to take leave for a week. We are completely isolated here and the nearest city is Beirut, Lebanon, which costs over \$100 for transportation. So, of course, mere secretaries don't take many trips there.

We have gone a few times on a picnic on a Sunday, but there isn't much comparison with a picnic home. Recently four of us hired a taxi and went out of Baghdad to the site of some ruins about 1300 years old. We had our lunch in one of the excavated pits, sitting on the ground—not a blade of grass or bush or tree in sight. We got out of the sun by being practically underground. We took along a charcoal burner and a bag of charcoal and toasted hotdogs. Our hotdogs were Danish canned ones, but they resembled the real thing enough so they tasted delicious. Of course, ashes taste the same everywhere. The Armenian people here make bread about the shape of hotdog rolls, which we toasted over the charcoal. We had English mustard, which burns all the way down, but we enjoyed it immensely. It is such a pleasure just to get out of the city.

We are in hopes to be able to rent a boat one of these Sundays before the temperature gets up to 125 and go on a picnic up the Tigris River. I am dying to go fishing (they catch some really big ones) but I don't have any tackle.

After six months of daily struggles with stopped up drains, falling ceilings and cockroaches the size of dogs, my roommate and I finally obtained the unobtainable—an apartment—one of the 17 apartments in the entire city of Baghdad. Now when something goes wrong, all we have to do is call the caretaker, who is there all the time, and he takes care of it.

Best of all, there is a swimming pool in the garden—small but still a swimming pool. What luxury!

From my letters home everyone has the idea that I am in a very gay social whirl all the time. Of course, in my letters I only describe our good times—you can't write interesting letters about sitting home writing letters. Also, no one realizes that there is absolutely no recreation here at all—only what you make for yourselves among your friends. We do go to the movies once in a while, but only when we have an escort. The theaters are filthy and very few women go, and most of the ones who do go are in an abah (veil from head to foot with only face showing). So during intermission, every Arab in the entire theater spends the time looking at us. I have been told more than once that I should wear an abah to cover the blonde hair. You get kind of used to being stared at after a year in this place. When you walk down the street, people crane their necks, cars run into the curbs, etc.

The rest of the time for recreation one merely has friends in or goes to friends' homes. There are a very limited number of night clubs, but there one is practically part of the floor show as far as the Arabs are concerned and it is quite expensive.

I find that working with the same people each day and usually seeing them each night, you either like them very much or simply can't stand them. You make lot closer friends here than you ordinarily do at home for the same reason. We do have a wonderful group of Americans working here, and there are quite a few "community" parties. We manage to have a good time.

This is a country of great contrasts. I'll never get over the sight of a kafiya-covered Arab driving a Cadillac. A kafiya is a square cloth, usually checked black and white like a small table cloth, which they wear on their heads. It is draped on rather

like a kerchief with one point hanging down the back. It is worn over a skull cap and held on by a black rope which they wind around called an argul.

Probably 90% or more of the women still wear the abah on the street and are kept in strict seclusion in the homes. The few Christians don't, but they are in the minority. I believe Iraq is slowly getting away from the purdah but very slowly. Some of the Americans who have been here two or three years say there are many more women now who don't wear the abah.

There is much poverty in Iraq, the streets are full of beggars who follow you down the street screaming "baksheesh," which means "tip."

I have taken a few trips to historical sites in Iraq, and am taking color slides like mad. So far I've been to Ur of the Chaldees, Gtesiphon (site of palace of ancient Persian kings), Basra (port of Iraq), Abadan, Iran, (largest oil refinery in the world), Gurnah (where the Tigris and Euphrates join to make the Shatt Al Arab River, also claimed to be the site of the Garden of Eden), tomb where Elijah the Prophet is reputedly buried, Samarra (one of the ancient cities). It is all very interesting, but one needs a good imagination to "see" anything in the pile of bricks.

Before I go home, I plan on taking a trip to Damascus, Jerusalem, Beirut, Cairo, Cyprus and Istanbul. I would also like to go to Tehran, Iran, but am not sure I can make it. Travel here is very expensive and very inconvenient. It is hardly worth it.

### Car Service Department

*W. W. Clark*, traveling car service agent, called at the office recently, enroute to Boston, after having spent some of his vacation at his old home in Fredericton, N. B., with relatives.

*Mr. and Mrs. Wynne Kelley* left July 2, to spend their vacation as guests of Mr. Kelley's brother and sister-in-law, *Mr. and Mrs. Howard L. Kelley* in Winnipeg, Manitoba, Canada. Howard Kelley holds the position of Superintendent, Winnipeg Terminals, of the Canadian Pacific Railways.

Before returning to their positions at Northern Maine Junction, Wynne and Thelma plan to attend the Stampede in Calgary, Alberta, during the week of July 11. They will also visit Lake Louise and Baniff, before returning to Winnipeg for the remainder of their stay in Canada.

*Sam Ruth* observed his 39th birthday June 28.

We don't encourage the practice demonstrated on our front cover; it can be dangerous. But Andrew L. Andrews of the Houlton PIONEER TIMES caught something of the universal nostalgia of youth in his picture made during the Cub Scout Hobo Convention (see Page 9) and we couldn't resist it. We agree, however, it's not a good safety practice. The little group pictured on our back cover was boarding the Evacuation Train during Operation Scram . . . complete with Davy Crockett hat, Space Helmet and dog.

**\$10,182**

paid for suggestion  
awards since April  
1949 when our Suggestion  
System began

**\$3,280**

paid for suggestion  
awards in the last  
eighteen months

**1 out of 5**

Suggestions  
Cops  
An Award

Awards since May 1st have been paid to the following employees:

W. B. Scripture	D. Keith Lilley	M. D. Palmer
L. E. Perry	L. J. Bouchard	C. L. Barrows
J. C. Chasse	J. N. Furlong (4)	C. T. Appleby
John MacDonough	N. H. MacNichol	A. E. Lamson (2)
E. L. McSorley	P. J. Dube	L. J. Bouchard
R. W. McKay	E. P. Wiley	L. E. Whittaker

When are you going to put on a suggestion form those ideas you've had in mind for ages, but just haven't found the time or the urge to turn them in?

On your job you are in the best spot to see improvements to be made.

THINK about your job—the material or the tools you work with.

SUGGEST what you have in mind—don't be reluctant or discouraged.

**YOU CAN'T SUCCEED IF YOU DON'T TRY!**

## FACTS AND FIGURES

	<i>April</i> 1955	<i>May</i> 1955
We received from		
Hauling freight	\$1,389,971	\$1,048,741
Carrying passengers	26,660	26,455
Hauling baggage, mail and express	26,039	21,859
Other transportation services	13,617	16,566
Rents and miscellaneous income	(11,120)	80,942
A total of	<u>\$1,445,167</u>	<u>\$1,194,563</u>

We paid out or provided for		
Keeping roadbed and structures in repair	\$325,000	\$200,000
Keeping locomotives, cars and other equipment in repair	219,014	224,173
Running trains	324,660	286,099
Selling our services to the public	20,776	19,875
Managing the business and keep- ing the records	64,622	50,435
Interest on borrowed money	71,861	74,811
Payroll taxes	27,920	27,621
Local and state taxes	52,416	52,394
Federal income taxes	107,812	67,027
Applied to sinking funds	66,504	66,503
A total of	<u>\$1,280,585</u>	<u>\$1,068,938</u>

Our Net Income was \$164,582 \$125,625

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

