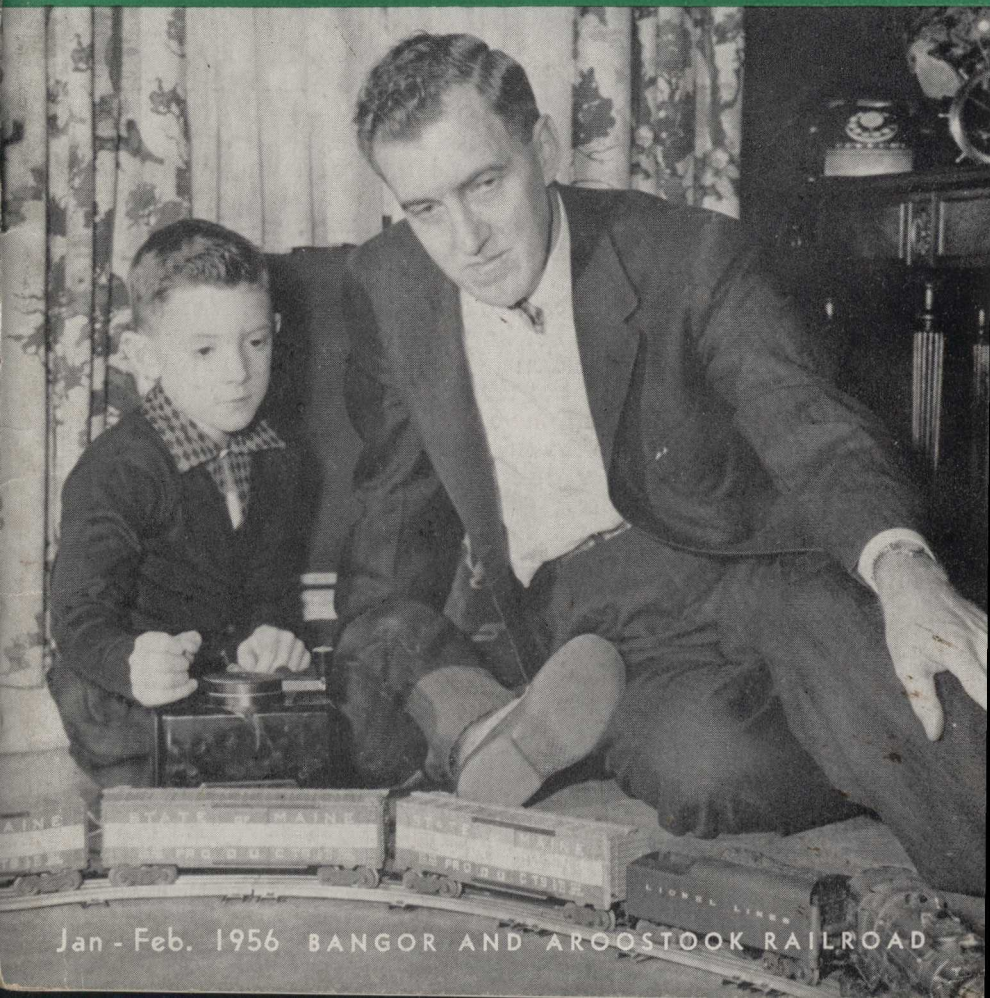


MAINE LINE ▲



Jan - Feb. 1956 BANGOR AND AROOSTOOK RAILROAD



TALKING IT OVER

As most of you probably know, the Maine Public Utilities Commission has approved our application for permission to truck less than carload freight from certain designated base points to and from certain service points in the area we serve.

This is freight travelling on railroad bills of lading which is, of course, one way of saying that it either arrived at the base point by rail or will leave it in the same way.

In short, we now have the right to operate a really efficient pickup and delivery service insofar as our shippers are concerned and we expect to exercise it around March 1.

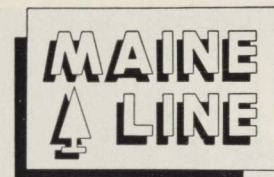
This operation will be the primary concern of the Sales Department and the station agents. But I very much hope that none of us lose sight of this fact,—in one way or another it is the concern of every one of us. We can all assist through calling its attention to friends who are shippers. And some of us can assist further through making every effort to give the maximum in service.

It is the belief of the Sales Department and the station agents, who have worked long and hard in preparation for this program, that it can add considerably to our tonnage. I agree. However, I think that the potential which is there can only be realized to its fullest if we all lend a hand. And I personally ask that you do so.

Sincerely yours,

W. Jerome Strout

Executive Vice President



MAGAZINE



JANUARY-FEBRUARY
VOL. IV NO. 2

KENNETH S. LUDDEN
EDITOR

RICHARD W. SPRAGUE
ASST. EDITOR

ASSOCIATE EDITORS

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

MAINE LINE is edited by employees of the Bangor and Aroostook Railroad Company for their fellow employees and for friends of the Railroad. It is distributed to employees without charge and is available to others at 10c per copy or for 50c per year.

The editorial material in this magazine may be reprinted by other publications. Copies of any photographs appearing in MAINE LINE will be supplied for publication on request if they are available. In either case, credit to MAINE LINE will be appreciated. Please address any requests or inquiries in respect to MAINE LINE to the Editor.

ARTICLES

Derby Marks 50th Birthday by Open House	4
Memoirs of a Station Agent	10
BAR Starts Drive for L.C.L.	14
BAR Honors Fritz Soule	24
Meet Your Directors	26
A Christmas Story	38

DEPARTMENTS

Talking It Over	2
MAINE LINE Camera	19
The Suggestion System	23
Looking at Safety	28
In the Family	29
About Our Covers	38
Facts and Figures	39

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



Derby Marks 50th Birthday By Open House

Nearly 1000 visitors attend open house during Derby anniversary

November 11 dawned with a grey drizzle falling, half-rain, half-snow, that threatened to upset careful plans at Derby for the golden anniversary celebration of the opening of Derby shops. The rain did cancel the parade, but it didn't prevent more people from attending than the planning committee had dared hope for.

For several weeks a committee of three railroad men and two Milo men had been working on plans for an open house. By Nov. 11 Kenneth Pullen of the Milo Board of Trade, Paul H. Day, H. Allen Monroe, Julian Perry and Bion Jose, Milo, town manager, had sent out hundreds of invitations to railroad people and friends, arranged for

A constant flow of visitors file past guest book and registration desk at Derby Shops Open House Nov. 11. Nearly 1,000 people visited the shops during the afternoon.



Small boys seem to have an intelligence system all their own and where there's ice cream and soda available the word gets around fast. There was plenty even to suit the capacity of small boys, as indicated by the photograph of the earnest young men above.

refreshments, tours and dozens of other details. Well-wishers had sent flowers and the plant fairly shone.

At one o'clock, a trickle of guests started to register for

the shop tour. By 2:30, the few had grown into a steady flow of guests representing some 38 towns and several states. A Bangor and Aroostook Highway Division bus operated a shuttle service between the shops and town every half hour and by four that afternoon nearly 1,000 people had accepted the railroad's invitation for the open house tour and refreshments. The committee could feel that its efforts were successful despite the weather.

H. Allen Monroe, sparkplug

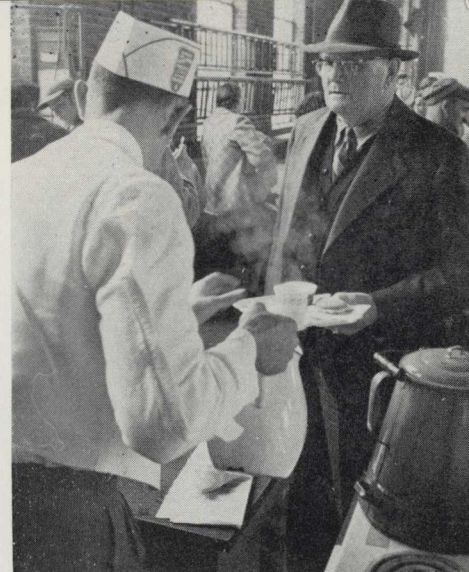
Guests line tables set up in part of car shop at the conclusion of shop tour. Serving booths, manned by railroad employees, are pictured at end of the room. Flowers on the tables were largely donated by local business establishments.



on the committee that organized the open house, said that the railroad people served 50 gallons of ice cream, 200 dozen cookies and 25 cases of Coca-Cola (donated by the Coca-Cola Company) to their guests.

Work at the shops continued as usual because the committee felt that guests (especially wives and children) would find it interesting to watch machinists, carpenters, car repairers and the host of other workers that make up a railroad shop.

Shop employees donned mess jackets and paper caps to serve the guests after the shop tour. There was ice cream, coke, cookies and hot coffee by the gallon.



The weather was disagreeable but it didn't stop people from coming and bringing the entire family from dogs to the young toddler pictured at left. Derby people were delighted at the turnout.



Along with the small boys, dogs are inevitable. At right, a pooch begs a cookie from a friendly lady at the refreshment table after exhausting his young master's hospitality.





Two youngsters are entranced watching a shopman at work. Work was continued as usual throughout the open house so that visitors could watch different operations typical of the shops.

Guests were greeted at the shop entrance by railroad men in red, felt hats who served as guides. Green, chalked safety lines were marked throughout the shops so that visitors could make the tour at their own time, stopping to ask questions or speak to friends.

The Piscataquis OBSERVER published a special, tabloid supplement in its regular weekly edition Nov. 10 to

commemorate the anniversary. The edition included sketches on Miss Ruby Page, daughter of the late Sherman D. Page, a general foreman at the shops, who had served since 1912 and is the senior employee at Derby. It also included an article on Mechanical Superintendent Vaughan Ladd, the ninth superintendent at the shops, and photographs of Freight Car Foreman O. Manley

Wood, W. F. Alexander, supervisor of Stores, H. Allen Monroe, Paul H. Day and Mrs. Maxine Scanlon, all long-time employees at Derby. Pictured also was Conductor J. O. McKeen (Ret.) who was a brakeman on the first train to bring materials to Milo Junction for building the shops.

Commenting editorially on the anniversary the OBSERVER said: "... The coming of the shops to the part of Milo later to be known as Derby marked the beginning of an industrial upswing for the area. The effect these shops have had during the last 50 years on the company, not only of Milo but of the entire County, is incalculable. Employment has been provided citizens of many other towns besides Milo during these years and the results of that employment are far-reaching.

"The Bangor and Aroostook railroad has not only been a good employer, but in many ways contributed to the well-being of Milo. One of the best examples of that fact is the type of men who have occupied executive positions in the shops. The ability of

these men has not only been devoted to their jobs but on many occasions has been used in civic, fraternal, and religious enterprises in Milo ... so that the area has been a better one because of their being in it.

"Changing conditions in the railroad world might have resulted in the virtual closing of the Derby shops. The Bangor and Aroostook high command, however, did not choose to inflict such a blow on the economy of Milo if it could be avoided and so with complete dieselization of its motive power and consequent lessening of repair work, a shift was made to other types of mechanical work and the shops have been kept open for the benefit of all concerned.

"And so we salute the Bangor and Aroostook's Derby Shops; congratulate them on 50 years of useful service to the railroad and to the community; and wish them many more years of successful operation."

All of which goes to show, we think, that a good neighbor in a good community has lots of friends.

Teacher: "Willie, give me a sentence using the word 'diadem'."

Willie: "People who drive on to the railroad crossings without looking, diadem sight quicker than those who Stop, Look and Listen."



Frank W. Keniston

Memoirs of a Station Agent

Frank Keniston recalls the days when 25 miles-per-hour was top speed for a passenger train and 40 dollars a month was considered good pay

(Frank W. Keniston became associated with the Bangor and Aroostook railroad in 1893, just two years after the new railroad was incorporated. The next year he became agent at Guilford and his entertaining experiences there (1894-1919) appear on these pages. Mr. Keniston retired in 1939 but his keen observations of the early days of railroading in Northern Maine make him one of our most prolific and welcome contributors.—Ed.)

By Frank W. Keniston

Until I went to Guilford somewhat more than a half-century ago, a prominent businessman of the town, among other things, served as station agent for the Bangor and Aroostook. He hired someone to do the routine station work for him and had a clerk in his nearby general store do the telegraph work from the store. At that time there weren't any telephones in town and anyone who wanted to know the whereabouts of a train had to go to the store to find out . . . if he could.

One of the first things I did was to move the telegraph instruments from the store to the station. I also had to change other practices which were hardly conducive to running any railroad.

Because the railroad was young and just getting fairly started it was very short of

equipment. The first train out of Greenville in the morning was the freight which left between three and four a. m. and ran to Old Town. Then, because engines were in such short supply, another crew would take the same engine and caboose and work from Old Town to Greenville. It doesn't take much imagination to see that the north-bound crew would get a late start on many days and it was often midnight before they reached Greenville.

In those days the train-spread—whether the train was on time or not—determined the workday. I recall that the electric lights for the town were supplied by a woolen mill and the current was turned off promptly at 11 each evening. There were many evenings when I crossed the old covered bridge when I could scarcely see my

hand in front of my face because the freight train did not get along until after the lights had gone off.

The passenger train out of Greenville did not get to Dover early enough in the morning to connect with the Maine Central railroad so the passengers for Dexter, Portland and Boston and the first-class mail for points West were put on the morning freight. I have vivid recollections of anxious passengers with their constant question: "Do you think we'll make connections?" We usually did.

The Guilford people of that era were great patronizers of excursion trains and, among others, the B. & A. used to run moonlight excursions to Kineo and back on Saturdays. The people who worked in the mills would work longer for five days a week in the summer (this was long before the five-day week or even the eight-hour day) so they could take Saturday afternoon off and the excursion train was scheduled to accommodate them.

I had one ambitious assistant who suggested a moonlight excursion on a certain night to the General Passenger Agent and received the prompt answer that if the young man would furnish the

moon the passenger agent would furnish the train.

The duties of a station agent in 1894 were slightly more varied than they are in 1956. The agent in '94 had full care of all the switch lights within the yard limits. And by the time he had filled and lighted them, put oil into the tank of the old Eastman heater cars and got them burning,—not to mention delivering a raft of way freight, he scarcely looked like a dapper young agent to sell tickets to the afternoon passengers.

The salary was \$40.00 a month and we were paid once a month. No overtime was paid until about the year 1906, regardless of the hours on duty.

I managed to add to the salary by extra services as did many of the early agents. In my case the postmaster at Guilford, who was loathe to get up in the wee hours of the morning to take the first-class mail to the station, used to give me 10 cents a day to carry it down to the early freight on the handlebars of my bicycle. The postmaster, who lived on my route, used to pack it the night before and leave it on the floor in his kitchen, leaving the door unlocked. All I had to do was

step in and get it before he was up and about.

Probably no other station of its size handled more commercial and personal baggage than Guilford did in those days. I had no baggage room and rather than unload the baggage that was not delivered at night would run the heavily-loaded truck up under the awning of the station for the night. It speaks well for the honesty of the people of that town that none of it was ever damaged or stolen. The practice was discontinued a

few years later, however, because a nearby station had a claim for damage from a rain shower during the night.

There are many other interesting customs of early station agents, but most of the things I have written about Guilford would apply to other stations on the B. and A. in its early days. One other lasting impression I have is of the new coal-burning locomotives. It seems that No. 9 and No. 10 looked bigger and more magnificent to me at that time than the 100s did many years later.

• • •

Frank W. Keniston passed along to us some rules gleaned from an employee timetable of the Bangor and Piscataquis railroad issued Oct. 15, 1883, which he feels "might be of some interest to the young fry under 60 now rail-roading."

The northern terminus of the old B. and P. at that time was Blanchard, just 75 miles from Bangor via Old Town. Passenger trains made the run in three hours and 55 minutes. The running time for mixed trains was six hours, and 10 minutes extra were allowed for the southbound run of each train.

The rules read: "speed of passenger trains must not exceed 25 miles an hour. Speed of freight trains must not exceed 18 miles an hour.

"When sectionmen are passing over their section before daylight and are carrying a light, they must, on the approach of a train, conceal it so as not to be seen by the engineer unless they wish to stop the train.

"Agents are held responsible for the safety of switches, and must not allow cars to be loaded or unloaded from the main line without authority from the Superintendent.

"Conductors of mixed freights will require their brakemen to be on the top of their train when approaching all switches and conductors must be at the saloon brake and have the train slowed up ready to stop the train should it be necessary to do so.

"Gravel, wood, construction, or working trains with orders to work will have from 5 a. m. to 9 p. m. to work. Between the hours of 9 p. m. and 5 a. m. such trains will have no right to be out on the main line track without special orders.

"All trains must approach stations and sidetracks where no stop is to be made at a low rate of speed."



H. W. Moore, Vice President-Sales, is sworn in prior to testifying before the Maine Public Utilities Commission at Presque Isle during Dec. 13-14 hearings.

BAR Starts Drive For l. c. l.

Sales Department expects to have free less-than-carload pickup and delivery service in operation in northern Maine by the first of March

After two days of testimony in a packed hearing room in Presque Isle, the Bangor and Aroostook and the Maine truckers opposing the railroad's petition to be allowed to institute a free l.c.l. pickup and delivery service, settled their differences. The three-member Maine

Public Utilities Commission heard witnesses from many Northern Maine towns testify on the need for such a service and at the end of the two-day session, the commission indicated that it would deliver a favorable ruling for the railroad.

The truckers' principal ob-

jection to the petition was the definition of certain key points from which less-than-carload freight would be delivered to customers. When these were spelled out, the truckers withdrew their objections to the petition.

With the expected PUC approval, the Sales Department expects to start free l.c.l. pickup and delivery about March 1. F. B. Lunt, Regional Vice President-Sales, said that seven trucks, painted with the red, white and blue motif, will be stationed at seven of the 10 key points. At

the remaining points, Lunt said, the railroad will hire local truckers to deliver freight until the volume of business warrants a full-time truck. The key points include: Houlton, Presque Isle, Caribou, Van Buren, Fort Kent, Ashland, Oakfield, Milinocket, Milo and Guilford. Lunt also added that the railroad will hire eight new men to operate the fleet of trucks leased from Avis car rental company.

Incoming rail, pool cars from points west will be reclassified at Northern Maine

Parkin Briggs, (seated, center) Caribou hardware merchant and a Bangor and Aroostook witness at the hearings, is questioned by truck attorney (back to camera).





Faces of spectators, lawyers, newsmen and commission members reflect interest and concern at first session of hearing Dec. 13.

Junction and loaded into cars for the key points in Northern Maine, where they will be delivered to different towns by truck. Northern Maine customers will get overnight delivery from Northern Maine Junction, Lunt said.

The campaign for l.c.l. freight was started last spring when the Sales Department discovered that five customers accounted for 43 per cent of the received traffic. That meant that the railroad was virtually ignoring the small business man who did not buy in carload lots. Sales Marketing Analyst E. R. Jennison found from State tax figures that the rail-

road was handling only 10 per cent of the l.c.l. potential into Northern Maine.

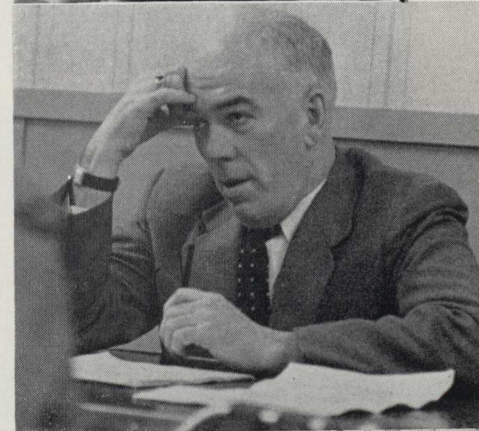
To add to the evidence, the railroad's l.c.l. business dropped from 56,000 tons in 1930 to 12,000 tons in 1954, when consumer goods were being sold in record volume.

To regain its share of this major, untapped market, the Sales and Operating Departments conducted surveys on the potential l.c.l. traffic of the area and what they would have to do to get it. The answer, of course, was free pickup and delivery, along with liberal rate adjustments in many cases, and aggressive selling.

"Our agents will devote a substantial part of their time toward soliciting business in their communities," H. W. Moore, Vice President-Sales, said, "which will make our service a very personal one since the agent knows each shipper and his problems."

Moore added that using the agents as salesmen is also an economical measure for the railroad since the agents are distributed so widely throughout the territory. The agents will also be available for customers to give expert advice in routings and rates, normally the function of a traffic manager in larger concerns.

"The establishment of a

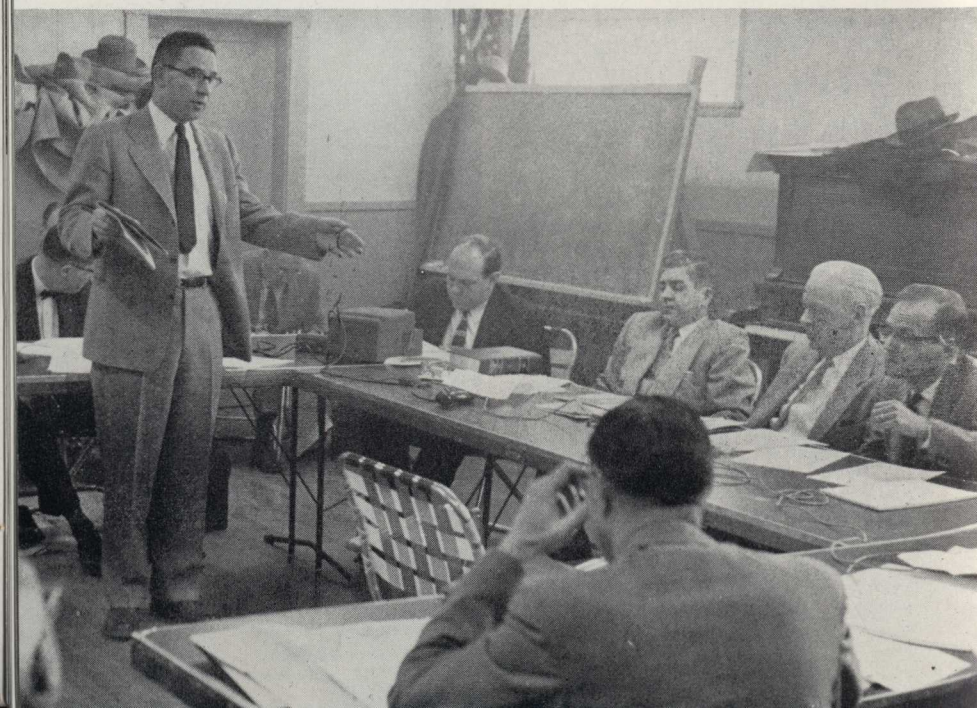


free pickup and delivery service is the first big step in making a bid for Northern Maine's l.c.l. traffic," Moore observed," but in order to get our share of that business we're going to have to think in terms of aggressive salesmanship. That means that the agents, our best salesman in getting l.c.l., will have to continue to analyze customer waybills to prove to the customer that the railroad can

indeed serve him very well.

"I find that customers judge the railroad by delivery at the lowest possible price, delivery in terms of speed, and delivery in terms of damage in transit," Moore said, "and when we completely solve these three problems, which involve every railroad employee in every department, we won't have to worry about getting our share of l.c.l. tonnage."

General Counsel John Hess outlines the railroad's position before crowd in packed hearing room. The hearings were scheduled to be held in Presque Isle City Council rooms but had to be moved because of the large crowd.



MAINE LINE

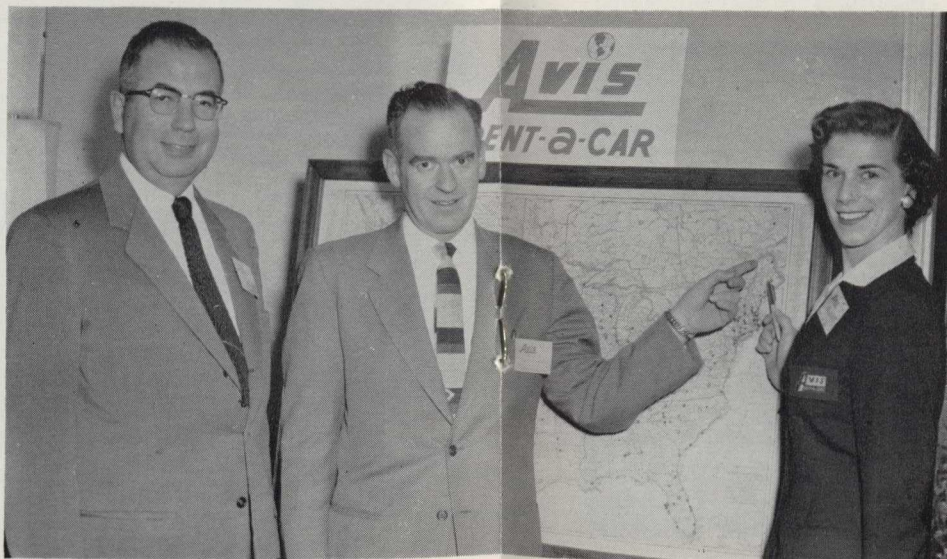
Camera —



Eugene Rice wields the baton with an all-railroad orchestra at the BAR Christmas party at the Penobscot Valley Country Club Dec. 3. The B. and A. ensemble furnished music during the entertainment. Nat Diamond's orchestra played during the dance.



The Bangor and Aroostook took over the Avis Rent-A-Car Service for Maine this month. Pictured beside map showing newest Avis facilities are H. W. Moore, vice president B.A.R. and Maine Rent-A-Car System; L. R. Smith, general manager of the Maine Rent-A-Car System and an attractive Avis hostess.



The 27 Avis cars and trucks pictured above were turned over to the Bangor and Aroostook Jan. 3 for use in all departments. Pictured with the 1956 models, from left to right, are J. Fred Smith, passenger sales manager; H. W. Moore, vice president-sales; W. J. Strout, executive vice president; L. R. Smith, general manager of Maine Rent-A-Car, and Win Wilson, district manager of General Motors.



In a series of speaking engagements in Aroostook Jan. 11, 12, and 13 President Hutchins spoke to Van Buren Chamber group, above, and Fort Fairfield Chamber, below. Above, from left to right, are Mr. Hutchins, Mrs. Joseph Lapointe, and Joseph Lapointe. Seated below, are Mr. Hutchins, Perrin Edmunds, C. R. Smith and Tom Houghton. Standing are: Walter Sage, John Reed, Lee S. Fields, and F. B. Lunt.



MAINE LINE

THE SUGGESTION SYSTEM

James N. Furlong, 30-year-old fork lift operator at Derby Shops, has really made the suggestion system pay off. As of this month, he has been awarded \$544 for 24 suggestions with no signs of a let up in his excellent batting average. And his last two suggestions netted him the jack pot prize money, \$190.

Railroading sort of runs in Furlong's family—his father is M. A. Furlong, yard foreman at Derby—and the younger Furlong has an 11-year-old son, Anthony, who stands in a fair way to continue the family tradition.

Furlong was educated in Milo schools and entered the U. S. Army in October of

1943. Before he was discharged in October of 1945, he was made a sergeant in the Fourth Infantry Division serving in the European Theater and received a citation for patrol work.

He entered railroad service three months after he was discharged and has served as laborer and oil house attendant, crane operator and fork lift operator.

As the record now stands, James Furlong has the top suggestion record on the railroad. Conductor Harold Fletcher (Ret.) had 64 suggestions to his credit when he retired and it looks as though Furlong is on the way to tying the record.

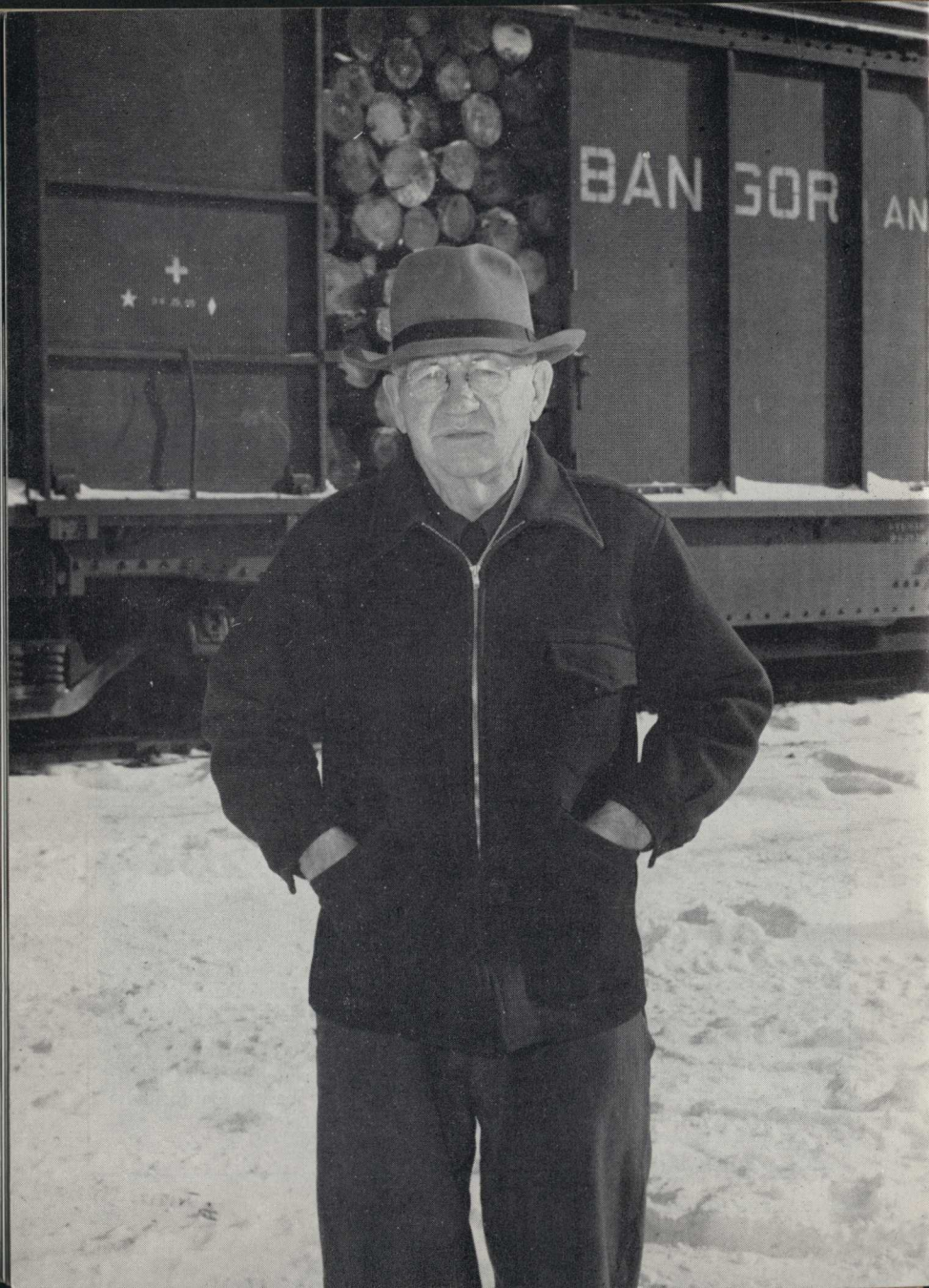
GOLDEN SPIKE GOES TO PALO ALTO

The most famous railroad spike in the world—the golden spike which was driven by Governor Leland Stanford at Promontory, Utah, May 10, 1869, marking the completion of the first railroad line to span the American continent—has moved to a new home, the Stanford Museum of the Leland Stanford University in Palo Alto, California.

For more than a quarter of a century the historic spike has been kept for Stanford University in a special vault in the History Room of Wells Fargo Bank in San Francisco.

The spike's special display safe, or vault, with a reinforced glass window and an illuminated interior, has been presented by the bank to the Stanford Museum, to be placed on display beside California's pioneer locomotive.

The spike contains about \$350 worth of gold.



B A R Honors Fritz Soule

The railroad has officially designated a siding in Smyrna Mills as Soule's Siding in honor of one of its oldest friends and shippers. Fritz C. Soule built his first potato house on the railroad 42 years ago and has been a regular shipper since then.

But his ties with the Bangor and Aroostook date even farther back. When the railroad was being built Fritz Soule was a boy on his father's farm, but he well remembers that his father was so glad to see the railroad come through that he gave the construction outfit 21 acres of rightaway through the end of his farm. It wasn't until 10 years later that either the railroad or Mr. Soule, the elder, thought of it and the railroad sent around its man to pay for the land Fritz Soule's father so generously donated.

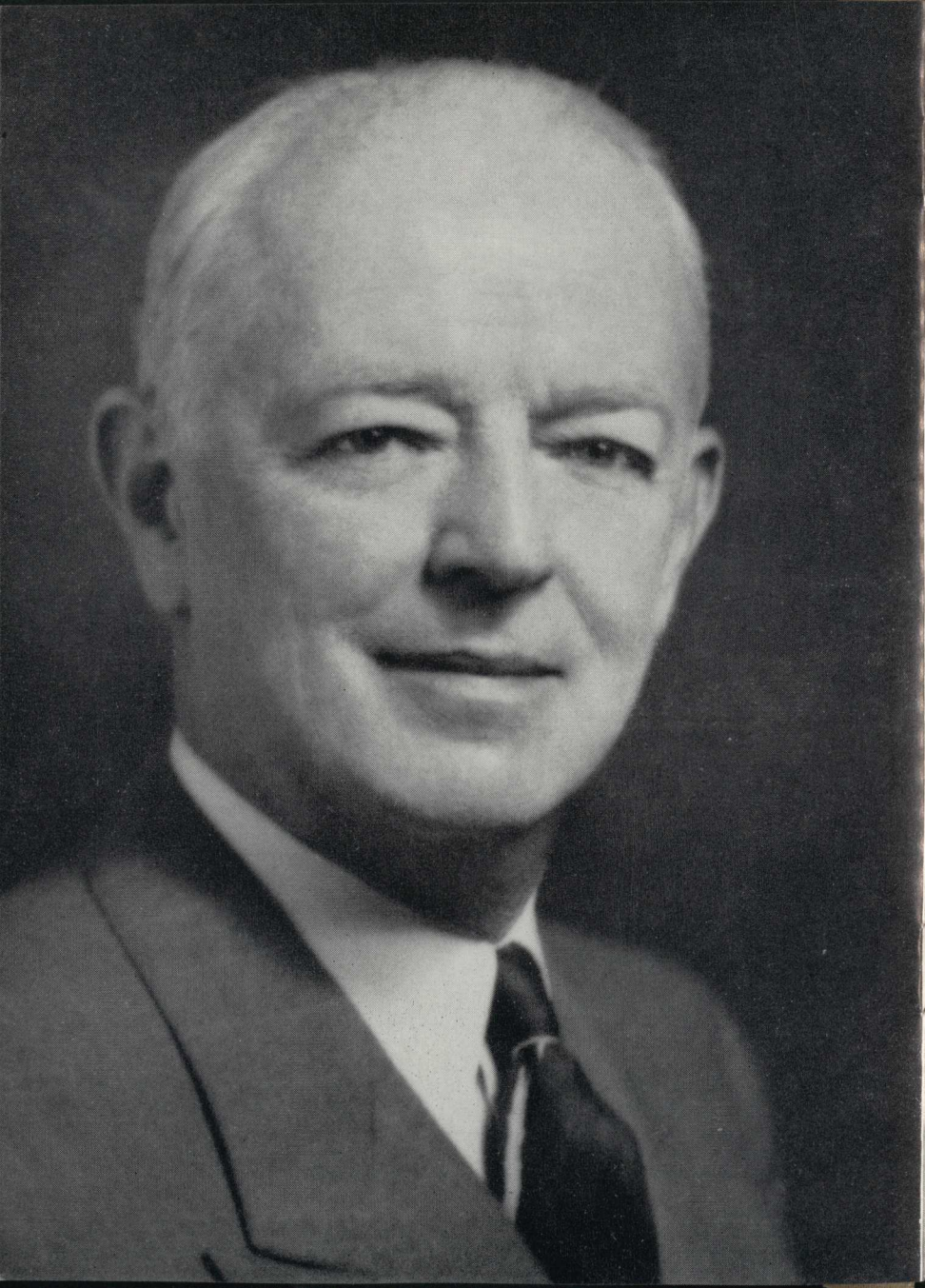
At 68, Fritz Soule still takes an active interest in the potato business he started with W. H. Martin, a BAR

director, 42 years ago. He recalls that his first potato house was a 40x80 foot structure, held 7,000 barrels of potatoes and was built for \$2,000. His first business, a feed enterprise, involved pressing hay which he shipped by rail.

Later, in 1920, he got into the pulp business not quite of his own volition. He went into Houlton one day to buy a woodlot from Powers & Lumbart, who sold timberland, and before he went home that night he was the owner of 2,000 acres of wild land. He still owns 1400 acres of wild land in the town of Merrill and deals extensively in pulpwood.

Mr. Soule, who recalls when Smyrna was a supply center for the loggers who drove the surrounding streams long before there were either telephones or railroads there, adds that, "We always had good service from the railroad . . . maybe because we sent some of our best men with them."

In the 1890's, one New England railroad employed a *locator* whose job was to induce manufacturing plants and other business enterprises to locate in communities along its lines. The modern name for such a representative is industrial agent or industrial commissioner.



MEET YOUR DIRECTORS

Joseph H. Callan became a director of the Bangor and Aroostook in January, 1949 and six years later was elected to the vital job of chairman of the executive committee. Like many other Bangor and Aroostook directors, Mr. Callan began his business career early in life and achieved a position of eminence in U. S. industry. He began his career as an office boy and rose to presidency of a steel company.

He was born in Washington, D. C., the son of James C. and Margaret Callan, April 20, 1887, and attended public schools in Prince George County, Maryland. Mr. Callan started work as an office boy at the age of 13 and entered government service as a messenger boy in the Post Office Department in Washington in 1903.

He remained in Civil Service until 1920, serving in clerical and supervisory positions in the Post Office Department and the Department of Commerce. He was also secretary of the Tariff Commission and member of

the staff of the United States Bureau of Efficiency. As Assistant Commissioner of Internal Revenue he had charge of reorganization of service in 1917 to administer the War Revenue Acts enacted in World War 1.

In 1920, he became Assistant to the Chairman of the Crucible Steel company of America in New York City, a position he held until 1924 when he became a consultant in corporation finance and taxation. He retired from active business in 1937.

The same year that he retired, Mr. Callan became a director of the Crucible Steel company, the Great Lake Steamship company, and the Toledo Shipbuilding company. And in 1945, he became President and Chairman of the Executive Committee of the Crucible Steel company.

Besides the Bangor and Aroostook, Mr. Callan is a member of the Board of Directors of the Great Lakes Towing company. He is also a member of the Union club of Cleveland and a member of the New York Athletic club.



President Curtis M. Hutchins accepts coveted Harriman award for safety on behalf of Bangor and Aroostook employees from Railway Age Editor James G. Lyne. Safety Supervisor Babcock, center. The award was made in New York, Sept. 15.

Looking At Safety

The Safety Department announced this month that Bangor and Aroostook employees wound up 1955 with an improvement of 12½ per cent in ICC reportable accidents. 1954, according to Safety Supervisor Babcock, marked the previous high point in the railroad's safety record.

Babcock pointed out that the record starts the new year with an encouraging note and cautioned employees

in all departments against the major cause of accidents during the busy season: improper footing.

"It's the employee, the man on the job, who makes safety," Babcock said, "They're responsible for the good safety record we made last year.

"This is a good time of year to keep your head down and watch those icy patches, whether you're a brakeman or a clerk in an office," he added.

IN THE FAMILY

Mechanical Department

Miss Patsy M. Goodall, daughter of Master Mechanic and Mrs. Roy D. Goodall of Oakfield, became the bride of Leonard O. Porter, son of Mr. and Mrs. Kenneth Porter of Houlton, Saturday, October 8, in the St. Agnes Parish Rectory at Island Falls.

The double ring ceremony was performed by the Rev. Alban Michaud.

Mrs. LaForest Gallop of Houlton was the bride's attendant, while Edward Duffy, also of Houlton, was best man.

The bride was dressed in a suit of winter white with beaver trim and pink accessories. She wore a corsage of rosebuds and pearl teardrop earrings.

Immediately following the ceremony a reception was held at the home of the bride's parents, which was attractively decorated with bouquets of chrysanthemums and other fall flowers.

Mrs. Reginald Michaud of Van Buren, circulated the guest book, and Mrs. Vernon Kent of Frenchville, served the wedding cake, after the traditional first slice had been cut.

The bride is a graduate of Oakfield Community high school and trained a year at the Central Maine General Hospital. The bridegroom was graduated from Houlton high school. He is a member of the National Guard.

The couple are residing at 77 Court Street, Houlton.

CONTRIBUTING

CORRESPONDENTS:

F. H. Wentworth

C. E. Garcelon

Bernice Bailey

E. J. Gerard

Neill Robertson

Janet Albert

Virginia Bubar

R. E. Clukey

J. B. Crocker

H. A. Hatt

Fred Nicknair

Ralph L. Rafford

L. H. Kitchen

Leland D. Labbe

Margaret Girvan

R. H. Browne



Mr. and Mrs. Leonard Porter

Northern Division

A Christmas family reunion was held at the home of Supervisory Agent and Mrs. *Daniel Labbe* in Fort Kent. Attending were: Mr. and Mrs. *E. J. Gerard*, Mr. and Mrs. *H. A. Labbe*, Mr. and Mrs. *L. D. Labbe*. *Roland Labbe*, recently discharged from the Navy, *Pat Labbe*, on furlough from the Navy, and *Joan Labbe* of Florida. *Roland Labbe* and *Joan Labbe* are spending the winter in Florida.

Assistant Agent, *E. J. Gerard*, Van Buren, and his family had Christmas dinner with his parents in Madawaska. *Gerard's* brother-in-law, *Ken Arsenault* and his family have left for Tampa, Fla., where he is employed as an architect.

Alfred Gerard, Jr., brother of *E. J. Gerard*, is home after being dis-

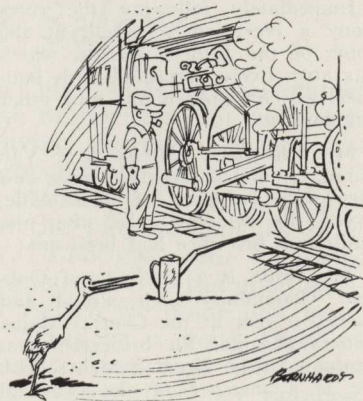
charged from the paratroopers with two years' service.

E. J. Gerard writes of a coincidence: "C D ordered 5 CNR box cars from the CN railroad, which we received at the Canadian junction, numbered consecutively as: CN 539375, 539376, 539377, 539378, 539379. Cars were all hooked up together, as above and were sent to Madawaska as such."

Mr. and Mrs. *Louis Levesque* with their son *Patrick*, visited friends and relatives in Springfield, Mass., and several places in Connecticut. While in Boston, they attended the Ice Capades. Their son, *Patrick*, returned from Springfield to Montreal, Que., to continue his studies. *Levesque* is foreman at Winterville.

Miss *Jacqueline J. Nicknair*, daughter of Trackman *Fred Nicknair*, Eagle Lake, spent the Christmas holidays with her parents. She is teaching a nursing course at the St. Mary's hospital in Lewiston.

Jean Louis Nicknair also spent the holiday with his parents. He is in



"Father!"

MAINE LINE

his freshman year at St. Anselm's college in New Hampshire. The Rev. *Donald Nicknair*, O.F.M., professor of chemistry at St. Francis college in Biddeford, and the Rev. *Bernard L. Nicknair*, curate in Fort Kent, also visited their parents.

The Nicknair's daughter and son-in-law, Conductor and Mrs. *Pat Ouelette* and family spent Christmas day with them.

Fireman and Mrs. *Roger C. Manley* are congratulated on the birth of their third daughter, *Laurie Jean*, October 16, in Houlton.

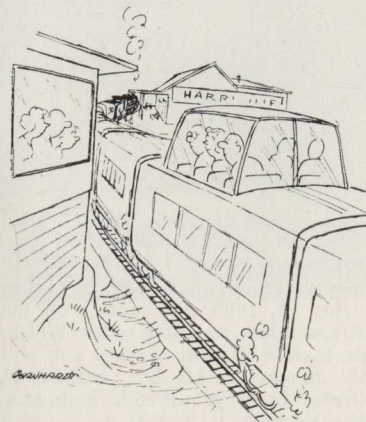
Southern Division

Prentiss and Carlisle have constructed a new office west of the main line in Milo. They plan to ship pulpwood, according to *W. S. Robertson*.

Retired Conductor *Joe McKeen* has returned from Excelsior Springs, Mo., where he underwent treatments for an illness.

Mrs. *Roger Stevens*, wife of Blacksmith *Stevens* of Milo is ill and is being treated by a doctor in Bangor.

Congratulations to Mr. and Mrs.



Conductor *Hallet H. Hardaker*, Caribou, retired Dec. 31 after serving 35 years with the railroad. He was born Dec. 2, 1890 in Sheffield Mills, N. S., and came with the railroad Oct. 28, 1920. Mr. *Hardaker*, a widower, has a daughter, Mrs. *Clifton Theriault*, Caribou, and a son, *Richard Hardaker*, also of Caribou.

Walter McCarty on the birth of a son, *William Peter*, Jan. 12.

Foreman *R. H. Tweedie*, Brownville, entered the Eastern Maine General Hospital for surgery, Jan. 6. Foreman *J. H. Sanborn* of Section 128 has bid in temporary foreman's position on Section 126 during *Tweedie's* absence.

Foreman *R. S. McDonald* returned to work Oct. 1, after convalescing three months.

Agent *J. B. Crocker*, Brownville, returned to work Nov. 21, after convalescing from an operation he un-



Conductor *Archie S. Virgie*, main line passenger conductor, retired Nov. 29 after a half century of service with the railroad. Mr. Virgie, who came with the BAR Sept. 15, 1905, was born at Hillsboro, N. B., May 19, 1894. He is a member of Fort Kent Lodge, No. 209, A. F. & A. M., and has three children: Dr. *W. A. Virgie*, Houlton; Mrs. *Gordon Barton*, Houlton; and *A. S. Virgie, Jr.*, Millinocket.

derwent at the Eastern Maine General Hospital, Oct. 7.

J. B. Crocker, Brownville, writes us that the: "*Shepard and Morse Lumber Co.*, at Brownville Pit, do not plan to ship much dressed lumber through the winter months, but are gathering up four or five million feet of native white pine logs for sawing this winter and spring."

New brakemen and firemen hired this winter are: *H. F. Christiensen*,

J. J. Cushing, Jr., *H. J. Hogan*, *R. E. Lawson*, *J. H. Griffin*, *Richard Lewald*, *P. L. Fleming*, *W. R. Morrill*, *K. W. Bennett*, *P. M. Booker*, *R. H. Spencer*, *C. J. Rogan*, *C. F. Bennett*, *D. W. Peavey, Jr.*, *R. A. Holyoke*, *M. E. Lyford*, and *W. E. Leighton*, all as brakemen.

Employed as firemen are: *V. L. Doak*, *J. A. McDonald*, *J. E. Ireland*, *E. J. Whitney, Jr.*, *R. J. McNally, Jr.*, *J. A. Spencer, Jr.*, *G. W. Percival*, *R. B. Porter*, *R. W. Stanhope*, and *J. E. McGuff*.

George L. Kearney was transferred from the mechanical department at



Conductor *Alvah C. Welch*, main line passenger conductor, retired Nov. 29 after 45 years' service with the railroad. He was born at Lee, Maine, August 14, 1885 and came with the railroad Oct. 5, 1910. Mr. Welch, who lives in Bangor, has two sons and one daughter: *M/Sgt. Robert F. Welch*, *Alvah M. Welch* and Mrs. *Allen Sargent*.

Oakfield, to the office of Superintendent of Transportation, Northern Maine Junction, as Timekeeper, Nov. 21. He has sold his house in Island Falls and purchased one in Bangor.

Timekeeper *Fred A. Bither* has left the BAR to work for the Maine Central in Portland.

We learned recently of the death of *Bert M. Bettel*, retired blacksmith at Derby Shops, who lived in Bridgetown, Nova Scotia. Our sympathy to his family and friends.

We were sorry to hear that Supervisory Agent *Travers Smith* of Caribou suffered a heart attack. He is a patient at the Caribou hospital.

Congratulations to Station Agent



The young man pictured above beside the Christmas tree is *Benjamin J. Edwards II* at six weeks. The young man is the son of Associate Editor and Mrs. *B. J. Edwards*.



and Mrs. *Roderick R. Rafford*, Marsardis, on the birth of a son, *Dale Kevin*, at the Presque Isle General Hospital, Dec. 22.

Conductor *Charles H. Chapman*, Presque Isle, received his gold pass for 40 years' service with the railroad this month. Mr. Chapman, a patient at the Presque Isle Hospital, was born at Fredericton, N. B., and started work for the BAR as an engine cleaner Oct. 15, 1910. He is a member of the Masons.

Engineer *Lawrence E. Ward*, main line passenger engineer of Hampden, retired Dec. 1, after 42 years' service. He was born in Gorham, Maine, May 16, 1888 and came with the



Trackman *Daniel H. Brayson* of Fort Fairfield shows off 10-point buck he shot at Munson Pond Nov. 28. The deer weighed 216 pounds dressed and its live weight was estimated to be 280 pounds. Brayson bagged the buck with one shot at 135 yards.

railroad Dec. 9, 1913. He attended schools in Gorham and is a member of the Masonic orders. He has one son, *David G. Ward*, of Hampden.

Engineer *John S. Porter, Sr.*, Millinocket, retired Oct. 24 after 37 years with the railroad. He was born at Houlton, Dec. 4, 1889 and came with the BAR as fireman Jan. 30, 1918. Mr. Porter has two sons, *John S. Porter* and *Orace N. Porter* of Millinocket.

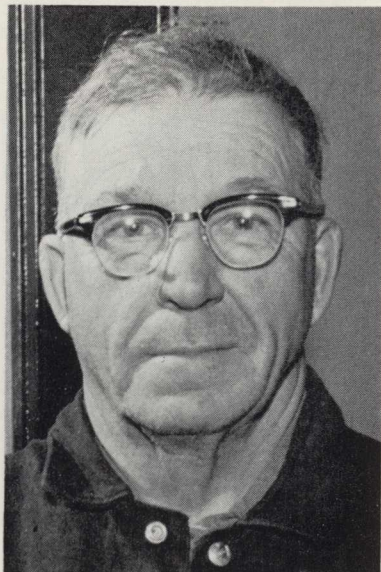
Engineering Department

We were sorry to hear of the death of *John Pinette*, 14, son of Mr. and Mrs. *Erwin Pinette* of Wallagrass, in an accident, Jan. 8.

He was a leader of the Eagle Lake Boy Scout troop and a member of

the Fish River Valley 4-H club, and the freshman class of Fort Kent High school. Surviving, besides his parents, is a sister, *Shirley*, a junior at Fort Kent High school.

B. and B. Superintendent and Mrs. *Cecil E. Garcelon*, Houlton, are the grandparents of *David William Garcelon*, who was born at the Aroostook General Hospital in Houlton, Dec. 11. The boy's parents are Mr. and



Section Foreman *Oscar I. Porter*, Sherman Station, retired Dec. 14, after 36 years' service with the railroad. Mr. Porter was born at Westover, Penn., May, 1889 and came with the Engineering Department June 2, 1919. Mr. Porter also worked as a guide for several years before coming with the railroad. He is a member of the Masonic orders and Shrine, and was president of the Sherman Station Chamber of Commerce in 1953.

Mrs. *Cecil E. Garcelon, Jr.* Cecil, Jr. is teacher of commercial subjects at Houlton high school.

Chief Engineer *R. H. Morrison*, Purchasing Agent *W. A. Bamford*, and Tie Agent *Guy L. Jackins* attended the Canadian Night of the New England Railroad club held at the Hotel Vendome in Boston, Nov. 9.

Tie Agent and Mrs. *Guy L. Jackins* spent a week in December vacationing and shopping in Boston.

We were sorry to hear of the death of *Thomas H. Monohan*, former B. and B. painter, who lived in New Limerick. He died at a Houlton hospital Dec. 26, and services were held at the Dunn Funeral home with the Rev. John Ruth officiating.

Mr. Monohan was born in Manchester, N. H., son of *James* and *Helen (Smith) Monohan*. He had resided in New Limerick for 43 years and was a member of the Brotherhood of Maintenance of Way Employees.

Congratulations to B. and B. Painter and Mrs. *Linwood G. Jackins* of Milo, on the birth of a new son, *Ashley Guy Jackins*, Dec. 31, at the Gallant hospital in Milo.

Mechanic *Harry A. Lewin* of Houlton, was a surgical patient at the Aroostook General Hospital recently.

Trackman *Edson H. Wentworth*, Northern Maine Junction, was hospitalized during the month of October. He wrote us saying: "I wish to thank those of the BAR for their gifts for me and my family while I was in the hospital."

Trackman *Herschel A. Oldenburg*, Houlton, is now Track Foreman, Section 239 in Sherman.

A1/c and Mrs. *Philip Spurlin* of Loring Air Force Base spent the Christmas holidays with Mrs. Spur-



Conductor *George Steeves*, Houlton, retired Nov. 30 after 42 years' service with the Bangor and Aroostook. He was born at Bridgewater Boundary July 6, 1888 and started with the railroad in 1914 as a brakeman. He is a Mason and a member of the Brotherhood of Railroad Trainmen. Mr. Steeves has one daughter, Mrs. *Ludger Madore* of Boston.

lin's parents, Trackman and Mrs. *L. L. Donahue* of Houlton. Also guests at the Donahue home were *Martin Donahue* and *Robert Hand*.

Track Foreman *James T. Roach*, Smyrna Mills, is now Foreman of Section 250, Houlton.

E. R. Alward, track foreman in Ashland, suffered a heart attack Jan. 9.

Members of the Maintenance of Way Association held their annual meeting in the office of the chief



engineer in Houlton, Jan. 5.

John C. McDonald was elected chairman and Guy L. Jackins, executive secretary, during the course of the meeting.

Among other matters, members were told that: "Those who are furloughed may have coverage for the period of unemployment by the payment of two dollars a month dues to Guy L. Jackins, or the Treasurer's office, in advance. Payroll deductions are for the month in which the deductions appear.

We were sorry to learn of the death of retired B. and B. Painter William H. Downs, 82, Dec. 16 at a Bangor hospital.

He was born at Sebec, January 1, 1873, son of William and Alzoda (Ball) Downs. He was a resident of Milo and was retired from the BAR April 11, 1952.

He is survived by his wife, Mrs. Margaret Hudson Downs; a daughter, Mrs. Gertrude Cook, both of Milo; a son, Francis, of Sebec; a sister, Mrs. Eva Haley of Bangor; and two granddaughters.

B. and B. Carpenter Helper Ronald C. Browne and Constance Mar-

tin, Oakfield, were married in Oakfield Nov. 5. The reception was held Nov. 12 with 125 persons attending. The Brownes will reside in Oakfield. Mrs. Browne is the daughter of Mr. and Mrs. Andrew Martin of Oakfield.

Accounting Department

Key Punch Operator Mrs. Helen Brissette, is a new member to the IBM Bureau, replacing Mrs. Patricia Roberts, who moved to Portland.

Mrs. Brissette has been employed with the Fairbanks - Morse, Wis., U.S.F. and G. Insurance Co., Ill., and Cutler and Cutler. She has two children, a boy, 14 and a daughter, 12.

Key Punch Operator Mrs. Marilyn S. Giles, Bangor, has been transferred from the Passenger Department to the IBM Bureau.

She is a graduate of Oakfield high school and has attended Husson college. Her husband is employed by the Bangor Daily News in the stereotype department. They have two children, Gail and Michael, 6.

Mr. and Mrs. William G. Hayes, Bangor, are receiving congratulations on the birth of a son, William, Jr., born Dec. 4 at the EMGH in Bangor. Young Hayes weighed eight pounds 13½ ounces.

Mr. and Mrs. Gordon R. White spent part of their vacation in December visiting their daughter and son-in-law in St. Louis, Mo.

E. H. Kelley, I. L. McGown and Paul Day visited the offices of the Western Maryland R. R. at Hagerstown, Md. in December.

Margaret Girvan, of the Rates and Revision Section of the Accounting Department and daughter of Bob Girvan, Capital Expenditures Clerk, was one of 18 4-H members who represented Maine at the 4-H Con-

gress in Chicago in November.

There were 1,258 4-H'ers, 240 leaders and chaperones and 500 representatives of donor organizations, press, TV and radio at the congress.

Margaret writes: "We were entertained by such celebrities as Pee Wee King, Cisco Kid, Dorothy Collins, Alan Jones, Jimmy Gagney, Enos Slaughter, Tony Trabert, Patty Berg, Hopalong Cassidy, Otto Graham and Carl Erskine. Other entertainment included seeing Cinerama Holiday, Purdue University's Glee Club, a pop concert by the Chicago Symphony orchestra and an evening of dancing to David Carroll's music at the Arragon Ballroom."

The following attended the Christmas party at the Penobscot Valley Country Club, Dec. 3: Mr. and Mrs. R. D. Plumley, Mr. and Mrs. J. G. Beckett, Mr. and Mrs. E. H. Rice, Mr. and Mrs. R. W. Winslow, Mr. and Mrs. G. N. Grant, Mr. and Mrs. M. H. Johnston, Mr. and Mrs. W. L. Shaw, Mr. and Mrs. R. E. Hickson, Mr. and Mrs. L. B. Neal, Mr. and Mrs. E. L. Roberts, Mr. and Mrs. J. L. Babcock, Mr. and Mrs. D. E. Whitney, Mr. and Mrs. G. H. Jameson, Mr. and Mrs. J. E. Rogan, Mr. and Mrs. R. E. Girvan, Mr. and Mrs. M. S. C. Baker, Mr. and Mrs. O. J. Gould, Mr. and Mrs. H. W. Moore, Mr. and Mrs. L. W. Wentworth, Mr. and Mrs. W. M. Alexander, Mr. and Mrs. G. J. Lovett, Mr. and Mrs. W. C. Parks, Mr. and Mrs. H. G. Goodness, Mr. and Mrs. W. F. Fernald, Mr. and Mrs. P. C. Leen, Mr. and Mrs. J. C. Hickson, Mr. and Mrs. J. R. Hall, Mr. and Mrs. T. R. Jennison, Mr. and Mrs. M. T. Scanlon, Mr. and Mrs. C. E. Delano, Mr. and Mrs. W. Bracy.

Mr. and Mrs. E. J. Trainor, Mr.

and Mrs. C. M. Hutchins, Mr. and Mrs. J. B. Tracy, Mr. and Mrs. D. E. Andrews, Mr. and Mrs. P. Blanchard, Mr. and Mrs. D. E. Annis, Mr. and Mrs. R. E. Clukey, Mr. and Mrs. I. L. McGown, Mr. and Mrs. J. H. Cameron, Mr. and Mrs. K. S. Ludden, Mr. and Mrs. J. E. Hess, Mr. and Mrs. W. M. Houston, Dr. and Mrs. S. J. Rosen, Mr. and Mrs. H. L. Cousins, Mr. and Mrs. R. H. Peters, Mr. and Mrs. B. M. Tripp, Mr. and Mrs. E. L. Roberts, Jr., Mr. and Mrs. W. A. Sawyer, Mary Dougherty, Gladys Goodwin, Lucy Goody, Miriam Rounds, C. E. Brewster, Mary Daily, G. V. Vereault, R. P. Shaughnessy, Charlotte Soucie, Christine DeWitt, Margaret Girvan, H. Bates.

Merle Spaulding, Winifred Condon, W. A. Randall, Kathleen Aiken, Francis Guthrie, E. H. Kelley, Shirley Farrington, Mary Moore, Corro Davies, Elinor Prout, Dorothy Prout, L. H. Kitchen, O. H. Bridgham, Gloria Cyr, C. Littlefield, Thelma Kelley, L. Smith, Ouida Long, Mary Wood, Mr. and Mrs. W. G. Hayes, Marion Guthrie, R. E. Thompson, Carolyn Fowler, Mr. and Mrs. B. J. Edwards,

Attending from out of town

Dr. and Mrs. James Johnson, Mr. and Mrs. F. W. Morrill, Mr. and Mrs. W. S. Chase, Mr. and Mrs. D. G. Merrill, Mr. and Mrs. W. A. Bamford, Mr. and Mrs. C. E. Heath, Mr. and Mrs. R. B. Baldwin, Mr. and Mrs. L. F. Lewis, Mr. and Mrs. P. H. Swales, Mr. and Mrs. V. L. Ladd, Mr. and Mrs. F. D. Murphy, Jr., Mr. and Mrs. C. Scanlon, Mr. and Mrs. D. K. Lilley, Mr. and Mrs. W. F. Alexander, Mr. and Mrs. N. J. Tardif, Mr. and Mrs. F. B. Lunt.

If coupled together, all locomotives and cars owned by the railroads of the United States would form five trains reaching across the United States from New York to San Francisco.

A Christmas Story

Francis Smith, supervisory agent at Caribou, wrote us about a heart-warming little Christmas tale last week. It sort of made us proud that we're railroad people. Anyhow, if some B. & A. people hadn't done just a little bit extra some children at Loring AFB would have been disappointed Christmas morning.

It seems that S/Sgt. Griggs Harris was in charge of a committee to buy and distribute Christmas gifts to a group of children at Loring. Accordingly, he sent an order to a mail order house the first of December and when it hadn't come Dec. 20, the sergeant called to find out how come. It had been shipped the 14th, the company said and so Sgt. Harris tried the Maine Central and the BAR with no success.

In desperation the good sergeant drove to Northern Maine Junction the 24th but found no trace of the package at the transfer sheds. That same evening, the package showed up in Ashland and nobody except the mail order company will ever know why it was waybilled to Ashland. Agent Norman Labbe, sensing something amiss, immediately put it on a freight for Oakfield and called Yardmaster Frank Larlee. Larlee, in turn, called Bob Powell, second trick operator at Caribou, to get word to Sgt. Harris that the package had arrived . . . sort of a difficult job among 12,000 people on a Saturday night. Yardmaster Larlee explained the situation to Conductor C. A. Bartlett who took the package on the Caribou Loop job that night, while Bob Powell was trying to get in touch with Sgt. Harris to tell him to meet the train about one o'clock.

In desperation, Bob phoned several places looking for Transportation Officer Nathan Orr of the base who would probably know where to reach the sergeant. He finally found him playing in an orchestra in Caribou. When he explained the situation, Orr agreed to meet the train and take the packages to the base.

Well, Orr did meet the train and managed, by perseverance, to deliver the toys to Sgt. Harris in the wee hours of Christmas morning. And some Air Force tots had a happy Christmas because some railroad and transportation people were willing to go just a little beyond what was required of them.

ABOUT OUR COVER . . .

State-of-Maine Products cars were in the news again this month as is evidenced by the photographs on our front and back covers. On our front cover Maine's Chief Executive, Governor Edmund S. Muskie and his son Stephen, 7, watch, absorbed, as a Lionel locomotive (steam, we're sorry to say) puffs ahead of some colorful State-of-Maine Products cars on the Muskie main line in the study of the Blaine House at Augusta. This authentic model is made by Lionel. The lovely young lady swinging the champagne on our back cover is celebrating the first car (State-of-Maine, again) to leave the Scott Paper Co.'s plant in Winslow, Me., this month.

FACTS AND FIGURES

	October 1955	November 1955
We received from		
Hauling freight	\$ 800,506	\$ 981,265
Carrying passengers	25,976	26,240
Hauling baggage, mail and express	26,293	25,676
Other transportation services	12,554	12,949
Rents and miscellaneous income	288,717	174,893
A total of	\$1,154,046	\$1,221,023
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 200,000	\$ 110,085
Keeping locomotives, cars and other equipment in repair	285,278	244,220
Running trains	271,213	328,658
Selling our services to the public	23,657	20,328
Managing the business and keep- ing the records	57,819	57,677
Interest on borrowed money	93,055	92,369
Payroll taxes	24,651	32,224
Local and state taxes	53,385	57,772
Federal income taxes	(15,446)	56,196
Applied to sinking funds	88,534	88,471
A total of	\$1,082,146	\$1,088,000
Our Net Income was	\$71,900	\$133,023

*Figures in parenthesis indicate red figure or a deficit.

