

MAINE LINE ♣



Sept. - Oct., 1956 Bangor and Aroostook Railroad



TALKING IT OVER

If you had looked for Yardmasters Chase, Larlee and Patton a few months ago you would have found them more than a thousand miles from home, but all in the same place.

They were down on the Southern Railway looking over its fine, new yards and they came home filled with enthusiasm at what they saw.

They were three of seven supervisory employees of the Bangor and Aroostook family who made extended visits to other railroads this year. Hector Butler went to the Great Northern and the Rock Island; E. R. Jennison spent two weeks at the headquarters of the Erie; T. W. Cudhea was on the Louisville and Nashville and the Southern Pacific; and R. B. Baldwin looked at the research facilities of the Denver and Rio Grande Western and the Baltimore and Ohio.

In addition, six supervisors attended schools of one type or another for from two to five weeks.

Next year we expect as many, and probably more, will have similar experiences.

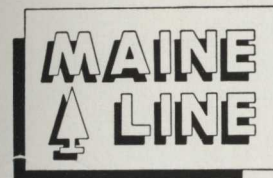
These educational programs have one end in view,—the more efficient operation of the Bangor and Aroostook. They are based on the premise that no matter how well we may be doing a job there may be somebody some place who has discovered a way to do it better.

In short, these are not just pleasant junkets. On the contrary, they are deadly serious business and we think they are good business for the railroad and that means for you as well.

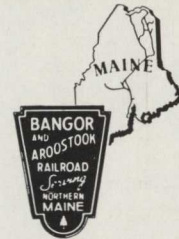
As has been said many times in this space,—our goal is to make the Bangor and Aroostook the best railroad in this country. And I thought you might be interested in this phase of our endeavor to reach that goal.

W. Jerome Strout

Executive Vice President



MAGAZINE



SEPTEMBER-OCTOBER

VOL. IV

NO. 6

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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 10¢ per copy or for 50¢ per year.

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



The Dixons study plans for their new kitchen as their daughter Rose watches.

Norm Dickson Makes a Sale

When Section Foreman Norman K. Dixon, Mars Hill, first mentioned remodeling their kitchen to Mrs. Dixon there was, as in most families, a bit of discussion whether the family pocket-book would stand the strain. After a few hours studying catalogues from the Bates Hardware Company in Mars

Hill, and some fast footwork with the budget, they decided to go ahead with the project.

The Dixons shopped around for the best buy and after much comparing of prices ordered their cabinets and fixtures from Bates. Now, as a section foreman, Norman Dixon is primarily concerned with the exacting job of keep-

ing several miles of track in top condition. He could have been excused for not mentioning the Bangor and Aroostook's free pickup-and-delivery service on l.c.l. to Phil Bates.

But he didn't forget. Dixon explained to the understanding merchant that his paycheck came from the Bangor and Aroostook and that most of that paycheck came from freight revenue. Naturally, every new shipment and every new rail customer, Dixon explained, adds more strength and security to that paycheck. Well, before Nor-

man Dixon left Bates' showroom the sale had been consummated and a colorful ship-by-rail sticker affixed to the shipping order.

The sale that Norman Dixon made won't make for spectacular growth. But it will contribute to a healthy, steady growth. And multiplied by some 1400 railroad men and women, it spells business and security.

Pictured on the following pages is the intricate teamwork Norman Dixon set in motion when he went just a little farther than his job required.

After much careful shopping, Section Foreman Norman Dixon consults hardwareman Phil Bates, Mars Hill. Before Dixon leaves Bates' showroom he has persuaded him to try the railroad's free-pickup-and-delivery service.



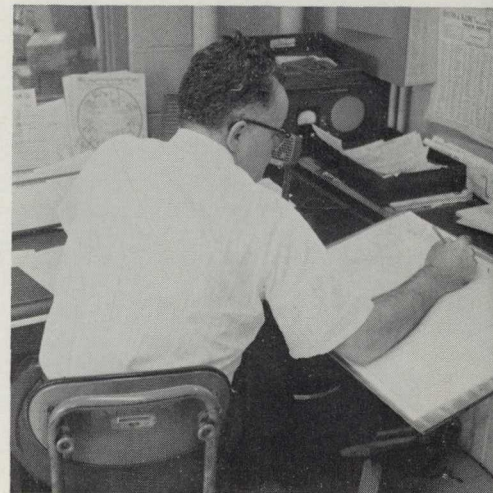


Above, Mrs. Elsie Lewis of the Bates Company affixes a colorful ship-by-rail sticker to the shipping order for Dixon's new kitchen fixtures. Because of Norman Dixon's interest, the railroad made a new friend. Right, the railroad made a new friend.

Left, Boston and Maine's General Agent in Boston, Joe Murphy relays a pickup order for Dixon's shipment to the dispatcher at the Boston and Maine Transportation Company, who picks up and delivers for the Boston and Maine Railroad in Boston.



In a matter of minutes, Boston and Maine Transportation dispatcher Lawrence Gagnon contacts by radio a truck operating in the vicinity of Bates' supplier, the Samuel Hurwitz Company at 120-134 South Hampton Street.



Below, BMT driver Frank Coughlin picks up Gagnon's message and indicates that he will make the pickup.





Left, a few minutes later Coughlin checks load into his truck at the Hurwitz loading platform. He will make several other pickups in the area before taking his load back to the transfer house.

After Dixon's shipment is delivered to the transfer house it is placed on a small cargo wagon that is pulled by endless chain about the perimeter of the house. Workers loading cars check off the freight and disconnect the wagon. Here, Boston and Maine Railroad's General Foreman Henry Sullivan watches as Frank Calnan and Fred O'Brien put Dixon's freight into car.



Above, shipment reaches Northern Maine Junction next day. General Foreman Joe White, right, lends Choreboy Operator Joe Smith, left, and Galen Wiggin, freight checker, a hand. Below, the next morning, Truck drivers Willis Saunders and John Logie, their trucks loaded, prepare for morning's deliveries. Logie makes Dixon delivery the third morning out of Boston.





Ben Sweet—Yankee Trader

BAR Mechanic Ben Sweet has been trading, collecting and fixing all kinds of firearms for half a century and his collection numbers 100 guns.

By Palmer Wilson

If you're looking for a new gun, over your wife's budget objections, you may be able to get one by swapping an old gun and a few buttons.

This unusual offer couldn't happen everywhere. In fact perhaps the *only* contact for a deal like this is Ben Sweet, gun-dealer, swapper, collector, button-scout, and long-time BAR mechanic in the Houlton shop.

Ben's been with the Bangor & Aroostook for 28 years, but he's been a gun-collector and "gun-fixer" for half a hundred years. He shot his first deer with a .44-40 and thought it a pretty good gun, and he still swears by a .38-55 as a venison-getter, despite the fact that both of these old-time guns had such a loping trajectory that when sighted in at 100 yards they could fire over a cow-moose's

back at 50 yards and surprise the devil out of a bull-moose standing downhill 200 yards away.

The button deal comes into the picture by marriage. Mrs. Ben Sweet is a collector of buttons, not as a casual hobby but on an all-out scale. And many of the more than 2,000 carded and classified buttons in her impressive collection were fetched home by Ben from some attic-scrounging trip in the old days when he worked on a BAR section. In his search for forgotten guns in dusty corners Ben also made a deal for every unusual button he saw. Some of them turned out to be pretty special buttons, usually to Ben's surprise.

Ben admits he doesn't know too much about buttons, but he's very much at home with guns, particularly guns of the last hundred years. Just say Sharps', Kentucky Rifle, U.S. Marshall's pistol, Officers' Model Springfield, Centennial Winchester, .45-70, .38-40, .44-40, .40-60, .40-95, .40-82, .763, or .38-55 to Ben and he'll

Left, Ben Sweet poses for the MAINE LINE camera with a few choice guns in his collection. The piece in his hands is a hand-cannon brought by his ancestors to New Brunswick when they came from England.



Pictured above is a historic Frontier Colt which, if the notches filed are authentic, has accounted for at least three men. Such famous and infamous Westerners as Wyatt Earp and William (The Kid) Bonney carried weapons like this.

dig one out of a pile in a corner and tell you who made it, how it was made, why it was made, what it will do, and what it won't do.

Ben has about 100 items in his arms collection, including 40 or more pistols, revolvers, "pepper-boxes," and a hand-cannon, along with 50 or more rifles and muskets, and a few swords, powder flasks, and other accouterments.

All of Ben's guns are in working condition and he has fired most of them, including the muzzle loaders. Ben's a pretty good shot himself, having been quite an avid hunter in his younger days.

"Probably shot enough partridge to fill a good-size room," he says, "and even shot one on the wing once with a .22 rifle."

His collection contains the usual interesting oddities, and guns that have stories behind them. He has a fine specimen of the famous Frontier Colt, the "fanning gun" of the Old West, and also an excellent specimen of the equally famous "Kentucky" rifle, which incidentally was made in Pennsylvania not in Kentucky.

The Frontier Colt has 3 "notches" cut on the barrel, notches of the type supposed

to represent "dead men." And in the story line Ben has a .44 Winchester rifle, with a brass receiver, that supposedly made a number of "good Indians" out of bad Indians. One gun with probable historical interest that Ben hasn't checked into yet is a long-barrel muzzle-loading .44 U.S. Army pistol (1860 Model) with "F 10th Cal" stamped on the barrel and on the frame.

Ben's collection also includes two of the famous Sharps' cavalry rifles, one for a paper cartridge and one for a metal cartridge. This was the gun that decimated the buffalo herds of the Old West.

Some of the guns, particularly the old pistols, are very elaborate affairs with inlays and filigrees and embossments, engravings, and embellishments of all kinds. One of Ben's favorites is a Scottish boot-pistol with a metal-inlaid handle. This gun is now fitted with a percussion firing device but Ben thinks it is an older gun, originally of the flint-lock type, that has been rebuilt to take the more recently invented percussion cap.

Although Ben's collection does not cover a very long period of gun history, possibly not more than 300 years since

he does not have the old match-locks and wheel-locks, it does show some of the more interesting gun developments of the last few centuries. Smooth bores, rifled bores, and even one hexagonal barrel with a hexagonal bore, along with a great variety of breech locks and mechanisms, give an idea of some of the hundreds of experiments that led up to today's high-velocity masterpieces. Large bores predominated among the older guns, and one of Ben's rifle specimens has an astonishing .60 caliber bore.

The oldest item in Ben's collection is a family heirloom, coming down from his wife's family, in the form of a heavy, little iron hand-cannon, possibly 10 inches long, and a product of the Middle-Ages. It was discharged by holding it in one hand and applying fire with the other hand to a "tutchole" in the side.

Ben has acquired most of his guns by "trading." Gun-repairer and gun-dealer, Ben has held a gun-dealer's license for 20 years or more.

Ben handles and sells new guns, and often takes his "profit" by allowing a liberal allowance for turning in an old gun. He adds this "profit" to his personal collection of

choice items or to his stock of "trading guns." In his trading Ben might also be influenced by some interesting buttons, or even in fossils or Indian arrowheads. He and Mrs. Sweet already have a small collection of artifacts and rocks showing fossil imprints.

Occasionally Ben goes out and pays cash for a gun that he particularly wants, but not so often these days as he used to. Old guns have gone up considerably in price just in recent years, particularly in the local area. "Guns you could buy all you wanted of

for five or ten dollars in 1939 and 1940," says Ben, "now bring a price around here of \$50 to \$75." He attributes some of this inflation to the military personnel at Aroostook's two air bases. Many of the airmen like to pick up an old gun or two and they're willing to up the price a little to get what they want.

Ben isn't in the market for too many guns right now. What with he and his wife both having the "collecting bug," things are getting a little crowded around their home. "Either we've got to

cut down our collecting, or we've got to move," Mrs. Sweet grins.

But Ben will probably always be in the market for a particularly interesting gun to add to his own personal collection. And a "gun with a story" would probably quicken his collector's instinct.

One of the "shadier" guns of Ben's collection is a fairly modern (50 years or so old) "poacher's pistol." This is a .38 caliber long-Colt pistol, with an 18-inch hexagonal barrel and a steel-frame detachable stock. It is so designed that it can be dismantled into three pieces, the stock, the barrel, and the receiver, in about 2 minutes by removing three large-headed screw-bolts with no more tool needed than a thin dime. The barrel has combination front and rear sights—an upper set for snap-shooting, and a lower peep-sight set for more delicate and deliberate work. It came from over around the Patten area, and probably 50 years ago it kept a few "moose wardens" guessing. Ben has fired several rounds with this weapon and found it surprisingly accurate.

Playing with guns and gunpowder since he was a kid, it of course follows that Ben had at least one near-accident.

His first and only mishap occurred about 1920 in a small camp he and his brothers had built near their home. Ben's brother Herbert had bought a muzzle-loading 12-gauge shotgun for fifty cents and had had it for about six months without attempting to use it since the breech plug was "frozen" closed. Ben was in the camp alone when he decided to warm the gun breech in the open fireplace to loosen it up. Holding the gun by the muzzle he put the breech over the open flame for a minute. Hearing something "frizzle a little" he turned the gun sideways just before it let go and blew a hole in the side of the camp. "Lord knows how many years that charge had been in there," says Ben, "but I'm glad I turned it when I did."

Ben got the gun-breech opened after the blow-out and soon put the gun in usable shape. "I shot quite a few partridge with it," he says, "including a pair that I got with one shot."

Ben doesn't have much time for hunting nowadays, but he's always glad to have someone drop in for a visit at his home on Prospect Street, especially if they have an old gun, or some funny-looking buttons.

A closeup of Ben's choice weapons reveals many types of weapons from the handcannon and cap-and-ball revolvers to modern automatics. His collection includes a pepperbox type of revolver made famous by gamblers on the riverboats of the Mississippi.





Acetylene Cutters E. L. Whittaker, left, and E. H. King, illustrate the proper attire for the operation. Note tied-down trouser cuffs to prevent hot metal from getting in shoes. Dark safety goggles, of course, are a must for this operation.

Safety in the Stores Department

The Stores Department, at first thought, may not seem to present many potential hazards. But as the pictures on these pages show, the hazards for the unwary are many. Stores people work with volatile liquids, cranes with heavy loads, acetylene torches and small vehicles like the Chore Boy and the Fork lift.

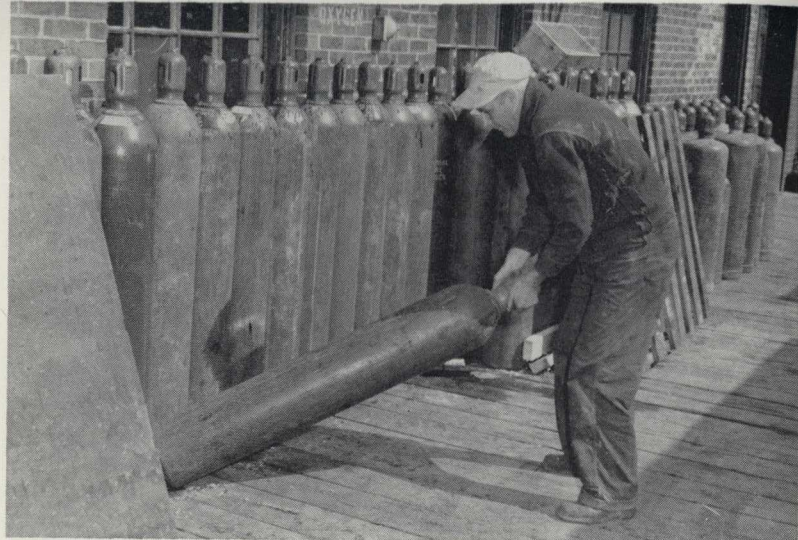
They are all potentially dangerous if not handled properly. But when they are used with thought and when one observes only a few safety precautions, as illustrated here, the chances of getting hurt are very small indeed. As is always the case, a careful man is the best safety device there is.

Right, Laborer, J. W. McIntyre wears rubber gloves and makes sure that hose nozzle is touching container (in case of spark) while filling containers with volatile liquids. Note, also, the fire extinguisher close by.

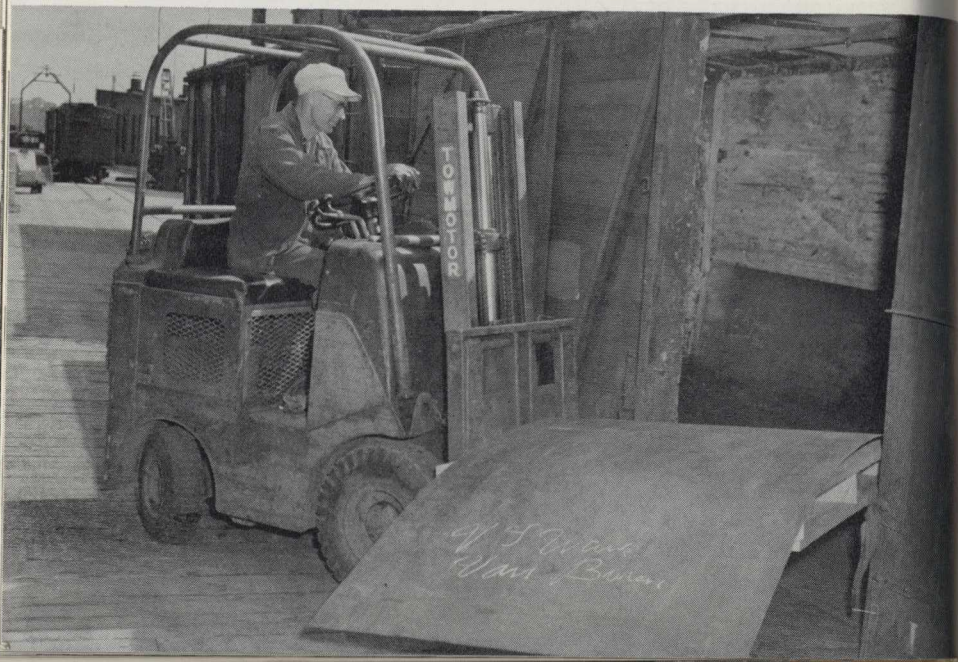


Below, Laborer W. T. Bohan, Yard Foreman M. A. Furlong, Burro Crane Attendant J. J. Willinski, and Burro Crane Operator R. E. Jay demonstrate proper safety practice while loading heavy equipment with crane. Note that each man is safely out of the way if the load should break loose.

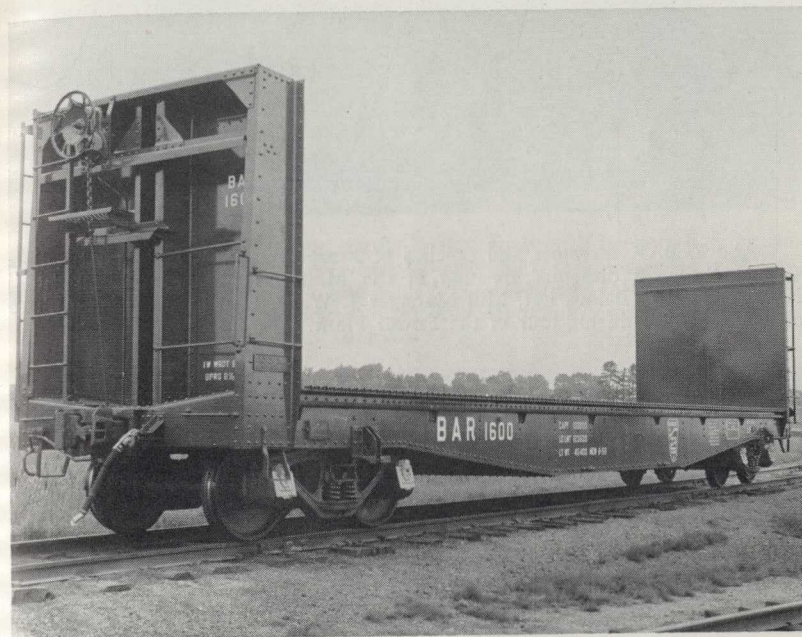
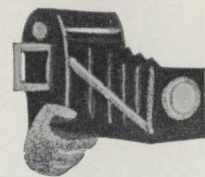




Above, Raymond Jay, Derby, shows proper method of lifting with knees, not with the back. Note neatly stacked cylinders, another good safety habit—good housekeeping. Below, T. S. Jay demonstrates proper height (four inches) to carry load on fork lift or like vehicles. Slippery floors are a hazard and operators must be particularly careful in front of doors and intersections.



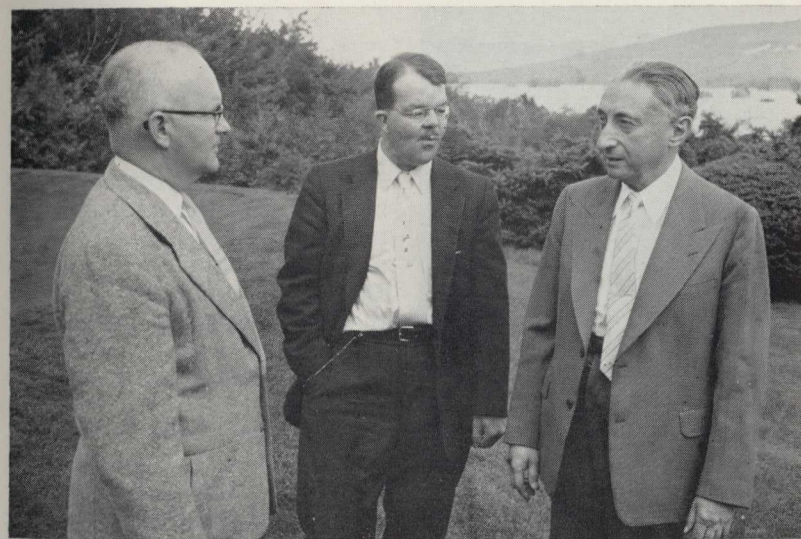
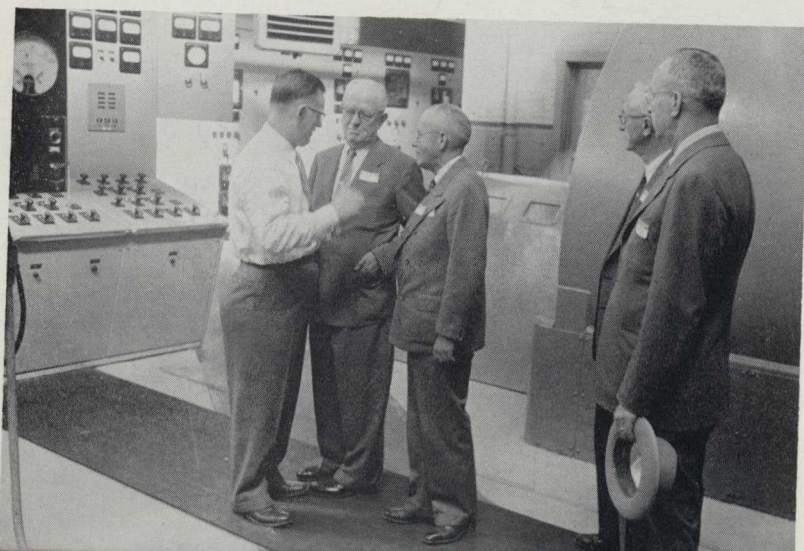
MAINE LINE Camera —



The last of 115 new end rack cars and 65 side dump cars for the BAR's pulpwood traffic were delivered last month. The cars cost one and a half million dollars and the end rack cars are equipped with hooks so that they can be unloaded mechanically by the Great Northern Paper Company. Most of the cars will be used on line.



Above, BAR directors and officials of Frazer Paper, Ltd., lunch together after a Railroad directors' meeting at the Madawaska Inn in Edmundston, N. B., Sept. 19. Below, left, Mill Manager J. W. D. Hierlihy explains a phase of the operation during tour of the Frazer Plant.



Above, Director of Personnel C. E. Delano chats with Richard Laing and Dr. Edmund Jacobson at Supervisory Development Conference at Squaw Mountain Inn, September 6, 7 and 8. Dr. Jacobson and his associate dealt with the problem of tension. Below, supervisors attending the conference enjoy scenery during a break between seminars.



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IN THE FAMILY

Southern Division

Agent and Mrs. *Thomas Sewell* of Island Falls have received word that their son, *Dwight Sewell* has been promoted to first lieutenant. He is stationed in Germany.

Lieut. Sewell is a graduate of Washburn high school and of the University of Maine, in 1954, where he was a member of Phi Eta Kappa fraternity. He was enrolled in the ROTC while in college and received a commission upon graduation.

The following poem was submitted to us by *Bert W. Perkins* of Brownville. Mr. Perkins entered the service of the BAR March 15, 1902 as trackman, and continued in that capacity until Oct. 8, 1906, when he entered the service of the Stores Department as store clerk. He continued in the Stores Department until his retirement Dec. 31, 1938, having more than 36 years service at the time of his retirement.

He and Mrs. *Perkins* presently reside at Brownville. Bert is 83 years old, and although he had the misfortune to break his hip some time ago and is now confined largely to the use of crutches and a wheel chair, his lively spirit and sense of humor have never failed. The poem is entitled:

"THE WAY I FEEL"

There's nothing whatever the matter
with me.

I'm just as healthy as I can be.

I have arthritis in both my knees,
And when I talk, I talk with a wheeze.

My pulse is weak and my blood is
thin

But I'm awfully well for the shape
I'm in.

**CONTRIBUTING
CORRESPONDENTS:**

Bernice Bailey

H. A. Labbe

T. N. Sewell

Hercules Levesque

E. J. Gerard

N. A. Robertson

A. M. Toole

G. L. Jackins

F. R. Case

S. Farrington

R. E. Clukey

Dick Shaughnessy

G. N. Grant

Winifred Condon

Bert Perkins

D. H. Annis

Gladys E. Goodwin

G. Jameson

Blaine Crocker

L. H. Kitchen

C. A. Hamilton

I think my liver is out of whack,
And there's a terrible pain in my
back.

My appetite's poor and my sight is
dim;

Most everything seems to be out of
trim.

The doctor says my days are few,
For every week there's something
new.

The way I stagger is sure a crime;
I'm likely to drop most any time.
I jump like mad at the fall of a pin,
But I'm awfully well for the shape
I'm in.

We were sorry to hear of the death
of *H. C. Callahan*, 61, who died at
a Houlton hospital the last of Sep-
tember. Mr. Callahan had been em-
ployed by the BAR for nine years,



Conductor *Vernon L. Terrio*, left, receives gold pass from his brother,
Superintendent of Transportation *L. E. Terrio*. Terrio entered BAR service at
17 as a brakeman and has been continuously in service since 1916. He quali-
fied for conductor in 1928.

retiring in August of last year. He
was a member of the Brotherhood of
Maintenance of Way Employees and
a member of St. Mary's Catholic
church.

Surviving are his wife, *Anna Belle
Williams Callahan*; two sons, *Earl* of
Houlton and *Donald* of Portland; two
daughters, Mrs. *Prescott Bartlett* of
Houlton and Mrs. *Ronald Webb* of
Island Falls; a brother *Guy* of An-
sonia, Conn.; and his mother Mrs.
John Callahan of Houlton.

Earl B. Chambers and wife enjoyed
a vacation and spent most of the time
with relatives in Massachusetts and
Connecticut recently.

Roland Tweedie, now section fore-
man at North Bangor, is boarding
there. He decided not to move his

family, at present anyway, as his son
John is a senior in the high school
here and *Dianna* just entering high
school this fall.

Peter Dubey keeps busy in his work
shop, cutting out letters of wood, and
carving of fraternal emblems, etc.

Foreman *Ash Kent*, of Section 126,
enjoyed a week's trip to Nova Scotia
a short time ago.

Agent *J. B. Crocker* was off a few
days the last of August to do some
fishing with his son and two grand-
sons. Fair luck reported.

The Schoodic Station has been
bought by Trackman *V. J. McLeod* of
Section 128 and torn down and re-
moved.

The Brownville Junction station has
also been sold, and is being torn
down and removed. The Junction
freight shed has also been torn down
and moved down on the flat and put
up as a garage and workshop by
Webber Jones.

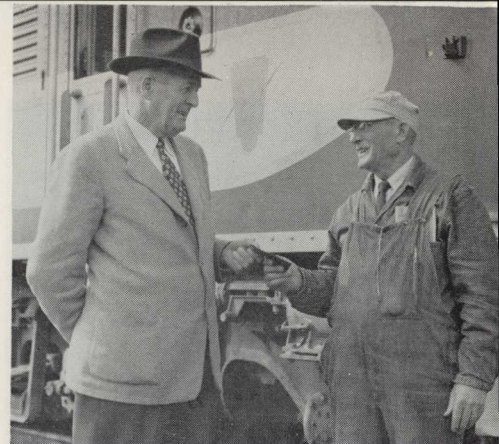
Brakeman *W. D. Sawtell*, who has
been covering 9 and 12 for a month,
is now back on the swing job switcher
at Millinocket.

We were sorry to hear of the death
of *Frank F. Crockett*, 85. Mr.
Crockett passed away in Florida,
Monday, Sept. 24. He was for many
years in the Accounting Dept. and
Chief Clerk at Northern Maine Jct.,
at the time of his retirement about
15 years ago.

H. W. St. Onge, Clerk at Northern
Maine Jct. started his three weeks'
vacation Sept. 10. He was relieved by
Clerk *R. C. Small*.

Clerk *C. A. Hatt*, in the Yard
Office, just got back to work after
two weeks' vacation. He was relieved
by *R. C. Small*.

F. H. Nickerson, Clerk in the Sta-
tion, took his two weeks' vacation
Sept. 16. He was relieved by Clerk
C. A. Hatt, who is being bumped in
the Yard Office.



Engineer *Harry Babcock*, right, re-
ceives gold pass from Trainmaster
Harold Parent. Babcock entered ser-
vice Sept. 14, 1916 and qualified as
an engineer in 1920. He served as
diesel instructor in 1947 and has
been running on main line passenger
trains since September, 1954.

Clerk *N. H. MacNichol* took his
vacation the latter part of September.

Chief Clerk *Clement E. Constantine*
was suddenly taken sick on Sunday,
August 26 and has been confined to
his bed at home since. He is being
relieved by Diff. Clerk *P. E. Hayes*,
who, in turn, is being relieved by
Clerk *N. H. MacNichol*.

First trick Telegraph Operator *M.
E. Willett* has been confined to the
hospital since September 10.

Alice M. Toole, Stenographer in
the Transportation Dept., Northern
Maine Junction, accompanied by her
mother and sister, spent her vacation
this year touring the eastern seaboard
states from Maine to Florida, return-
ing by way of the Blue Ridge Moun-
tains in Virginia, the trip covering
fifteen states and the District of
Columbia.

New arrivals to the BAR during the
summer months were: Brakemen,



Conductor *Gilbert E. Cates*, Houlton, left, receives his gold pass from Trainmaster *D. Keth Lilley*. Cates was born in Sheridan, Montana, Dec. 5, 1896 and entered BAR train service Sept. 6, 1916 after being employed from 1912 until 1916 in Maintenance of Way service. He is a widower and has three children.

Donald E. Tardiff, *Aubrey N. Parsons*, *Richard R. Curtis*, *Robert Bryce*, *Albert M. Rand, Jr.*, *John W. Paul*; firemen, *Donald R. El-Hajj*; student operators, *Gary Pettengill*, Island Falls, *Gerald G. Brown*, Milo, *Lamont Stanchfield*, Monson Junction, and *Maurice Horne*, Milo.

Operator *M. E. Willett*, Northern Maine Junction, is also ill and is not expected to be back at work for some time.

N. A. Robertson, Milo, took his last week of vacation in September, with Operator *E. W. Chamberlain* relieving him.

Congratulations to Mr. and Mrs. *E. W. Chamberlain* on the birth of a daughter. The Chamberlains have one other child, a boy.

Northern Division

Recent guests of the Gerards were former BAR Clerk and Mrs. *G. C. Gerard* of Fort Wayne, Ind. He is studying engineering at the university there.

We were sorry to hear of the death of *James H. Turner*, 79, retired employee of the BAR. He was born in Houlton in 1877, but had lived most of his life in Fort Fairfield.

Surviving besides his wife, Mrs. *Alma Dorsey Turner*, are a daughter, Mrs. *Raymond Mooers*, Caribou; a son, *James Philip Turner* of Waterbury, Conn., two grandchildren, one great-grandchild, and one brother, *John Turner* of Houlton.

Mr. Turner was a member of the Eastern Frontier Lodge, F. and A. M., a member of St. Paul's church and also a member of the Brotherhood of Railway Trainmen. He began working for the BAR in 1898 and was the holder of a gold pass. He retired in 1946.

Mrs. *Adrian Lapointe*, wife of Trackman *Adrian Lapointe*, celebrated her twenty-fifth birthday August 12.

The children of Station Agent and Mrs. *H. A. Labbe*, Easton, observed their birthdays on the following dates: Three-year-old *Trudy Ann*, August 24, *Brenda Joyce*, 10, Sept. 26, and *Eugene Patrick*, 14, Sept. 30.

Agent *Labbe* took his two-week vacation starting Sept. 24.

Agent and Mrs. *Leland Labbe* of Eagle Lake attended the International Convention of the Catholic Order of Foresters at St. Paul, Minn., during his vacation. They travelled by train all the way, stopping in Detroit, Mich., and Broad Brook, Conn., to visit friends and relatives. *Leland* has recently been re-elected Chief Ranger of the local Court of the Catholic Order of Foresters.

Retired Conductor and Mrs. *A. S. Humphrey* of Houlton celebrated their

forty-seventh wedding anniversary at the home of their son, *George*, and his family in Ogdensburg, N. Y. They were accompanied on their trip by Mr. and Mrs. *G. W. Humphrey* of Brewer.

Thomas H. Briggs, 84, died Sept. 24 at a Houlton hospital after a long illness. He had been a resident of Houlton for the past 70 years.

Mr. Briggs was a conductor on the BAR and had been retired for some time. He was a member of the IOOF, the Brotherhood of Railway Trainmen and a member of the Congregational church.

Surviving are his wife, *Elizabeth (Wiggins) Briggs*; a son, *Howard Briggs* of Houlton; three daughters, Mrs. *John Laughton* of Ripley, Mrs. *John Houghton* of Livermore Falls, and Mrs. *Edward Pyne* of Hingham, Mass., and a sister, Miss *Mary Jane Briggs* of Houlton.

Mechanical Department

Car Gang Leader *R. A. Ouellet*, of Millinocket, resigned as of Sept. 1, 1956, after 32 years service with the Company to accept a position with his son in Stratford, Conn. He was presented a traveling bag from his fellow workers, who all wish him well in his new job.

Car Inspector *T. J. Doyle*, of Millinocket, has returned home from Canada. His many friends were sorry to hear that while on vacation he was suddenly taken sick and was confined to St. Martha's Hospital in Antigonish, N. S. He is now convalescing at his home and his friends wish him a speedy recovery.

There are two new men in the Car Department, Millinocket: *M. J. Levesque* (better known as "Moe" to basketball followers throughout Eastern Maine for his play with Stearns High School for the last two or three years), and *H. G. Higgins*, a former



H. C. Duffy, left, presents gold pass to Engineer *Owen Prince*, Oakfield. Prince was born at Linneus, Nov. 25, 1897 and has been in service continuously since 1916, both as fireman and later, as an engineer. He served with the Army during W. W. I, and was discharged a sergeant. During the second World War, he was a captain in the State Guard. He is a member of the VFW, the American Legion, the Mexican Border Vets, the Masonic bodies, and the Episcopal church.

trainman in the Transportation Department.

Mr. and Mrs. *Charles Scanlon*, accompanied by her brother and wife, Mr. and Mrs. *Donald Stanchfield* of Manchester, N. H. enjoyed a very successful fishing trip at Spencer Pond, flying to Spencer from Greenville. Mrs. Scanlon is Stenographer in the Mechanical Superintendent's Office.

Our sympathy to Mr. and Mrs. *J. A. Kruck* on the recent death of her mother in New Hampshire. Mr. Kruck is in the Electrical Department at Derby.

The many friends of *George LaPointe*, pensioned carpenter of Derby, will be sorry to hear he is a patient in a hospital in Kittery, and wish him a speedy recovery.

Congratulations to Mr. and Mrs. *H. G. Sinclair*, car repairer at Derby, on the birth of a daughter *Sylvia Kristine* at the Gallant Hospital, Milo.

Congratulations are also in order for Mr. and Mrs. *F. T. Dewitt*, Derby, who are the proud grandparents of a granddaughter, *Jannifer*, at the E. M. G. Hospital, Bangor. Dewitt is a blacksmith at Derby. (The parents are Mr. and Mrs. *Charles Dolan*, Lincoln, the former *Marilyn Dewitt*.)

Harold I. Grinnell has accepted a position as budget clerk in the Mechanical Superintendent's Office, Derby. He began work on Sept. 6, 1956.



Car Inspector *Fred E. Davenport*, center, receives a purse from fellow workers on his retirement from Foreman *Sherman Davis*, left, at Searsport, as Mechanical Superintendent *Vaughan Ladd* watches. Davenport, who lives in Belfast, retired Aug. 16. He started railroad service in 1945 as a hostler and later served as car repairer helper, fenderman and car inspector. He is married and has two children.

Mr. and Mrs. *L. E. Dunphey* had a very enjoyable vacation trip on the Bluenose Ferry from Bar Harbor, Me. to Yarmouth, N. S. Then touring Nova Scotia and Cape Breton via the Cabot Trail, returning home through Moncton and St. John, N. B. Dunphey is traveling engineer and Superintendent of Air Brakes.

Congratulations and best wishes to Mr. and Mrs. *Robert Y. Worster*, of Orange, Mass., who were married Sept. 1, 1956 at the Mission Covenant Church, Orange. Robert is the son of Mr. and Mrs. *B. J. Worster*, laborer, Derby. He is a graduate of Milo High School and the Bentley School of Accounting, Boston. He is employed as accountant at the General Foods Corporation at Orange.

A very enjoyable surprise farewell party was held at Derby for *Ruby K.*

Page, Timekeeper, on her retirement. Miss *Page* was timekeeper in the Mechanical Superintendent's Office, and had 44 years service, being holder of a gold pass. She was presented an electric toaster, coffee maker, and an Eastern Star ring, the presentation being made by *H. A. Monroe*. She was pleasantly surprised when her sisters *Margaret* and *Helen* and their house guest, *Mrs. Knox* of New Jersey, joined the party. Delicious refreshments of cake and ice cream were enjoyed by all. *Ruby* expects to make her home in Malden, Mass. She was also presented a dozen red roses from the B&A, the presentation being made by *L. F. Lewis*, assistant director of personnel.

Congratulations and best wishes to Mr. and Mrs. *Harold I. Grinnell* who were married in the Methodist Church, Dover-Foxcroft, Sept. 22.

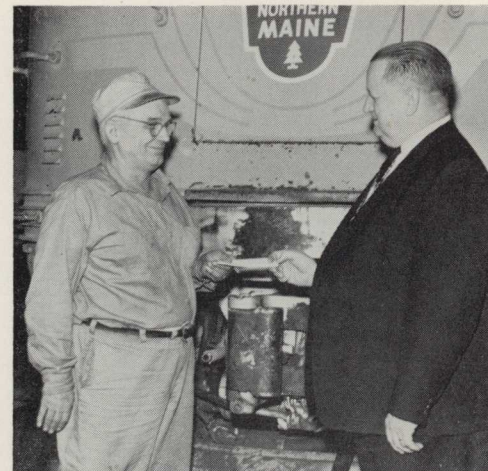
The bride is the daughter of Mr. and Mrs. *Walter King*, Dover-Foxcroft, and the bridegroom the son of *Edith* and the late *Charles Grinnell* of Milo. The bride, given in marriage by her father wore a chapel length gown of chantilly lace over slipper satin with a stand-up collar and long pointed sleeves. Her veil fell from a headband of seed pearls and she carried a bouquet of shattered carnations and white gladioli.

A reception was held in the church vestry following the ceremony. Fall flowers were used in decoration.

The bride was graduated from Foxcroft Academy and the Eastern Academy of Beauty Culture, Bangor, and is employed in the Modern Beauty Salon, Milo.

The bridegroom was graduated from Milo High School. He entered the service in 1952, and spent 14 months in Japan. He is employed as Budget Clerk in the Mechanical Superintendent's Office, Derby.

E. J. Wilson, car cleaner, Derby,



Machinist *Bruce R. McLain*, Hermon, receives congratulations from Diesel Supervisor *H. P. Butler* on his retirement Sept. 30. McLain was born in Talmadge, March 30, 1892 and started work for the BAR as carpenter helper in 1913. He has also served as carpenter, carpenter foreman, and machinist helper. He is married and has one son, *Bruce, Jr.*, of Hermon.

retired July 31, 1956. He entered the service Nov. 1, 1926. He was presented a traveling bag and money from his fellow employees.

We were sorry to hear of the death of *John F. West*, 66, who died Sept. 26, 1956 in a hospital in Bangor following a short illness.

At the time of his death he was a laborer at Derby, having entered the service of the BAR, Aug. 30, 1943.

Paul R. Wyman has accepted a job as clerk in the Northern Maine Jct. Diesel Shop. He began work July 18, 1956, taking the place of *W. J. McDonald* who resigned to accept outside employment.

B. R. McLain, Machinist, Diesel



H. Allen Monroe, Derby, presents gift to Ruby Page, timekeeper at Derby, on her retirement in September. Miss Page has 44 years Bangor and Aroostook service and an office party was held in her honor. She received an electric coffee maker, a Toastmaster automatic toaster, an Eastern Star ring and a pair of earrings.

Shop, Northern Maine Junction, retired Sept. 30, 1956. He entered the employ of the company in June 1913 in the M. of W. Dept., transferring to the Mechanical Dept. in 1945 as a machinist helper. He was presented a purse from his fellow employees.

A Hunters' Supper was served to over 500 people by the members of the Oakfield Baptist Church, Oct. 22.

The supper was held at the Birch Pond Pavillion in Island Falls, followed by dancing and music. Prizes were awarded to the person registering the first deer and also to the one

who shot the largest deer during the day.

Lionnel Lord was master of ceremonies during the evening. Music was furnished by N. A. Robertson and Darrel Robertson of Milo, Mrs. George Leavitt and her twins, Holley and Jay Leavitt.

On the supper committees were: Mr. and Mrs. Phil Burton, Mr. and Mrs. Fred Rideout, Mr. and Mrs. Otis Kelley, Mr. and Mrs. Emil Kelley, Mr. and Mrs. Roger Greenlaw, Mr. and Mrs. Kermit Brannen, Mr. and Mrs. Waldo Milbury, Mr. and Mrs. Raymond Roach, Mr. and Mrs. Orville Armstrong, Mrs. Lillian Bartlett, Mr. and Mrs. Ira Moore, Mr. and Mrs. Wilfred Beers, Mrs. Alma Clark, Mr. and Mrs. Ralph Rideout, and Mrs. Carol McDonald.

Accounting Department

Comptroller and Mrs. Roy D. Plumley of Bangor spent their vacation in Kennebunk and Ogunquit and also motored to Rutland, Vt., where they visited with Mr. Plumley's mother.

General Bookkeeper Elinor Prout, with relatives from Connecticut, motored to various Maine coastal points of interest during her vacation.

Mildred Wallace and Gladys Goodwin, both of the Accounting Department, toured three Maritime Provinces during a vacation in September. They reached Canada by way of the "Bluenose" ferry.

Chief Clerk and Mrs. Burt Sawyer recently accompanied Mrs. Sawyer's father, William Jones, to New York City where he embarked on the Queen Elizabeth. Mr. Jones is returning to his home in Ebbe Vale, So. Wales, Great Britain, after spending the summer in the United States.

Recent guests at the home of Mr. and Mrs. G. R. White were their

daughter, Dr. Marian White McPherson and her husband of St. Louis, Mo.

Mrs. Mae Roberts, wife of E. L. Roberts, Chief Clerk of Disbursements, is convalescing from an injury which she sustained recently.

Mr. and Mrs. John Salisbury spent a few days vacationing in Nova Scotia recently.

Congratulations to Mr. and Mrs. Donald F. Breen on the birth of a son, Dana Mark, August 31, at the Eastern Maine General Hospital.

A recent caller at the Graham building was E. C. Alexander, now retired from the BAR.

Chief Clerk and Mrs. R. J. Winslow have returned from a motor trip through the White Mountains. They were accompanied by Mr. and Mrs. Arthur Kendall of Bangor.

Mr. and Mrs. George Grant, with friends from Massachusetts, visited New Brunswick and Nova Scotia during the week of Sept. 9, returning to Bar Harbor via the Bluenose Ferry.

Gene Rice is a member of the Board of Directors of the Northern Conservatory of Music. He is also Concert Master. Ward Shaw, of the



Car Cleaner George Carter, left, receives congratulations from General Foreman Julian L. Perry, Derby, on his retirement from the railroad. He was born in Kouckibouquac, N. B., May 10, 1890. He started work on the BAR as engine cleaner Sept. 14, 1908 and has served as car cleaner, helper, and laborer. Carter is a member of the Pleasant River Grange, State and National Rebekahs, IOOF and the Masonic Orders. He is married and has three sons.

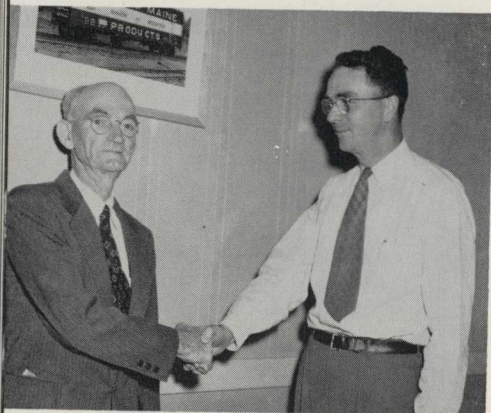


"Been riding long?"

Accounting Dept., also teaches trumpet lessons at the Conservatory.

Robert Clukey of the Accounting Department, has been named president of the Bangor Industrial Management club this year.

Mary Wood and Ouida Long motored to Ottawa, Canada to visit Ouida's sister and brother-in-law. On the way home they toured New Hampshire, Vermont, and Montreal, and returning to Portland, spent a few days there.



Car Cleaner *E. J. Wilson*, left, receives congratulations from General Foreman *Julian Perry*, Derby, on his retirement August 7. Wilson was born in Penrith, England, Nov. 17, 1886 and came to work for the railroad as a car repairer in 1915. He later served as a laborer, electrician helper, station fireman, electrician, porter, watchman and car cleaner. He is married and has four children.

Merle Spaulding and *Winifred Condon* recently spent a vacation at North Edgcomb.

Attending a chicken and steak dinner at Mundy's in Amherst recently were the following members of the General Accounts section of the Accounting Department: Mr. and Mrs. *James Hogan*, Mr. and Mrs. *Robert Girvan*, Miss *Elinor Prout*, Miss *Dorothy Prout*, Mr. and Mrs. *Owen Gould*, Mr. and Mrs. *John Tracey*, Mr. and Mrs. *Dale Whitney*, Mr. and Mrs. *George Grant*, Mr. and Mrs. *Gilbert Jameson*.

Supervisor *I. L. McGown* attended a conference in Richmond, Va., Aug. 28. Trainmaster *Keith Lilley* also attended the meeting.

Stenographer *Margaret A. Girvan* visited relatives in Connecticut and New York during her vacation Sept. 3 through 10.

Rates and Revision Clerk *L. H. Kitchen* spent his vacation at his camp on Heart Pond in Orland.

Seth Gilman, IBM, has returned to work after a bout with an infected foot.

Mrs. *Cora B. Pelkey*, Bangor, has joined the Machine Bureau of the Accounting Department as key punch operator.

Mr. and Mrs. *Ralph Hickson* spent part of their vacation at South Bend, Ind. Mrs. Hickson works in the Freight Audit Section.

George N. Grant is the new MAINE LINE correspondent for the General Accounts Section.

Albert P. McIntosh, Machine Bureau, and *Rosamond P. Burr*, daughter of Dr. and Mrs. *Charles Burr*, Houlton, were married in August.

Rate Clerk *Charles Brewster* visited friends in Boston during his vacation.

The Machine Bureau of the Accounting Dept. held their annual out-



ing at the Lucerne camp of Mr. and Mrs. *Robert Clukey*. Those attending were: Mr. and Mrs. *J. Henry Cameron*, Mr. and Mrs. *Charles McNaughton*, Mr. and Mrs. *Donald Annis*, Mr. and Mrs. *Robert Girvan*, Mr. and Mrs. *Thomas Mercier*, Mr. and Mrs. *James Rogan*, *Ray Poole*, *Joan Dyke*, *Ouida Long*, *Robert Clukey, Jr.*, and *Alfred McIntosh*.

Louis Kitchen was a recent winner of a Thomas fishing rod.

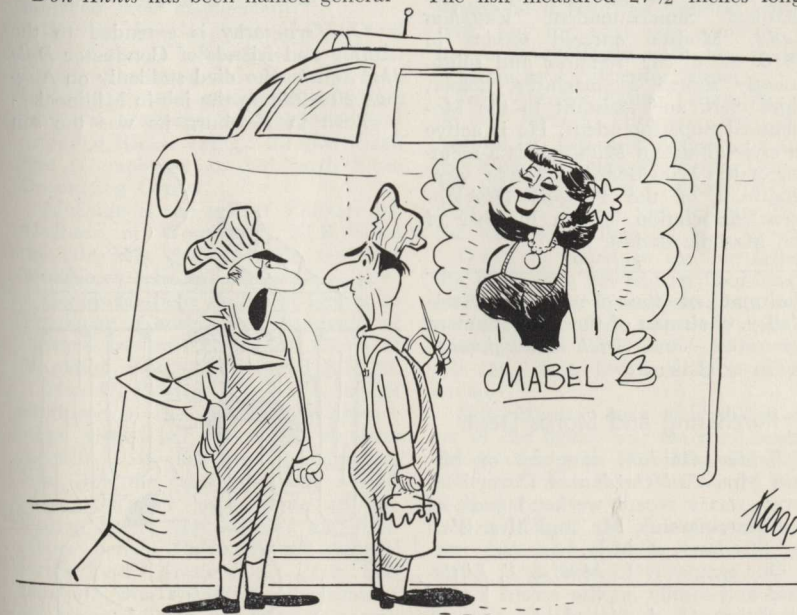
Plans for the annual Christmas party to be held at the Penobscot Valley Country clubhouse, Dec. 1, are well under way.

The affair which will begin at 5:30 in the afternoon will include a social hour, dinner, entertainment and dancing to the music of *Nat Diamond* and his orchestra.

Don Annis has been named general



Machine Operator *Win Bracy*, Bangor, holds an 8½-pound brown trout that he caught in Branch Pond. The fish measured 27½ inches long.



"I don't care what you were allowed to do in the Air Force!"



H. Allen Monroe, assistant to the Mechanical Superintendent, Derby, left, receives his gold pass from Mechanical Superintendent *Vaughan Ladd*. Monroe entered service in 1916 as a car repairer and subsequently served as machinist helper, chief clerk and assistant to the Mechanical Superintendent. He is active in civic affairs in Milo and is a member of the Milo Board of Trade, vice-chairman of the Penquis Development Association, and a member of the Masonic bodies.

chairman of the event, with *Earle Kelley*, chairman of the entertainment committee, and *Dick Shaughnessy*, publicity chairman.

Purchasing and Stores Dept.

Debbie Gordon, daughter of Mr. and Mrs. *Tad Gordon* of Dover-Foxcroft, was a recent weekend guest of her grandparents, Mr. and Mrs. *Walter S. Chase*, of Milo.

Our sympathy to *Murray E. Littlefield* and family on the recent loss of his father, *H. A. Littlefield*.

Middy McDonald of Milo spent

her vacation at Hampton Beach, N. H., and Quebec City.

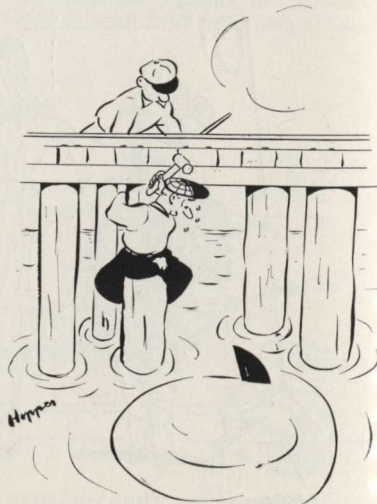
Congratulations to *Paul H. Day* who has been appointed Assistant Purchasing Agent, replacing *R. B. Baldwin* assigned to duties in the Executive Department; also to *Harold F. Bell* who has been appointed staff assistant, Purchasing and Stores Department. Mr. Bell and family have moved to Derby in the house formerly occupied by Colonel *W. G. Knight* and family.

Mr. and Mrs. *Murray E. Littlefield* and Miss *Clara Littlefield*, of Milo, vacationed at Thorn Hill Lodge, Jackson, N. H. Mr. *Kirton Bell*, of Milo, was a weekend guest of Miss *Clara Littlefield* who returned home with him.

Engineering Department

Our sympathy is extended to the family and friends of Conductor *Dale M. Smith* who died suddenly on August 20 while on the job in Millinocket.

Born in Newburg he was the son



of *Leonard* and the late *Gertrude (Gove) Smith* and had lived in West Hampden for 24 years, and had been employed by the BAR for 22 years.

Surviving besides his wife, *Avis*, are: three sons, *Chesley* of Newburg, *Dana*, of Hermon, and *Richard*, of Bangor; a daughter, Mrs. *Marie Goodie*, of Hermon; his father, *Leonard*, of Bangor; a foster-daughter, *Sandra Hunt*, of Hampden; two sisters, Mrs. *Gwenlyn Terrill*, of Brewer, and Mrs. *Edith Cirwinski* of New Jersey; a brother, *Jasper* of Orono.

He was a member of Archon Lodge, F. and A. M. of Dixmont and a member of the Brotherhood of Railroad Trainmen.

B. and B. Carpenter-Foreman *Donald B. McDade* and Miss *Rita M. Beaulieu* of Houlton, recently announced their engagement.

She is the daughter of Mr. and Mrs. *Edmund Beaulieu* of North Street. She attended Houlton high school and was graduated from St. Joseph's academy in Portland and attended Ricker college for two years. She is employed at the North Store Decorating Center.

McDade is the son of *Thomas M. McDade* of Woodstock, N. B., and the late Mrs. *McDade*. He attended Woodstock schools.

Congratulations and best wishes to Trackman *Gerald E. Theriault* of Presque Isle and *Carrie M. Chase* of Mapleton, who were married July 28.

Miss *M. Patricia Waalewyn*, former employee in the engineering department, visited her parents in Houlton recently. Patsy has been in Baghdad, Iraq, for the past two and a half years. On her way home to the United States, she traveled via Jerusalem, Beirut, Cairo, Rome, Athens, Switzerland, Amsterdam, Paris and Madrid. After spending some time at her parents' home, she went on a new government assignment.

Miss *Ellen Joyce Gover*, daughter of Mr. and Mrs. *Emery Gover* of Houlton, became the bride of *Arthur F. Larlee*, son of Mr. and Mrs. *William Larlee* of Oakland, August 25, in Woodstock, N. B.

The bride wore a navy blue suit with white accessories and a corsage of pink roses. Her attendant, Mrs. *Frederick Craig*, wore a pink and blue suit with pink accessories and a corsage of pink roses.

Leon W. Larlee, brother of the bridegroom, was best man.

The bride was graduated from Houlton high school in 1954 and is employed in the office of Dr. *Frank Rogers* in Houlton.

The bridegroom is a graduate of Oakfield high school, 1950 and served four years in the Air Force. He is in his sophomore year at Husson college where he is studying business education. For the past two summers he has been employed with the B. and B. crew as a carpenter helper.

Miss *Marilyn Elaine Lewin*, daughter of Section Foreman and Mrs. *Nathan W. Lewin* of Perham, became the bride of *Ralph W. Prince*, son of Mr. and Mrs. *Owen L. Prince* of Oakfield, Sept. 22, in the Bethany Baptist church in Presque Isle.

Given in marriage by her father, the bride was gowned in floor-length gown of white brocaded taffeta with a shallow vee neck line, long pointed sleeves and a fitted bodice. The skirt fell into deep pleats with a chapel sweep.

Miss *Myrna Lewin* of Perham, sister of the bride, was maid of honor. Bridesmaids were Mrs. *Malcolm Andrews* and Miss *Beverly Turner*, both of Perham.

Louis Burt of Bridgewater was best man and *Gerald Burt*, Bridgewater, and *Dana Whitehouse*, Sherman, were ushers. *Bryant Lewin*, brother of the bride, was a junior usher.



"Great Scott! No wonder I haven't been getting my check, I was fired two months ago!"

The bride was graduated from Washburn high school, attended Fisher college and was graduated from the Massachusetts General Hospital School of X-ray department of the Presque Isle General hospital.

The bridegroom was graduated from Oakfield Community high school, and from the Aroostook Teachers college. He served in the U. S. Navy for four years and now teaches math and science at the Washburn Junior high school.

The Houlton Court Street Baptist

One hundred years ago there were 18,374 miles of railroad in the United States—about as much as there are today in Texas and New Mexico combined.

Lumber used for railroad cross-ties now represents about 2 per cent of total lumber consumption for all uses.

The average sawn cross-tie contains about 40 board feet of lumber.

parsonage was the scene of the wedding Sept. 10, of Miss Gloria Jeanette Flemming, daughter of Mr. and Mrs. George T. Flemming, and Carlton L. Barnes, son of Mrs. Angie Barnes of Mars Hill and the late Raymond Barnes.

The bride wore a powder blue suit with pink accessories and a corsage of pink rosebuds and baby's breath. Her matron of honor was Mrs. George Pray who wore a navy blue suit with blue accessories and a corsage of yellow rosebuds.

George Pray served as best man.

The bride was graduated from Houlton high school and is employed at the New England Tel. and Tel. office in Presque Isle. The bridegroom is a graduate of Aroostook Central Institute in Mars Hill and is attending the University of Maine.

The bride's brother, Phil Flemming, is also employed by the BAR as a bulldozer operator.

Trackman Earl Chambers and Mrs. Chambers spent their vacation visiting relatives in Massachusetts and Connecticut.

Station Agent Hercules Levesque of Frenchville was relieved for a three-week vacation by Relief Agent G. M. Dionne, also of Frenchville.

During their vacation, Mr. and Mrs. Levesque, Mr. and Mrs. Jean Paul Ouellette of Frenchville and Mrs. Aline Michaud of Madawaska, motored to Connecticut and New York City, returning home through the White Mountains and Quebec.

Congratulations to Mr. and Mrs. E. J. Gerard of Van Buren, on the birth of a daughter, Karen Elaine, Labor Day at the Fort Kent Hospital.

FACTS AND FIGURES

	June 1956	July 1956
We received from		
Hauling freight	\$ 861,968	\$ 900,210
Carrying passengers	30,119	31,051
Hauling baggage, mail and express	24,661	23,001
Other transportation services	19,810	18,977
Rents and miscellaneous income	264,422	268,493
A total of	\$1,200,980	\$1,241,732
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 193,120	\$ 201,208
Keeping locomotives, cars and other equipment in repair	238,732	219,236
Running trains	310,532	319,401
Selling our services to the public	31,456	28,285
Managing the business and keeping the records	69,791	66,836
Interest on borrowed money	65,891	65,307
Payroll taxes	34,083	34,949
Local and state taxes	64,122	64,523
Federal income taxes	(593)	24,749
Applied to sinking funds	108,963	109,208
A total of	\$1,116,097	\$1,133,702
Our Net Income was	\$ 84,883	\$ 108,030

STATE OF MAINE
GAME LAWS
DEER - OPEN SEASONS

