

MAINE LINE ▲



Nov. - Dec., 1955 Bangor and Aroostook Railroad



TALKING IT OVER

Since this will reach you as Christmas nears, I would like to wish you all a most happy holiday season. In addition, I would like to share with you a recently-heard and warming story.

It involves Satchell Paige and I don't imagine I need to tell you who he is since he has attained what few men achieve,—the status

of a living legend. I have long been an admirer of his almost indestructible ability to throw a baseball past a swinging bat. I was therefore, pleased to hear this wise saying attributed to him:

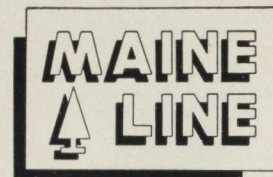
"Don't never look back," Satchell is alleged to have said, "because if you do you might find what's been followin' you is catchin' up."

He could have said it and perhaps he did since he must have been followed by the fears and worries which beset all of us. Of them not the least is the fear of failure. It comes earlier and develops faster in men who earn their living throwing baseballs than it does to most men. And I think it fair to assume that had he looked back and had seen the speed with which this fear was overtaking him he would not have been pitching major league baseball at what must have been 50 at the very least.

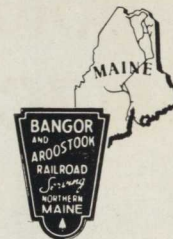
As a rule I hold to the theory that philosophic conclusions are best left to the philosophers. However, here is one conclusion I think all of us can draw from Satchell's saying,—the railroad which looks back goes backward and the railroad which looks ahead goes forward. We are, I think, a forward-looking railroad and I suggest we don't "never look back." Indeed, since this is the time of the year when they are made, it could well serve as a New Year's resolution.

Sincerely,

Antro Hutchins



MAGAZINE



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VOL. IV

NO. 1

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The End of An Era

The new potato harvester, experts say, will probably eliminate hand harvesting of the Aroostook potato crop within the next few years.

In two years, Aroostook's traditional and colorful potato harvest may be little more than a pleasant memory. And along with the vanishing, nomadic harvest hand and the potato barrel will go, too, several of the growers major headaches.

The story had its unobtrusive start last spring. The outlook for the 1955-56 season was bleak with low prices and little demand. Several growers began seriously re-examining their operation for a place to cut costs where it would show. One of their number, Herschel Smith of Westfield, had made a trip through other potato-producing areas of the country the previous fall to watch the harvester in operation. Last spring, he bought one as did Yale Adelman, another Mars Hill grower. And as the summer wore on, other Aroostook

growers bought the machines.

As one of them remarked, "Labor drove us to it and we jumped in without even testing the water. There wasn't time." And that's pretty much the situation the growers found themselves in with the approaching harvest season this fall . . . approximately \$10,000 invested in equipment unproven in Aroostook fields, and no field especially planned for such a harvester.

But when the time came to test, the harvesters came through handsomely. Other growers watched, fascinated, as the harvester operated on rocky soil and hill sides, both of which have been major bugbears for pilot models tested from time to time since 1950.

Opinion about the future of the harvester is not as divided as it was about the potato washer (MAINE LINE Jan.-Feb., 1955) which made its debut last season. And in order to test the pulse of the industry, MAINE LINE went to some of the people who used the harvester, and several who were interested by-

Potato pickers present a vanishing scene in Aroostook as they scoop handfuls of Aroostook potatoes into baskets under a crisp autumn sun. The potato harvester, it is predicted, will eliminate this type of harvest within a few years.



THE PRESQUE ISLE STAR-HERALD

A John Bean, one-row harvester slices through the rich soil at the Alton Perry farm on the Center Line road in Presque Isle.

standers, with some pertinent questions. All the growers interviewed planted at least 100 acres of potatoes.

Probably the most significant fact to come from the interviews was that all the growers queried considered the harvester a definite success.

One grower remarked: "We have a harvester which we can use without any changes and if we never change it we're doing much better than

we were hand picking."

Of course, the outstanding advantage of such a machine is the cost-saving factor and all the people interviewed reported savings from one-half to as much as two-thirds over traditional methods, with the prediction that cost will go even lower next year.

"Digging 1,000 barrels a day," said Yale Adelman of the H. Adelman Farms in Mars Hill, "it cost us 17 cents a barrel to dig our crop and

put it into storage. I think it will go to 10 cents a barrel into storage next year."

Perrin Edmunds of the C. A. Powers Company in Fort Fairfield and president of the Maine Potato Industry Council confirmed Adelman's prediction: "We lowered our costs about 22 cents a barrel. It would have cost us 40 cents with a hand operation. And I think when we get the bugs out of our machine and the rocks out of our fields, we'll be able to get them into storage for 10 cents a barrel."

Hardly less of a boon to harassed growers during the harvest than the spectacular savings was their newly-won independence from the uncertain migrant labor from outside Aroostook. Several of the growers indicated that the labor problem had prompted them to try the harvester almost as much as the appeal of cost cutting. One grower remarked wryly that the peace of mind would be worth it at twice the price.

Dwinal Weeks of Mars Hill put the grower's position suc-

Two powerful draft horses pulling a one-row digger present a sharp contrast to the functional harvester on the preceding page.





THE PRESQUE ISLE STAR-HERALD

A harvester loads into boxes as part of the harvester tests at the State Farm in Presque Isle. The boxes were palletized and designed for handling with a fork lift. This is the type of box which Owen Smith and his father used for storage. A zip-bag chute was used on the end of the conveyor boom to avoid bruising the potatoes as they dropped into boxes.

cinctly: "Compare the harvester and a crew of 14 against conventional methods and a crew of from 35 to 40. Digging with a harvester is no more of a job than planting."

Several of the growers reported that harvesters and bulk loading produced ma-

terially less bruising than traditional methods using barrels. USDA tests, according to the Adelman people at Mars Hill, showed considerably less bruising than a crew picking by hand and dumping into barrels.

All the growers queried felt that bulk loading was a must with the harvester. Most of

the growers mounted large hopper-type bodies on their farm trucks, making the conversion for the cost of the body (about \$750) and the installation. Bulk loading is almost as startling an innovation as is the harvester itself. It makes the operation much faster and more efficient than by using barrels.

As Amos Fletcher of Caribou put it: "If we don't use bulk loading we are certainly defeating the purpose of the harvester."

And he was echoed by Phil Haines of Fort Fairfield: "Part of the reason for getting rid of the barrels is to eliminate much of the bruising."

Owen Smith of Washburn used one interesting variation of bulk loading. The Smiths, Owen and his father, loaded into large boxes on a flat bed truck. The loaded boxes were stored in the potato house with fork lifts and used for storage units instead of bins. Smith feels that box loading and storage will perhaps result in less bruising, even, than bulk loading and bin storage since the potatoes are handled only once from digging to packing. A further advantage of box storage is that in case of breakdown in

the spuds it is limited to relatively small boxes instead of much larger bins. Smith did not use a harvester this year, but plans to buy one in 1956 and feels that his box storage will be ideally adapted to it.

The production with the harvester is apparently not far from harvesting by conventional methods. The consensus among the growers interviewed was that the harvester and crew of, say, 14 produced about the same amount of potatoes or slightly more, than the individual handcrews.

Of course, the growers agree, the harvester is not entirely an unmixed blessing, even though it's undeniably better than most expected. Vine removal and rocks generally seem to have been two of the chief obstacles. Rocks, as the growers point out, can be picked mechanically, but a satisfactory method of top removal is still one of the prime needs for smooth operation. And much of the county's storage isn't adapted to bulk loading, the growers say, and requires expensive alteration. Fields must also be planted with the harvester in mind . . . long rows with plenty of room to turn the machine, and gentle contouring of hilly fields.

Is the harvester here to stay in Aroostook and how closely is it suited to our needs? The answer to the first part of this question was a resounding yes, with no qualifications. As to how well it's suited to Aroostook's peculiar needs, the estimates range from people who consider it adequate at present to five years.

Phil Haines, who farms with his father and brother in Fort Fairfield, commented:

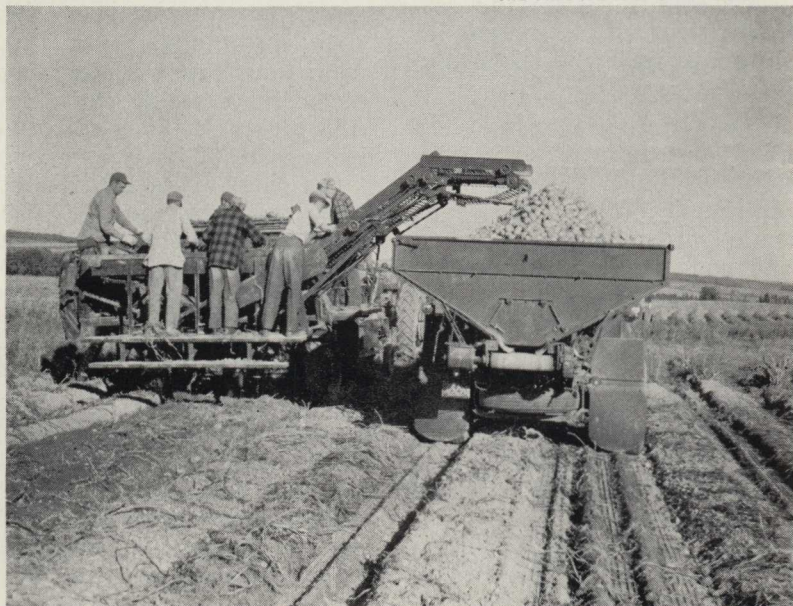
"I think from three to five years will see a big change as far as rock separation and vines go."

Other growers were generally optimistic about the present harvester. Owen Smith of Washburn pointed out that the harvester "did a much better job here than the first grain harvester. There are a number of farms that can use it now and do a good job."

But how about the small

A Dahlman harvester spews potatoes into a hopper-type body especially designed for bulk potato loading. The big harvester is at work on the Herbert Eastler farm in Crouseville.

THE PRESQUE ISLE STAR-HERALD



THE PRESQUE ISLE STAR-HERALD

This one-row harvester was developed by Agricultural Engineer Howard Bartlett of the Maine Agricultural Experiment Station as an adaptation of a harvester introduced four years ago by Noel Leighton of Limestone. The harvester was at work at the Aroostook State Farm.

farmer? Will the harvester be practical for a small operation? It's risky to prophecy with only one year's experience, but those growers who used the harvester largely felt that joint ownership or operation among two or three small growers would be practical.

Perrin Edmunds added that

he considered a one-row machine practical for a small grower "if he considered it as a long term investment."

All the growers who used the harvester were articulate on the subject of home labor and all emphatically agreed that there would be plenty of work, and probably not such back-breaking work, as there

always has been. Yale Adelman felt that Aroostook "will never have enough home labor."

The labor supply that will be effected is the migrant labor which Aroostook growers have found, for the most part to be expensive and somewhat unpredictable.

Aroostook potatomen don't feel that the harvester will revolutionize the industry overnight. What they expect of the harvester is that it will help put them on a better competitive basis among the other potato-producing areas; or, as one grower put it, "It

will give us a better chance to get back on our feet."

The harvester, like the potato washer, was born of adversity. But most observers think that box storage, the harvester, and the washer are significant developments. And to many, they represent a healthy, bit-in-the-teeth attitude. The harvester, with other new methods of the past year, probably represent the most dramatic advance in Aroostook agriculture since the great-great grandfathers of today's growers first discovered the wonderful affinity of the potato for the rich Aroostook soil.

... STRICTLY COINCIDENTAL

There are three brothers named Burton who work for the Bangor and Aroostook railroad. And thereby, as the folk stories go, hangs a tale. The first brother, Walter, went braking Feb. 21, 1922. Four days later, the brother whom we will call No. 2, Bill, went braking on the B. & A. Phil, brother No. 3, and the youngest, went braking Jan. 9, 1929. Brothers one and two both have 33 years of service each and Phil, the kid brother, has 27 years this January. They are all qualified conductors now and have between them 93 years of service. Now it isn't that they don't like each other or that the BAR is such a large railroad but on Oct. 3, for the first time in 93 years, the three brothers worked the same train. On that day No. 211 pulled out of Oakfield with Bill running, Walter on the swing job and their kid brother, Phil, braking. Oh, and Phil's boy Jim is a BAR relief agent.

—A. J. Lebel.

We don't quite dare to contemplate the mathematical odds against seeing two railroad cars in the same train with identical numbers, but owned by different railroads. And the thought of seeing two such cars coupled together in the same train is just short of fantastic. It happened, though, August 12 at Northern Maine Junction and Conductor J. E. Oberg has a picture to prove it. The cars were N.P. 22704 and I.C. 22704, both bound for East Millinocket.

Coming In Our Next Issue

Nov. 11 was a cloudy, drizzly day, but it didn't bother nearly 1000 people who took advantage of the Bangor and Aroostook's invitation to tour Derby Shops. The occasion was the fiftieth anniversary of the construction of the shops and a committee including H. Allen Monroe, assistant to the mechanical superintendent, Julian L. Perry, general foreman car department, Paul H. Day, assistant to the purchasing agent, Kenneth Pullen of the Milo Board of Trade, and Town Manager Bion Jose, organized the celebration.

The guests were allowed to wander through the shops at their leisure following a green, chalked safety line. Foremen at various stations throughout the plant wore brilliant, red hats to identify themselves so that the visitors could ask questions. At the end of the tour the guests (who represented 38 towns and several states) consumed a total of 50 gallons of ice cream, 200 dozen cookies and 25 cases of Coca-Cola donated by the Coca-Cola Company. We'll bring you the story of Derby Shops in our Jan.-Feb. issue.

An interesting aside to the Derby celebration was sent to us by Agent Frank Kenniston (Ret.) of Milo. It seems that immediately after Mr. Kenniston retired in 1939, he and Mrs. Kenniston went to Los Angeles for a visit. On subsequent trips to the city he stayed at the same hotel and became acquainted with the elevator operator at his hotel.

The inevitable questions were asked and when the elevator operator—a Mr. Hemingway—heard Frank Kenniston say he had worked for the Bangor and Aroostook, he became excited and exclaimed: "Man Alive! My partner and I had a \$175,000 contract to build the shops at Milo Junction in 1905."

He added that he had made and lost two fortunes. They lost money on the Milo Junction contract because the Junction had plenty of sand which they planned to use for their masonry work, but which wouldn't pass the building inspectors. It turned out that they had to spend considerable money to bring in suitable materials.

Just goes to show you it's still a small world.



The Memoirs of a Potato 'Bug'

Anonymous Potato 'Bug', one of the legion of men and boys who rode the early potato cars, paints a warm, vivid picture of early railroaders

(Because of space limitations, it's seldom that we print letters. But we couldn't pass up the letter reprinted here because it is so delightfully nostalgic and because we owe so much progress to men like the writer for their experience and know-how. The letter was signed "Bug" and came from one of that multitude of men and boys who, long before the steel reefer and circulating heater, rode the wooden potato cars to keep the fires burning and the potatoes from freezing. The men came quite naturally by the nickname "potato bug" and they were a strong and unique breed of men. If we had his name and address we'd like to thank this anonymous "Bug" for his fine letter. His salty recollections present a warmly-human picture of the early days of railroading on the B&A.—Ed.)

I read with interest your articles of the doings of the personnel of the B&A and especially those of the older men. But while I was not a railroader in the true sense of the word, I did see plenty of it long ago as I was one of that army of boys that followed the potatoes from Aroostook to, you-name-it and we were there.

"I tried to be well dressed coming home and I would get that half seat near the door. When I would give Mike my ticket, rather than embarrass him, I'd say, 'I know the rules and if the train gets crowded I will get out,' but he always let me stay."

The excellent drawings of the Anonymous "Bug" of our tale were done by Art Instructor Harry Greaver, assistant to Prof. Vincent Hartgen of the University of Maine. We think he caught the authentic flavor of "Bug's" tale.

Those were the days of Haggerty, Mayo, Crockett, Duffy, Lamson, Dow and the one and only Frank Anthony and, later, Duplissea and Murray. Of those boys of long ago, they were legion. Hanson, Whiteneck, Briggs, Dunphy, Shorey, Smith, Henry to name a few.

We were allowed twenty-four hours from point of delivery to get back to Boston and get a ticket; we could always make it fairly easy and once in Boston, we were very careful not to appear until the morning train had gone and there were no more Aroostook connections til 7:30 at night.

When we were sure the train had cleared the yard we claimed the ticket and with our transportation safe,

straight as homing pigeons we would hit for Scollay Square and the "Old Howard."

By 7:30 we were all lined up under the old clock that was in the original North Station (I am told it is in Houlton now) and then for a big night home. We were issued a yellow ticket with R.F.C. on it. We always claimed it meant "ride first class," but it did not work out that way as we had to ride the smoker and that morning

smoker on the B&A in those days was no rose garden.

However, I tried to be well dressed coming home and I would get that half seat near the door of the day coach. When I would give Mike my ticket, rather than embarrass him, I'd say, "I know the rules and if the train gets crowded I will get out." And he always let me stay.

We learned a lot of rail-roading. I knew every city, whistle stop, water plug, and

woodpile from Presque Isle to Philadelphia. We must have bothered the train crews but they were all nice fellows. The only one I stood in awe of was Bill Lamson. He and Henry Dow ran opposite on 85 and 86.

I remember one night we had just "lifted" Chapman Pitt and Bill came in the Buggy and I was there alone, and making myself as small as possible at that. He first shoved the teapot on the stove, then took a huge bunch of waybills out and laid them on the table and then started shedding his heavy clothes. Evidently he was all set to go to Oakfield. He washed, and then reached under the table and hauled out that half-barrel he had his food in and started preparing supper. I watched on the sly. The last thing he took out was a two-quart cider of beet pickles which he uncapped and stood

on the table. He opened the big canvas covered book, laid the bills out, poured his tea and was already to mix business and pleasure. We were going up grade slow, and to this day I don't know the reason, but all at once the engineer must have used full air for that buggy lifted a foot off the iron. I looked to see what Bill might say but my eyes caught that jar of pickles first. It seemed to stand on edge for a minute and then tipped over on Bill's book, papers and even into his lap. I waited for the fireworks but I guess that was too much even for Bill as he sat for a while and then got up and took a towel and started cleaning up. Knowing Mr. Lamson I would always figure if that engineer had been within ten cars of the buggy right then an Aroostook grand jury would have had a case of justifiable homicide to ponder over."



"I looked to see what Bill was going to say but my eyes caught that jar of pickles first. It seemed to stand on edge for a minute and then tipped over on Bill's book, papers and even onto his lap."

ABOUT OUR COVER . . .

The lovely young ladies paying their first visit to Santa Claus on our front cover are Pamela Audine and Patricia Amanda Cyr, 15-month-old daughters of Brakeman and Mrs. William Cyr of Houlton. That's Pamela on the left. The young ladies knew it wasn't the real Santa, however, because under the white whiskers and red suit was an old friend of theirs, Brakeman Gerald Marquis. And so, from the MAINE LINE staff and our friends pictured on the cover, the warmest of Christmas greetings. Lensman Holmes Gardner of Houlton made the appealing portrait.



MEET YOUR DIRECTORS

Edwin E. Parkhurst became a director of the Bangor and Aroostook in 1947, a position for which he was eminently qualified because of his background, first as an Aroostook potato grower, and as a banker.

He was born in Presque Isle Dec. 7, 1893, the son of Daniel V. and Maude Tompkins Parkhurst and the grandson of Elisha E. Parkhurst, a pioneer of Aroostook and one of Presque Isle's first settlers. Mr. Parkhurst was graduated from Presque Isle High School in 1911 and, from school, went directly to farming with his father. Daniel Parkhurst died in 1931, but his son continued with his work in growing and selling seed potatoes.

Edwin Parkhurst has been associated with Presque Isle banks since 1918. He was elected a director of the Northern National Bank of Presque Isle in 1933 and was elected president March 18, 1948. He has served for many years as a director of the Aroostook Co-operative com-

pany and has been a director of the Presque Isle Starch company since 1919. He has been president of the company for the past 16 years. He has served as a member of the Presque Isle Housing Authority since its inception in 1943 and was a member of the Presque Isle City Council from 1945 to 1947.

Mr. Parkhurst has also been active in Aroostook civic affairs. He was a member of the original airport committee that was successful in its efforts to get a military base in Presque Isle and is at present a member of the Loring Air Force Base Civilian Advisory Committee.

Mr. Parkhurst has been a member of the Maine Seed Board since it was organized and is County Advisor for the Development Credit Corporation of Maine. He has also been a director of the Northern Maine Fair for many years and was president from 1941 until 1948. He is a member of the Masonic orders, including the Shrine, and attends the Congregational Church.

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The railroads of the U. S. spend about \$1,000,000 every working day for new construction.

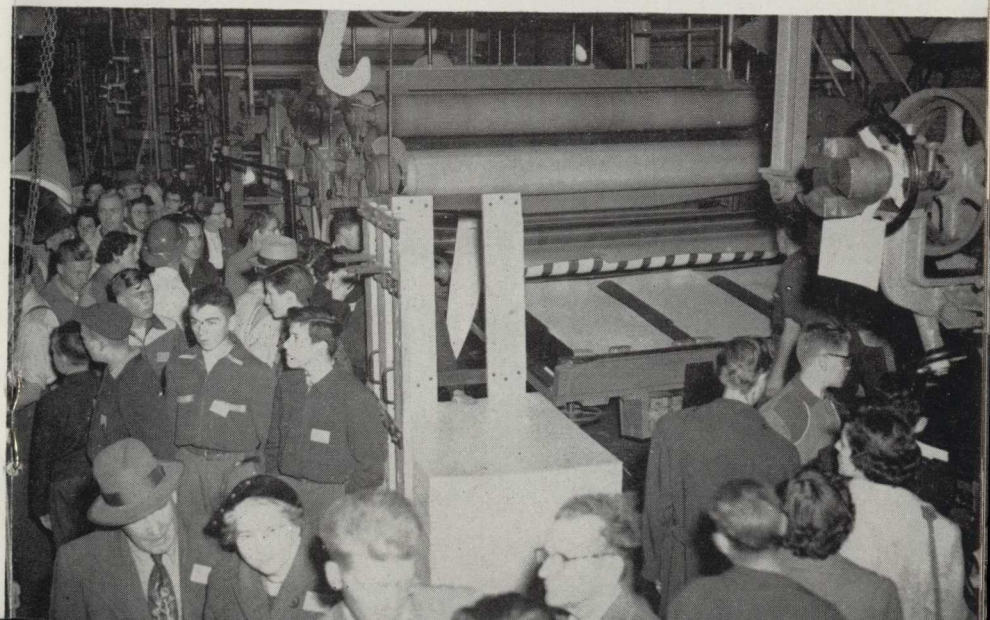


. . . Maine Line Camera



The lovely young ladies perched on the replica of a B.A.R. Red, White and Blue car in the American Legion convention parade at Miami, Oct. 14, made an attractive promotion gimmick for Maine potatoes. The float was sponsored by the Maine Potato Commission in co-operation with the Bangor and Aroostook and the Maine Department of Agriculture. The B.A.R. also had 5000 special postcards prepared for the Legionnaires to send home. Left, Legionnaire Howard Cousins, a former Maine State Vice Commander and B.A.R. assistant to the president, joins Legionnaires from other states in a succulent dinner of Maine lobster.

J. W. D. Hierlihy, mill manager for Fraser Paper, Ltd., Edmundston, N. B., and Assistant Bond Mill Manager Miles Kelley, watch operation of No. 4 paper machine from special platform erected for guests attending Fraser's Open House, Sept. 20-23. 6000 visitors toured the plants at Edmundston and Madawaska. Below, crowd watches paper board machine where finished ribbon of board is cut into sheets ready for manufacturers of boxes.





B. A. R. Begins Conferences For Supervisors

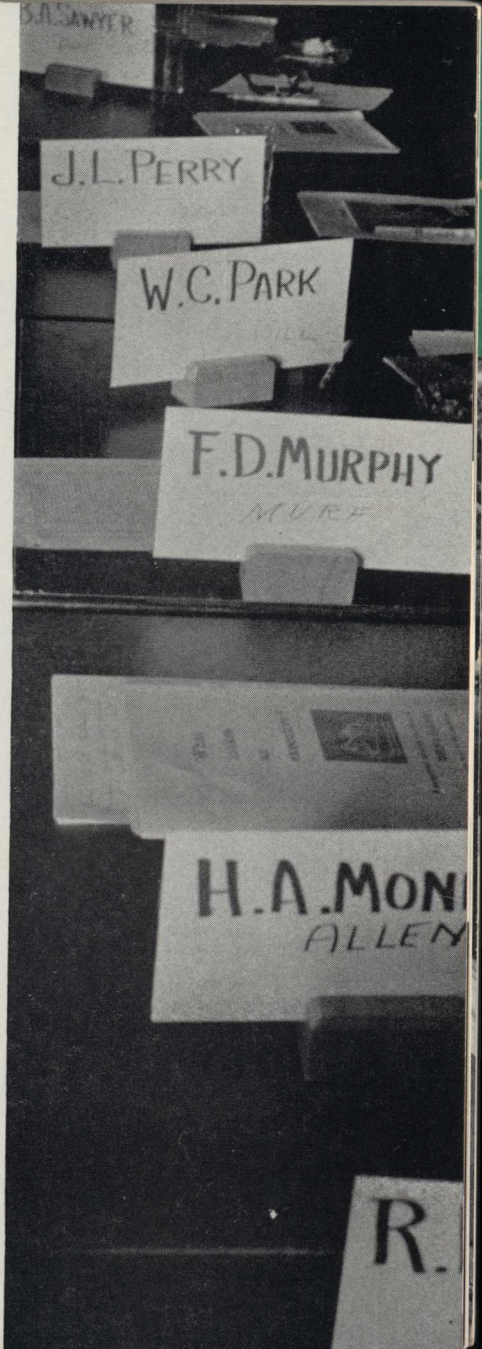
Roundtable Discussions Aimed At
Solving Common Group Problems

A small knot of men stood on the steps of Bangor's Tar-ratine club, chatting in the warm September sunlight. Some knew each other from years of railroad association and others were getting acquainted. When the 20 men went upstairs to the first Bangor and Aroostook Supervisory Development Conference, there was an air of hesitancy about them.

But if they were apprehensive about what the conference would bring, it was not justified. After the first hour of the afternoon, all strangeness vanished under Confer-

A group of Bangor and Aroostook supervisors discuss a problem posed by Conference Leader Carl Delano (back to camera) at first Supervisory Development Conference.

Signs with nicknames at deserted table indicate the easy informality which marked the first conference.





Frank Murphy, Burton Sawyer, W. C. Park, and Julian L. Perry use game table at club for conference spot while they discuss a work exercise.

ence Leader Carl Delano's friendly and probing questions. And when the first session of the two-day conference broke up at 5 p. m., the supervisors carried their discussion with them into the corridors.

From September 6 until September 29, seven small groups of about 20 men each took part in the conferences. And the idea of self interest and self improvement was

stressed with each group. The central theme was to take stock of one's own assets and weak points with the idea of being a "good boss." If one man voiced a problem, another might contribute with a similar experience of his own.

The men discussed such topics as "What makes a good boss?" "What's behind a poor attitude?" and the problem of communication. It was a new concept for most of the rail-

roaders present because the nature of their jobs hadn't given them the opportunity to discuss common problems with 19 other supervisors at a roundtable in the past.

The conference really lives up to its goal of supervisory development (rather than strictly training) for the men choose their own topics and pursue them as far as they wish. Topics chosen for the next conference will be: "How to improve written and

oral expression," "How to improve methods of jobs I supervise," "How to be a good boss," "How to avoid nervous tension," "How to interpret and apply company policies," and "How to sell an idea to a superior."

The next round of conferences is scheduled for Nov. 28, so if the boss turns out to be human one of these mornings, it could be that he has been all along but has just picked up some pointers.

Supervisory group dine together during mid-day break at Tarratine Club. Company officers spoke during noon luncheons.





From left to right, above, Purchasing Agent W. A. Bamford, Executive Vice President W. J. Strout, watch as Supervisor of Stores Winfield Alexander presents Suggestion award to Night Janitor James Marks, Derby. It was the largest award made under the suggestion system.

Marks Wins Suggestion Award

Derby man wins \$490 for stores department improvement, the largest award made under the suggestion system since its inception in 1949

A Derby man received the largest award made under the Suggestion System since the program was started in 1949, this month. Night Janitor J. R. Marks won the \$439 award, suggestion 19,640, by a proposal that saved the railroad a \$978 expenditure.

Marks, a tall, soft-spoken railroader with a ready wit, started thinking about his suggestion when he heard about an \$1100 concrete ramp which was planned for the Stores department for moving material from the first to the second floor. A fork lift

would be driven on the ramp so that the lift could elevate its load to reach the second floor level. It was to be constructed in the middle of a newly-renovated space in the Stores Department . . . an addition which would add nothing to the appearance of the area and might sometimes be an obstacle.

The more Marks thought about the idea, the more intrigued he became. Finally he worked his plan out enough so that he could put it on a suggestion blank. What he suggested was that instead of driving the lift on a ramp, that a substitute high wooden pallet be constructed to place on the lift, and the material placed on the pallet. The height of the lift would be as effectively increased as with the ramp, plus the important advantage of portability.

And when the suggestion committee met they were as impressed with the ingenuity of Mark's suggestion as they were with the savings involved. The concrete ramp's cost was set at \$1100 and the wooden pallet proposed by Marks at \$222. Of course, the sequence of events led to the presentation of the award in the President's office by Supervisor of Stores Winfield Alexander.

"I think Jim's suggestion will increase the efficiency of the shop," Alexander said, "and it will certainly add to the appearance."

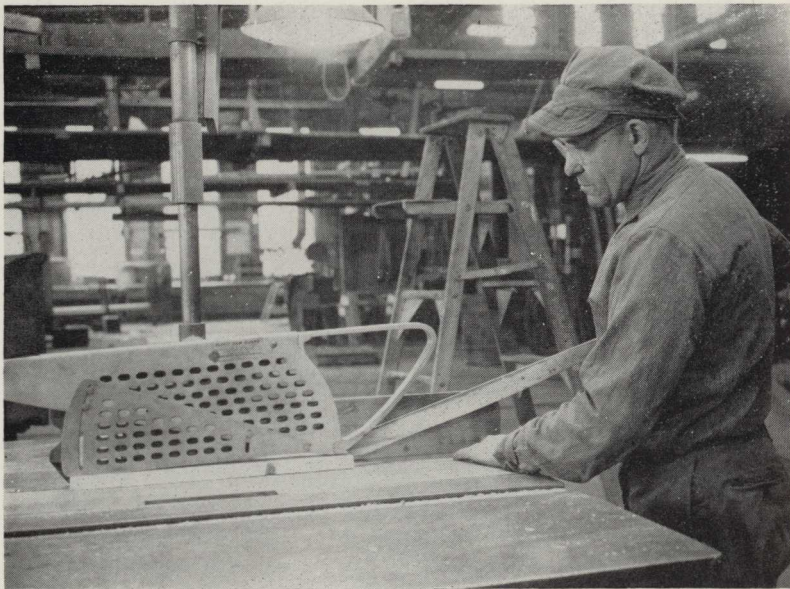
Mr. Marks became a member of the railroad family in the Stores Department in 1930. He is married and has eight children, one of whom, Lewis, is also employed by the Bangor and Aroostook as Parkman at Derby Shops.

A 300-MILE SLICE

A golf ball that O. P. Seeman, agent of the Canadian National at Port Colborne, Ontario, had sliced when driving from the ninth tee of the Port Colborne Country Club course, traveled 300 miles and then came back to him. Mr. Seeman's tee shot not only went out of bounds but also disappeared into an open box car of a moving train. A few days later he received a package from Walkerville, Ontario, which contained the lost ball. The agent of the Canadian National at Walkerville had found the ball in the car, and recognizing the name of his fellow agent on it, had mailed it back to him.

—Railway Age

CHAUNCEY M. DEPEW, United States Senator, famed for his oratorical abilities, was for many years president of the New York Central System.



Millman Albert Cyr demonstrates the safe (and correct way) to rip timber on a circular saw. The simple push stick used by Albert can save a finger or a hand in case of a kickback or binding. Note, also, that the saw guard is in proper position.

The Safe Way is the Right Way

Safety, of course, is largely a matter of team work in many railroad jobs and if each worker on the team is careful it makes for a safer, happier crew. But there are also jobs in the railroad family that only the individual can make safe. And on our safety page this issue, we have tried to pick jobs in the mechanical department which

require both individual attention and teamwork attention to safety . . . a fine distinction, we admit.

On the next two pages you will see the right way of doing routine jobs which you undoubtedly know. It doesn't take any more effort to do them the right way but it may save you an eye or a limb some day.

At right, Welder M. A. Ellis, Derby, demonstrates safety precautions in welding operations. Welder should caution fellow workers nearby before starting welding. Note, here, the excellent use of shield to eliminate danger of flash and sparks to nearby workers. A piece of plywood or hardboard makes an excellent portable shield for operations like this, and the small effort of arranging it may save someone a serious burn or eye injury.



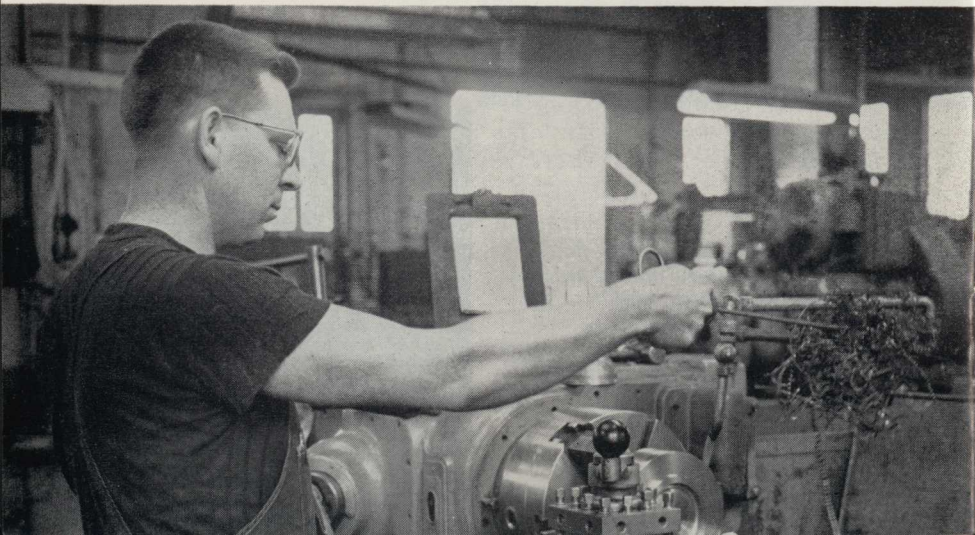
At left, Carpenter O. S. Heal, Derby, shows the proper use of protective devices for grinding with an emery wheel. The tool rest should be within one-quarter of an inch of the wheel and under no circumstances should tools be ground on sides of wheel. In addition, all protective devices provided for the wheel itself should be in place, and the operator should use safety glasses and coverall goggles.

Clothing (right) is important no matter what job you do and especially so in welding or burning. Here Car Repairer W. T. Long, Jr. adjusts leggings which will prevent hot slag from entering shoe tops, and which can cause painful burns.





An exercise in teamwork safety is the simple precaution of placing a block of wood between jack and metal parts being lifted. After jacking, trestles must be placed under equipment. Above, Foreman O. M. Wood and Car Repairer R. V. Bradstreet show how it's done. Below, Machinist V. W. Long demonstrates proper way to remove metal shavings from cutting tools. Shaving can give bad cuts and removing shavings by hand near moving parts is very dangerous.



IN THE FAMILY

Northern Division

Station Agent *Ralph L. Rafford* made his annual pilgrimage to Squa Pan Lake in quest of a giant buck October 24.

Trackman *Ralph A. Swett*, Masardis, was appointed Guardian of the IOOF Lodge at Ashland Oct. 6.

Trackman *Frederick C. Cain*, Masardis, filled his game bag very nicely with an eight-point buck that weighed 170 pounds Oct. 25 at Masardis . . . nice hunting.

Station Agent *Roderick R. Rafford*, Masardis, shot a spike-horn buck (about 100 pounds) Oct. 22 in the Squa Pan Lake area.

Station agent *Hercules Levesque*, Frenchville, took a three-week vacation recently. He was relieved by Agent *G. M. Dionne*.

Agents *H. E. Roy*, *Hercules Levesque* and *G. M. Dionne* attended the ORT meeting in Houlton Oct. 2.

The *Rev. Bernard L. Nicknair*, son of Trackman and *Mrs. Fred Nicknair*, has been transferred from Waterville to St. Louis' Catholic church in Fort Kent where he is assistant pastor. Fred's daughter *Jacqueline*, a nurse, is teaching at St. Mary's hospital in Lewiston and his son, *Jean*, is now a student at St. Anselme's College at Manchester, N. H. His son, *Armand*, recently moved from Hartford, Conn., to Skowhegan.

We were sorry to hear that Conductor *Addis Beaupre* of Grand Isle has been ill at home for the past few weeks. A speedy recovery, we hope.

Conductor *W. H. Burton*, Houlton, and Conductor *W. E. Burton*, Oak-

CONTRIBUTING

CORRESPONDENTS:

Annie W. Morris
 Clarence A. Hamilton
 Virginia S. Bubar
 Hercules Levesque
 R. R. Rafford
 Fred Nicknair
 R. G. Clark
 H. A. Labbe
 H. A. Howe
 S. D. Labbe
 A. J. Lebel
 H. H. Hatt
 N. A. Robertson
 J. E. Oberg
 F. A. Stark
 H. A. Oldenburg
 H. A. Lewin
 Bernice Bailey
 T. O. Kelley
 Christine B. DeWitt
 Gil Jameson
 Shirley Farrington
 L. H. Kitchen
 Robert Clukey

field, took their annual hunting trip in the Trout Brook Region near Patten.

Conductor *H. A. Howe*, Oakfield, writes that he and *Mrs. Howe* spent a few days in Detroit with their son, *Alvie*, recently. *Alvie* has served in the U. S. Navy for the past three years and has just returned from Guam where he spent 18 months of his tour of duty.

The Howes were surprised to find in the Ford transportation museum a Bangor and Aroostook Coach once used by Thomas Edison. They also visited the Ford Rotunda and Ford's Rouge Plant. Horace says that the company has 23 diesel units working on 110 miles of track in the factory area. The payroll of the plant is \$1,250,000 . . . a day, that is.

His son, *Alvie*, returned to Long Beach, Cal., where his ship, the USS

Cavalier, was in Port. He is a radioman.

The Brotherhood of Railroad Trainmen held its fall meeting Oct. 23 at Woodman Hall in Houlton. A banquet attended by members and their wives, was held at the Northland Hotel before the meeting. Conductor *Thomas Briggs* (Ret.) was presented with a 55-year membership pin as a continuous member of the Brotherhood.

Our sympathy to Trackman *Adrian Lapointe*, Easton, on the death of his brother, *Omar*, in an automobile accident in September.

Agent *H. A. Labbe*, Easton, writes that *Vernon Ireland* and *John Whitaker* of Phair Junction bought two potato houses there that have been vacant for the last two years. Storage is full this season, he says.

Trackman *George Frost*, Easton, is

Conductor *Horace A. Howe* presents a membership pin to Conductor *Thomas Briggs* (Ret.), Houlton, for 56 years of continuous membership in the Brotherhood of Railroad Trainmen, at the Northland Hotel in Houlton where the group held its fall meeting in October. Pictured from left to right are *G. B. Dow*, *Robert Ewer*, *H. A. Howe*, *Mr. Briggs*, *G. W. Mullen*, and *J. L. Jones*.



back at work again. He took four weeks out for the potato harvest.

Eugene and *Brenda Labbe* celebrated their ninth and thirteenth birthdays, respectively, Sept. 30 and Sept. 24. Their dad is Agent *H. A. Labbe*, Easton.

Ronald and *Reg Clark* and wives, Fort Fairfield, visited their parents in Marysville, N. B., recently. They also had Sunday dinner with Supervisory Agent *George Dunphy* (Ret.) who has been hunting.

Mechanical Department

Carman *Walter V. Farrell*, Oakfield, is a patient at the Milliken Memorial Hospital in Island Falls. His friends wish him a fast recovery.

Our congratulations to *Mr. and Mrs. Norman Leonard* on the birth of a daughter *Laurie Sue*, in September at Milo. The grandparents are *Merle* and *Adelia Leonard*. *Mrs. Leonard* is a clerk in the Derby Shops.

Our sympathy to Chief Electrician *Vernon Perry* and Machinist *Rodney Perry* on the loss of their brother, *Carroll*, Sept. 20.

Mrs. George C. Folsom, wife of Electrician *George Folsom* of Derby is at home in Milo after spending some time in the hospital with a leg injury.

Shop Clerk and *Mrs. Fred F. Gould*, Milo, are proud grandparents of *Sandra Jean O'Brien*, born Oct. 24 in Bangor. The parents are *Mr. and Mrs. John O'Brien*.

We were sorry to hear of the death of Boilermaker *Charles A. Grinnell* on Oct. 24. *Charles* had been a member of the railroad family for 33 years.

Recent visitors at Derby Shops were Machinist *Roy G. Brown* (Ret.), Car Repairer *John A. Morrill* (Ret.),



Mr. and Mrs. David Speck

Carpenter *Warren A. Griffin* (Ret.), and Foreman Car Inspector *Ruel E. Brown* (Ret.). *John*, who was spending a week at home, is working in Connecticut. The rest of the visitors were in to see about passes. *Roy* and *Mrs. Brown* are planning a trip to New York. *Warren* and *Mrs. Griffin* are going to spend the winter in New Mexico with their daughter; and *Ruel* and *Mrs. Brown* plan to spend the winter with their daughter in California.

Our congratulations and best wishes to *Mr. and Mrs. David Speck* who were married in September. *Mrs. Speck* is the former *Mildred Goodall*, daughter of Machinist and *Mrs. G. C. Goodall*. *Mr. Speck* is the son of *Mr. and Mrs. A. C. Speck* of Augusta. The couple were married in Augusta.

The bride is a graduate of Oakfield High School and attended Gates Business College in Augusta. She is a member of the Penney Memorial Baptist Church where she teaches Sunday School and sings in the choir. She is employed at State Police headquarters.

Southern Division

Station Agent *Archie M. McNair*, Milo, retired Sept. 30 after serving more than 52 years with the railroad. Archie started his career with the BAR as a telegraph operator Dec. 2, 1902 and served at Van Buren, Ludlow, East Dover, Hudson and Sangerville before being assigned to Milo.

He was born at Heron Island Falls,

Restigouche County, N. B., and learned his profession with the Intercolonial Railway. He is the father of one son, *Archie M. McNair, Jr.*, of Dexter; and three daughters: *Mrs. John T. Gilman*, Newport, *Mrs. Lester Card* of Clinton, and *Mrs. Gerald K. Wyman* of Caribou.

Yardmaster *Frank Stark*, Northern Maine Junction, sent us an interesting newspaper clipping recently about his son, *Stan*, who is attending High School at Encampment, Wyoming. The clipping said that young Stan broke a Cross Country record for the High School by 24 seconds, when he took second place in his first Cross Country race.

We just heard (belatedly) of the

Mechanical Superintendent *Vaughan L. Ladd*, left, presents gift from fellow workers to Machinist *Felix Valente*, Northern Maine Junction, when he retired Oct. 31.



death of *Floyd L. Whittaker* who was killed in an automobile accident near Presque Isle this summer. Floyd was once employed on the section with Foreman *John MacDonald*. Our sympathy to his parents.

Operator *Eddie Cyr* substituted for Agent *R. A. Hood* at Derby for a couple of weeks recently.

Operator *Everett Chamberlain* is taking Agent *Blaine Crocker's* place at Brownville while Blaine is in the hospital.

Neill A. Robertson, who has been on relief agent's assignment for the past few years, is station agent at Milo following the retirement of Archie McNair. Neill says he's going to miss those night rides between Milo and South Lagrange.

Supervisory Agent and *Mrs. H. H. Hatt*, Northern Maine Junction, took their vacation in September . . . a trip to Idaho, where they visited their son and family, and a trip to Bridge-town, N. S.

Hatt reported wonderful weather in Idaho and a bumper crop of potatoes.

Clerk *J. S. Loftus* returned to work Oct. 2 after spending part of his vacation in Washington, D. C.

Clerk *F. H. Nickerson* started his vacation Oct. 9 and *Edith Jordan*, switchboard operator and stenographer started hers Oct. 24.

We were sorry to hear of the death of a good friend, *W. S. Lancaster* at Brownville recently.

Stevie Hatt, 16-month-old son of Clerk and *Mrs. Clement Hatt*, Northern Maine Junction, was rushed to the Eastern Maine General Hospital Oct. 11 with a bad case of croup. He responded well to treatment and was able to go home a few days later.

We were very sorry to hear of the death of Section Foreman *Raymond*



Mrs. Gladys M. Keirstead, Presque Isle, is announcing the engagement of her daughter, *Miss Cleo A. Keirstead* to *S/Sgt. Anthony J. Florkoski, Jr.*, of Portland, Conn. Miss Keirstead is also the daughter of *Dr. H. B. Keirstead*, Presque Isle, and *Sgt. Florkoski* is the son of *Mr. and Mrs. A. J. Florkoski*, Portland, Conn.

Miss Keirstead is secretary in the BAR Northern Maine Sales office in Presque Isle and attended schools there. She is also a graduate of the Fisher School in Boston. No date has been set for the wedding.

D. Porter (Ret.). Mr. Porter was one of four brothers, all of whom served as Bangor and Aroostook section foremen. *Oscar*, youngest of the four, is Section Foreman at Sherman and the only brother left in active service. Both *Jacob*, of Brownville, and *Labanna*, of Patten, are retired.

Between them, the four brothers have 154 years of Bangor and Aroostook service, which is some sort of record for family service. Oscar, Section Foreman at Sherman has the most service, 43 years.

Accounting Department

Mrs. Maxine H. Tracey has been appointed to R. D. Plumley, E. H. Kelley, and G. R. White. Margaret A. Girvan now holds the position vacated by Mrs. Tracey. Miss Girvan is a 1955 graduate of Bangor High School and was attending Husson College when she accepted the position she now holds.

Bernice Arnberg Mattson, Northboro, Mass., and formerly with the

Wes Randall, center, holds gift from fellow workers at his retirement party in Bangor in November. Pictured from left to right are Les Wentworth, Gil Jameson, Randall, George Grant, Jean Tripp, Elinor Prout, and Carro Davies.



disbursements section of the Accounting Department has a new daughter, Barbara June, born Oct. 12, 1955.

General Bookkeeper Elinor M. Prout, Bangor, spent her vacation in Boston the first of November.

Victor Vereault, chief demurrage clerk, Bangor, is back at work after a three-week bout with bursitis.

Mary A. Daily, assistant chief clerk, Bangor, attended a tea in Augusta Oct. 22, given by Mrs. Edmund S. Muskie.

Chief Clerk Ralph J. Winslow, Bangor, took his vacation recently and toured the Maine coast.

Dale E. Whitney has been named statistical clerk in Bangor. He was

born in Milo and attended schools in Brownville Junction, Springfield, Vt., and Milo. Whitney served for four years in the U. S. Navy and attended Husson College and the University of Maine. He comes to the railroad from Standard Oil of California.

Mrs. Grover C. Clukey proved that she was a better shot than her husband in the early daylight of Nov. 2 by shooting a 180-pound buck in Hermon. Grover works in the IBM section.

Wesley A. Randall, chief clerk to the comptroller and general auditor, retired Oct. 31 after 46 years with the railroad.

He entered service in 1909 as a clerk in the office of superintendent of motive power and equipment at Derby. Since then he has served as timekeeper and chief clerk in the Mechanical Department at Derby, clerk in the Treasury Department and



The appealing little lady pictured above is Jody Elizabeth Crandall, daughter of Bus Operator and Mrs. G. J. Crandall, Oakfield, at the age of three weeks.



Mr. and Mrs. Leland Donahue

has been a member of the Accounting Department since 1919.

Wes was born in Bradford and attended schools there. He also attended Dole Business College in Bangor. He has five children: Mrs. Pauline LeClair, Orono; Mrs. Esther Stanhope, Brewer Lake; Mrs. Charlotte White, Brewer; Robert W. and Gilbert S. Randall, both of Bangor.

Engineering Department

Trackman and Mrs. Leland L. Donahue, Houlton, were honored at a surprise party at their home on their 25th wedding anniversary recently. Mrs. Guy Jackins baked a cake for the party which was attended by Mr. and Mrs. Harry A. Lewin, Mr. and Mrs. George Faulkner, Mr. and Mrs. Herschel Oldenburg, Mr. and Mrs. Frazier Margison, Mr. and Mrs. Guy Jackins and Mrs. Hilda Storey of San Diego, Cal.

We were sorry to hear of the death of Mrs. Sarah J. Wright, wife of Sec-



Sam Ruth, of Car Service Department, receives gift from Mrs. T. O. Kelly at his going away party. Sam has accepted a position with the Maine Central Railroad in Portland.

tion Foreman Frank Wright (Ret.), and mother of Roadmaster Herman Wright, Oct. 1.

Mr. and Mrs. Millard Fairley spent part of their vacation visiting their son and family in Rochester, New York, in September.

Mechanic and Mrs. Harry A. Lewin and their daughter, Roberta, recently returned from a four-week vacation trip from Houlton to California. They visited Disneyland, Mexico, Calsbad Caverns, New Orleans, the National Forest of Redwoods and the capitol at Washington, D. C.

Mrs. Gloria Dunn, stenographer at the Engineering building in Houlton, spent part of her vacation with her

son, Darryl, in New York City.

Fred W. Albert, B. and B. cook from Houlton, was admitted to the Aroostook General Hospital Sept. 26 after a heart attack.

G. C. Ingraham took Foreman Don McDade's place during his vacation. He returned to work Nov. 1.

Shop Foreman John H. Swallow returned to work Nov. 1 after his vacation.

B. and B. Foreman L. P. McLain, Northern Maine Junction, started his vacation Nov. 1. He was relieved by G. C. Ingraham.

Section Foreman Adolph Blinn, Ludlow, bagged a deer at his Griswold camp the first of the season.

Section Foreman and Mrs. Herschel Oldenburg, Houlton, have a new grandson, Timothy Wayne Oldenburg, born to their son, Robert, and his wife, at Oak Ridge, Tenn., Oct. 16.

We were sorry to hear of the death of Trackman Charles Carroll, 61, in Houlton Oct. 17. He was born in Johnsville, N. B., and had been with the railroad for the past 18 years.

Car Service Department

Frank D. O'Brien, manager Car service at Northern Maine Junction, is convalescing after surgery Oct. 20 at the Eastern Maine General Hospital in Bangor. Trainmaster D. K. Lilley, Houlton, is substituting for Mr. O'Brien.

Chief Clerk Sam Ruth, Car Service Department, resigned his job to accept a position in the Comptroller's office with the Maine Central Railroad in Portland.

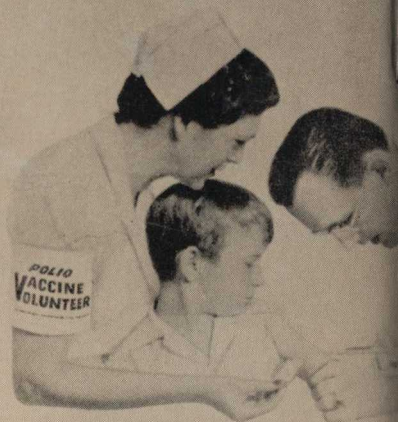
Chief Clerk and Mrs. B. J. Edwards are announcing the birth of a son, Benjamin Joseph Edwards II, at the Eastern Maine General Hospital, Nov. 7.

FACTS AND FIGURES

	August 1955	September 1955
We received from		
Hauling freight	\$ 853,447	\$ 740,926
Carrying passengers	33,001	29,505
Hauling baggage, mail and express	24,667	21,688
Other transportation services	14,365	16,271
Rents and miscellaneous income	217,099	260,597
A total of	\$1,142,579	\$1,068,987
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 200,000	\$ 200,000
Keeping locomotives, cars and other equipment in repair	305,335	304,861
Running trains	289,617	257,140
Selling our services to the public	19,306	19,170
Managing the business and keeping the records	55,236	66,202
Interest on borrowed money	77,597	76,867
Payroll taxes	33,890	25,665
Local and state taxes	53,350	53,387
Federal income taxes	(33,363)	(55,358)
Applied to sinking funds	88,545	88,501
A total of	\$1,089,513	\$1,036,435
Our Net Income was	\$53,066	\$32,552

*Figures in parenthesis indicate red figure or a deficit.

"Help me, too"



JOIN THE MARCH OF DIMES