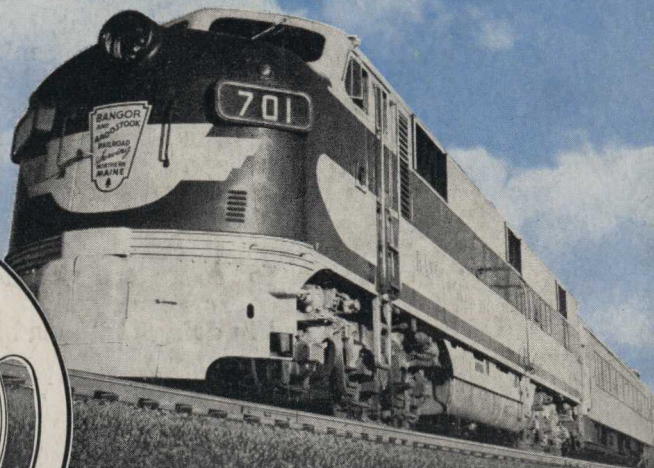
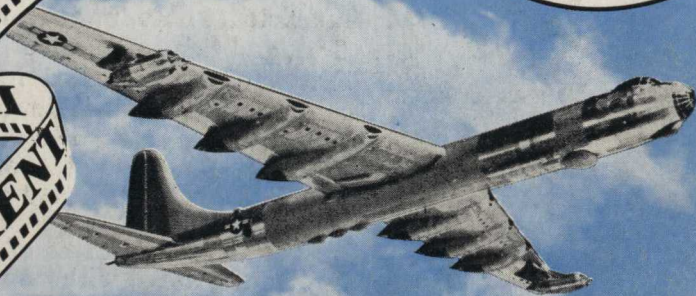


MAINE
LINE

AROOSTOOK

VI
ASSIGNMENT



March - April 1956
Bangor and Aroostook Railroad



TALKING IT OVER

In mid-April Loring Air Force Base will be the scene of the world premiere of a motion picture. Events of this nature are usually restricted to Hollywood and New York and this use of an Air Force base—and one situated in northern Maine at that—is newsworthy

in itself. In the case of those of us of the Bangor and Aroostook it is doubly so. For this is the Bangor and Aroostook's own picture which was made with the whole-hearted cooperation of the Air Force.

Its title is "Assignment in Aroostook" and those of us who have had an opportunity to preview it agree without reservation that it is a film of which every member of the Bangor and Aroostook family may well be proud.

It is our expectation and belief that, before it has served its usefulness, it will have been seen by millions of people in many parts of the world. From it they will learn of the beauty of Aroostook county and we hope that from this knowledge may well come some tangible benefits to this great area.

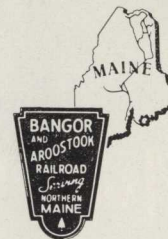
The picture has been described by experts in the field of films of this type as "institutional advertising of the highest calibre." That may well be so. However, advertising for the railroad was most certainly not our primary goal. On the contrary, our aim was to render a service to Aroostook and to our good friends of the Air Force.

If we have succeeded in doing that—and I think we have—we will be amply rewarded.

Sincerely,

Antro Hutchins

MAINE LINE MAGAZINE



MARCH-APRIL

VOL. IV

NO. 3

KENNETH S. LUDDEN
EDITOR

RICHARD W. SPRAGUE
ASST. EDITOR

ASSOCIATE EDITORS

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

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

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

"Assignment In Aroostook"



The Bangor and Aroostook, with the cooperation of the Strategic Air Command, U. S. Air Force, has produced a 28-minute, color and sound motion picture called "Assignment in Aroostook". It will have its world premiere on April 14, at Loring Air Force Base in Limestone, where part of the picture was filmed.

"Assignment In Aroostook" is a warm and entertaining motion picture which depicts the experiences of a young Air Force sergeant, Don Butler, who is assigned to Loring and moves his family to Northern Maine from Carswell AFB in Texas.

Don Butler, who is an assistant flight engineer on one of Uncle Sam's B-36 Peacemaker bombers, his wife, Peggy, and their two children, Billy and Jodi, expect the worst from their assignment in Aroostook and they are not prepared for the warm welcome they find in Northern Maine.

The Butlers arrive in Aroostook in late summer and

after slipping into the routine of the base they decide to explore the vast north country to which they have been assigned.

On a weekend drive, they meet a potato grower who shows them the potato harvest in full swing and explains something about the industry to them. Before they leave the potato field they become fast friends and the grower gives them some potatoes and tells them to "be neighborly".

The entire family is delighted to discover that Maine people are hospitable and friendly, and that Maine is not the cold, formidable place they thought.

"We wonder now", Don Butler reflects after becoming acquainted with some Aroostook people, "why we ever had any qualms about coming to Northern Maine. Now we know what Maine people mean when they say 'be neighborly'."

One of the highlights of the picture is the Butlers' visit to a lodge on Fish River Lake for three days of fishing when Don gets his first three day pass. They hear of the lodge through the Rod and Gun Club at the base and write for reservations.

The autumn leaves are at the peak of their splendor

On location for Assignment In Aroostook, two cameramen, Dick Sprague of Public Relations Dept., and Sgt. John Bradley, record boys riding potato digger as it plies back and forth in Tom Houghton, Jr.'s fields in Fort Fairfield.



Don and Peggy Butler eat first breakfast in their new home after their arrival in Limestone. From left to right, Sgt. John Bradley holds script, K. S. Ludden, BAR Public Relations Dept. operates camera, while Lieut. Charles Hughes, project officer, cues actors.

now and driving to the lake the young couple see Aroostook in its most colorful garb. At the lodge they meet a salty Maine guide and the lodge owner and his family; they find the fishing excellent and the scenery superb. After a couple of lively fishing expeditions, the guide takes them on a canoe trip up a small river where they see duck, beaver and deer.

As the picture ends, Don

Butler is back with his B-36 crew. And as the crew stands its pre-flight inspection, he talks about his job which is so vital to the peace of the world

One gets the feeling of dedication so typical of the men of the Strategic Air Command. The hours are long, the work hard and dangerous, but they wouldn't want any other job. As the scene ends, the giant propellers turn, the

motors sputter and catch and the giant aircraft moves and roars down the runway.

All the members of the cast were recruited from Air Force people and their families at Loring. Tech. Sergeant Don Butler was played very capably by a real-life tech. sergeant, Bill Nietsch, a lanky, six-foot-two career Air Force man from Texas.

His attractive wife, Peggy, is played by Beryl Lyden, wife of Major Francis J. Lyden, another career Air Force

man at Loring. Mrs. Lyden handles the part with the aplomb of a born actress. None of the cast had professional experience and probably the production is more rewarding for their natural touch.

Billy, a freckled nine-year-old, was played by William D. Curtis, son of Lt Col. and Mrs. Philip H. Curtis. Jodi, the Butler's daughter, was played by Jodi Wigglesworth, a lovely five-year-old, daughter of Major and Mrs. Frank Wigglesworth. The

Family gets first look at their new home in Wherry Housing Development at Loring. Actors, from left to right, are W. D. Curtiss, Tech. Sergeant Bill Nietsch, Jodi Wigglesworth and Mrs. Francis Lyden.





Peggy Butler chats with Dependents Assistance representative in their new apartment. The DA, her first visitor after arrival at Loring, explains to Peggy the facilities available to dependents on the base and tells her something of Aroostook. The DA volunteer is played by Mrs. Sandra Schoifet, wife of Lieut. Edward Schoifet.

children are one of the delights of the performance. Mrs. Sandra Schoifet, wife of First Lieutenant Edward Schoifet, plays the part of the Dependent's Assistance representative who greets the Butlers at Loring.

Other Air Force people who played a part in the production were Col. Peter W. Agnell, Chief of Information, Eighth Air Force, who worked closely with the Public Relations' Dept. on production problems; First Lieutenant Charles Hughes who served as project officer; Capt. Donald Sandvig who played

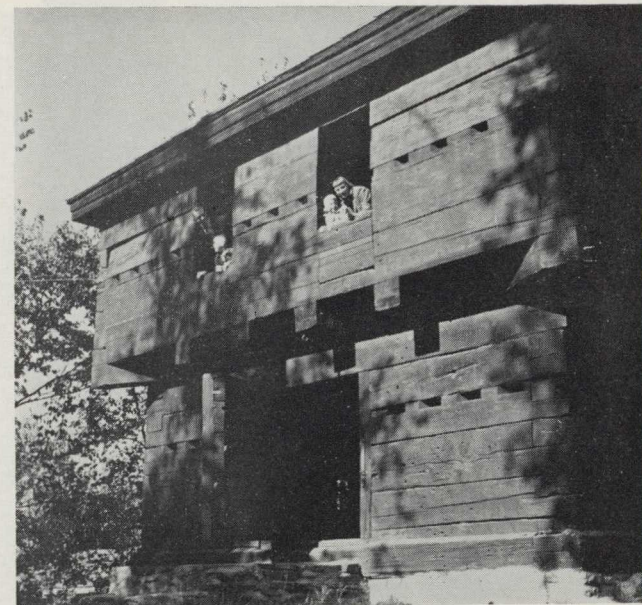
Don Butler's Commanding Officer; Staff Sergeant John Bradley as technical advisor and cameraman, and A/1c Warren D. Dustin, an Air Force driver.

Bangor and Aroostook people who appear are Conductor Arthur Dole and Hostess Val Constantine, both of whom appear in the dining car scene on the morning of the couple's arrival in Aroostook.

Why does a railroad make a motion picture about the problems and experiences of an Air Force man?

The answer is relatively

The Butlers buy a car soon after they get their assignment in Aroostook and, at Peggy's urging, they take a drive to explore the new country to which they have been assigned. At right, the family examines blockhouse at Fort Kent after driving through the beautiful St. John River Valley country.



simple. We wished to tell the story of northern Maine and, because of the most important role now played there by Loring Air Force Base, this story would not be complete without its inclusion. It followed that we should seek the cooperation of the Strategic Air Command. That cooperation was freely given and from it stemmed a picture which, while telling the story of a young Air Force couple, also tells the story of Aroostook County.

Kenneth S. Ludden, assistant director of public re-

lations, adds that he expects good distribution of the film on television as well as through service clubs and schools. Probably the widest distribution of the film will be accomplished thru the Air Force. Their plans now call for distribution of the film to Air Force bases throughout the world.

"Assignment In Aroostook" was eight months in the making, although the actual shooting of the film took only five weeks during the early fall. The filming was done by the Public Relations Department staff and Staff Sergeant John



W. D. Curtiss, in a flight jacket several sizes too large for him, and Sergeant Bradley watch busy harvest workers in field below from Air Force helicopter on the way to Fort Kent. Scenes at Fort Kent include a B-36 Peacemaker flying over the old fort as father and son compare the weapons of several generations.

At right, canoes glide silently through still waters of Fish River as crews make location shots of Don and Peggy Butler while they enjoy three-day pass. Camera crew follows Don, Peggy and Guide Henry Bishop. The couple are spending their holiday at a lodge deep in the Maine woods.

Young Curtiss watches gleefully from aircraft as Sgt. Bradley, Capt. Clarence Gilles and Sgt. Bill Nietsch pose beside helicopter.



Bradley of Loring AFB who brought to the project valuable experience through his service in Air Force motion picture units in many foreign countries and in Hollywood.

Scenes in the film were made literally throughout Northern Maine to show the evergreen forests and the brilliant hues of Aroostook's hardwood trees in late September. Some of the most spectacular scenes were made from the air and show the St.

John River Valley. A great deal of credit must go to Capt. Clarence Gilles whose skillful handling of the helicopter from which many of the aerial scenes were made contributed much to the finished film.

The lodge and lake scenes were filmed at Dana West's Moose Point camps at Big Fish River Lake. The party flew in from Portage as pictured in the film and all outdoors and game scenes were



Col. Peter W. Agnell, Chief of Information, Eighth Air Force, who worked closely with BAR on the film, examines strips of 16 mm. film from Assignment In Aroostook at the Calvin Company in Kansas City, Mo., where lab work was done. With him is Calvin's Operations Manager, Leonard Keck.

actually filmed at the lake. Henry Bishop, a Yale man who came to the Maine wilderness for a vacation and liked it so well he stayed for 20 years, plays the Maine guide in the film.

In many cases while filming the outdoor scenes requiring two cameras, the crews used small, two-way radios to keep in contact with each other.

The potato field scenes were made on Tom Houghton, Jr.'s farm in Fort Fairfield and Houghton himself, played the potato grower who explains the harvest to the newcomers.

Although trains appear only twice in "Assignment In Aroostook", it's a pretty sure bet that this film will make friends for the Air Force, for Northern Maine and for its railroad.



Participating in historic experiment with irradiation of potatoes, left to right are: Edward Rollins, Taterstate Potato Company; Millard Otto, Maine Potato Tax Committee; Paul Eastman, Maine Dept. of Agriculture; John L. Baxter, Jr., John L. Baxter Bros.; General Carl A. Hardigg, USA, (RET.) irradiation sterilization consultant to the Bangor and Aroostook Railroad; H. W. Moore, BAR; Dr. Bruce Morgan, Quartermaster Food and Container Institute; William E. Chamberlain, AMF Atomics, Inc.; Dr. Matthew E. Highlands, Maine Agricultural Experiment Station, and Charles Hickson, BAR.

Atoms For Aroostook

Irradiated potatoes may mean new markets for Aroostook Growers, cut damage in transit and more food for the world's hungry people.

By Kenneth S. Ludden

Will the atom blow northern Maine's economy sky high—or will it place this area on a more secure and solid footing than it has enjoyed for some time?

An historic group of peo-

ple are now working on an experiment which, they hope will give everyone the answer to this question. We are talking about the present tests now being conducted on the irradiation of potatoes.

This magazine has already reported on the group's formation and their aims (MAINE LINE, Sept.-Oct., 1955). We propose to keep you informed as to all developments in the experiment as they become known because of its importance to the entire economy of the Northern Maine area.

This group now working on the experiment was referred to as "an historic" one. This probably needs some explanation. The term was used because it is the first time that the Food and Drug Administration has been brought into a program to evaluate an acceptable standard for irradiated food. The results of this experiment may well lead to the establishment of other standards for the use of irradiated products by the consuming public.

The scope of the program includes six basic studies. Two of these studies, plant and physiology, and storage are being carried out by the University of Maine under the direction of Dr. Matthew Highlands, Head of the Department of Food Processing, Maine Experiment Station.

Cornell University and the University of Michigan are collaborating in the whole-

someness study of the irradiated potato.

At Cornell, four generations of rats will be fed both irradiated and non-irradiated potatoes. These tests will form the basis of the Food and Drug Administration's acceptance of the product for human consumption.

Similar tests, using dogs, will be performed at the University of Michigan.

This entire wholesomeness test is expected to take a period of two years to complete.

Nutrition studies are being conducted at Columbia University while processing of the product is being studied by the participating process companies.

The all important economic aspect will be a cooperative venture by all participants with assistance from the process industry representatives.

Maine's Bangor and Aroostook Railroad, who was instrumental in getting the tests under way, have contributed 50,000 pounds of Maine potatoes (Katahdins and Russets.) They were sent to Idaho Falls, Idaho where part of them were irradiated at the Atomic Energy Commission's Materials Testing Reactor.

These potatoes together with 20,000 pounds of Idaho Russets were then returned to Fort Fairfield, Maine, where they were put into storage in a modified storage house furnished by the Bangor and Aroostook Railroad.

Both those potatoes which were irradiated and those of the control lot and which were not irradiated made the round trip to Idaho so that all would receive exactly the same handling and treatment throughout the experiment.

Here are some of the questions which were raised by various representatives of the participating organizations at a recent meeting in Bangor: What will be the impact of irradiated potatoes on you as an individual or on the industry of which you are a member?

If proved successful, will irradiated potatoes tend to aggravate the surplus food problem?

Does it have the possibility of cutting down loss in transit? (a most important question to the Armed Services).

Will an irradiation pro-

gram possibly extend present markets and open up new areas?

Will the process tend to give one potato growing area an advantage over some others?

Are there people in the world whose eating habits can be changed (as in the Far East) so that the new potato markets can be opened up there?

With irradiation, can processors of potatoes be assured of a steady twelve month supply to meet their needs?

Within the next two and one-half years this group expects to have the answers to these and many other important questions.

Probably by now you too have some questions as to how the atom and food will mix to change the course of your life.

We intend to have the answers to these and many more similar questions in these columns as time goes by as the answers are developed by the experiments now going on.

SUPERSTITION

The train bearing the body of President Abraham Lincoln passed over the New York Central Railroad between Albany and Buffalo on April 23, 1865. For many years thereafter there was a superstition among railroad men that on the same day and hour each year a phantom train passed over the road.



Mrs. Chester Bartlett, Oakfield, poses with samples of her handicraft. Mrs. Bartlett makes her flowers with such prosaic materials as nails, copper wire and reject nylon stockings.

Lady With a Hobby

Mrs. Chester Bartlett's hobby of making flowers has grown, in five years, into a tidy little business, winning for her state recognition.

By Virginia Bubar

Five years ago, Mrs. Chester Bartlett, wife of Conductor Chester Bartlett of Oakfield, bought a small bouquet of artificial flowers for her dining room. But when she put them on the table the effect somehow didn't satisfy her. They looked plain and as phony as dime store teeth. So

she picked some evergreen and made a spray that changed the whole appearance of the centerpiece. It looked more like a bouquet of real flowers.

And since that time, Mrs. Bartlett's casual purchase has grown into a lucrative and unusual hobby. During rush

seasons like Easter, Memorial Day and Mother's Day, it's not unusual for her neighbors in Oakfield to glance out the window late at night and remark: "Virgie must be working to catch up on her orders." Making a single corsage takes about 25 minutes (after the cutting) and she charges from \$1.00 to \$1.50, depending on the materials she uses.

"Actually", she smiles, "I give away more than I sell, but I enjoy doing it."

It's no easy job during the rush seasons to turn out dozens of corsages and outside

pieces, especially with a rail-roading husband and seven children. But Chester and the kids are very proud of Mrs. Bartlett's flowercraft and they understand if dinner is sometimes a little late.

"When you know you're going to sell your work," she remarks, "it makes it more fun to do it."

She tries to time her flowers with the seasons. In the Spring, she'll make daffodils, lilies, dogwood, violets, and tulips. Summer flowers include roses, sweet peas, and peonies. Roses and carnations

Exhibition hall at the Pacific National Hobby Show in Vancouver, Canada, where Mrs. Bartlett exhibited her work last year (center, foreground). She won second prize in the show, competing against all categories.





Mrs. Bartlett shows some of the ribbons she has won during the past two years, including a special Award of Merit from the Pacific National Hobby Show. Half of the fun from her hobby, she says, is entering contests.

are always in demand and her own favorite is the orchid.

Virgie Bartlett never had any instruction in her craft because there wasn't anyone around who knew anything about it. After her first attempt with the purchased centerpiece, she bought a kit to make roses and didn't care much for the result.

Next, she tried studying the seed catalogues for arrangement ideas and then took real flowers apart to study nature's own marvels of construction. The State Library in Augusta, she says, was very helpful and sent her

several books on flowercraft which she read avidly.

It wasn't long before she was making her own designs using real flowers as models and friends began asking her where she bought them. As her work progressed, she sold an occasional corsage or outside piece, then more, until she found she had regular customers. . . . lodges, schools, churches and individuals who sent for her work from as far away as Massachusetts and Connecticut.

"I don't want to make too much of a business of it," she says, "because I think it

would take some of the fun away from it. If I earn enough to give the children their music lessons and help out with their clothing, I feel that's enough. It helps me do things for them that you sometimes aren't able to do for children in a big family."

In making her flowers, Mrs. Bartlett uses thread and copper wire for fasteners. Glue, she explains, isn't very satisfactory. She also uses small nails for short stems, and pipe cleaners. For corsage work, she uses wood fibre which is imported from Formosa. This material, she says, is often in short supply since Formosa is one of the world's hot spots. The wood fibre, when crushed or wrinkled, can be placed in a refrigerator for a few hours and come out looking as fresh as when the corsage was made.

Other materials used in making flowers include paint, enamel, shellac, nylon stocking (rejects from the factory) and even nail polish.

"When a woman comes in and wants a certain color in her corsage to go with a dress," she explains, "I can usually find a nail polish to give her the effect she wants."

The familiar initials C. O. D., meaning "Collect on delivery," originated in 1841 when a shipper asked an express company to collect payment for goods from the consignee at the time of delivery.

No matter what materials she works with, Virgie Bartlett is painstaking about making her flowers look real and often uses dried flowers to complement her manufactured materials. She once won a prize at a fair with a spray made from ordinary burdocks. Her outside pieces are made from plastic or waxed material.

Last year Mrs. Bartlett won her biggest prize since she started entering hobby shows. . . second prize (competing against all categories) and a merit award at the Pacific National Exhibition at Vancouver, Canada. She also won 13 awards at the Bangor and Springfield fairs last year, including three first premiums and two second premiums at the Bangor Fair.

Virgie Bartlett's life-like flowers have made friends for her all over the state. . . a source of pleasure for her because she enjoys meeting people.

"I guess I like it best," she says, "because it gives me an interest outside of homemaking and I think every woman should have that. Flowercraft is a wonderful hobby."



Meet Your Directors

Harry E. Umphrey became a director of the Bangor and Aroostook in 1949, and a member of the railroad's executive committee in 1949.

Mr. Umphrey was born in Washburn and in 1913, married the former Hepsie Crouse. They have three children. He attended Washburn schools, Colby College, and in 1949 was honored by the University of Maine with the doctor of laws degree.

During World War II, Mr. Umphrey took an active part in the war effort, serving on the Selective Service Board and supervising operation of a potato dehydration plant, total production of which went to the armed forces. It was the first plant of its kind to receive the "A" award from the government. At the end of the war, he was instrumental in converting the plant to production of frozen french fried potatoes.

He has also served as chairman of the Maine Aeronautics Commission, state chairman of the Production and Marketing Administration of Maine, chairman of the National Potato Advisory Committee, USDA, chairman

of the Washburn Town Council, president of the Aroostook County Farm Bureau, and a director of the Associated Industries of Maine.

Besides his railroad affiliation, Mr. Umphrey is also a member of the executive committee and a director of the Maine Public Service Company, a director of the U. S. Chamber of Commerce, a director of the Federal Reserve Bank of Boston, a director and member of the Senior Board of McCormick and Company of Baltimore, secretary of the New England Council, president of the Aroostook Broadcasting Company, president of Aroostook Potato Growers, Inc., and of Aroostook Farm Supplies, Inc., and president of Eastern Growers.

He is treasurer of the Grand Isle Starch Company, chairman of the board of Taterstate Frozen Foods, trustee and member of the executive committee of Colby College, and trustee of Eastern States Exposition. Mr. Umphrey is also a member of the Washburn Rotary Club, the Tarratine Club of Bangor, and the Algonquin Club of Boston.



W. A. Bamford accepts Award of Merit (left) from Safety Supervisor Babcock as V. L. Ladd receives same award from W. J. Strout, right. The Award of Merit is given for no lost-time accidents exceeding three days.

BAR Sets New Safety Record

Engineering people win President's award for the second time; Stores Department gets Executive Vice President's award and award of merit.

The Bangor and Aroostook topped its own safety record in 1955, making the best showing in its history. The 1954 record was the best to that date, but 1955 saw the BAR in first place among the six New England railroads as compared to second in 1954; second place among the 19 group D railroads, as

compared to fourth last year; and 20th place among all groups (120 railroads) as compared with 35th last year.

Safety awards were presented in Bangor March 21 with the Engineering Department winning the President's Award for the second consecutive time. Chief En-

gineer R. H. Morrison accepted the award for the employees of his department. The award is based on total accident ratio (total accidents per man hours worked) and the department winning the award three times retains it permanently. The Engineering Department showed a 12 percent decrease in total accident ratio.

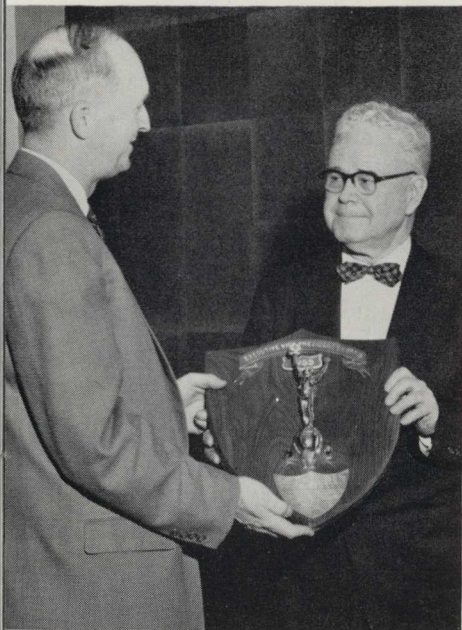
W. A. Bamford, purchasing agent and general storekeeper, accepted the Executive Vice President's Award

from W. Jerome Strout for employees of his department. The award goes to the department showing the best improvement over last year's record in total accident ratio. The Stores Department also won an Award of Merit for a year without a lost time accident of more than three days, an award it also received last year.

Mechanical Superintendent Vaughan L. Ladd also accepted an Award of Merit for employees of his depart-

Chief Engineer R. H. Morrison, right, accepts President's Award for his employees from Executive Vice President W. Jerome Strout. The Engineering Dept. also won the award in 1954.





W. A. Bamford, right, accepts Executive Vice President's Award, for greatest improvement in total accident ratio over previous year, from W. J. Strout.

ment for going a year without a lost time accident in excess of three days.

Department heads also presented 10 interdepartmental awards to their employees. Roadmaster Don Ross, Van Buren, accepted the Chief Engineer's Award for employees of District 4 for the best safety record among section districts and

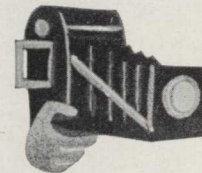
B. & B. Supt. C. E. Garcelon accepted a Chief Engineer's Award for his employees, who made the best safety record among the B. & B., Signals and Communications, and Extra Gang Crews.

Foreman C. R. Page and crew, Foreman W. I. Morton and crew, and Foreman E. R. Lewin and crew all received Awards of Honor from the chief engineer for a year's service without an accident.

Mechanical Superintendent V. L. Ladd presented awards to the employees of the Locomotive and Blacksmith shop for the best safety record among crews at Derby, and to the employees at Oakfield for the best safety record among Mechanical Department employees outside of Derby.

Superintendent of Transportation L. E. Terrio presented three Awards to Transportation Department Employees. Southern Division Conductors and Trainmen and Southern Division Engineers and Firemen received awards for the best safety record of the two divisions, and Northern Division Station and Yard Office employees received an award for the best record in that category.

MAINE LINE Camera —



Pictured in new station at Limestone are, left to right: Clerk John Lajoie, Supervisory Agent B. A. Ryan and Assistant Agent Ted Clark. Agent Ryan and his crew moved into the new station December 22.



New station at Limestone, above, is a 20 by 40 foot structure designed by Bangor and Aroostook Engineering Department. Inside color scheme is green and the building has recessed lighting, tiled floors and lots of working space. Agent Ryan reports that Limestone handled 1000 cars in and out during the first month they were in their new building.

Members of the nine-man boxing team from Loring Air Force Base present tickets to Conductor Leon Bartlett and Trynman P. A. Bouchard before boarding train at Caribou for New England Golden Gloves Tournament Jan. 16. The railroad was pleased to be able to help sponsor the group for the tournament held in Lowell, Mass.



George M. Hill

George M. Hill, formerly district Traffic Agent for the New York, New Haven and Hartford railroad in Manchester, N. H., has joined the Bangor and Aroostook as Assistant Vice President-Sales with office at Bangor. Hill is well-known in Northern Maine, serving, before his promotion to the New Hampshire office, as District Traffic Agent in Presque Isle. He began his railroad career with the New Haven in 1940. Hill is a native of New Haven, Conn., and attended Milford High School, Yale University and Boston University. He served with the Navy in World War II.



Pictured with new trucks which will be used in new Bangor and Aroostook pickup-and-delivery service are: Winfield Wilson, District Manager Truck and Coach Division, General Motors Corporation; E. R. Jennison, marketing specialist, BAR; W. Jerome Strout, Executive Vice President, BAR; and Linwood R. Smith, General Manager, Maine Rent-A-Car system.

BAR Starts Pickup-and-Delivery

New service provided for Bangor and Aroostook l. c. l. customers, without cost to shipper or receiver, starts in northern Maine March 19.

Bright, red, white and blue trucks blossomed in seven northern Maine towns March 19, marking the beginning of the Bangor and Aroostook's new, free pickup-and-delivery program. The program became a reality after almost a year of study, rate revisions and legal problems, and

northern Maine businessmen were quick to try the new service.

The 1½-ton trucks, rented from Maine Rent-A-Car System, are located in Houlton, Oakfield, Presque Isle, Caribou, Van Buren and Fort Kent. Other key points are serviced by local truckers un-

der contract to the railroad.

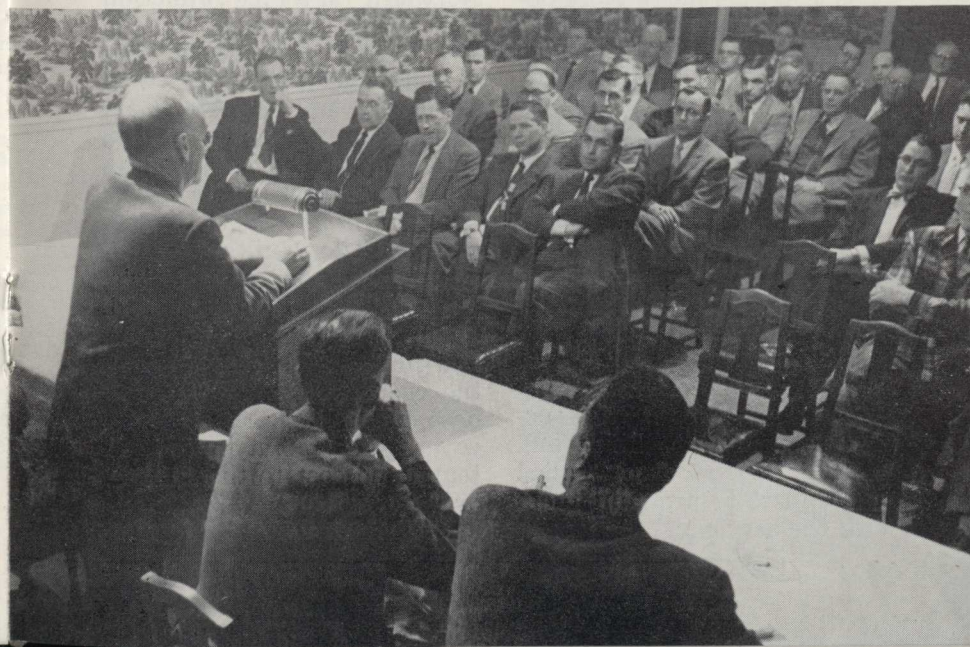
"We're getting a lot of small shipments from people who haven't been using rail," Sales Supervisor Norman Tardif said, "and we think that's encouraging."

In a study last year the Sales Department found that only five customers accounted for 43 percent of the railroad's l.c.l. traffic, which meant that the small businessman was being virtually ignored. Sales Marketing Analyst E. R. Jennison also reported that the railroad's

l.c.l. business had dropped from 56,000 tons in 1930 to 12,000 tons in 1954; the railroad was handling only 10 percent of the l.c.l. potential in northern Maine.

What it meant was that the railroad had to make l.c.l. shipment more attractive to smaller businessmen and businessmen who didn't have trucks available to pickup l.c.l. shipments at local stations. And so, agents throughout the system called on businessmen in their towns to find out what the

Assistant Supt. Transportation Harold Duffy speaks to station men from Northern Division a few days before pickup-and-delivery program starts. Agents met at the Northeastland Hotel in Presque Isle.





Northern Division men listen as Sales supervisors and Operating people outline l. c. l. pickup-and-delivery program.

railroad could do for them. The overwhelming answer (90 percent of the people queried) was pickup-and-delivery.

By Dec. 13, the mechanics of the program had been worked out and the railroad presented its case to the Maine Public Utilities Commission in Presque Isle. After two days of testimony the truckers withdrew their objections to the petition and the PUC granted approval.

During the next two months, agents were briefed on the mechanics of the service, drivers were hired and the Sales Supervisors called on shippers to acquaint them with the service.

Here's how it works: incoming pool cars from points west will be reclassified at Northern Maine Junction and loaded into cars for the key points throughout the system. The freight bills will be made up at Northern Maine and travel with the shipment so there will be no delay at destination. The freight will be sent to the key points (Milo, Guilford, Millinocket, Houlton, Presque Isle, Oakfield, Fort Kent, Ashland, Caribou, and Van Buren) and immediately delivered to the customer's place of business or his home. The service covers every point in the system at no cost to the shipper or the receiver.

"What we want," said Jen-



nison," is a program that will offer our customers in northern Maine, a complete transportation service. It has to appeal to the small businessman as well as our larger shippers. We may have to make changes as we go along, but we're well started toward our goal of the lowest prices, faster service and less damage."

Jennison also added that the Sales department is meeting with representatives of the New York, New Haven and Hartford, the Maine Central and the Boston and Maine, all of whom have pickup and deliver service, to expedite handling of l.c.l. freight.





Earl Porter, Trouble Shooter

Section foreman E. R. Porter, Grindstone, started watching trains as a boy and his habit of caution has paid off in preventing accidents.

Section Foreman Earl R. Porter, 42, was standing in front of his house in Grindstone when No. 55 sped by at 4:30 the afternoon of Feb. 23. It was a long train, mostly empty pulp cars bound for Oakfield from Northern Maine Junction. As he watched the passing train, Earl Porter spotted a car in the middle of the string whose brakes were bound and trailing smoke. As the caboose passed, Porter grabbed his nose in the traditional hot box signal. The crew stopped a few hundred yards past and corrected the fault before it became serious.

A few days later, Section Foreman Porter received a letter of commendation from Chief Engineer R. H. Morrison who said his prompt action "may have saved the railroad considerable grief. You are certainly to be commended for this extra personal effort." Letters of commendation for this sort of thing aren't new for Earl Porter, however. The last letter made his sixth . . . three from W. Jerome Strout when he was chief engineer and

three from R. H. Morrison.

Nor is watching trains anything new for Porter. He's been doing it since he was a boy in Grindstone and his habit of caution has paid off for the railroad.

"I guess it started when Ray Taylor, who was an engineer here when I was a kid used to throw me off candy", he mused. "Later I became acquainted with the train crews and it got to be sort of a sociable thing to be out and give them a highball when the train went by. You work around a railroad for a few years and you watch for hot boxes and such, unconsciously."

In a long train, the crew often can't see defective cars in the middle of a train and there isn't a train crew that runs past Grindstone who doesn't know Earl Porter. They have come to expect to see him watching the long line of cars as they flash by and look for his highball signal. He rarely disappoints them.

"We generally watch television pretty late nights" he says, "and I usually catch the

night freights before we go to bed. Sometimes, if the engine gets by and I'm not out with my light they'll give me a couple of short blasts on the whistle. Then I go out and signal the rear end man as the caboose goes by."

Earl Porter came naturally by his railroad career. His father, Ray, and three uncles were all Bangor and Aroostook section foremen, and it was while he was working at Grindstone for Oscar Porter, his uncle, that he had his most unusual experience with a crippled car. Porter was standing in front of the section house with his uncle watching a train go past. His feet were on the motor car runoff plank. And just as he spotted a car with a broken truck (actually dragging on the ties) coming toward him,

the truck hit the plank on which he was standing and sent him sprawling. He picked himself up and threw a block of wood at the buggy when it went by to attract attention. But by the time Conductor George Stewart could pull the air, the cripple had put three cars of pulp off the iron.

Watching trains after hours isn't part of Earl Porter's duties. He does it, partly to help his friends in the train crews and partly because he's a railroad man and just can't help it.

When the train crew go past Grindstone they'll still see Earl Porter on his porch with a signal light at night, and they'll know that he'll be watching for cripples in the long train that they can't see. It's sort of a comforting thought, too.

ABOUT OUR COVER . . .

Artist Tom Kane is responsible for our attractive cover this month and we're right proud of his handiwork. The occasion, of course, is the completion of the railroad's new motion picture, "Assignment In Aroostook," produced by the Bangor and Aroostook in cooperation with the Strategic Air Command, U. S. Air Force. The picture (see story p. 4) is a 28-minute color and sound film and will be available to service clubs, schools, civic groups and others in the area we serve.

• •

Traveling 243,827 miles by rail during his years in the White House, Franklin D. Roosevelt has gone down in history as the greatest traveler among the Presidents. His rail journeys equalled ten times the distance around the world.



Safety Supervisor Babcock (back to camera) holds short safety meeting with (left to right) Foreman Porter, Brakeman Willette, Brakeman Oberg, Yardmaster Kitchen, Fireman Spencer, Engineer Duplisca and Brakeman Burton at Northern Maine Junction.

LOOKING AT SAFETY

Running trains will probably never be the safest job a man can have because the potential hazards are always waiting for the unwary. But that doesn't mean the man in train service is destined to become a victim of these potential dangers; it means that he has to be that much more careful . . . ALL the time.

The rule book represents many years experience by generations of operating men who wrote the book as they learned railroading. The rules are tried and proven and, in train service, some of the most important ones are the simplest . . . like walking at least 10 feet from a car when crossing tracks. But you have to remember them all the time.



At left, Brakeman P. M. Shields gives stop signal to Engineer Bryant at Oakfield before adjusting coupler between engine and car. Stepping in front of moving cars or engines to adjust coupler, knuckle or lock pin, or using your foot or hand when cars are moving is just a sure way of inviting injury.

When boarding moving equipment it's good safety practice to get on the trailing end whenever possible. This is especially true when boarding a caboose; use only the trailing end. Note firm placement of hands and feet as Switcher Foreman C. E. Porter boards trailing end of engine at Northern Maine Junction.



When getting off standing engines or cars, keep a good hand hold until feet are firmly placed on the ground, and get off at a safe speed. Ice and snow make this a very important safety rule in the winter months. Switcher Foreman O. G. Collier demonstrates how it's done.

Below, Brakeman Jack Scott demonstrates a good safety rule by looking both ways before crossing track, by keeping at least 10 feet from cars and by stepping over the rails.





Always lock a switch or fasten it securely with a pin before allowing engine or cars to move across switch. Brakeman W. J. Willette demonstrates the vital safety rules. If a switch has a defective lock or pin, you may save property and lives by securing it properly. Below, Brakeman K. L. Burton demonstrates proper position for riding on top of moving car. Always take a position near the center of the car to prevent being thrown to the ground.



April Is Perfect Shipping Month

The National Association of Shippers Advisory Boards has designated April as perfect shipping month, according to J. Gregg Beckett, who has asked all members of the Bangor and Aroostook family to cooperate in further reducing our freight damage.

"Perfect shipping should be more than just a catch phrase," he says. "It's our way of doing business as a service institution."

Prompt and courteous adjustment of claims is a service we're proud to offer our customers, Beckett adds, but even the best claim service is no substitute for careful handling. At best, the customer loses time and is inconvenienced. And in many cases freight damage means a dissatisfied customer . . . something that no service institution can afford.

Because of the importance of the loss and damage problem, all railroads are working together in an effort to find a solution. The Bangor and Aroostook employs the most modern tools of modern science . . . impact recorders, recording thermometers, and many others . . . to give our customers better service. But

the tools alone aren't enough without the help of all railroad people.

What can you do to prevent damage?

"The man in train service, of course, is the most vital link in damage prevention," Beckett answers, "and our people are doing a good job. But claim prevention isn't something that we need only concern ourselves with one month out of 12. It's something that we must be concerned with every day in the year. Careful switching, coupling, careful handling at transfer points are vital prevention operations. Our salespeople—and that means everybody—can help by stressing the importance of proper loading to our customers, and by talking damage prevention to every member of the railroad family."

Perfect shipping affects every member of the railroad family, he concludes, because it can mean the difference of a firm friend for the railroad or a dissatisfied customer. The Bangor and Aroostook has one of the best records of any railroad in the United States as far as loss and damage goes, and we are all working to better this record.



Judith Burleigh, great-granddaughter of the first president of the Bangor and Aroostook, interviews manager of Suggestion System, C. E. Delano.

The Suggestion System

A Wellesley College senior whose great-grandfather was the first president of the Bangor and Aroostook is making the railroad's seven-year-old Suggestion System the subject of a research project. Judith Burleigh, whose greatgrandfather, Albert A. Burleigh was not only the railroad's first president but was instrumental in the organization of it, is a psychology major and the project is

one of her final major assignments before her graduation in June.

The purpose of the study, according to Miss Burleigh, is to evaluate the Suggestion System. Why does an employee make suggestions? Why do some employees use the system and others do not? Do some feel that the system is unfair or do they feel that they are already well paid for advancing their

ideas without further compensation? These are some of the questions for which the Wellesley senior is trying to find answers.

"The railroad's Suggestion System is not in poor health", Suggestion Manager C. E. Delano emphasizes. "In fact, receipts have risen, award percentages are up and we're getting good ideas from our people every day. But management is interested in knowing why more employees don't take advantage of the system and welcomes Miss Burleigh's aid in searching for any psychological barriers that may stand in the way."

The way Miss Burleigh tackled the job shows she has inherited some of the initiative of the railroad's first president. She spent hours interviewing Manager Delano and the chairman and members of the Suggestion Committee. She attended an

all-day committee meeting and observed as the members considered employee suggestions, approving awards totaling \$151.20 and turning down 40 ideas as being impractical for one reason or another.

To get the rest of the information for her project, Miss Burleigh sent questionnaires to every railroad employee asking each why he does or does not participate and inquiring about his experience with the plan. The questionnaires will be answered by a majority of railroad people, she thinks, and will show the thinking of the employee about the system.

Miss Burleigh was brought up in Aroostook County and her background in the railroad's history well qualifies her to engage in the study. Delano added that her work is being watched with interest and expressed the hope that it may result in an improved system.

SEQUEL . . .

In our November-December issue of MAINE LINE we printed "Memoirs of a Potato Bug" which, incidentally, was reprinted by George Moore's excellent magazine FOOD MARKETING IN NEW ENGLAND (First National Stores). The piece was anonymous, and we were pleased to learn last month from Mrs. Allen M. Chase, Fort Lauderdale, Florida, that her brother, Kenneth Jones of Presque Isle, did the fine article. We were also pleased to learn that "Bug" is getting his just reward by spending the winter months basking in the Florida sun.

J. A. Morrill, Plainville, Conn., another former potato bug also wrote to tell us that Mr. Jones' piece brought back some pleasant memories to him.

IN THE FAMILY

Mechanical Department

Friends of Mrs. *Edith Perry*, Derby, will be pleased to know that she is back at work in the Derby Post Office after being injured by a fall on the ice recently. She is the wife of Chief Electrician *Vernon J. Perry*, Derby.

It was with regret that we noted the death of Foreman Blacksmith *Alexander McKay MacDougall* (Ret.), 96, at Frankfort, Pa. He was born in 1859 in Belfast, Prince Edward's Island, and became a citizen of this country in 1896 at Bangor, Maine.

Mr. MacDougall worked at Old Town and Hartwell from April 22, 1896 until June 1906 as helper and blacksmith for the Bangor and Piscataquis Railroad. In June, 1906, he was made Foreman Blacksmith—Old Town and Hartwell—a position he held until the Bangor and Aroostook built shops at Derby. He also served as Foreman Blacksmith at Derby until his retirement in 1935. He had 39 years of service and was the railroad's oldest retired employee.

Pvt. *Clarence E. MacLeod*, son of Mr. and Mrs. *Hartley F. MacLeod*, sailed Dec. 17, 1955 from Inchon, Korea, where he has been attached to the 83rd Ordinance Battalion, U. S. Army, as an ammunition supply specialist. Mr. MacLeod is employed at Derby Shops.

Private *Georgia E. Bamford* recently completed her recruit training at the Marine Corps Recruit Depot, Parris Island, South Carolina, and visited her parents Painter and Mrs. *Elwood D. Bamford* at Derby on a 14-day furlough. Also home on a 30-day furlough from Tokyo, Japan, was Pvt. *Frank Bamford* who is a part of

CONTRIBUTING CORRESPONDENTS:

Gladys Goodwin

R. E. Clukey

L. H. Kitchen

Gil Jameson

Shirley Farrington

G. C. Crabtree

J. B. Crocker

Annie W. Morris

N. A. Robertson

H. M. Hopper

Hercules Levesque

Francis Smith

P. J. Dube

Bernice Bailey

Gloria Dunn

H. A. Lewin

the 82nd Airborne Division. After their furloughs, Pvt. *Georgia Bamford* went to Airman School at the Naval Air Technical Training Center, Jacksonville, and Frank returned to Tokyo for reassignment.

Our sympathy to Mrs. *Elmer Cunningham* on the death of her mother, Mrs. *Sarah Willey*. Mrs. Cunningham is the wife of Carpenter *Elmer Cunningham*, Derby Shops.

Congratulations are in order for Mr. and Mrs. *Francis Murphy* on the birth of twin boys, *Douglass* and *Donald* at Bangor, Feb. 4. The maternal grandparents are Machinist and Mrs. *T. Douglass Barker* of Milo.

Diesel Supervisor and Mrs. *Hector*

P. Butler recently moved into their new home at 274 Mt. Hope Ave. in Bangor.

Valuation Accountant *Harold F. Norton* (Ret.), is a patient at the Mayo Memorial Hospital, Dover-Foxcroft. His friends wish him a speedy recovery.

Richard Russell, former carman apprentice at Northern Maine Junction and Derby, and son of General Foreman Locomotive Department and Mrs. *Wallace J. Russell*, is visiting his sister and other relatives at Long Beach and Lone Pine, California. He made the trip by car in eight days.

Our sympathy to Sheet Metal



Foreman *V. T. Wark*, right, presents gift from his fellow employees to Car Inspector *Adolph Lamore*, Van Buren, on his retirement Feb. 1 as Master Mechanic *Roy D. Goodall* watches. Lamore entered railroad service in 1917. In 1916 he married the former *Ouida Cyr* of St. Leonard, N. B. They have 14 children, 11 of whom are living, and 34 grandchildren. Five of his sons served in the armed forces in World War II. The Lamores will continue to live in Van Buren.



"May I see your ticket, please?"

Worker *LeRoy T. Howard*, at Derby, on the death of his father at Dover-Foxcroft, December, 1955.

Congratulations to Assistant Engineer and Mrs. *Harold W. Hanson*, Derby, on the birth of a daughter, *Karen*, January 12, at Gallant Hospital, Milo.

Our sympathy to Car Repairer *Helper Roland J. Dickson*, at Derby, on the death of his brother, *Edward* recently.

Our sympathy to Carpenter *Forest N. Clapp*, at Derby, on the recent death of his father.

Mr. and Mrs. *Hollis E. Clark* recently completed a new home on Alton Street, Milo. Head carpenter of this project was Clark, assisted by his wife, his son and his sister. Clark is Acting Passenger Car Foreman, Derby Shops.

Harold D. Parent, Machine Foreman at Derby, has returned to work following surgical treatment at the New England Baptist Hospital, Boston, Mass.

Mrs. *Monda Wood*, wife of Freight Car Foreman *O. Manley Wood*, is convalescing at her home following treatment at the Eastern Maine General Hospital, Bangor.

Carpenter *William E. MacLeod*, at Derby, has returned to work following illness in a Boston hospital.

Mr. and Mrs. *J. Lewis Shaw*, Mr. and Mrs. *Leonard A. Hatt* and Mr. Mrs. *Earle W. Bailey*, accompanied by their daughter and husband, Mr. and Mrs. *Lawrence D. Stanchfield*, spent a few days recently in Florida. Mr. Shaw is a retired Painter, Mr. Hatt is a retired Sheet Metal Worker, and Mr. Bailey is a retired Freight Car Foreman, all formerly employed at Derby Shops.

Statistician *Thomas N. Hopper*, at Derby, has resumed his duties in Mechanical Superintendent's office, after spending his vacation at the New England Deaconess Hospital, Boston.

Foreman Car Inspector *Dana D. Lovell* recently completed a new home on Daggett Street, Derby.

Sheet Metal Worker *Albion E. Lovell*, Derby Shops, has returned to work.

Passenger Car Foreman *Arthur E. Ellis*, Derby Shops, is convalescing at his home in Milo, after being a surgical patient at the Gallant Hospital, Milo.

Mrs. *Emma Heath*, wife of Assistant AAR Car Accountant *Chester E. Heath*, Derby Shops, is convalescing at their home after being a patient at the Gallant Hospital, Milo.

Mr. and Mrs. *H. Allen Monroe* have a new grandson, *Theodore Allen Monroe*, born in Burnt Hills, New York, March 4. Mrs. Monroe is now visiting with her son and family.

Mrs. *Charles P. Field*, wife of retired AAR Car Bill Clerk, is now convalescing at their home at Lake Placid, Florida, after being a surgical patient in hospital at Avon Park, Florida.

Lt. *James L. Ladd*, his wife, the former *Shirlene Harris*, and family, were the recent visitors at the home

of his parents, Mr. and Mrs. *Vaughn L. Ladd*, Milo, following training at Fort Benning, Georgia. Lt. Ladd is now en route to Korea, via Ft. Lewis, Washington, where he expects to be for a minimum overseas tour of duty. His wife is the daughter of Blacksmith and Mrs. *Wallace R. Harris*.

Freight Car Foreman *Earle W. Bailey* (Ret.), is a patient at the Gallant Hospital, Milo.

Friends of General Foreman *Harry H. Dwyer*, Oakfield, sympathize with him in the sudden death of his wife, *Lucy*, January 29.

Our congratulations to Mr. and Mrs. *Roland J. Cameron* on the birth of a daughter, *Twyla Rose*, born January 7 at the Milliken Memorial Hospital at Island Falls.

Dale L. Drew has accepted a position of Clerk in the office of *Roy D. Goodall*, Division Master Mechanic at Oakfield.

Virginia S. Bubar has replaced Chief Clerk *George L. Kearney* in the Division Master Mechanic's office at Oakfield, Mr. Kearney having transferred to position of timekeeper in Superintendent of Transportation's office at Northern Maine Junction.

William J. McDonald has accepted a job as clerk in the office at Northern Maine Junction Diesel Shop.

Miss *Marilyn DeWitt*, daughter of Blacksmith and Mrs. *Fred T. DeWitt*, became the bride of *Charles T. Dolan* of Lincoln, recently at the United Baptist Church in Milo. They will make their home in Lincoln.

Freight Car Foreman *Earle W. Bailey*, 67, (RET.) died in Milo March 18. He served 23 years with the railroad before his retirement in 1945. Mr. Bailey was born at Howland in 1888. He is survived by his wife, Mrs. *Isabelle Bailey*, four sons and two daughters.



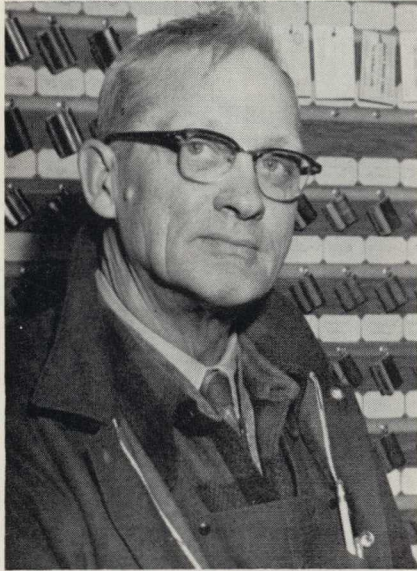
Mr. and Mrs. Charles T. Dolan

Assistant to the Mechanical Supt. *H. Allen Monroe*, Derby, was recently elected vice-chairman of the newly-organized Penquis Development Association. The group is working for Industrial and area promotion in Piscataquis and Penobscot Counties.

Northern Division

We were sorry to learn of the death of Operator *Guy H. Hanson*, 53, of Houlton who died Feb. 26 after a long illness. He was a member of Monument Lodge, A. F. & A. M., Aroostook Chapter R. A. M., St. Aldemar's Commandery of Houlton, and a member of the Trowell Club of Bangor.

Pall bearers were Operator *Joel Mills*, Baggage-master *Willis Saunders*, Supervisory Agent *Percy Hoar*, Chief Dispatcher *Herschel Lee*, Dispatcher *Robert Groves* and *Hollis Savage*.



Conductor *Robert W. McGuire*, Caribou, received his gold pass last month. He started railroading as a trackman in 1907 and later served as flangerman and brakeman before becoming a conductor. He was also employed by the Canadian Pacific railroad. McGuire is a member of the Masonic orders and the Universalist Church. He and his wife live in Caribou.

Miss *Warrena Dixon*, daughter of Section Foreman and Mrs. *Gordon Dixon*, was the carnival queen at the recent Stockholm High School winter carnival. *Paul Plourde*, son of Trackman *Albert Plourde*, won the Bangor and Aroostook trophy for the 10 kilometer ski race. The trophy was presented by Agent *Pat Dube*. *Reggie Doucette*, son of Trackman and Mrs. *Lawrence Doucette*, won the feature ski race at the Caribou carnival.

We had a letter from Supervisory

Agent *Francis Smith* of Caribou who asks us to pass along his thanks to all his friends who were so thoughtful and kind during his recent illness. We are happy to report he is back at work again.

Station Agent and Mrs. *Hercules Levesque*, Frenchville, are the parents of a daughter, *Cecile* (7 lbs. 10 ozs.) born at the People's Benevolent Hospital in Fort Kent, Jan. 15.

Engineering Department

We were pleased to hear that B. and B. cook *Fred W. Albert* has returned to work after a long illness.

B. and B. carpenter and Mrs. *Charles DeWitt* returned home to Hampden Feb. 18 after enjoying a two-week vacation in Sarasota, Florida.

We were sorry to hear that Section Foreman *E. R. Alward*, Ashland, is still confined to his home recovering from a heart attack.

Friends of B. and B. Mechanic *Asa J. Lake*, Houlton, will be sorry to learn that he is a patient at the Northern Maine Sanatorium. We're sure he'd appreciate getting some cards.

Mrs. *Amber Pettengill*, widow of the late Section Foreman *Guy L. Pettengill* of Houlton, and *Frank Bachelder*, Houlton, were married at the Court Street Baptist Church parsonage with the Rev. *Percy Hayden* officiating. They will live in Houlton.

Pvt. *Gary Garcelon* spent a 10-day furlough with his parents, B. and B. Supt. and Mrs. *Cecil Garcelon* of Houlton, recently. He has completed his basic training at Fort Dix, N. J.

B. and B. Carpenter *D. P. Aucoin*, Blaine, is convalescing after an operation at the Aroostook General Hospital.

Mechanic *Austin Kinney*, Houlton, was employed as a shop mechanic during the recent illness of *H. A. Lewin*.

Clayton A. Richards, who has

been working as trackman on Section 246 at Howe Brook since 1947, has been appointed foreman of this section. He assumed his duties Jan. 19.

A/2c and Mrs. *Donald E. Burton* are the parents of a son, *Michael Eric*, born Feb. 9 at the Milliken Memorial Hospital in Island Falls. Mrs. Burton is the former *Marion Grant*. The grandparents are B. and B. Mechanic and Mrs. *Burns Grant* and Crane Operator and Mrs. *J. Levi Burton*.

We were sorry to hear of the death of Section Foreman *Joseph H. Beatty* (Ret.) at his home in North Bangor

Feb. 26. He served as section foreman for 36 years and was a Past Master of the Queen City Grange and a member of the North Bangor Church.

Statistical Clerk *Frank Shields* of the Houlton Engineering office was installed Worthy Patron of Fidelity Chapter, No. 32, Order of the Eastern Star, Houlton, Mar. 23.

Herbert Cleaves, son of Section Foreman and Mrs. *Sandy Cleaves* of Van Buren, won a 25-dollar savings bond as first prize in the Voice of Democracy Contest held in Van Buren last month. The contest was sponsored by the Van Buren Junior



Engineer *Winfield H. Quimby* receives gold pass for 40 years service from Traveling Conductor *Leigh Milton*. Quimby came with the railroad as a fireman in 1916. He was born in Caribou and attended Caribou schools. Before coming with the railroad he was employed by the Milligan Lumber Co., Stockholm, and the Woodstock Lumber Co., Woodstock, N. H. He is a member of the Masonic orders and the Methodist church. Quimby is married and has two children.



Dispatcher *George W. Foss* retired March 7 after 44 years service with the Bangor and Aroostook. He has a total of 52 years of service including his service on other railroads. Foss was born in Charleston, N. H. and attended local schools. He was employed by the Central Vermont, the Boston and Maine, the New York, New Haven and Hartford, and the St. Louis, Iron Mountain and Southern before coming with the Bangor and Aroostook as train dispatcher in 1912. He lives at 82 Washington St., Brewer.

Chamber of Commerce. Young Cleaves is a student at the Boys' High School in Van Buren.

We were sorry to hear of the death of Trackman *Leodore Jandreau*, 31, of St. Francis, Jan. 21. Trackman Jandreau was killed when a car in which he was a passenger went out of control at St. John plantation and plunged into a stream.

He was born in St. Francis and attended schools there. Trackman

Jandreau entered the Army in 1943 and served in Europe. He joined the Bangor and Aroostook in 1946 and has been employed since.

He is survived by his wife, the former *Betty Plourde*, his father and mother, Mr. and Mrs. *Baptiste Jandreau*, one brother and two sisters.

Friends of Section Foreman *J. T. Pratt*, section No. 245 at Smyrna Mills, will be pleased to learn that he has resumed his duties after suffering a heart attack in September.

Mrs. *L. G. Jackins* and children, are spending a few weeks with Tie Inspector and Mrs. *G. L. Jackins* of Houlton.

Assistant Engineer and Mrs. *Alan Hodges*, Houlton, are celebrating the birth of a son, *David Alan*, born at the Madigan Memorial Hospital in Houlton, Mar. 6.

A/2c and Mrs. *Donald E. Burton* are announcing the birth of a son, *Michael Eric*, Feb. 9, at the Milliken Memorial Hospital, Island Falls. His maternal grandparents are B. & B. Mechanic and Mrs. *Burns E. Grant* of Island Falls; the paternal grandparents are Burro Crane Operator and Mrs. *John L. Burton* of Oakfield. A great-grandmother is Mrs. *Emily Burton* of Oakfield, widow of Retired Pensioned Foreman *John Burton*.

Clyde L. Burton, son of Burro Crane Operator and Mrs. *John L. Burton* of Oakfield has been promoted to Airman second class. He is stationed at Otis Air Force Base, Mass.

A/2c *Donald E. Burton*, after a furlough spent with his family, has returned to his duties in Pharmacy at U. S. A. F. Hospital, Dover Air Force Base, Delaware.

Southern Division

Many railroaders, young and old, were saddened by the death of Con-

ductor *J. O. McKeen* (Ret.), Feb. 20 in Milo. Mr. McKeen retired two years ago after 53 years of service with the railroad. He was born in Crystal, March 15, 1878, the son of *James* and *Mary Main McKeen*.

Mr. McKeen was a member of the United Baptist Church, past master Piscataquis Lodge, A. F. & A. M., past high priest of Rabboni Chapter, R. A. M., and a past patron of Aldworth Chapter, O. E. S. of Milo. He was also a member of Anah Temple, Order of the Mystic Shrine and was district deputy grand master of the Fifth Masonic District during the current year.

New members of the Bangor and Aroostook family are: *E. A. Phillips*,

K. D. Howard and *E. A. Rideout*, all brakemen; *D. W. Thompson*, *D. V. Chamberlain*, *D. F. Robertson* and *E. W. Woodman*, fireman; *J. J. O'Connor*, clerk under Supervisory Agent *H. H. Hatt* at Northern Maine Junction, and *R. B. Higgins, Jr.*, as freight handler.

Section Foreman *Roland Tweedie* is convalescing at his home in Brownville Junction after an operation at the Eastern Maine General Hospital in January.

Fire Departments from Brownville, Milo and Brownville Junction were called to a fire which destroyed the Chase's Mill in Brownville Feb. 29. The fire also destroyed the residence of *Harry Ladd*.



Terminal Agent *A. S. Knox*, Searsport, receives his gold pass from Superintendent *L. E. Terrio*. Knox entered service as operator in 1915. He worked as assistant agent at Norcross, and Searsport, and Station Agent at Schoodic, Bradford, and Davidson before he became Terminal Agent at Searsport.

According to Agent *J. B. Crocker* of Brownville, some 27,000 feet of mahogany lumber were destroyed, along with valuable machinery. The loss was estimated at \$127,000. The mill made jewelry and silverware cases.

Our sympathy to Trackman *Peter Dubey* on the death of his sister, *Mrs. T. Perry Maddocks*.

Agent Crocker also reports that he sees the annual winter parade of ducks plying up and down Pleasant River in front of Brownville Station.

Stores Department

Mr. and Mrs. *E. W. Hackett*, Derby, have a new granddaughter born Jan. 14 to Mr. and Mrs. *Chester Buck* of Dover-Foxcroft. Mrs. Buck is the former *Mary Hackett*.

Supervisor of Stores and Mrs. *W. F. Alexander*, Derby, have returned from a trip to San Antonio, Tex., where they visited their son, Master Sergeant *W. F. Alexander, Jr.*, and his family. He is stationed at Randolph Field.

Mr. and Mrs. *W. E. Stubbs* have returned from a two-week vacation in Dover, Fla., where they met several Bangor and Aroostook friends including *Gene Tewksbury*, former travelling engineer, and *Bill Howard* and *Charlie Lunt*, both station agents.

Printer and Mrs. *George C. Crabtree*, Derby, were delegates at the recent Maine State Grange convention at Bangor.

Accounting Department

Roy D. Plumley, Jr., son of the Comptroller and General Auditor, has been awarded the Golden Key, highest scholastic honor given by Bryant College in Providence, R. I.

If all railway bridges in the United States were assembled in a single line they would reach from Eastport, Maine, to San Diego, California, with a few miles to spare.

Another son, *Robert E.*, a sergeant in the Marine Corps, has re-enlisted for six years and has been assigned to the Marine Barracks, Treasure Island, San Francisco, California.

Clerk and Mrs. *Edward T. Cranston* of the Accounting Department in Bangor attended the Mardi Gras celebration in New Orleans, La., Feb. 10. On the way home, they visited friends in Alabama and Washington.

Mr. and Mrs. *Wendell P. Holmes* are celebrating the birth of a son, *Wendell P. Holmes, III*, born Jan. 22 at the Eastern Maine General Hospital in Bangor. Mrs. Holmes is a key punch operator in Bangor.

Machine Operator *Howard V. Buelow* joined the Bangor and Aroostook family Jan. 26. He comes to the BAR from the Chicago and Northwestern. He is married and has three children.

Mrs. *Jerry Rowe*, formerly with the Accounting Department in Bangor, called on friends in the Accounting Department while visiting her mother in Bangor. She is now employed by the New York, New Haven and Hartford Railroad in Boston as stenographer.

Mr. and Mrs. *Robert W. Randall* are celebrating the birth of a son, *Robert, Jr.*, born Feb. 23. The maternal grandfather is *Wes Randall* of the Accounting Department.

Friends of *John Salisbury*, clerk in the Accounting Department in Bangor, will be pleased to learn that he has returned to work after an illness of almost a year.

Sales Department

Tom Scanlin, sales analyst in the Sales Department in Bangor, was elected second selectman of the town of Hermon, March 13.

FACTS AND FIGURES

	December 1955	January 1956
We received from		
Hauling freight	\$1,268,857	\$1,575,055
Carrying passengers	34,734	25,873
Hauling baggage, mail and express	36,233	23,896
Other transportation services	18,382	19,757
Rents and miscellaneous income	39,586	(51,177)
A total of	\$1,397,792	\$1,593,404
We paid out or provided for		
Keeping roadbed and structures in repair	\$132,858	\$ 325,000
Keeping locomotives, cars and other equipment in repair	252,572	249,373
Running trains	401,029	397,342
Selling our services to the public	25,988	21,022
Managing the business and keeping the records	71,396	58,418
Interest on borrowed money	91,770	92,798
Payroll taxes	26,119	30,955
Local and state taxes	53,568	61,929
Federal income taxes	88,606	97,091
Applied to sinking funds	88,471	88,424
A total of	\$1,232,377	\$1,422,352
Our Net Income was	\$165,415	\$171,052

*Figures in parenthesis indicate red figure or a deficit.

