

MAINE LINE ▲



May - June 1956 Bangor and Aroostook Railroad



TALKING IT OVER

Late last winter, in this same space, I wrote about our then anticipated free pickup and delivery service for less than carload shipments received and originating in the area we serve.

It is now an accomplished fact and Norman J. Tardif, sales manager-lcl, writes of it elsewhere in this issue.

I would like to emphasize what he says by repeating what I said earlier which was this,—in one way or another it is the concern of every one of us.

There are some 1400 members of the Bangor and Aroostook family. In effect, that means there are 1400 potential salesmen of less than carload freight within the territory of this railroad.

The sticker in this is the word “potential.” Potential, of course, means possible as opposed to actual. The job of all of us, as I see it, is to convert possible into actual.

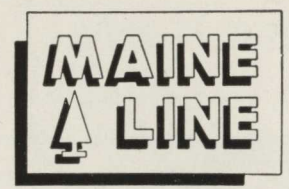
As a matter of fact, it isn't a difficult job or a demanding job. We all have friends who are shippers. We can tell them about our new service. We all buy from receivers of less than carload freight. As customers we can call their attention to our new service.

It is a fine service; we should be proud of it; and we should be proud to assist in selling it. It is my sincere hope that each and everyone of you will lend your effort to make it the big success it deserves. If you do so I am certain it will be very big indeed.

Sincerely yours,

W. Jerome Strout

Executive Vice President



MAGAZINE



MAY-JUNE, 1956

VOL. IV NO. 4

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

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



Mrs. Casey's Caboose

Take an old caboose, a piece of abandoned roadbed, and lots of hard work and you get the most unique gift shop in the State of Maine.

By Harry A. Packard

In Buckfield, Maine, it's not Casey the legendary engineer; it's Mrs. Casey (no kin, either) and she's owner and conductor of what is probably the smallest railroad in the world. Her rolling stock consists of one caboose and the roadbed extends just a few feet past either end of the C-29, which first saw service on the Bangor and Aroostook Railroad.

The CABOOSE, as Mrs. Casey named her novel gift and souvenir shop, was built by the Bangor and Aroostook Railroad and was built there in 1910. And her restoration of the venerable car belies its half-century of service.

The Caseys are a hustling young couple who dreamed up the idea of the CABOOSE when it became apparent,

early in 1952, that the Maine Central Railroad would abandon its line through Buckfield. They wanted to open a gift shop which would also be a sort of monument for the village.

The first step was to acquire some land for the prospective emporium and the Caseys started negotiations with the Maine Central for the purchase of their right-of-way from Depot street to the river. By May of 1953, they had the graded roadbed but nothing to put on it.

So Mrs. Casey began writing letters to every railroad in the East, inquiring for old cabooses. The Belfast and Moosehead Lake Railroad had one but it could not be moved because of its age and infirm condition. Finally, one of Mrs. Casey's letters bore fruit. The Bangor and Aroostook Railroad replied that it had five ancient cabooses at its Derby Shops and that they were for sale. The Caseys drove to Derby the next Sunday and chose the C-29 which

Mrs. Earl Casey, owner of the CABOOSE, swings expertly aboard for photographer and gives a highball to her engineer.



the CABOOSE. Electricity enters the car underground to supply genuine right-of-way of the Maine Central—formerly the Portland and Rumford Falls Railway—at Buckfield.

was to become the CABOOSE.

The Caseys now had their rolling stock and right-of-way, but no rails to put it on. The ties, left by the Maine Central as unfit for relay purposes, were handy. Talking with some former trackmen on the section, the Caseys discovered that some old rails had been left beside the road-bed and were probably usable. The rails, which were laid on the first railroad into Buck-

field in 1850, were procured and Mr. Casey and Raymond Keene, of East Sumner, former foreman of this section, spiked them down with spikes from the Old Rumford Falls and Rangeley Lakes Railroad which was abandoned in 1936.

The C-29, meanwhile, was undergoing repair work at the BAR's Derby shops for its final run. As soon as it was in condition to travel it was taken via the Maine Central

to Auburn. From Auburn, it was moved on the final 20-mile leg of the journey on a flat-bed truck. And on June 18, 1953, the C-29 arrived at the spot chosen by fate and the Caseys as its own Snug Harbor.

"The worst was yet to come," Mrs. Casey recalls. "The interior had to be thoroughly cleaned and remodeled to fit our needs and the outside had to be painted."

In the next few weeks, the

Caseys and their son, Dale, worked from dawn until dark, scraping, painting and renovating the caboose. On August 9, 1953, Mrs. Casey formally opened the CABOOSE, resplendent in a bright coat of red paint, for business.

The visitor to the caboose will find all the signals in the proper place. The red and green lanterns have been electrified, of course, but this unique gift shop has an air of authenticity about it . . . as if

Mrs. Casey sits at desk in the space that the bunks formerly occupied in the CABOOSE. Electricity enters the car underground to supply genuine BAR lamps at door.





Mrs. Casey holds one of the dolls for which she makes dresses. She and her husband started planning the CABOOSE in 1952, and a year later they were the owners of a genuine caboose, the C-29, as well as a piece of right-of-way.

a conductor might swing along side at any moment and give the engineer a highball.

The framed inscription hangs in the cupola: "This caboose was built and placed in service at the Derby Shops

of the Bangor and Aroostook Railroad, April 20, 1910. The cost of construction was \$619.35. The original number was 117." Mrs. Casey couldn't have picked a better monument for the village of Buckfield.

First train to enter El Paso, Texas, reached that city over the Southern Pacific line from the west on May 19, 1881, on completion of the bridge spanning the Rio Grande River near that point.



Members of the Derby Mothers Service Club pack boxes for servicemen and women overseas at the hotel in Derby. Boxes such as these are sent overseas monthly by the club.

A Tradition of Service

The Derby Mothers Service Club, one of the first of its kind, keeps the home fires burning for the servicemen and women of the Community.

Outside the dugout, the wind drove the stinging snow as it slashed down the grey Korean hillside. In the distance, the artillery muttered, rising and falling like the grumbling of some querulous old man. The soldiers inside the dugout crowded about one of their number as he opened a box from home, joking and

sharing in the half-forgotten taste of familiar delicacies.

A small card slipped out of the package and fluttered to the muddy floor.

One of the youths bent to pick it up. His lips moved and his forehead furrowed as he read the neatly-lettered card, "... Derby Mothers Service Club, now where ...?"

Behind the moments of companionship on the grim Korean hillside lies a unique and heartwarming story. It started in September of 1944 when mothers of men and women in service from the little railroad community of Derby (Pop. approximately 250) organized the Derby Mothers Service Club. Its motto was "LIFT" and its members dedicated their efforts toward boosting the morale of their servicemen and women. It was unique, even at a time when clubs for servicemen were the fashion, and its members believe it was the first of its kind.

The 30 mothers who belong to the club (20 are Bangor and Aroostook wives) pay one dollar a year dues and meet every second week. Every third meeting is held in the evening and the members pack boxes of stationery, small delicacies, soap—and other useful articles for shipment to the young men and women of the community stationed overseas.

When a young man from the community enters the service, he receives a newsy letter from the club. During basic training he gets a box similar to the overseas box. On his birthday, he will receive a card with two crisp,

one-dollar bills folded inside to make the sentiment a little stronger. If he happens to be in the hospital at any time during his service career, the mothers send him a card with a dollar for cigarettes and magazines, and if he's married while in service, he'll get a wedding gift.

Boxes are sent monthly to all servicemen and women overseas, with a special box at Christmas. Those serving in the US receive a card at Christmas with money equal to the value of an overseas box. And when he is discharged, the club sends a final five-dollar remembrance from the folks at home.

Mrs. Blanche Smart, a pert and energetic woman, has been secretary of the club for eight years and keeps a scrapbook of mementos and cards from servicemen. Looking through the pages, some yellowing with age and some stiff with fresh paste, one can see how much the packages and the homely little favors meant to the men and women who were fighting a war. Some of the messages are scrawled in pencil, perhaps in the turret of a bomber. Some are painstakingly written in ink.

When the war ended, the townspeople and mothers

found that their club had come to fill a definite social and benevolent need in their community.

And so, instead of disbanding when the war ended as most such groups did, the DMSC decided to continue their work. They increased the scope of their club to include charitable work not connected with the service. And, of course, they continued their work with the community's young people who

were still going into the armed forces.

The Cancer Crusade, the March of Dimes, the VA hospital at Togus and the Red Cross all received generous donations from the Derby Mothers Service Club. In 1948, for example, they placed two mattresses, nine bed tables and an insufflator in a local hospital, besides making 37 gowns for patients. In 1955, the group helped two families whose homes were

Overseas packages include such useful gifts as soap, towels, stationery, hometown newspaper, candy and gum.



burned, sent afghans to Toggus, and donated to all charitable organizations in the community. In 1955, the club earned \$747.50 and spent \$747.23.

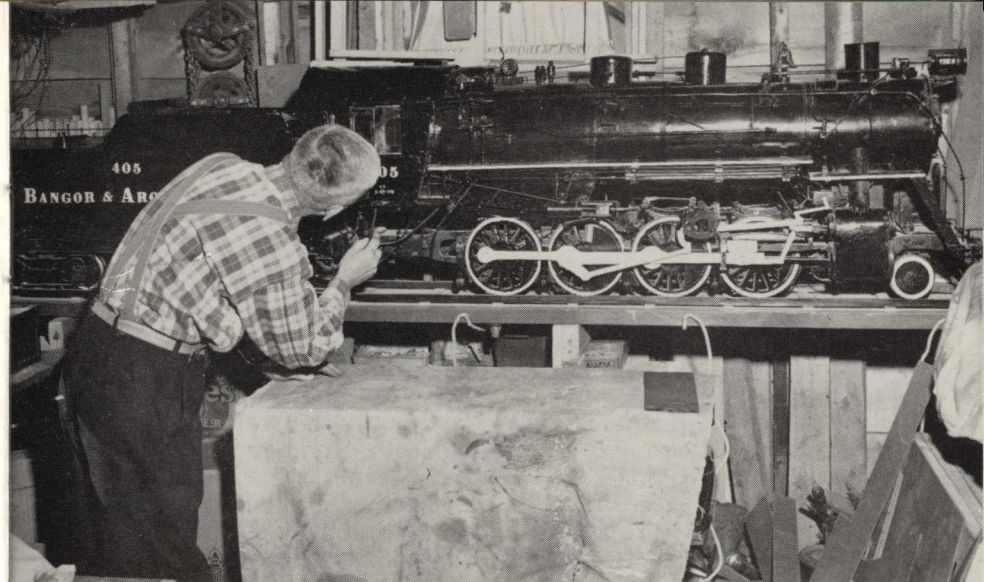
Where does the money for such expensive projects come from? DMSC president, Mrs. Jane Cook will tell you that it's mostly by lots of hard work by the members. Every year the club has an annual bazaar as well as rummage and food sales. Probably the best source of revenue comes from their excellent reputation for serving some of the best home-cooked food in the State of Maine. The club puts

on dinners for the Meet-the-President groups as well as for the public.

The club still sends boxes and cards to 46 men and women from Derby in the service and in their 12 years as a club, they have made the lives of 152 of the community's young men and women fuller by their thoughtfulness. In 12 years of spreading good cheer all over the world, this selfless little group of women have earned something like \$5,200 and spent all of it bringing happiness to others. They have also earned the respect and gratitude of their community.

THESE CHANGING TIMES

Track maintenance men being on the alert to substitute machinery or power devices for hand labor at every opportunity where it can be done economically, should not overlook the fact that horses can be used to advantage in a good many instances. In mowing right-of-way, for example, a team of horses and a mowing machine can do the work more rapidly than a whole section crew with scythes; and oftentimes farmers are willing to do such work without charge for the team if permitted to have the hay. To facilitate such work, the right-of-way, if too rough, may be smoothed by plowing and harrowing in the early spring. Where train ditching is not done, teams and scrapers may often be employed at such work to advantage, in cuts of moderate length, using flag protection, and a similar method may be used to clean up culverts that have been obstructed by material washed down by floods. The collecting and piling of old ties thrown out of the track in renewals may be done conveniently with a team and sled. About tie and material yards there sometimes is a good deal of material to be moved, in the course of sorting, that could be done to better advantage with a team than by carrying by hand. All that is necessary to be done in order that a section foreman may have a team to use when the work demands it is to give him authority to hire locally of farmers or others.—*Railway Review*, July 25, 1925.



Engine Inspector Ed Rolfe (Ret.), of Milo, putters with model of the old 405 that he built after he retired in 1950. The engine, a replica of the last engine he helped to build for the Bangor and Aroostook in 1943, took three years to make.

The Saga of the 405

Ed Rolfe found time dragging after he retired in 1950 so he spent the next three years constructing a model of his favorite engine, the 405.

Ed Rolfe, Milo, is a slight, wiry man of 66 who has a magician's touch with things mechanical and a wry sense of humor. When Ed—he was christened Edwin H.—retired in 1950 after serving 26 years with the Bangor and Aroostook at Derby, he found time hanging heavy on his hands after such an active life.

He had always been an enthusiastic hunter and fisherman, but a man can't hunt and fish all the time. And if there was anything that interested Ed Rolfe as much as hunting and fishing, it was railroads and trains. His entire family were railroad men and Ed, himself, spent nine years with the Canadian Na-

tional in Toronto as a machinist before coming to the Bangor and Aroostook. His son-in-law, Duane Howse, is night foreman at Northern Maine Junction and another son-in-law, Kenneth Greenlaw, is a trackman at Brownville.

Ed had been engine inspector for the last 15 years of his railroad career and was resident inspector in Schenectady where four of the 400 series engines were built for the Bangor and Aroostook in 1937. He went back again in 1943 when the last two of the

400s were built. The 405 was the last one he worked on.

"Those 400s were as good an engine as will ever be built," he muses, recalling his experiences on the construction of the locomotives.

Feeling the way he did about the 400s it was only natural that Ed Rolfe should start to build a replica of the last engine he worked on, the old 405. And for him, it was a labor of love. As resident inspector, he was familiar with the smallest details of the 405.

The 403, sister engine of the 405, awaits the ignominy of the cutter's touch on the scrap heap behind Derby shops. The original 405 has already been cut up for scrap. Rolfe made his model without blueprints, he was so familiar with the engines.



Rolfe started the 405 in 1951 using a scale of $\frac{1}{8}$ of an inch to the inch. He was so familiar with the class of engine that he built the entire model without referring to a blueprint.

Ed Rolfe worked throughout the winter months until the fishing season opened the next spring. Sometimes Mrs. Rolfe would wake up in the night and go down stairs to find her husband absorbed in his model at two and three o'clock in the morning. All types of material went into the 10 ft. 6 in. model . . . pine, basswood, ash, birch, galvanized iron, steel, brass, copper, tin and aluminum. For the stack, he used a tin can, the whistle is a lipstick tube altered to size, and the generator and safety valve were made from bathtub fittings. The bell came from an old sleigh in Camden, Maine, and the drive springs were made from the springs of an old baby carriage.

Ed Rolfe finished the 405

on his birthday, May 15, 1954, after almost three years of work. He immediately became the most popular man in town with the youngsters. It wasn't only the kids who came to see his creation, either, admits Rolfe. Railroad men from several railroads and towns throughout the state came to see the 405, shiny in a new coat of black paint and accurate to the final fitting.

Having finished the 405, Ed Rolfe admits losing the model building urge.

"I wouldn't have the patience to build another one," he explains, "I'd rather spend my time fishing on the river. But it certainly helped me get used to my leisure time."

But he did build a boat last winter and he still likes to go out in his work shop and putter with the 405. A lot of Ed Rolfe went into the 400s he helped build and the 405 is a nostalgic memento of the age of the iron horse on the Bangor and Aroostook.

First railroad to employ a nuclear engineer is the Denver & Rio Grande Western Railroad, which engaged Ray McBrien in that capacity in 1955 to study the potentialities of nuclear energy in railway operations.

First meeting of the group which formed the American Railway Engineering Association was held in the Auditorium Hotel, Chicago, on October 21, 1898. At this meeting Augustus Torrey, chief engineer of the Michigan Central Railroad, was elected chairman, and L. C. Fritch, superintendent of the Baltimore & Ohio Southwestern Railroad, was elected secretary.



Foreman Roy Ames, Lagrange, center, briefs Trackman Laurice Chambers, left, and Averill Cook on the day's work and the lineup before starting out on the motor car. All trackmen pay special attention to train lineup because it's one of the chief factors in their work and requires the attention of every man in the crew.

LOOKING AT SAFETY

The Engineering Department has its seasonal work peak during the summer months when many other departments have their off seasons. During that period, the department employs about 425 people to lay rail, ballast track, replace ties and to keep the bridges and buildings and communications in shape.

The hazards of the summer season aren't quite as forbid-

ding as the winter months but they run the gamut from poison ivy to the routine of running motor cars. And they demand as much respect from trackmen and extra crews as bad weather conditions of the winter months. On the next pages some engineering crews demonstrate the right way of doing the things this department does every day.

Foreman Sandy E. Cleaves, at the controls of motor car, keeps a lookout for trains ahead as crew—Trackmen Reginald Italian, Leon Dube and Antoine Dube—starts out for work. Note that man at the controls watches ahead and one man in the crew faces the rear to keep watch for trains . . . an important safety practice. According to lineup, a train shouldn't catch up with a motor car, but a watch kept behind enables the crew to be warned if it did happen.



Below, Foreman Harris Porter, left, and Trackmen Clayton Harris and Stanley Messer, right, keep a safe distance from each other as they pound down loose spikes. To work safely, always allow enough room between workers for freedom of movement. In case fragments fly, this interval lessens the chances of men being injured by them.





Above, Foreman Leonard Bourgoïn and Trackman Gilman Grivois stop their motor car at a crossing north of Van Buren as car speeds past. Safety demands that motor cars stop at grade crossings to make *SURE* no vehicles are coming, and to flag the crossing if it's a busy one. Below, are some of the tools of the trackman. For safety, they must be kept sharp and in good condition.



Tamping ties, Foreman George Faulkner, Houlton, keeps a sharp eye out for trains. Facing him, Ken Fredericks, will be able to spot a train approaching from the opposite direction. When working as a team, be sure and have a man glance in either direction regularly as pictured at right.



Below, Trackmen Frazer Margison, left, and Fred Campbellton illustrate the proper way to pick up a heavy load as they remove an old tie. Note that both men are lifting the load with their knees, *NOT* their backs. In lifting, keep the back straight and lift with the knees to prevent injury.





MEET YOUR DIRECTORS

Arthur S. Pierce became a director of the Bangor and Aroostook railroad in 1950. And he is eminently qualified for his place on the board having devoted his career—46 years—to the growing American Railroad industry.

Mr. Pierce was born in Orrington, Me., the son of Arthur A. Pierce—a deep-water sea captain—and Anne Gerry Pierce, Nov. 27, 1875. He was educated in Orrington schools.

Arthur Pierce entered the railroad industry as a clerk in the office of the vice president and comptroller of the Central Railroad Co. of New Jersey, and within six months he was made a general clerk in the secretary and treasurer's office of that company. In 1898, he joined the Chicago and Northwestern Railway Co. as a general clerk

and was made cashier in 1906. In 1911, he was made assistant treasurer and assistant secretary of the railroad. His next step was in 1914 when he was elected treasurer of the company, a post he held until 1930 when he was made vice president in charge of finance of the Chicago and Northwestern, and the Chicago, St. Paul, Minneapolis & St. Paul railroads. He served in this post until his retirement in 1940.

Mr. Pierce was also a director of both railroads and of the Railway Owners Association and the National conference of Investors. During World War I, he was chairman of the Liberty Bond Committee and was active in Selective Service.

He is married and has four children, Allen A., James E., Margaret and Elaine.

First of the companies which went to form the present Chicago, Burlington & Quincy Railroad Company was chartered by the State of Illinois on February 12, 1849, as the Aurora Branch Railroad.

First train service on any line now included in the Norfolk and Western Railway system commenced September 7, 1838, on the City Point Rail Road between Petersburg and City Point, Virginia.

Based on the safety record of the railroads for the last five calendar years (1950-54), a passenger, by the law of averages, could take a 500-mile journey every day for 2,466 years without meeting death in a train accident.



A colorful Bangor and Aroostook Pickup-and-Delivery truck stops for a moment on Houlton's main street to deliver a piece of freight. The power tailgate which lifts load from the truck makes for easy, quick handling.

L. C. L. PROGRESS REPORT

New less-than-carload, free pickup-and-delivery service now means overnight service from Bangor for all our customers in Northern Maine.

By Norman J. Tardif

After a little more than two months of The Bangor and Aroostook's new Less-than-carload pickup and delivery service, perhaps it is time that all of us examined this new service, in terms of

what it means to our customers, and to the railroad.

The service, as you know, provides free pickup and delivery at practically every town located on the Bangor and Aroostook's lines, plus a

few towns that we didn't previously serve. What does this mean to the people of Northern Maine? It means that every businessman, store owner, or individual at home can take advantage of this service at no additional cost. The person who is ordering a shipment need only specify, "Ship by Rail," and the merchandise will be brought to his door.

The other New England railroads have joined us in offering this new service and a number of the railroads outside New England have also inaugurated pickup and delivery. It is through an agreement with The Maine Central Railroad that we can now pick up merchandise in Bangor and give overnight service to all points on the Bangor and Aroostook.

Why should we ask the people of Northern Maine to use this service? We sincerely feel that we have something concrete to offer these people. We feel that we have a fast, efficient, and convenient service at a fair and competitive price. H. W. Moore, Vice President-Sales recently said, "This specialized service for less than carload freight is another step in rounding out a complete transportation program for the people we serve, and every salesman and

employee of the railroad can justly be proud of the contribution he is making which enables us to offer this service."

The results of this program to date have been very encouraging, but perhaps they can best be measured by the number of customers who have used the service and have graciously taken the time and effort to let us know how much the service means to them.

As you know we have enlarged our sales force for the express purpose of giving our customers the kind of individual attention we feel they deserve.

Through the Agent we have a representative in every town. He is not only a sales representative, but a representative of the railroad as a whole. He is there to assist every customer and every potential customer in his transportation problems no matter how great or how small.

We also now have twice as many Sales Supervisors whose duties are to assist the agents in every way possible to the ultimate advantage of the customer.

This is a sales force that is second to none in the trans-

portation field as far as coverage is concerned, but it can be an even greater sales force through you, the employee of the railroad. Every one of us, as an employee, has an interest in the kind of service we offer, and to the people in our towns, we represent the railroad.

It is the intention of the railroad management to create and maintain the finest

transportation program possible, one that all of us can talk about with pride that we are a part of it. As we come into daily contact with businessmen and individuals in our towns we can well point with pride to the service we offer. This is the greatest kind of salesmanship there is, and it is the kind of salesmanship that will make lasting friends for the Bangor and Aroostook Railroad.

COINCIDENCE

Supervisory Agent Francis Smith, Caribou, dropped us a line the other day to tell us about another of those once-in-hundred-thousand coincidences that you occasionally hear about. It seems that on April 28 MDT Car 11824 and SAL Car 11824 were both set and released at the General Foods plant in Caribou. MDT Car 11824 contained frozen french fries bound for the West and SAL Car 11824 unloaded paper boxes. Both cars left on first 58 the same day, one behind the other on the train.

ABOUT OUR COVERS . . .

The Rikke Skou (pictured on our front cover), a ship of the Ove Skou line from Copenhagen, Denmark, loads Aroostook potatoes at the Bangor and Aroostook docks in Searsport during the Spanish export deal in April. The potatoes were exported under Public law 480 and the export marked the first time a perishable commodity has been exported in volume under its provisions. The movement helped bolster the spring market and industry spokesmen called the program successful.

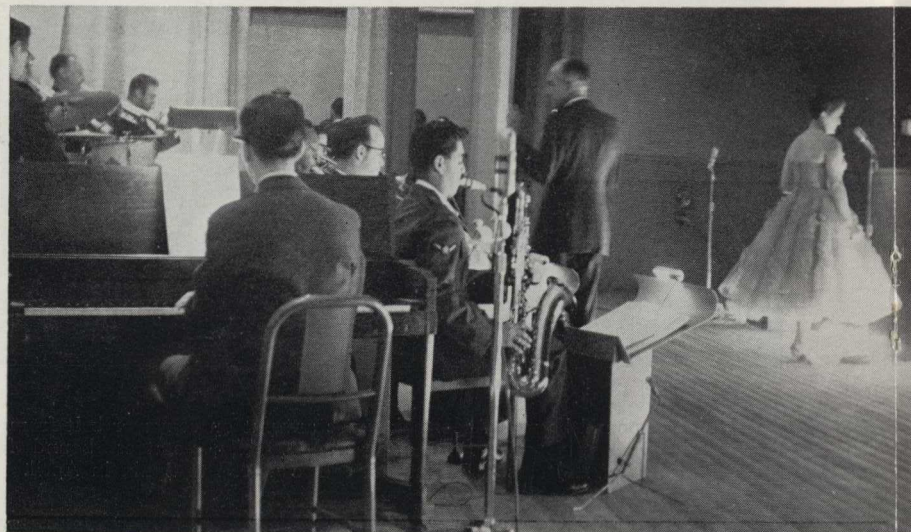
Do you recognize the scenic farm pictured on our back cover? If you do and you can positively identify the farm as your own the Bangor and Aroostook will give you a beautiful, framed 30 x 40 inch enlargement of it. Frankly, we don't know where the farm is. All we can tell you about it is that it was made from a helicopter somewhere in Aroostook County. If you can identify it as your own give us a call at our Northern Maine Sales office. The number is Presque Isle 4731.

MAINE LINE

Camera —



Hundred-pound bags of Aroostook spuds are put on conveyor belt from a Bangor and Aroostook reefer car at Searsport. The potatoes, bound for Spain, are part of 250 cars of Maine potatoes exported to Spain in April.



Above, the cast and production crew of the recently-completed Bangor and Aroostook - Strategic Air Command motion picture, "Assignment In Aroostook" take a curtain call at the premiere held at Loring AFB, April 14. From left to right, are: Mrs. Francis Lyden, Jodi Wrigglesworth, T/Sgt. Bill Nietsch, Rose Ann West, Dana West, Hostess Val Constantine, S/Sgt. John Bradley, K. S. Ludden, Thomas Houghton, Jr., and R. W. Sprague. Accompanying the film at the premiere, left, was the Air Force stage show, "Rhythm in Blue." The troupe also accompanied the film on a tour of other SAC bases.



Susan Miller, 7, bottom, left, daughter of Sales Supervisor and Mrs. Robert Miller of Presque Isle, took part in a fashion show sponsored by the American Association of University Women in Presque Isle, April 24. Also pictured are Mr. and Mrs. Carl Fitzpatrick, Jeffery Cooper and Leah Bailey.



Chief Engineer R. H. Morrison, left, presents the Chief Engineer's Award to Roadmaster E. D. Ross, who accepts it for the trackmen and foreman of District No. 4.

Interdepartment Safety Awards

Department heads made 10 safety awards to supervisors and foremen in their departments this month. Chief Engineer R. H. Morrison presented two Chief Engineer awards for the best safety records among the section districts and among the B. and B., S. & C., and Extra Gang Crews. He also presented Awards of Honor to three Engineering Dept. crews who had perfect safety records for 1955.

Mechanical Superintendent V. L.

Ladd gave two Mechanical Superintendent awards, one for the best record among crews at Derby and one for the best record among crews outside. L. E. Terrio gave three Superintendent of Transportation Awards, two to Southern Div. conductors and brakemen and engineers and firemen. Not pictured on these pages was the award presented to D. Keith Lilley for the Northern Div. station and yard office employees.

C. E. Garcelon, right, accepts Chief Engineer's award for the employees of the Bridges and Buildings from R. H. Morrison. Bridges and Buildings had the best safety record among the three sections of the department, B. and B. Signals and Communications and the Extra Gang crews. The B. and B. section also won the award last year.



Leading Signalman W. I. Morton, right, accepts Award of Honor from R. H. Morrison for his Signals and Communications crew for having completed a year without an accident as S. and C. Supervisor T. W. Cudhea, left, watches.





Foreman *C. R. Page*, right, accepts Award of Honor for his crew from *R. H. Morrison* for having completed a year without an accident as B. and B. Superintendent *C. E. Garcelon* watches. Below Foreman *E. R. Lewin* accepts Award of Honor for his crew who also had a perfect safety record in 1955.



At right, Trainmaster *Harold Parent* accepts two Superintendent of Transportation Awards for the engineers and fireman and the conductors and brakemen of the Southern Division for the best safety record in 1955. The department record in 1955 was the best since the safety program has been in effect, placing second among the six New England railroads.



Below, Foreman *Bill Paul*, left, and *Wallace Russell* accept the Mechanical Superintendent's Award from *Vaughan Ladd* for Locomotive and Blacksmith Shop employees who had the best safety record among the crews at Derby.





Vaughan L. Ladd, left, presents Mechanical Superintendent's Award to Foreman Harry Dwyer who accepts it on behalf of Mechanical Department employees in Oakfield. The Oakfield crews won the award for the best safety record in the Mechanical Department outside of Derby.

TRAIL BLAZERS

Bold and courageous were the men who pushed the railroads across the American continent. They blazed the way for the emigrants. They pushed back the frontiers and laid the foundation for the development of agriculture, mining and manufacturing. The construction and operation of every great railroad added many new names to the geography of the continent. By the establishment of stations at intervals along these new pathways of steel, railroad men planted the seeds from which towns and cities sprang and grew with amazing vitality. Thus thousands of now flourishing cities were born, and thus did America grow and prosper to a degree unsurpassed in the history of nations.

THE SUGGESTION SYSTEM

An unnamed railroad employee got the jolt of his life this past month when he complained to a friendly business advisor that he was utterly discouraged. He had worked several years on the same job, he said, and was fearful that he had been lost sight of. Promotions had not been offered him and he felt that he was in a rut.

Explaining that it was not an uncommon condition, the expert offered this as a solution. "Think of a suggestion that you can make to your company which will help increase its revenues by \$10,000 or \$1,000, \$500 or even \$100. When you have that suggestion bring it back and we will discuss it."

A month passed and the employee reported that he had been unsuccessful and could think of no plan that would save money. The wise business advisor was not discouraged. "All right," he said, "Here is the next thing to do. Try your best to think of a way in which your company

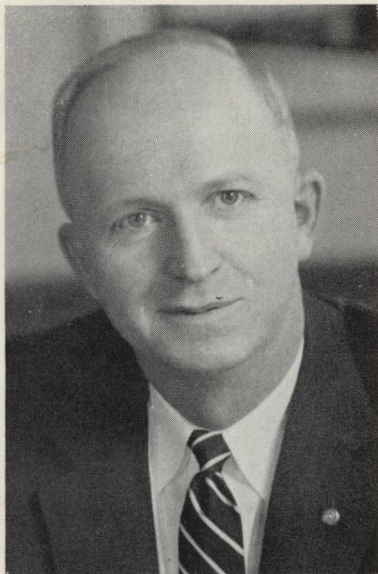
can save \$10,000, \$1,000, \$500 or even \$100 in the cost of running its business."

At the end of 30 days the employee reported to his counselor and admitted that he had failed in this also. Crestfallen, he said he had decided he would not ask for more advice.

Reliable rumor has it that his advisor then gave it to him straight from the shoulder. "Let's think of your position," he said, "of where you stand. With the big business it is doing you are not able to increase it by even \$100 a year; with the wasteful methods in this business you are unable to point out how even a small sum can be saved. *You had better lie low and not let your company discover that you have been working so long a time without having a single idea of how to improve your work.*"

If you find this situation surprisingly like your own, why not try the suggestion system? It offers you a chance to show your interest in your job and in your company.

First train to enter Indianapolis, the capital of Indiana, brought excursionists from Columbus, Indiana, over the newly completed Madison & Indianapolis Railroad on October 1, 1847. This line is now a part of the Pennsylvania Railroad system.



MOVING UP

W. Jerome Strout, executive vice president, was elected to the Board of Directors April 17. Strout entered railroad service in 1926 in the Engineering Department, becoming chief engineer in 1940. He later served as chief engineer and mechanical superintendent, general manager - operations, and vice president - operations and maintenance before he was made executive vice president.

Lorne F. Parent, Van Buren, a prominent St. John Valley potato grower and shipper, was also named to the Board of Directors.

H. W. Moore, vice president - sales, announced April 26 the appointment of Norman J. Tardif, Van Buren, as sales manager-l.c.l. for the railroad with headquarters in Presque Isle. Tardif came with the railroad as a clerk at Van Buren in 1944, later transferring to the Accounting Department in Bangor where he worked until he became assistant division agent in 1949. He is married and has two children.

Vaughan L. Ladd, an-

Top, W. Jerome Strout; bottom, Norman J. Tardif.

ON THE BAR

nounced the appointment May 10 of Palmer H. Swales, formerly assistant to the Mechanical Superintendent, as division master mechanic at Oakfield. Swales was educated in Woodstock, N. B. schools, and the University of New Brunswick. He came with the railroad as assistant engineer in 1949 and was made principal assistant engineer in 1953. He is married and has four children.

F. B. Lunt, regional vice president - sales, announced May 3 the appointment of Carroll L. Hersom, Easton, as sales representative for the railroad at Loring Air Force Base. Hersom was born in Easton schools, serving in the navy during World War II. He came with the railroad in 1948 and worked in Easton, Limestone, Presque Isle and Fort Fairfield. He is married and has two children.

Lunt also announced the appointment of J. Charles Hickson, Bangor, formerly sales supervisor of the railroad's southern sales district, as sales supervisor of the Southern Aroostook sales dis-

Top, Palmer H. Swales; bottom, Carroll L. Hersom.





J. Charles Hickson

trict with headquarters in Houlton. Hickson came with the railroad in 1953 as traveling car service agent and was appointed inspector of perishable freight in 1954. He attended the Maine Maritime Academy, serving in the navy during the Korean action, and received his BA degree from the University of Maine in 1951. He is married and has one daughter.

W. Jerome Strout announced May 3 the appointment of Julian H. Woolford, Houlton, as assistant safety supervisor for the railroad. Woolford came with the rail-

road in 1947 as assistant rodman in the Engineering Department and worked summers for three years. He was a student engineer in the Mechanical Department in 1951 and the same year was made traveling car agent, a position he held until he was made transportation assistant in 1953. Woolford was graduated from Bowdoin college in 1950.

L. E. Terrio, Superintendent of transportation, announced the appointment of Hugh J. Avery as supervisory agent at Millinocket April 26. Avery came with the railroad as assistant agent in East Millinocket in 1918. Later, he worked as relief agent, and as baggagemaster at Brownville, agent at West Sebouis, and agent at Greenville. He is a member of the Masonic orders and the Shrine.

Robert W. Miller, Presque Isle, formerly sales supervisor at Loring Air Force Base, has been made sales supervisor of the railroad's central sales district. Miller entered railroad service in 1939 as a bus operator and served until 1950 with time out for military service. He was employed by General Foods Sales Division until 1954 when he came with the railroad again as assistant division agent.



MEET THE PRESIDENT

Attending the April 9 Meet-the-President session at Derby (above) were: G. H. Jameson, E. T. Cranston, B. J. Edwards, J. M. MacDonough, R. E. Jay, F. L. Smith, H. E. Gray, G. C. Goodall, R. A. Perry, R. H. Russell, R. E. Hill, L. F. Henderson, T. Bostock, B. C. Cole, R. S. Booker, K. F. Crockett, W. A. Nadeau, M. D. Palmer, R. W. Grant, D. B. Chase, R. P. Groves, P. W. Hoar, E. J. Barnes, A. B. Kirlin, L. M. Ouelette, J. A. Rafford, A. Plourde, W. G. Strout, W. W. Simpson, S. J. Gamblin, M. E. Lyford, E. N. McClain, D. B. McDade, F. E. Gray, H. D. Kelley, W. I. Morton, E. L. Paradis, T. R. Smith, E. J. Swanson, W. E. Stubbs, G. C. Beylerian, E. S. Dunham, E. W. Towne, G. J. Boucher, L. S. Milton, D. E. Henderson, C. E. Constantine, and D. W. Drinkwater.

Attending the April 10 session (top, page 38) were: M. C. Wood, Lola Eastman, F. Guthrie, T. O. Kelley, M. E. S. Scanlon, T. S. Jay, H. D. Parent, M. A. Wiberly, H. A. Higgins, L. Lajoie, L. C. Roberts, A. T. Clark, R. L. Rafford, B. E. Hamilton, H. A. Howe, A. C. McCausland, E. J. Ouelette, D. K. Lilley, A. M. Dorr, H. R. Caron, H. J. Cota, J. L. Ryan, L. J. Lausier, J. T. Bell, R. G. Brown, J. R. Taylor, M. Raymond, E. L. Legassie, F. A. Redmond, G. F. Mitchell, R. H. Lowery, A. O. Grant, E. T. Wiley, A. G. Weymouth, F. H. Waterhouse, G. L. Jackins, R. W. Hourihan, N. K. Dixon, H. B. Phillips, H. C. Conway, and J. C. Chasse.



Attending the April 11 meeting (below were: B. M. Baker, R. K. Page, M. A. Daily, N. M. Cameron, P. L. O'Connell, P. W. Nutter, P. A. Hearn, F. E. Michaud, L. A. Garland, F. W. McDonald, L. L. Harris, E. L. McSorley, F. N. Clapp, L. S. Welch, B. A. Blakely, O. E. Ingerson, J. T. West, R. M. Labonte, P. A. Carroll, W. H. Barrett, L. R. Littlefield, T. J. Doyle, S. M. Brown, J. E. Plant, Jr., E. C. McKeen, G. A. York, P. C. Burton, W. C. Stevens, L. G. Drew, W. P. Flemming, S. W. Cyr, L. H. Levesque, C. G. Allen, G. A. Doucette, W. S. Derry, S. M. Pray, G. E. Chasse, N. P. Spear, N. E. Skoog, J. R. Marks, A. M. Swallow, F. E. Shields, S. J. St. Pierre, and T. B. Carleton.



Attending the May 7 meeting (top, page 39) were: B. E. Webber, S. L. Brookins, L. M. Carr, P. A. Duplisea, K. M. Hitchcock, W. Levesque, W. W. Doyle, F. B. Duffy, J. H. Daly, E. S. Green, F. N. Helms, P. B. Allen, A. E. Cook, W. W. Bell, R. C. Ames, C. E. Brewster, W. T. Bohan, E. L. Nelson, D. G. Merrill, R. L. Foster, D. C. Curtis, W. H. Dunham, N. A. Mayo, L. L. Severance, W. M. Allen, L. E. Ellis, W. I. Osgood, H. Clarke, P. O. Overlock, E. E. Stevenson, D. J. Budreau, E. J. Boutilier, C. W. Slauenwhite, L. A. C. Cormier, R. M. Hughes, W. C. Lloyd, N. J. Daigle, R. W. Madore, W. C. Glew, E. M. Williams, G. C. Goodwin, C. O. Carleton, H. C. Curtis, E. M. Young, V. W. Mayo, J. W. McIntyre, E. W. Chamberlain, D. Andrews, E. G. Sawyer, S. E. Messer, R. S. McDonald, and P. A. Dean.

Attending the May 9 meeting (bottom, page 39) were: L. Pelletier, C. R. Page, A. E. Graffam, E. R. Hopper, J. S. Porter, Jr., K. A. Sloat, J. E. Young, D. M. Smith, I. J. Morrill, W. D. Sawtelle, L. P. McLain, M. L. Littlefield, A. L. Dyer, F. Fournier, E. H. Hersey, R. H. King, W. C. Park, Mrs. K. M. Aiken, Mrs. L. T. Goody, Mrs. F. C. Brown, H. W. Hamlin, W. B. Scripture,





S. K. Andrews, J. L. Perry, E. P. Arsenault, M. R. Clark, R. J. Dickson, S. F. Hall, S. J. Leavitt, I. W. Pike, L. E. Whittaker, A. J. Burke, R. H. Gray, C. A. Redmond, T. V. Stevenson, R. A. Dugas, V. L. Dwyer, F. M. Shields, E. A. Morin, G. W. Mullen, A. E. Beaupre, W. R. Stadig, C. Voisine, J. L. Ireland, T. M. White, D. Whitney, A. J. Dube, R. C. Tozier, E. Plourde, J. L. Pratt, R. C. Small, G. C. Byers, O. W. Dwelley, and C. G. MacMillan.

Attending the May 8 meeting (above) were: A. H. Hodston, J. M. Stewart, E. B. Waters, J. E. Oberg, G. L. Pelkey, G. W. Trafton, Mrs. E. M. Jordan, M. W. Curtis, M. A. Mayo, P. G. Ouelette, F. R. Lyford, F. B. Bailey, A. R. Shea, A. Duplessis, B. A. Sawyer, S. W. Gilman, W. S. Chase, W. E. Duplisea, O. M. Wood, H. L. Buck, P. J. Cyr, F. F. Gould, F. L. Perkins, R. R. Stockwell, S. R. Clark, A. F. Hayward, A. Reardon, R. W. Bragg, C. H. Gifford, H. J. Griffin, J. Vetraino, H. R. Moran, B. E. Clark, W. R. Morrill, C. E. McCarty, P. A. Bouchard, R. C. Botting, L. E. Bubar, V. D. Robinson, F. S. Young, J. R. Viricel, W. L. Shaw, V. L. Hall, S. D. Andrews, M. P. McDonald, R. P. Ewer, H. D. Haley, R. J. Letalien, and H. D. Williams.

VACCINATION SPECIAL

Chief Surgeon Dr. James H. Johnson, Jr., Milo, reports that 710 Bangor and Aroostook employees took advantage of the free flu shots given by the railroad in February. A special train covered the system giving the shots to those employees who wanted them.

SIMON CAMERON, Secretary of War in the cabinet of President Lincoln, was president of the Lebanon Valley Railroad in Pennsylvania, now a part of the Reading system; also director of the Portsmouth & Lancaster Railroad and the Northern Central Railroad, both now included in the Pennsylvania Railroad system.

IN THE FAMILY

Mechanical Department

Miss *Pauline Blodgett*, daughter of former Machinist and Mrs. *Richard E. Blodgett* of Sebec Corner, became the bride of *Calvin M. Lewis*, son of Car Repairer and Mrs. *Murray E. Lewis* of Derby, Saturday, April 14th, in the United Baptist Church at Milo. The double ring ceremony was performed by the Rev. *Clarence Booker* of Hermon. Mrs. *Richard Chessa*, sister of the bride, was matron of honor, and *John Ricker*, friend of the bridegroom, was best man. Mrs. *Edna Burry* was organist and the Rev. *Calvin Hayes* was soloist. Mr. *Richard E. Blodgett, Jr.* and Mr. *Douglas Blodgett*, brothers of the bride, were ushers. The bride, given in marriage by her father, wore a street length dress of white linen and carried a white Bible covered with white carnations. Immediately following the ceremony a reception was held in the church vestry. Mrs. *Richard E. Blodgett, Jr.*, circulated the guest book, and Mrs. *Richard Chessa* served the wedding cake after the traditional first slice had been cut. *Lucilva* and *Laurene Blodgett* served punch, and Miss *Carolyn Lewis* and Mrs. *Douglas Blodgett* were in charge of gift table. The bride is a graduate of Foxcroft Academy and was previously employed as a stenographer in Portland. The bridegroom is a graduate of Milo High School and is a teacher in Glenburn. The couple are residing in Hermon.

Mechanical Engineer and Mrs. *Francis D. Murphy, Jr.*, of Derby, recently entertained at dinner, Lt. Col. and Mrs. *Robert Murphy* of Bangor, in honor of Colonel Murphy's return from duty in Saigon, Indo-China. Those present beside the host and

CONTRIBUTING CORRESPONDENTS:

Gladys Goodwin

Christine B. DeWitt

Gil Jameson

B. J. Edwards

R. R. Rafford

H. A. Labbe

H. M. Hopper

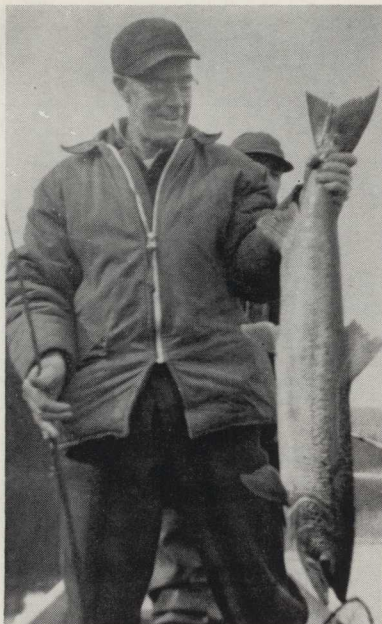
Annie W. Morris

J. Blaine Crocker

G. L. Jackins

Gloria Dunn

Bernice Bailey



Elmer K. Cunningham, Car Repairer at Derby Shops, accompanied by his brother, Wallace, of Pittsfield, reports a very successful fishing trip at Tabusintac, New Brunswick, recently. Elmer said he hooked two big ones, that got away, before he landed this 39" beauty.

guests of honor were Mr. and Mrs. James E. Rogan of Bangor and Mr. and Mrs. T. Neilson Hopper of Derby.

Conductor and Mrs. Wilbur H. Hyler, formerly of Derby, have been winter residents of West Palm Beach, Florida, and are expected to return to their summer residence in Portland sometime in June.

Mr. and Mrs. Carl O. Carlson returned to their home in Derby the latter part of April after spending

the winter with their daughter, Mrs. Ella Merritt, in Miami, Florida. Mr. Carlson was employed as Machinist at Derby Shops prior to his retirement.

Ronald Towne, son of Machine Supervisor and Mrs. Earle W. Towne, is convalescing at home following treatment at the Eastern Maine General Hospital, Bangor, for an eye injury.

Malcolm R. Davis, laborer at Derby Shops, was recently a surgical patient at St. Joseph's Hospital, Bangor.

Lyman L. Severance, Machinist, Derby, returned to work recently following a period of observation at the Eastern Maine General Hospital, Bangor.

Cyrus E. Johnson, Car Repairer at Derby Shops, retired April 30, 1956 after having worked 33 years on the BAR, all of which was at Derby Shops. Cy's many friends wish him a long enjoyable retirement.

Mr. and Mrs. Leon E. Dunphey recently attended the National White Shrine Convention at Cleveland, Ohio, where Mrs. Dunphey, who is Worthy High Priestess, was a delegate. Mr. Dunphey is Traveling Engineer and Supervisor Air Brakes on the BAR.

Richard L. Foster, clerk in M&CC Department, Mechanical Superintendent's office, Derby accompanied by Richard Moore, John, Donald and Albert Hackett, were recent week-end guests in Boston where they attended the first of a double header between the Boston Red Sox and the New York Yankees. The Sunday game was rained out, however, the Sox won the opening game. The three Hackett boys are sons of Night Watchman and Mrs. Edward W. Hackett, Sr., of Derby.

Martin A. Ellis, carpenter at Derby Shops, was recently a patient at the

Gallant Hospital, Milo, but we are now glad to report has resumed his duties.

Railroaders from the entire system were saddened by the death of Division Master Mechanic Roy D. Goodall, 49, of Oakfield, who died in a Houlton hospital April 29 from injuries received in an automobile accident two days before.

He had been a resident of Oakfield for the past three years. Formerly of Van Buren, he was a member of the Masonic Lodge of Caribou and the Aroostook Chapter and St. Aldemar's Commandery in Houlton. He was a graduate of Houlton high school and a member of the Brotherhood of Railroad Trainmen.

Surviving are his wife Cecile Goodall of Oakfield; a daughter, Mrs. Leonard Porter of Presque Isle; his father, Fred Goodall and six brothers, Raymond, Victor, Lloyd, Clare, Frederick and Hazen, all of Castletown-on-the-Hudson, N. Y., and a sister,



Roy D. Goodall

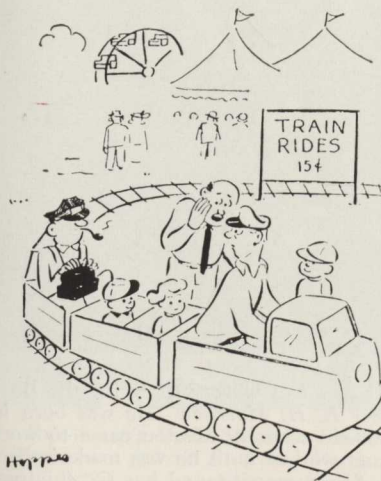
Mrs. Kenneth Miller of Rensselaer, N. Y.

Assistant Travelling Engineer Arthur Dutton, Oakfield, who was a passenger in the vehicle, is recuperating from injuries received in the crash.

Roger Clapp, son of Mr. and Mrs. Forrest N. Clapp, of Milo, is playing baseball for the Jacksonville Braves, a farm team of the Milwaukee Braves in the South Atlantic League, located in Jacksonville, Florida. Mr. Clapp is a Welder at Derby Shops.

Our congratulations to Mr. and Mrs. Chester Michaud, the new parents of a 9 lb. baby girl at Millinocket, March 26, 1956. Chet is clerk in General Foreman's office, Mechanical Department, Millinocket.

Alfred L. Savage, 67, died suddenly at his home in Milo March 27. A blacksmith by trade, he was formerly



"MAKE IT GOOD! I THINK WE HAVE A TALENT SCOUT FROM A RAILROAD WITH US!"

employed by the BAR at Derby and lately had been working in Connecticut.

Surviving are his wife, Mrs. *Mary Hughes Savage* of Milo; a son, *Eugene Savage* of Fort Williams, Portland; two daughters, Mrs. *Helen Fowler* of Bristol, Conn., Mrs. *Louise Richardson* of Milo; a step-daughter, Mrs. *Maxine Adams* of Milo; two brothers, five sisters, and seven grandchildren.

Mrs. *Emma L. Heath*, 45, wife of AAR Car Accountant *Chester E. Heath* of Derby, died at a Bangor hospital, March 30, following a brief illness.



Moses I. Morton, left, inspector of scales and water supply for the BAR accepts his gold pass from Chief Engineer *R. H. Morrison*. He was born in Oakfield, July 5, 1894 and attended Oakfield schools. Morton came to work for the railroad as a trackman in 1912 and worked until he was made inspector of scales and water supply in 1927. He is married and has six children, four of whom work for the railroad: *Wallace*, foreman of a signals and communications crew; *Carl*, cook for a B. and B. outfit; and *Donald* and *Gordon*, both signalmen.

Besides her husband, she is survived by two daughters, *Betty Ann* and *Mary Jane Heath*, both of Derby; two brothers and two sisters.

We were sorry to hear of the death of *Fred A. Smart* in March. He was the brother of *Virginia S. Bubar*, Chief Clerk to Master Mechanic at Oakfield.

Funeral services were held May 4 for Pvt. *Ronald Mooers*, only son of Electrician and Mrs. *Leon M. Mooers* of Milo. He died from injuries received in Louisville, Ky.

He was graduated from Milo high school and from the University of Maine. Surviving are his wife, the

former *Joyce Pelletier* of Houlton; a son *Curt*; his parents, and grandparents, Mr. and Mrs. *Thad Dolley* of Brownville Junction.

We are sorry to hear of the death of Pvt. *Charles McSorley*, son of Car Repairer and Mrs. *Elgin L. McSorley* of Derby, who was serving overseas with the U. S. Army.

Other survivors are his wife, *Cleo*; his daughter, *Roxanne*; two brothers and three sisters.

We were sorry to hear of the death of *Murray E. Lewis*, 46, of 44 Second street, Derby, May 10. He was born Dec. 30, 1909 at Lagrange, the son of *James* and *Hannah (Long) Lewis*. He was employed as a car repairer at Derby Shops. Mr. Lewis is survived by his wife, a daughter, *Caroline*, his

father *James* and a sister, Mrs. *Marion Farrar*. He had 26 years railroad service.

Mrs. *Frank B. Crandall*, widow of Former Round House Foreman at Northern Maine Junction, Derby and Van Buren, died in Arlington, Mass., May 10.

Engineering Department

Spring is here for sure what with all the new cars blossoming out. Section Foreman *Harry G. McCue*, of Oakfield, has a new Dodge.

Staff Sgt. *Robert L. Donahue*, son of Trackman and Mrs. *Leland Donahue* of Ludlow, recently spent a furlough visiting with his parents. He has been stationed in Japan with the U. S. Air Force.



Roadmaster *Hank McManus*, left, presents gold pass for 40 years service to Trackman *Averill E. Cook*, Derby. Cook was born at Medford, Maine, Aug. 8, 1897 and attended schools there. He started work as a trackman for the Bangor and Aroostook in 1915 and has worked at Dean's Siding, Derby and Lagrange. He is a member of Composite Lodge, A. F. & A. M., the Eastern Star and the Grange.

Trackman *George E. Richards*, Smyrna Mills, has bid in trackman position, Sec. 250, Houlton.

We were sorry to hear of the death of *Harry W. Ewings*, retired section foreman.

He was a member of the Bridgewater IOOF, and the Bridgewater Baptist church. For the past five years he had lived in Linneus, but was a former resident of Bridgewater.

Surviving are three sons, *Harry L.* of Houlton, *Ralph* of Derry, N. H., and *Adrian Ewings* of Newington, Conn.; four daughters, Mrs. *Monte Kimball* of Blackfoot, Idaho, Mrs. *Charles MacPherson* of Bridgewater,

Mrs. *Vincent Tapley* of Linneus, and Miss *Rita Ewings* of Bridgewater; two brothers, *Gilbert* of Houlton, and *Charles Ewings* of Millinocket; two sisters, Mrs. *Frank Skofield* of Houlton and Mrs. *Cyril White* of Ludlow.

Mrs. *George Faulkner*, wife of Trackman *Faulkner* of Houlton, is a patient at the Aroostook General Hospital.

Asa Lake, B. and B. Mechanic, Houlton, has returned from the Northern Maine Sanatorium. He plans to return to work in about three months.

Trackman *Bennie Benjamin*, Houlton, has returned to work after being

away all winter because of illness.

Mrs. *L. G. Jackins*, daughter *Sherry*, sons *Mark* and *Ashley*, wife and children of B. and B. painter *L. C. Jackins*, have returned to their home in Derby after spending three weeks with Mr. Jackins' parents, Tie Inspector and Mrs. *G. L. Jackins* of Houlton.

Trackman *John O. Cain* of Masardis went fishing twice in April at Boyce, N. B., bringing back eight salmon, the largest weighing eight pounds.

Friends of *Bert Wise*, accountant in Engineering Office, Houlton, will at his home in Houlton following surgery at the Eastern Maine General Hospital, Bangor.

We were sorry to hear of the death on April 14 of the father of Assistant Engineer *A. B. Hodges* of Houlton. Our sympathy to his family and friends.

Mrs. *Ruth F. Oliver*, wife of B. and B. Painter *M. S. Oliver* is employed in the Engineering office during the absence of *Bert Wise*. Mrs. Oliver was employed by the BAR prior to her marriage.

Trackman *John W. Nichols*, 42, of Hudson, died suddenly while working near the Hudson railroad station April 19.

Mr. Nichols began as trackman on section 108, May 3, 1946. He came to Hudson from Caribou. He was a member of the Masonic lodge at Kenduskeag.

Surviving are his wife, *Vivian*; two sons, *John R.* of Hudson and *Robert W. Nichols*, U. S. Army; one daughter, *Dorothy* of Hudson; two sisters, and two brothers.

In the recent section changes *Ralph Linnell* takes sections 128 and 129; *Asa Kent* takes sections 126 and 127; Foreman *Roland Tweedie*, from section 126 to Dover-Foxcroft section; *Ray McDonald*, from section 127 to



"This will be your room!"

Dean's Siding Section on the cut-off.

Ash Kent has the following trackmen on his sections: *Peter Dubey*, *Earl Chambers*, and *Kenneth Greenlaw*. *Ralph Linnell* has Trackmen *Marshall Lundin*, *Dolan Lundin*, *Sammy Genthner* and *Vic McLeod*.

Southern Division

Congratulations to Mr. and Mrs. *Paul Hayes* on the birth of a daughter, *Karen Christine*, at the Eastern Maine General Hospital, March 26. Paul works in the office of the Supervisory Agent at Northern Maine Junction. His wife, *Christine*, was formerly employed there.

Newcomers to the Southern Division Operating Department are: *F. H. Swift*, clerk in the office of Terminal Agent at Searsport; *Leo T. Matheson*, billing clerk at the Transfer House, Northern Maine Junction; *Harry C. Perkins*, clerk in the Supervisory Agent's office at Northern Maine Junction; and *George E. Deshane*, billing clerk at the Transfer House, Northern Maine Junction.



Trackman *Stanley E. Messer*, right, receives his gold pass from Roadmaster *Hank McManus*. Messer was born in Lagrange, Sept. 12, 1899 and started working for the railroad in 1916 as a trackman. He worked as a trackman until 1939 when he became foreman, a position he held until 1943. He has also worked on the patrol crew. Messer is a member of the Brotherhood of Maintenance of Way employees and the Lagrange Union church. He is married and has one daughter, *Joan*, a senior at Higgins Classical Institute.



Leroy G. Akerley

Supervisory Agent *Leroy G. Akerley*, 62, of Millinocket, died at a local hospital April 15, following a brief illness.

Mr. Akerley entered the service of the BAR on Feb. 6, 1924 as an Operator in the Northern Division. He was transferred to Chief Clerk and Cashier in the Freight office at Houlton, May 2, 1925. From Houlton, he advanced to Supervisory Agent at Fort Kent, Nov. 18, 1929, and the Supervisory Agent at Millinocket, May 29, 1933.

He was a member of the First Congregational church of Millinocket, Nollesemic Lodge, F. and A. M., Royal Arch Chapter of Houlton, St. Aldemar Commandery of Houlton and Anah Temple Shrine of Bangor. He was also a past president of the Millinocket Chamber of Commerce.

Surviving are his wife, *Iva W. Akerley*, a daughter, *Mrs. Donald Wheaton*, both of Millinocket; three grandchildren; a brother, *John*, of Fredericton, N. B.; two aunts and several cousins.

We were sorry to hear of the sudden death of Conductor *Ernest E. Welch* at Millinocket, April 29. Conductor Welch started working on the Southern Division, Jan. 5, 1934, qualifying as conductor on June 10, 1953.

Our sympathy to his family and friends.

Station Agent *Hugh J. Avery* at Greenville has been appointed supervisory agent at Millinocket.

Operator *G. A. Willett* is temporarily assigned Station Agent at Greenville, pending permanent appointment to that position, which as of this issue, is up for bid.

Operator *Robert P. Benn* has accepted a position as relief train dispatcher and operator in the dispatching office at Northern Maine Junction. Mr. Benn transferred from the Northern Division.

Stores Department

Mr. and Mrs. *George Crabtree* of Derby have announced the engagement of their daughter, *Lorraine*, to *Chester Ronald Johnson*, son of Mrs. *Hazel Johnson* of Tremont.

Miss Crabtree is a graduate of Milo High School in 1950 and of Husson College in 1954 where she was a member of Pi Rho Zeta sorority. She is now a member of the faculty at Pemetic High School.

Johnson served three years in the U. S. Merchant Marine and is employed by Lawler's Paint Company.

The wedding will take place in June.

Timekeeper *W. S. Chase* was in Boston recently to attend a System

Meeting of Local Chairmen of the Brotherhood of Railway Clerks, A. F. of L.

Miss *Lorraine Crabtree* was guest of honor at a shower at the home of her parents recently.

Those attending were Mrs. *Nellie Trask*, Mrs. *Edith Rideout*, Miss *Vesta Merrill*, Mrs. *Helen Larrabee* of Brownville Junction, Miss *Patsy Burton*, Mrs. *Louida Ridlon* of Charleston, Mrs. *Gertrude Rowe*, Mrs. *Edith Perry*, Mrs. *Anne Place*, Mrs. *Stella Dean*, Mrs. *Emma Whittemore*, Mrs. *Hilma Bradford* of Charleston, Mrs. *Theresa Thies*, Mrs. *Ruth Ellis* of Bangor, Mrs. *Barbara Howell* of Derby, *Morna Crabtree* and Mrs. *George Crabtree*.

Ed Hackett, *Paul Nutter*, *Walter Chase* and *Betty Brown* are planning to attend a class of instruction for Key Punch Operators, in the Machine Section of the Bangor and Aroostook at Bangor.

Accounting Department

The Bangor and Aroostook was well represented at the district speak-

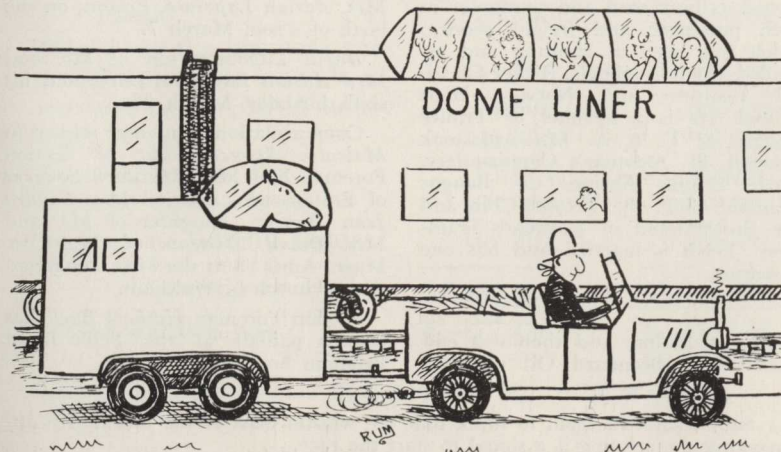
ing contest of the Toastmasters Club held in Houlton, April 18. Chief Clerk *Burton A. Sawyer*, Bangor, won first prize with his topic, "The Character Key," and assistant supervisory Agent *Joel F. Mills*, Houlton, won second prize with his talk, "We Are Maturing." The district includes clubs from Limestone, Houlton, Bangor, Presque Isle and Caribou.

Chief Clerk *Ralph J. Winslow*, Car Accounting Department, attended New England Demurrage Commission meeting, March 9-12, Boston, Mass.

Assistant Chief Clerk *M. A. Dailey*, Bangor, attended the Quarterly District meeting of the Daughters of Isabella which was held in Brownville Junction, April 25.

Dale E. Whitney, former statistical clerk in the Accounting Department, has been promoted to Clerk in the Operating Department under *R. W. Dow*, Assistant Vice President of Operations and Maintenance.

Whitney was graduated from Milo high school in 1948 and served with the U. S. Navy Medical Department until 1952. He attended the Uni-





Conductor *George H. Felch*, 8 Third Street, Presque Isle, has retired after 44 years service with the Bangor and Aroostook. He entered service as a junior brakeman in 1911 and has served as brakeman and conductor in both passenger and freight service. Felch was born in Houlton and attended Houlton schools, Ricker Classical Institute and Norway High School. He is a member of Trinity Lodge, A. F. & A. M., Aroostook Council, St. Aldemar's Commandery, Anah Temple Shrine, the Bangor Masonic Club, the Trowel Club and the Brotherhood of Railroad Trainmen. Felch is married and has one daughter.

versity of Maine, and then was employed with Standard Oil of Cali-

fornia until 1954. Returning to Bangor, he attended Husson College for two years. On Sept. 26, 1955, he began working for the BAR.

His wife *Germaine* is employed in the Accounting Department of the Bangor Hydro Electric Power Company.

Freight Claim Agent and Mrs. *J. Gregg Beckett* attended the annual session of A.A.R., Freight Claim Division, held in New Orleans, La., the first week in May.

Chief Clerk, Ticket Audit *Gene H. Rice* visited friends in Rahway, N. J., during a week's vacation in March. He reports that on the only sunny day during the week he played eighteen holes of golf at the Ridgeway golf course.

Northern Division

Congratulations to Brakeman and Mrs. *E. R. Junkins*, Masardis, on the birth of their second son, *Claude Allen*, March 30 at the Presque Isle General Hospital.

Congratulations to Trackman and Mrs. *Adrian Lapointe*, Easton, on the birth of a son, March 7.

David Lapointe, son of Mr. and Mrs. *Adrian Lapointe*, celebrated his sixth birthday March 28.

Congratulations and best wishes to *Malcolm Spencer*, son of Section Foreman and Mrs. *Murdock Spencer* of Easton, who married Miss *Sandra Jean Duncan*, daughter of Mr. and Mrs. *David Duncan* of Waltham, Mass., April 13 at the First Congregational church in Waltham.

Section Foreman *Herbert Buell* has been a patient at the Peter Brent Brigham hospital in Boston.

Some motorists seem to think that the whistle blast of the locomotive approaching the crossing is a signal to start the race.

FACTS AND FIGURES

	Feb. 1956	March 1956
We received from		
Hauling freight	\$1,676,179	\$1,929,873
Carrying passengers	29,764	30,116
Hauling baggage, mail and express	22,190	26,465
Other transportation services	29,522	20,703
Rents and miscellaneous income	(17,800) *	(6,593) *
A total of	\$1,739,855	\$2,000,564
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 325,000	\$ 425,000
Keeping locomotives, cars and other equipment in repair	288,438	280,867
Running trains	486,330	480,525
Selling our services to the public	23,565	33,984
Managing the business and keeping the records	51,390	69,234
Interest on borrowed money	74,809	66,374
Payroll taxes	41,806	35,626
Local and state taxes	61,574	62,288
Federal income taxes	104,003	160,092
Applied to sinking funds	105,507	105,508
A total of	\$1,562,422	\$1,719,498
Our Net Income was	\$ 177,433	\$ 281,066

*Figures in parenthesis indicate red figure or a deficit.



Recognize this farm?
— See page 24