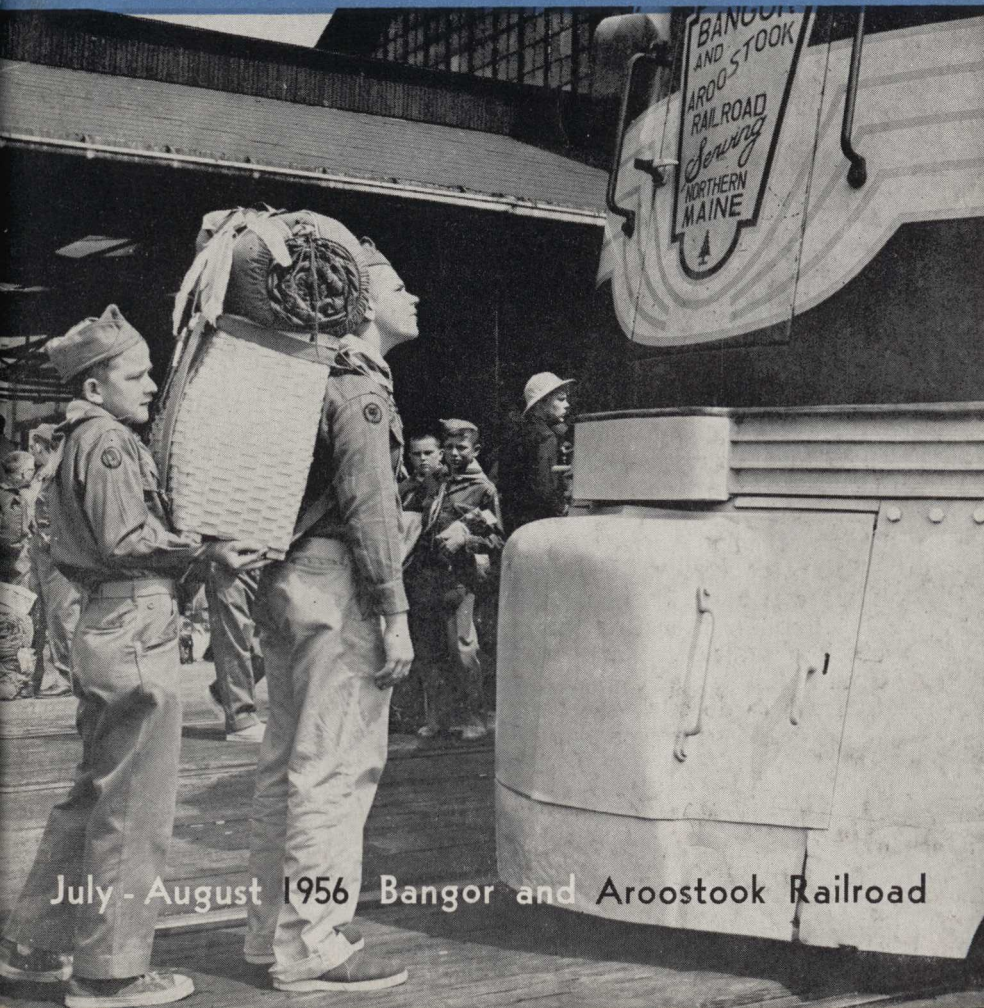


MAINE LINE ▲



July - August 1956 Bangor and Aroostook Railroad



TALKING IT OVER

You all know, of course, that the owners of our company are our stockholders and that they elect the directors who, in turn, elect the officers.

As stockholders they have invested money in the company and they quite properly expect a return on the investment. In this expectation they are no different from the investor who buys government bonds or deposits money in a savings bank.

It is obvious that the stockholders can get no return unless the company prospers and that the company's prosperity is a matter of constant concern to them.

In this concern they have, as a moment's thought will reveal, a bond in common with the employees of the company. Both lose if the company fails; both have security—one in his job and the other in his investment—if the company does well.

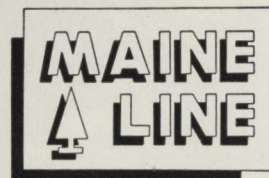
In these times no company can do well by standing still. It must constantly make expenditures for new and more efficient equipment. In the final analysis, the money to make them can come from only one source,—profits.

Profits, therefore, are not only of importance to the stockholders; they are equally important to the employees. And it follows, as day follows night, that it is in our own best interest to do our jobs as well and as efficiently as possible.

I am sure we can and I am sure we will.

Sincerely,

President.



MAGAZINE



JULY-AUGUST

VOL. IV

NO. 5

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ARTICLES

| | |
|--|----|
| New Methods Cut Track Costs | 4 |
| Fast Accounting Pays Off for BAR | 14 |
| Engineers Make a Yard Office from Coal Plant | 21 |
| Meet Your Directors | 33 |
| The BAR Lends a Hand | 34 |

DEPARTMENTS

| | |
|---------------------------------|----|
| Talking It Over | 2 |
| About Our Covers | 19 |
| MAINE LINE Camera | 25 |
| Moving Up On The BAR | 42 |
| The Suggestion System | 44 |
| In The Family | 45 |
| Facts and Figures | 55 |

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



Brief Aroostook summer finds BAR track maintenance crews taking advantage of warm weather for major track repair. Above, Clayton McCue, behind level, signals partner along a stretch of problem track.

New Methods Cut Track Costs

Unique new tools—the Mannix Ballast Sled and Plow—are solving the problems of drainage and cost on the railroad's problem track

Ever since the first wood-burner cautiously felt its way north over raw, new track, railroading in Northern Maine has posed the most challenging of problems for the hardy breed of men who

follow it. Winter snows, with a not-exceptional accumulation of 20 feet, make operations expensive and difficult. Late springs, with weeks of alternate freezing and thawing weather, plague engineers

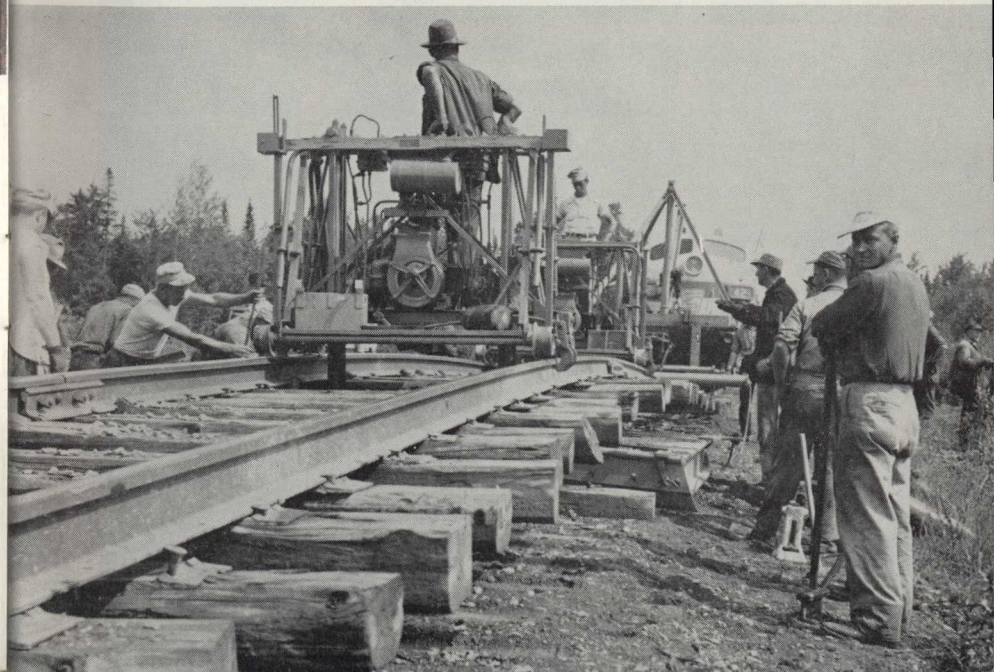
and sectionmen alike. And not the least of the engineer's problems is a frost which sometimes reaches a depth of four feet.

Frost coming out of the ground in the spring on well-drained track is enough to make a veteran section foreman shudder. And frost coming out of a poorly-drained piece of track will make him blanch under his wind-tanned skin and mutter to himself.

The problem isn't exagger-

ated. Normal conditions make spring track maintenance tough enough, but poorly-drained track makes it a bug-bear, not only for engineering people, but for the men running trains. The solution, of course, is well-ballasted, well-drained track. The reballasting procedure in the past has been to put some four inches of gravel over the track, then lift the track with power jacks and pack the fill about the ties with a multiple tamper.

Power jacks are used to put Mannix International ballast sled under track. A recent development in the railroad industry, the sled removes muddy ballast that accumulates around ties on wet sections.





Diesel Units in tandem furnish power for plow. Crew follows, removing defective ties, inserting new ties and relining track.

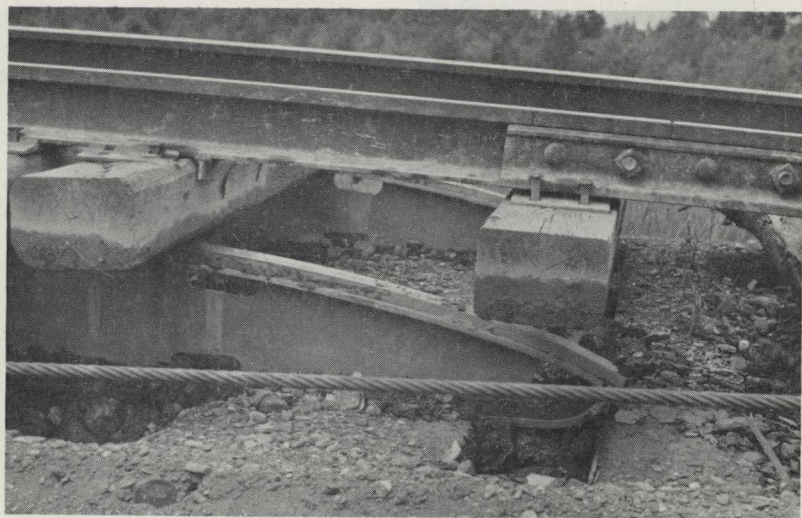
The method left something to be desired, especially on problem track in marshy areas. Section foremen were plagued with fouled ballast because reballasting methods did not drain the tie bed caused by constant pounding of heavy trains.

This year, Chief Engineer R. H. Morrison and his crew changed their methods radically to get at the root of the problem . . . the troublesome tie beds which are natural water pockets. The Engineering Department hired an unorthodox-looking device from

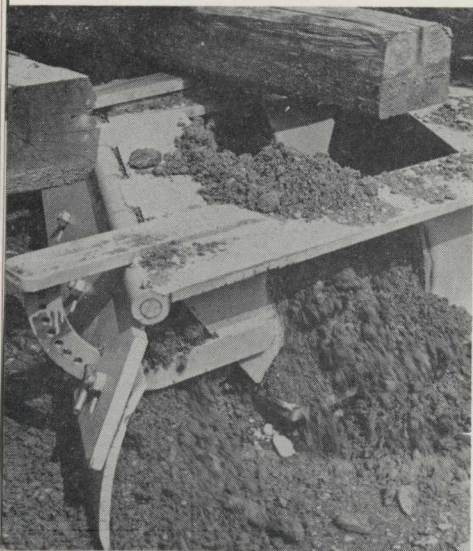


Above, brakeman in diesel cab looks down on plow (similar to sled except for deeper cut). Diesels are coupled to flat car which mounts steel drawbar attached to plow by heavy wire cable. Below, a low angle photograph of sled gives worm's eye view of operating function.



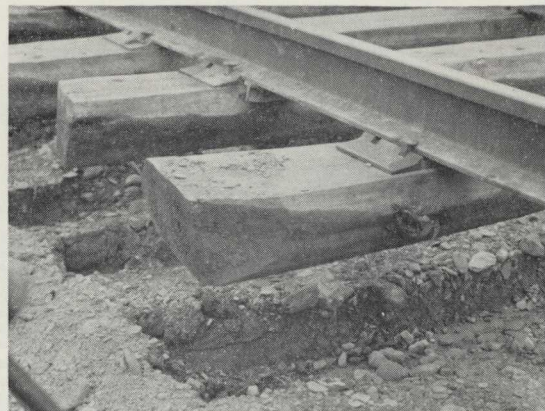


Point of ballast sled lifts ties and rail in a gradual arc while breaking down mud-caked ballast under track.



Left, tail end of Mannix sled grades ruts caused by constant pounding of heavy trains on ties in badly-drained roadbed. Engineers brought in sled and plow for use in problem sections where drainage was a problem.

Ties lifted out of muddy ballast, right, illustrate drainage problem posed by ties in badly-drained roadbed. Rain water collects and stands in impressions, causing ties to deteriorate and track to become rough.



Below, the same roadbed pictured after Mannix plow passed over it. Pockets are removed and excess ballast is deposited on shoulders of track. Next step is to ballast with crushed rock. Combination of Mannix plow and crushed rock for drainage fixes most problem track.





Using assembly line techniques, above, Leo Levesque's crew follows behind plow removing defective ties, and straightening tie plates before ballast train comes by. Below, tie crew uses mechanical tie nipper to hold new tie in place for spiking.



Mannix International called a ballast sled which fills in the tie pockets when dragged under the track.

The principle of the ballast sled is not new in railroading. It was developed by the Swedish Railways for their maintenance crews nearly 20 years ago. It did not become popular with American railroads until two years ago when the Mannix International people improved the tool and brought it to the attention of Canadian and American railroads. The Mannix company has

done a considerable amount of work with their sleds on western portions of the Canadian Pacific Railway, and the Canadian National has developed a sled and plow of their own that performs approximately in the same way as does the Mannix equipment.

In June, Leo Levesque's lift crew and Joe Allen's ballast crew met at Littleton to try the new tool. The strange machinery, with men strung out behind it for 200 yards, made a picture that raised

Plain, old-fashioned muscle still plays an important part in track maintenance despite mechanization. Below, crew bend backs to align track after ballast sled passes.





After ballast is spread on clean roadbed, and before tamper passes over new ballast, a crew uses a spot board (foreground) and power jack to assure maintenance of grade.

eyebrows among veteran railroad men. But after the first day there were no more scoffing comments. The awkward-looking sled not only worked; it did a good job.

After power jacks were placed under the track and the sled put in position, the crew was strung out along the track behind the two diesel units which furnished the power for hauling the sled. The first crew removed condemned ties while the track was raised after passing over the sled. Other crews straight-

ened ties, and salvaged spikes and tie plates just before the track settled on the graded roadbed again. Behind them, more men put in new ties while the last crew lined the track that had been moved slightly by the passage of the ballast sled.

What this unique operation accomplished was to fill in the old, mudsoaked tie beds while the ties and rail were passing over the top of the sled, leaving the roadbed level and clean. The lift to the track from filling the old tie beds

amounts to something like four inches. New ballast (crushed rock for improved drainage, was put on the track and lifted in the conventional manner with the multiple tamper. The combined operation raised the track between eight and nine inches as compared with the four using conventional methods.

The experimenting stretch of crushed rock is an innovation for BAR engineers and looks like a promising aid for track where drainage is a problem.

What will the new methods

mean to track maintenance people? It means savings in better track and less maintenance. Production with the sled, compared on a miles-per-day and man hours-per-mile basis, was about the same as 1955 production. But the big savings will be in the lasting quality of the work which BAR engineers estimate will last years longer than conventionally-ballasted track with only routine maintenance. The ballast sled and plow promises to be a useful tool in the railroad's constant battle with a severe climate.

Final operation in cleaning and reballasting is tamping crushed rock ballast firmly around ties. Multiple tamper, pictured below, eliminates nearly all hand tamping. Hydraulically-controlled steel fingers do the job.





Busy Machine Bureau crew turns out special reports, paychecks, and many more chores that would, if done manually, consume hundreds more man hours.

Fast Accounting Pays Off for BAR

Machine Bureau saves money by tremendous volume of work and by getting answers formerly unobtainable due to manual work involved

Ira McGowan and his crew are tucked away in an unobtrusive corner of the Accounting Department in the Graham Building but the importance of the work turned out by this tiny (14 people) department is being felt by every department on the railroad.

McGowan, a serious, ex-Marine with 10 years of machine accounting experience under his belt, was brought in to manage the newly-created Machine Bureau five years ago. At that time, the major function of the bureau was the weekly payroll. Today, the payroll

has become a relatively minor part of the bureau's responsibilities.

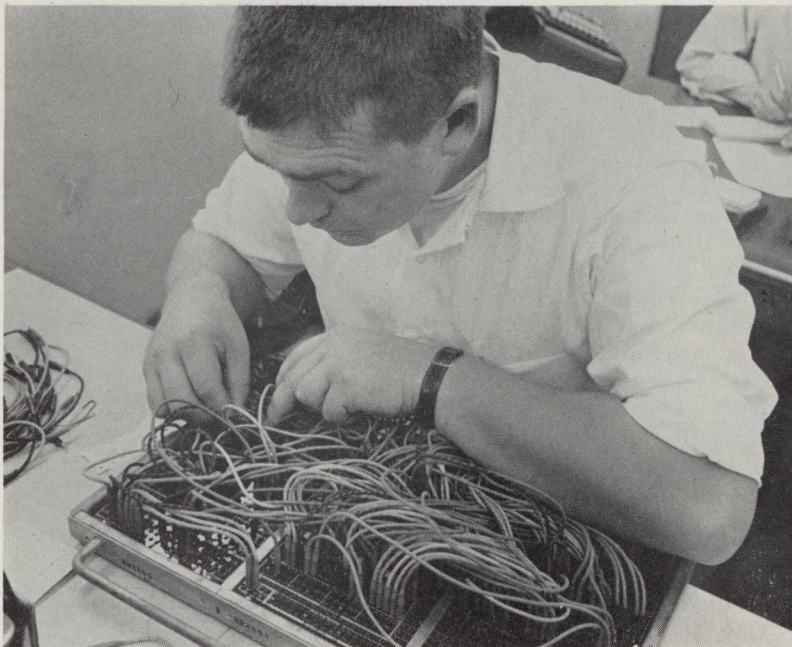
"We do our car records along with our regular work now," McGowan says, "where some railroads have separate machine installations for car work. Besides that, we're doing a lot of special reports with the same machines and personnel which make it a real challenge to meet deadlines for each part of the work."

Present jobs include sales analysis, car service accounting, freight revenue accounting, and material and supplies accounting, besides payroll work which takes two-and-a-half days a week.

Car service accounting includes per diem and mileage pay for foreign cars on BAR lines. Freight revenue accounting involves collecting bills for incoming cars and computing the proportion for participating carriers (there

Skilled key punch operators tabulate data by punching holes in cards. Most of Bureau's personnel were people from Accounting Department trained to operate machines when change-over came. Pictured from front to rear, are Frankie Brown, Nadine Cameron, Helen Brissette, and Yvonne Barnaby.





Machine Operator Albert McIntosh is oblivious to noise of machines about him as he pores over the maze of wires which set machine to perform a certain job.

may be as many as 15 in a single shipment). The sales analysis reports include records of shipments received and sent by every BAR customer and the distribution of commodities. It's almost staggering to the imagination to estimate the manhours involved if the work were to be done manually.

Business machines, kissing cousins to the electronic brain

type of industrial machines, have been lifted out of the occult and have become in the past two decades a useful and not uncommon tool for small as well as large businesses. The principle, of course, is that the machines do the sorting and computation that require so many tedious hours to do manually. The chores performed are not particularly complex, but manually,

would require much more time than the high speed machine.

Briefly, what happens is this: keypunch operators take information off waybills, time sheets, etc, and transfer it to small, rectangular cards. The cards are spaced for 80 separate pieces of information coded by placement of the punched holes.

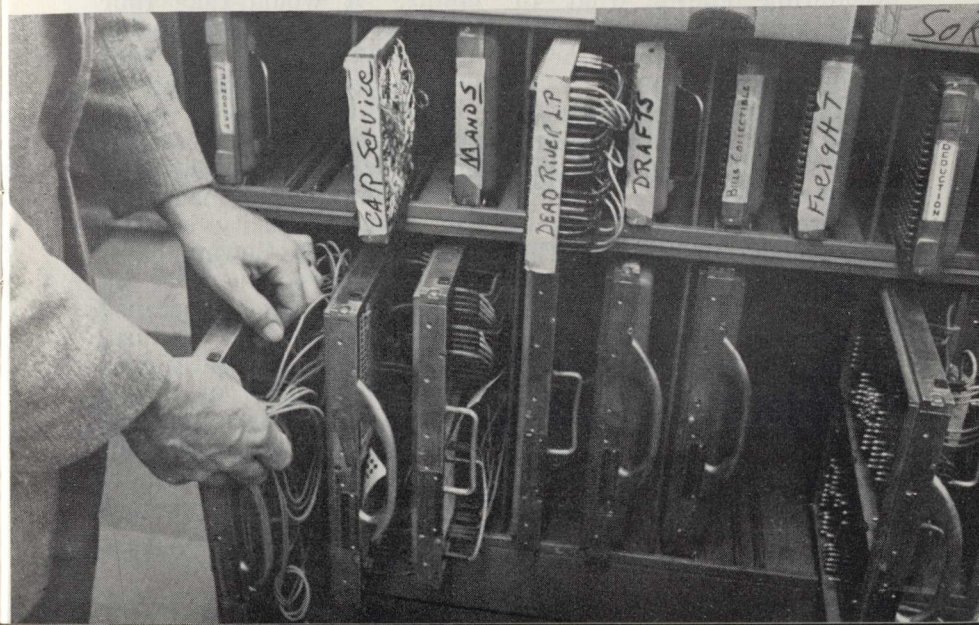
When the cards are run through the machines, any information can be selected and computed by means of wire fingers that catch the holes put there by the key punch operator. The results

are tabulated and put on a card and the whole process takes place pretty much without being touched by human hands.

The changeover from manual to machine accounting came five years ago in a move to streamline the Accounting Department. And one of the nicest aspects of the changeover was the fact that railroad people were trained for jobs in the new bureau instead of doing away with the jobs and bringing in skilled machine operators.

"We did it for two reasons," Comptroller Roy Plum-

Wired setups for machine show variety of work accomplished by the Bureau. The railroad recently began accepting outside machine work.



ley explains, "first, we wanted to protect those people whose jobs would be abolished. Then, we felt, and still feel, that people who were familiar with railroad accounting would adapt themselves more readily to the machines than skilled machine operators would adapt themselves to the complex procedures of railroad accounting."

McGowan bears his boss out in the wisdom of using railroad people as machine operators in the Machine Bureau.

"One example of the benefit of using our own people," he adds, "is that the man or woman who knows railroad accounting knows what to look for in waybills, etc., and that's a large single factor in cutting down errors."

Plumley is also quick to praise labor union representatives for their help in setting up the operation.

"Certainly no small part of the success of setting up the bureau was due to the fine cooperation and understanding of labor union representatives. We were allowed to set up a new seniority district for the bureau which meant that no one brought seniority with them. We were allowed to grade our people and estab-

lish seniority on the basis of aptitude tests which the IBM people gave. In other words, the person who showed the most aptitude was first on the list and so on, which helped us get our people on the basis of ability rather than on seniority. Of course, we tried to pick people whose jobs would be effected and those who showed the most aptitude for the work.

When the Machine Bureau was set up, there was some reduction in labor force but the real savings have been in the ability to do a tremendously greater volume of work than was possible manually, Plumley says.

"For instance," he explains, "it would take four full-time clerks to do the job of traffic analysis we're doing for the Sales Department."

When the Bureau starts doing accounting for inventory it will have reached the top capacity of the machines. Key punch capacity is at a peak now, McGowan says, and machines can never be utilized 100 percent because of breakdown and failure. The bureau is presently considering the lease of newer and faster machines in anticipation of increased work load.

What has machine accounting meant to the Bangor and

Aroostook? Mostly it has meant getting up-to-date records with less errors, but more important, it has enabled all departments to get valuable information heretofore unobtainable because of the amount of manual labor involved.

As McGowan puts it, "machine accounting, through special reports, gives management more information, quicker than it has ever been possible to do it before. They're tools to help manage the business better. We're also getting more effective use of our people by letting the machines do the tedious jobs, leaving our employees free to use their best talents."

More speed, in faster machines and better communication, will be the next step in the Machine Bureau, according to Plumley. The possibility of converting present equipment to take five channel tape operating off a tele-

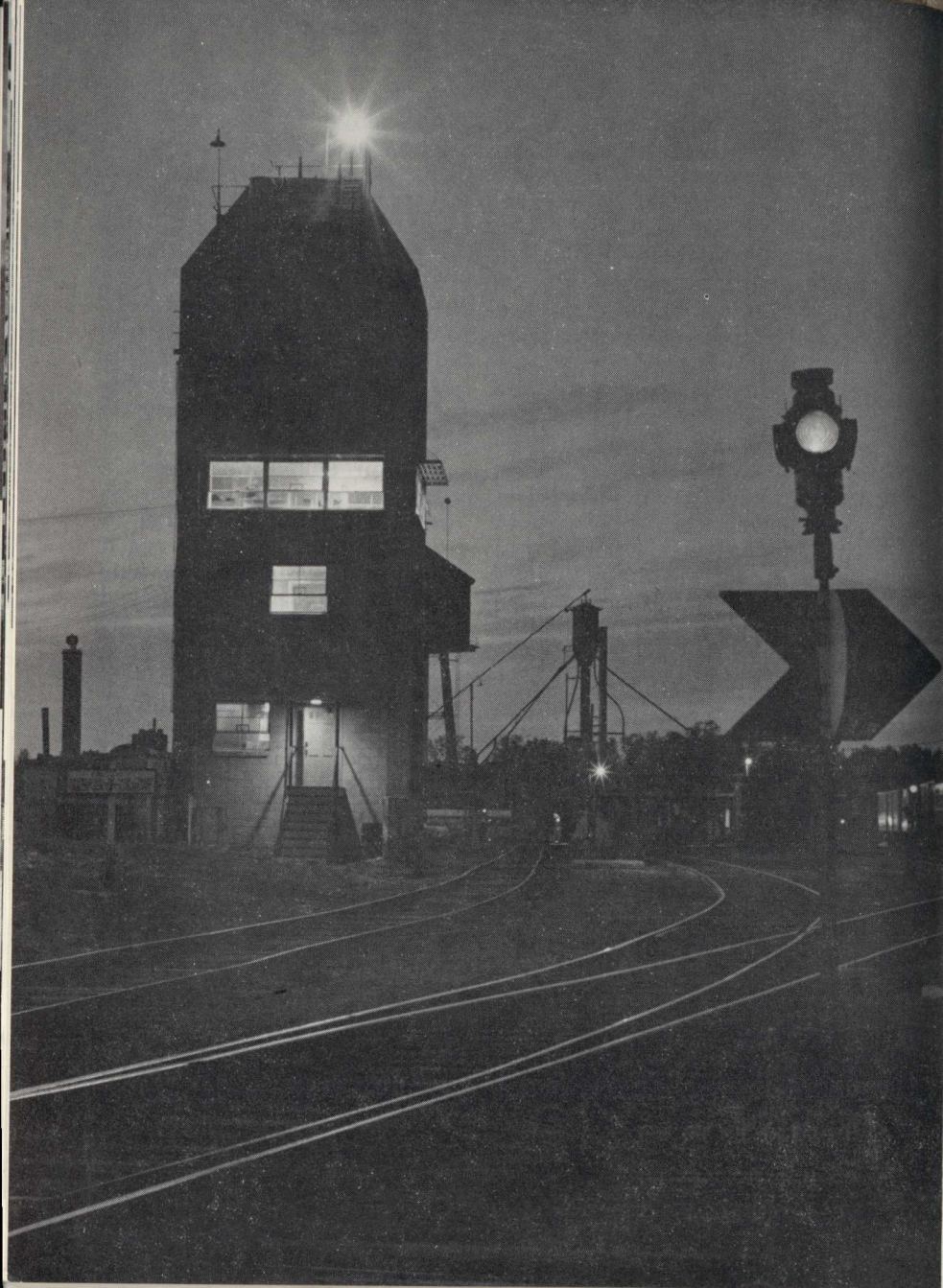
type from online points is one of the moves being studied.

The wheel report for a train being made up in Oakfield, for instance, would be punched on a teletype in Oakfield and the information would be transmitted to cards in the Machine Bureau (bypassing key-punch operators and the conductor) even before the train left the yard. At present, there is a time lag of several days.

If you asked any department head whether or not he considered the operation a success, you'd probably get a resounding affirmative. The Machine Bureau has helped nearly every department by getting vital information in a hurry. A pretty good indication, too, is the fact that a special corporation—Machine Accounting Incorporated—has been set up to handle outside accounts in line with the railroad's program of diversification.

ABOUT OUR COVERS . . .

The Bangor and Aroostook lent a helping hand to Scouting in Northern Maine (See Page 34) in June, running special trains for the Camp-O-Rama in Presque Isle and playing host to two Cub Scout Hobo Conventions. The Scout on our front cover gets a close look at sleek, BAR passenger diesel while chum adjusts his pack. On our back cover, a young Houlton Cub nonchalantly scans comic book while he waits for lunch to cook on his tin can stove in Oakfield Yard during Hobo Convention.

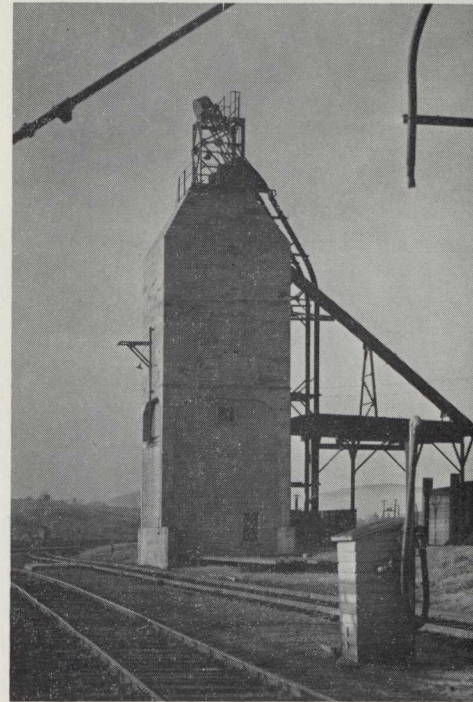


Engineers Make A Yard Office From Coal Plant

For more years than most people can recall precisely, anyone who wanted to see the yardmaster in Oakfield had to cross 15 busy tracks to reach the yard office. The building itself was an antiquated structure which the management had postponed replacing at a more convenient location because of the expense involved.

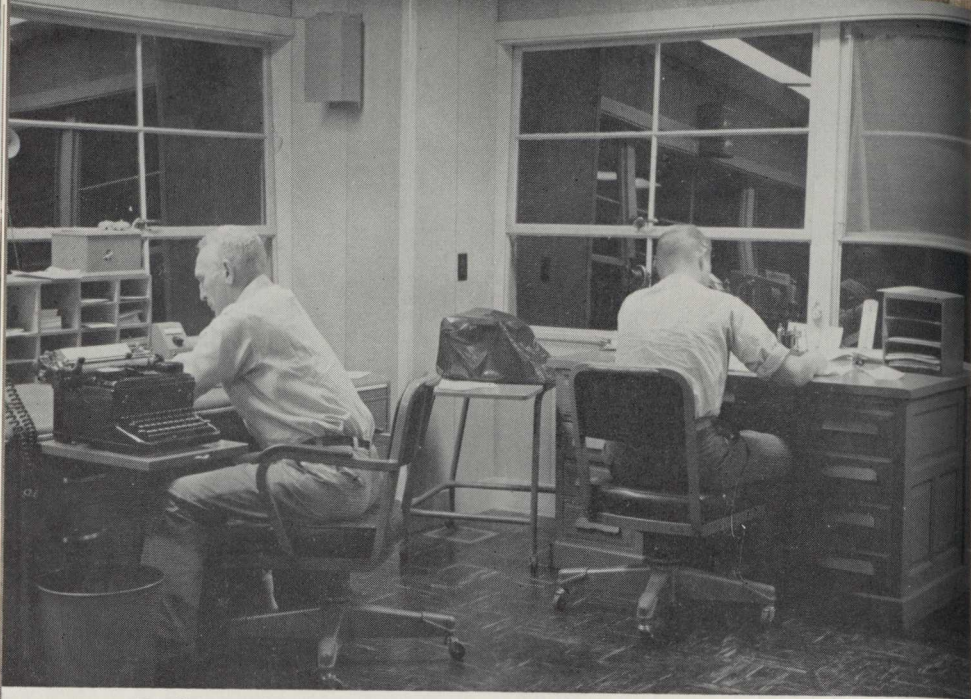
The subject came up again during a conference of railroad officials on the grounds during the summer of 1955 and the entire group adjourned to an inspection tour of the area to see if some existing structure could be utilized. The outcome of that hour's walk resulted in probably the most unique yard

Lights from new Oakfield yard office gleam on steel rails in summer twilight. The new yard office (completed in July) was a coal pocket until this spring. At right, yard office is pictured before Bridge and Building crews tore out coal loading mechanism and added three floors of modern offices.



office structure on an American railroad. For what the group recommended was that a coal pocket structure on the opposite side of the tracks from the old yard office be converted for the yardmaster.

The coal pocket is situated adjacent to the engine house, fuel and sanding facilities, and the repair tracks. Oakfield is a division point constructed in the form of a Y, with its leg in the southbound direction and the two



Yardmaster Frank Larlee, left, and assistant, Gaylon Wortman, at work during a busy evening at yard office. Larlee's shop is on the third floor of building and affords view of entire yard.

branches leading to the shipping centers in the St. John Valley and in Northern Aroostook County.

Of course, the coal pocket, built in 1947, was made obsolete when the BAR became completely dieselized and the structure was entirely idle. To make it into a yard office, it would be necessary to make alterations to the wooden enclosure between the concrete legs of the 58 foot structure and make three floors in the interior.

This spring crews started tearing the machinery out of the 80-ton automatic plant. Cement blocks replaced the wooden enclosure at the base of the concrete plant, enough structural steel was salvaged to carry the floor joists, and openings for windows were cut in the reinforced concrete curtain wall around the weigh hopper.

The first floor, which has washroom facilities, heating plant and entry, was made with its floor joists resting on

the concrete collision walls of the old structure which meant that the railroad crews had to put stairs up to a level of six feet above the ground for an entrance.

The second floor has a work area for conductors, a lunch-room for trainmen, housing for communication equipment and lockers for train crews. This was constructed immediately below the weigh hopper floor.

And the third floor is the yard office proper, a 20x20 foot room with continuous

rows of windows affording the yardmaster a view of the entire yard. A wooden slatted canopy was built into the reinforced concrete window lintels to act as a sunshade.

The interior finish is celotex wallboard, done in soft pastels, acoustical tile suspended ceilings, and asphalt tile floors. Lighting throughout the building consists of flush fluorescent fixtures of a diffusing type. Heating is accomplished by means of a hot air plant suspended from the first floor joists. And rather

Second floor has lockers, lunch table and desk for train crews. Below, Leroy Bubar, left, E. A. Parks and Carroll Hersey, of the switcher crew, break for lunch.



than construct a chimney to the height of the 58-foot structure, the engineers found it was practical to run a smokepipe to an adjacent concrete hoist house, where a small chimney was built.

Communication facilities in the new yard office include, dispatcher's phone, yard telephone, company telephone to offices on line, telegraph, teletype, commercial phone and a base radio station with a

radius of approximately 30 miles.

By July the railroad crews had moved out and Yardmaster Frank Larlee and his crew moved into the modern offices. Larlee, who exhibits an understandable proprietary pride when showing visitors through his new shop, believes that he's the only yardmaster on an American railroad who has his office in a converted coal pocket.

RETIREMENT BENEFITS

According to the Railroad Retirement Board, 390 retired Bangor and Arostook employees were receiving retirement benefits averaging \$94 a month at the end of 1955. About one-third of these employees also had wives who were receiving monthly benefits. During 1955, 36 employees were added to the Board's retirement rolls and 23 were terminated because of death. The Board is still paying an average of \$97 a month to three pensioners who were taken over from the company's own pension rolls in 1937. Since 1936, when benefits first became payable under the act, a total of \$757 million has been paid out in benefits.

A BAD BET

Suppose by some quirk of fate you could possess \$18 million.

Then suppose you were approached with an offer to bet this \$18 million against \$1 on a race, a boxing event, or on any of the various games of chance. Would you bet your vast fortune against a lonesome buck? Of course not. Even the dumbest man in the world wouldn't go for odds like that.

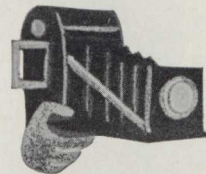
The average adult of 35 has some 18,408,600 minutes to live. Everytime he takes a chance to save a minute, he wagers **ALL HIS REMAINING YEARS**. Instead of money, he risks his life, with odds of more than 18 million to 1.

Viewed in this light, it does seem silly for any of us to take chances at any time. Yet there are many of us who bet our lives day after day by taking chances against these gigantic odds. True, we often win, but one day our luck will run out and then we will surely lose.

Think it over. Is it really worth the tremendous risk?—*Illinois Central Railroad.*

MAINE LINE

Camera —



Winslow Whitley of the National Potato Council and a native of Idaho, accepts a bag of Maine Russetts from Maine's new Potato Blossom Queen, Betty Bubar of Fort Fairfield, as Gov. Edmund S. Muskie looks on.



On July 26, the board of directors of the Bangor and Aroostook and the Boston and Maine railroads held directors meetings in Presque Isle and paid tribute (at lunch at Loring AFB) to Aroostook's patronage. President E. Spencer Miller of the Maine Central and several of his directors were also present. Pictured under the tail section of a giant B-52 at Loring AFB are Gen. William K. Martin, President Hutchins, Patrick B. McGinnis and E. Spencer Miller.



Posing, above, as special train stopped in Presque Isle are Oliver D. Appleton, B. and M. director, Patrick B. McGinnis, Fred L. Putnam, BAR director, Harry E. Umphrey, BAR director, E. Spencer Miller, President Hutchins, and H. Nelson McDougall, Maine Central director. Chatting with Gov. Muskie, below, as he toured BAR's Derby Shops are Tom Hopper, Annie Morris, and Kirton Bell.





Attending the June 5 Meet-the-President session (above) were: A. G. Carter, L. D. Madore, C. G. Dumont, J. L. Jones, G. F. Kelley, C. E. Austin, G. A. McGinley, A. Fortin, H. D. Davies, A. J. Cyr, W. E. Stevens, M. H. Brown, V. R. Deeves, D. P. Sanders, R. H. Fowler, H. R. Carey, J. W. Ellison, L. T. Howard, R. A. White, R. P. Shaughnessy, Eugene Rice, J. A. Lajoie, B. B. Black, L. J. Boucher, M. E. Willett, E. C. Stearns, A. E. Lamore, W. J. Warner, K. H. Redman, L. P. Larsson, H. W. St. Onge, E. J. Wilson, A. N. Decker, E. A. Bowen, V. B. Francis, Milford Decker, J. J. Richards, Adolph Blinn, R. O. Foster, E. A. Wing, S. P. Albee, F. W. Bartlett, D. I. Libby, R. D. Cyr, T. O. Anderson, L. G. Jackins, C. A. Dunham, and H. D. Clark. Below, BAR employees dressed as clowns, give away balloons to youngsters in Houlton July 4 parade.



Attending the June 11 Meet-the-President session at Derby (above) were: R. L. Powell, W. H. Burton, P. J. Ouelette, O. G. Collier, L. B. Jones, H. A. Furrow, Jr., H. R. Buzzell, G. G. Henderson, A. G. Snow, C. L. Gagnon, R. D. Hills, E. T. Trafton, T. G. Collins, W. A. Sawyer, W. T. McDonald, E. D. O'Brien, R. J. Turner, E. Carver, G. E. Linnell, C. S. Burgess, L. E. Smith, S. N. Clark, M. A. Ellis, L. A. Haley, J. F. West, Florence McBeth, B. F. MacArthur, B. R. Rowell, T. D. Barker, S. W. Garland, N. G. Pinette, W. L. Nowell, D. E. Helstrom, F. J. Violette, J. J. Willinski, R. B. Bustard, J. E. Jewell, Elinor Prout, Hilda Dakin, Janet Albert, J. C. McDonald, S. M. Smith, Desmond Trafton, M. J. McCue, R. E. Levesque, H. E. Grant, F. R. Margison, E. W. Ryder, James Nadeau, Neil Hebert, Roland Jacques, Fred Nicknair, C. C. Hersey, E. E. Saunders, I. L. Long, W. B. Saunders, L. B. Blodgett, C. I. Higgins, G. R. Somers, and J. W. Swallow. Below, Southern Division agents hold ladies night at Squa Mountain Inn in June.





New Bangor and Aroostook bus, a Crown super cargo coach, attracts curious glances as it stops in Ashland on inspection tour June 20. The bus is a new type carrying 20 passengers and has a cargo section 20 feet long. It was developed on the West Coast during the last two years and was purchased, according to Highway Manager Arnold J. Travis, as a vehicle well-suited to the Ashland Branch run.



Above, an interior view of Crown super cargo coach showing reclining seats for 20 passengers and 20 foot cargo section. Right, one curious bystander performs some amazing acrobatics to get a look at the steering mechanism of the new bus. The bus is the first of its kind in service east of the Rocky Mountains and was the first one anywhere to be equipped with a diesel engine. It has forced air ventilation in both the passenger and cargo sections.



Interested men and boys (left) examine engine of new bus during stop on exhibition tour. The 40-foot vehicle is powered by a 200 h.p. diesel engine and has a 10-speed transmission with tandem drive rear axles for maximum traction in Aroostook snows.



MEET YOUR DIRECTORS

David D. Daigle became a director of the Bangor and Aroostook in 1951, a position for which he is well suited because of his ability and experience as one of Aroostook's larger potato growers.

He was born in Fort Kent, September 28, 1904 and received his education in the schools of that town. In 1930 he married the former Irene E. Pinette. They have four children, (Peggy, David, John and Janet) two of whom are presently students at the University of Maine.

Mr. Daigle, a life-long resident of Fort Kent, is engaged in farming in that town and in St. Francis, where he grows 250 acres of seed potatoes annually. In 1948, he was chosen as "Maine's Outstanding Farmer" and in 1950 he was awarded a plaque as "An Outstanding Farmer and community leader" in Fort Kent.

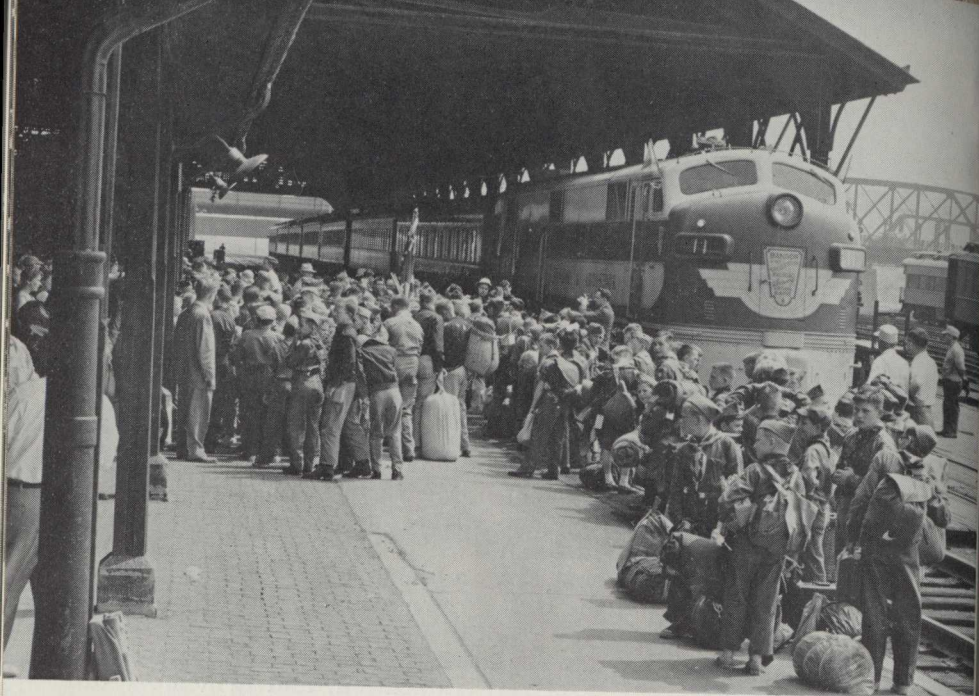
At the recent Farm and Home Week program at the University of Maine, Mr. Daigle was named chief farmer for the State of Maine. He is the first farmer to receive this honor from the St. John Valley area and one of the youngest ever to be selected in

Maine. His citation from the University stated in part . . . "You were the first in the State to produce Chippewas free from disease."

Besides his successful farming operation, he is a director of the Maine Public Service Company, and vice president and director of the First National Bank of Fort Kent. He is a former member of the State Seed Potato Board where he served for 11 years, a member of the Fort Kent town council, the Fort Kent School Board, the State Advisory Council for Vocational Education, and a member of the Extension Service Committee.

He also belongs to the Executive Committee of the Aroostook County Farm Bureau and was actively engaged in securing the Peoples Benevolent Hospital in Fort Kent. He was a director and vice president of that organization for some time.

He is president of David D. Daigle Farms, Inc., President of David D. Daigle & Sons, Inc., a hardware, furniture and undertaking firm and president of Northwest Trailer Park, Inc., Miami, Florida.



Scouts and relatives crowd Bangor's Union Station waiting to board BAR Special which took 586 Boy Scouts from Eastern Maine to Scout Camp-O-Rama in Presque Isle June 15. The railroad cooperated with special low fares and special trains June 15 and 17.

The BAR Lends a Hand

The railroad plays host to Cub Scout Hobo Conventions at Northern Maine Junction, Oakfield, and runs special trains for Camp-O-Rama

June was a busy month for Scouts—both Cub and senior Scouts—in Northern Maine, and for the Bangor and Aroostook who played host to two groups of Cubs and cooperated on the Katahdin

Area Council's Camp-O-Rama for Boy Scouts at Presque Isle June 16.

The railroad ran two special trains—one June 15 and another June 17—for the Boy Scouts from Eastern Maine

who attended the Camp-O-Rama at special, reduced fares. Some 586 Scouts rode the trains.

On the same weekend, 85 cubs and 56 leaders were guests of the railroad at a Cub Scout Hobo Convention at Northern Maine Junction. The young Scouts, from Guilford, Milo and Hermon, spent the day participating in a railroad program including two-way radio demonstrations,

rides on a diesel switcher, rides on both hand and motor cars and movies in the engine house.

The Hobo Convention originated with Houlton Cubs who were first guests of the Bangor and Aroostook at Oakfield yard three years ago. The Houlton Cubs have made the trip yearly since 1954.

The Houlton Cubs held their convention in Oakfield, June 2. A special train took

Cub Scouts from Hermon, Milo, and Guilford climb over engine after getting a ride through yard at Northern Maine Junction during Hobo outing where the BAR played host to 85 Cubs and 56 leaders.



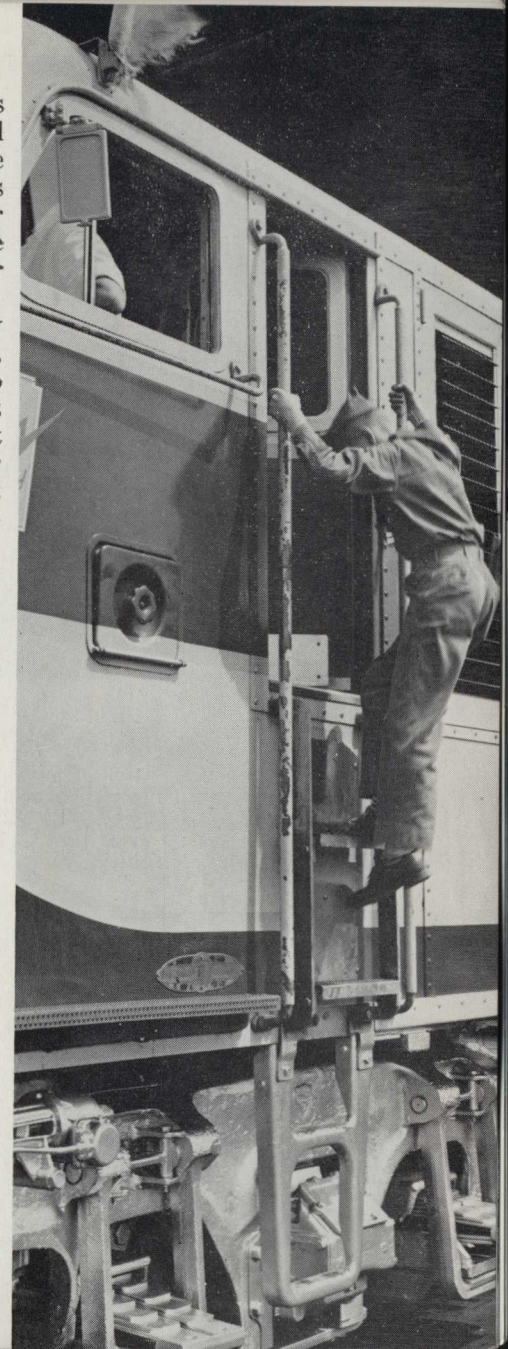


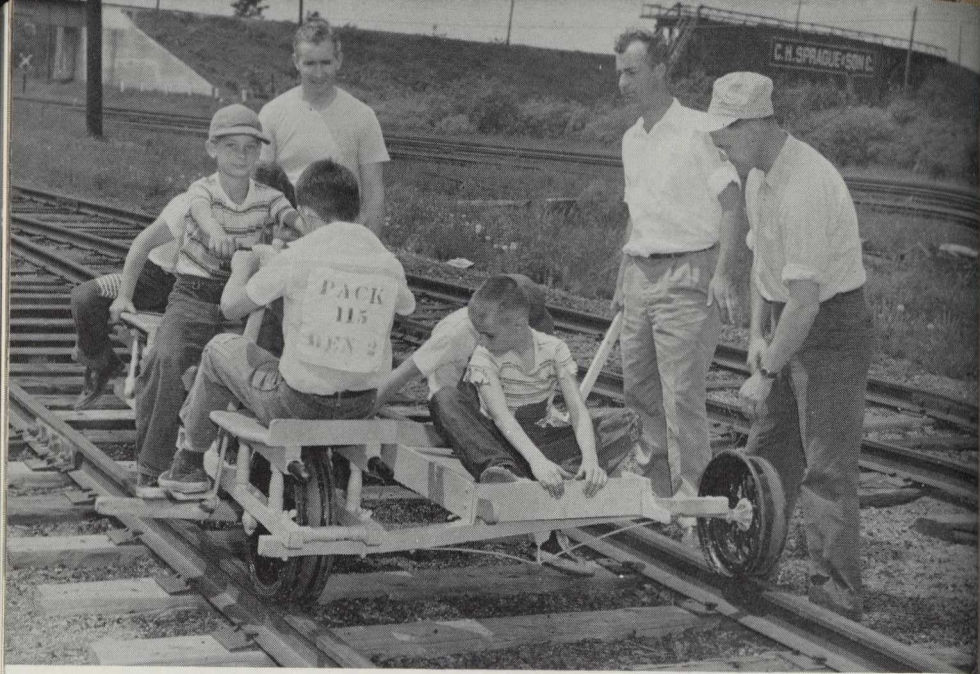
some 150 Cubs and leaders from Houlton to Oakfield and back. The boys, dressed in the most disreputable hobo clothes they could find, cooked their lunch on the cinders after the fashion of their patrons for the day.

Railroad personnel, many of whom donate their time, act as guides during the Hobo Conventions. The idea has grown so in popularity that the last known Pede handcar on the BAR has been rebuilt for permanent use of the Cubs.

One of the most popular features of the Hobo Conventions for the past three years has been B. and B. Carpenter Charlie Solomon, a former chief of the Maliceit tribe of Kingsclear, N. B. Solomon, dressed in the buckskins and feathers of his people, gave handicraft demonstrations for the wide-eyed Cubs.

Left, Cubs from Houlton talk excitedly with another radio team using BAR Walkie Talkies on June 2 Cub Scout Hobo Convention at Oakfield yard. The railroad had as its guests some 150 cubs and leaders from Houlton. This is the third year the BAR has played host to the young scouts from Southern Aroostook. At right, Scout on the way to Presque Isle Camp-O-Rama is invited aboard diesel at Bangor.



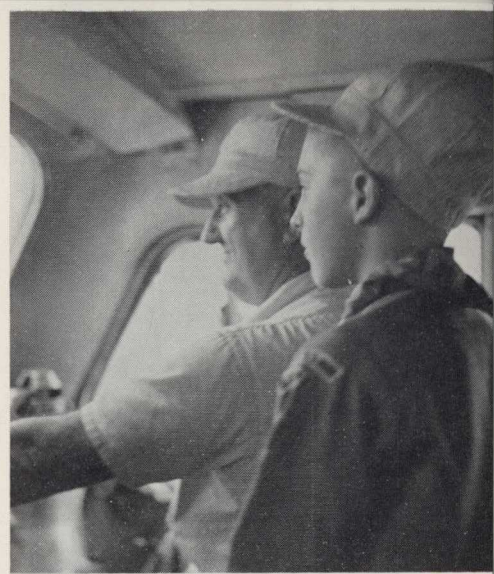


Above, Cubs at Northern Maine Junction get a taste of yesterday's rail-roading on an ancient Pede car. The car is the last known hand car on the BAR and was rebuilt especially for the two Cub Scout Hobo Conventions at Oakfield and Northern Maine Junction. Below, President Hutchins, left, and Katahdin Area Council President Erwin S. Anderson pose in Indian headress to help out with pre Camp-O-Rama publicity. At right, MAINE LINE camera caught family group pensively wondering about forgotten equipment and making last-minute admonitions.



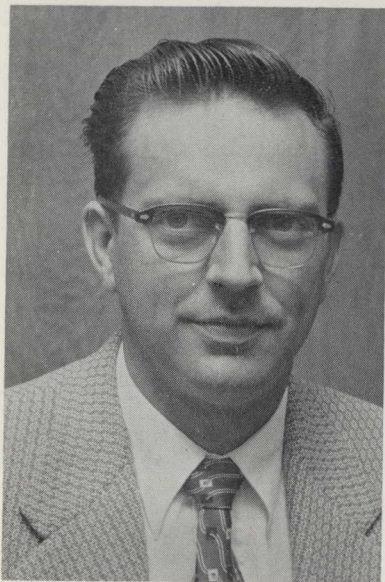


Right, a winner in the Camp-O-Rama ticket selling contest with Engineer Ray Stinson in cab of diesel. Winners in the contest received an engineer's cap and rode the engine to the Camp-O-Rama in Presque Isle. Below, massed Scouts at Presque Isle fair grounds prepare to get Camp-O-Rama underway.



Houlton Cubs prepare to fry hamburgers on ingenious tin-can stoves in Oakfield Yard (above). The stoves, made from a No. 10 can with holes punched in it and a candle inside, did a remarkably efficient job. At Left, Houlton Cubs take turns riding with Section Foreman Harry McCue on his motor car.





MOVING UP

F. B. Lunt, regional vice president - sales, has announced the promotion of Armand Duplessis, Presque Isle, as assistant general freight agent, and Addis Beaupre, Grand Isle as sales supervisor of the railroad's Northern Sales district.

Duplessis, 33, formerly chief clerk at the Northern Maine Sales office in Presque Isle was born in Mars Hill and educated in Presque Isle schools. During WW II, he served three years with the US Army engineers, two of them in the South Pacific.

He started his railroad career with the Aroostook Valley railroad as a clerk in 1941 and later worked for the New York, New Haven and Hartford railroad before coming with the Bangor and Aroostook as rate clerk in 1950. He was made chief clerk in 1951. He will continue to make his headquarters in Presque Isle.

Duplessis is married and has three children.

Top, Armand Duplessis; Bottom, Addis Beaupre



ON THE BAR

Beaupre, 42, was born in Grand Isle and attended Grand Isle elementary schools and St. Mary's College High School. He was first employed by the railroad as a trackman from 1931 to 1937.

In 1943, he rejoined the railroad as a brakeman and qualified as conductor in 1950, a position he held until his promotion to sales supervisor. He will cover the railroad's Northern Sales District from Ashland through the St. John River Valley.

Beaupre is married and has four children.

Carl E. Delano, director of personnel, has also announced the appointment of Liston F. Lewis, Milo, as assistant director of personnel with headquarters in Bangor.

Lewis, 36, was born in Milo and educated in Milo schools. His service with the Bangor and Aroostook dates from 1940 when he became a clerk in the Mechanical Department.

During WW II, he served in Headquarters, 1st Military Railway Service in North



Liston Lewis

Africa, Italy, France and Germany. He was in the service from 1942 until 1946, when he returned to the Mechanical Department. Lewis has also served as an associate editor of MAINE LINE since its inception.

He is a past master of Piscataquis Lodge No. 44, A. F.&A.M., a member of Rabboni Royal Arch Chapter No. 62, a committeeman for the Boy Scouts and a member of the Milo Masonic club.

Lewis is married and has two children.

THE SUGGESTION SYSTEM

YOUR IDEAS CAN MEAN MONEY TO YOU

If your idea is accepted there is no limit to how much you can get

The smallest award is \$10.00

The largest is up to you

It's 50% of the first year's net savings

If you doubt our word ask Stock Clerk W. E. Stubbs. He got \$44.78 added to an award he received last year. Or inquire from J. N. Furlong, Fork Lift Operator. He got his 27th award this month.

Join these and other B and A employees

and

Use the Employees suggestion system

It's for You

IN THE FAMILY

Southern Division

Our best wishes to Miss *Dorothy Curtis*, daughter of Assistant Car Distributor and Mrs. *H. C. Curtis*, of Bangor, who became the bride of *George Vose, Jr.*, June 9 in Bangor.

Byron F. Andrews, Jr. has entered the armed forces.

Trainmaster *Harold S. Parent* has recently returned from a trip to the West Coast and Alaska, via the Inside Passage.

He left Bangor for Seattle, Washington by way of Boston and Chicago. From Chicago he took the North Coast Limited, a dome train, via CBandQ and Northern Pacific.

After attending a Baptist Convention in Seattle, he left that city by steamer for Skagway, Alaska. It sailed by way of Victoria, Vancouver, Prince Rupert, British Columbia, Wrangell, Ketchikan and Juneau.

Mr. Parent writes that "During the stop at Skagway I took a trip inland to Carcross, on the White Pass, in the Yukon Territory. To get there I went on the Yukon railroad, which is a narrow gauge line and follows to some extent 'The Trail of '98' which was used during the first stages of the klondike Gold Rush. Part of this route is through the most rugged country seen on the entire trip."

Roland Tweedie is now assistant to Roadmaster *L. J. McManus*. Mr. Tweedie and his family are spending the summer months at their cottage at Schoodic Lake. *John Tweedie* is employed at West Sebois doing track work during his summer vacation.

J. B. Crocker spent a week in June fishing with *Fred Poore* of Lawrence, Mass., a former school roommate. J.

CONTRIBUTING CORRESPONDENTS:

Shirley Farrington

Robert Clukey

Gladys Goodwin

Gil Jameson

Winnifred Condon

A. J. Lebel

Harold Labbe

W. R. Green

Gloria Dunn

H. H. Hatt

Annie Morris

N. A. Robertson

Alicia M. Toole

J. B. Crocker

Harold Parent

T. O. Kelley

J. G. Chasse

C. L. McPherson



Perley Duplisea, left, and Frank Duffy exhibit catch of trout taken from Fourth Debsconeag Lake last month. Also in the party were: E. Duplisca, Allen Sharp, and Wayne Duplisea.

B. reports: "The fish did not cooperate too good, but we picked up a few salmon."

Conductor V. L. Terrio of Millinocket is spending his vacation at his cottage, "Hammerhead Inn" at South Twin Lake.

Frank Rollins, retired hostler at Derby Shops, accompanied by his son Gerald, is spending a few days at Excelsior Springs, Mo.

M. W. Mosher, retired agent, is spending the summer months at Brownville.

Robert Y. Edwards, son of B. J. Edwards, Chief Clerk at Northern Maine Junction, was graduated from the Maine Vocational Technical Institute, South Portland, June 21, where he had been studying industrial electricity. He has accepted a position with North Electric Company, Galion, Ohio.

Neil A. MacNichol, son of Mr. and Mrs. Neil H. MacNichol, clerk at

Northern Maine Junction, has enlisted in the U. S. Marine Corps and is presently taking his basic training at the Marine base in Parris Island, S. C. Neil was graduated from Bangor high school in June.

Another highly successful and enjoyable lobster picnic of the Transportation and Car Service office, Northern Maine Junction was held at Tidal Falls Lobster Pound, Saturday, June 30. The following attended: Mr. and Mrs. L. E. Terrio, Mr. and Mrs. B. J. Edwards, Mr. and Mrs. M. E. Walls, Mr. and Mrs. G. L. Kearney, Mr. and Mrs. W. G. Kelley, Mr. and Mrs. L. W. Littlefield, Mr. and Mrs. H. L. Hatch, Nora Duren, Alicia Toole, and George Webber.

Mr. and Mrs. N. A. Robertson and their daughter Loretta spent the first four days of his vacation visiting relatives in New Brunswick. Neill writes: ". . . interesting visit to the Minto coal mines. There is enough slag or whatever they call it to make a foundation for another New York City."

He also was in Boston where he saw Mel Parnell pitch his no-hit-no-run game. Robertson was relieved by Everett Chamberlain.

Engineering Department

We were sorry to hear of the death of Fletcher Rogers, 95, who died May 18 at his Houlton residence, following a short illness.

At the time of his death he was one of the oldest living pensioners of the BAR, and Houlton's oldest resident.

He started working for the BAR in 1893 when wages were 17 cents an hour for a ten-hour day. He grew up with the railroad, first cutting wood for the now ancient wood burning engines on the Greenville run, laying steel on the new Brownville line and later taking the job of

first section foreman on the new track at Brownville.

After six years, he moved to Houlton where he lived until his death. Mr. Rogers spent the last 18 years of his 43 years service as a tie inspector and had been retired for 19 years.

Clayton McCue, roadman in the engineering department, Houlton, has returned to work after having been off-duty for three weeks during which time he was a patient at the Madigan hospital.

Kenneth Cosman has accepted a position as cost clerk in the engineering office, Houlton. Mr. Cosman's father, the late Murray Cosman, was shop foreman at Houlton for many years.

Miss Carlista Winter, daughter of

Mr. and Mrs. Harold L. Winter of Stillwater, became the bride of Chairman Horace E. Johnstone, son of Engineer and Mrs. Roger Johnstone of Oakfield, at the home of the bride's parents June 30, with the Rev. Ernest Flood officiating.

The bride was graduated from Old Town high school and attended the University of Maine. The bridegroom was graduated from Ricker Classical Institute at Houlton and studied two years at Johns Hopkins University. He served three years in the U. S. Army, prior to attending the University of Maine where he is a student.

Mr. and Mrs. Armand Nicknair of Skowhegan, with their children, recently spent a week with his parents, Trackman and Mrs. Fred Nicknair. Another son, Leopold, and daughter

Trackman W. A. Page, Section No. 489, Squa Pan, poses with his daughter beside their swing he made from tractor seats, automobile parts, pipe and an old washing machine motor. It holds four children. Trackman Page got his inspiration from a dream.



Jacqueline, are also spending their summer vacations at their parents' home.

Congratulations to Station Agent and Mrs. *Leland Labbe*, Eagle Lake, on the birth of a daughter, *Lorraine Mary*.

Leland Labbe was named as delegate to the State Court of the Catholic Order of Forresters, and accompanied by his wife, attended the International convention which was held at St. Paul, Minn., August 6, 7, and 8th.

Congratulations and best wishes to Mr. and Mrs. *Richard A. Jackins* who were married June 6 in the rectory of St. Mary's Catholic church in Houlton.

Richard is the son of Tie Inspector and Mrs. *G. L. Jackins* of Houlton.

He is a graduate of Houlton high school and received his degree from Ricker college June 5. He is employed with the McKay Rock Products, Presque Isle, as an accountant.

The bride, the former Miss *Marilyn Bernier*, is the daughter of Mrs. *Dennie Bernier*. Miss *Catherine Stewart* was maid of honor and *Henry Valente* was best man.

The bride, a graduate of Houlton high school, is also employed by the McKay Rock Products in Presque Isle.

Trackman and Mrs. *G. D. Richards* and their family have moved to Grove street, Houlton. Mr. Richards bid in his position when the crew at Dyer Brook was abolished.

B. and B. Painter and Mrs. *L. C. Jackins*, of Derby, with their children

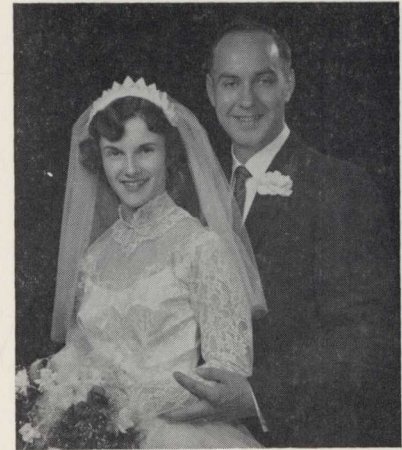
Mark and *Sherry*, have recently returned from Danville, Va., where they spent two weeks at the home of Mrs. Jackins' parents, Mr. and Mrs. *Luther Ingram*. Their youngest son, *Ashley Guy*, stayed with his grandparents, Tie Inspector and Mrs. *G. L. Jackins* of Houlton.

Trackman *George D. Faulkner* of Houlton has bid in the temporary foreman's position in Monticello.

B. and B. Carpenter and Mrs. *Charles Solomon* and children *Natalie*, *Francis*, *Charles, Jr.*, and *Sarah* recently went on a pilgrimage to Ste. Anne de Beaupre, Quebec.

William E. Whited, 27, of Houlton, has joined the staff of the Engineering Department as assistant engineer. Mr. Whited is married and has one son, *Paul Michael*, 10 months.

Congratulations to Principal Assis-



Mr. and Mrs. Richard Jackins

Assistant Engineer *Alan Hodges*, right, holds electric razor, a gift of his co-workers, presented by Chief Engineer *R. H. Morrison*, left. Hodges accepted a job as engineer with the U. S. Gypsum Company.



Dave Wheeler, son of Asst. Engineer and Mrs. *Paul Wheeler*, and *Mary Saunders*, daughter of Driver and Mrs. *Willis Saunders*, pose before attending Senior Prom at Houlton High School. Both were graduated from High School the next day.

tant Engineer and Mrs. *Raymond H. Miller*, on the birth of their third daughter, *Rebecca Leona*, June 10, at the Aroostook General hospital.

Mrs. *Fraiser Margison*, wife of Trackman *F. R. Margison*, Houlton, accompanied her parents, Mr. and Mrs. *William Scott* of Bridgewater, to Auburn recently, where they attended the 40th wedding anniversary of Mrs. Margison's aunt and uncle. Mrs. Margison also visited relatives in Hartford, Conn., before returning.

B. and B. Carpenter *Donald Solomon* has succeeded his older brother, *Charles*, as Chief of the Maliciet Tribe at Kings Clear, New Brunswick. Chief Solomon is married and is the father of five children; *Donna*, 8; *Judy*, 6; *Daphne*, 5; *Donald, Jr.*, 3; and *Michael*, 1.

Retired Section Foreman and Mrs. *William H. Chaples* of Hudson celebrated their 50th wedding anniversary, June 3, with open house to friends and relatives.

CHAMBER OF COMMERCE



Sales Manager *Norman Tardif*, right, former president of the Van Buren Chamber of Commerce, accepts plaque for service from new president *Claude Cyr*. Tardif resigned as president to take over duties as sales manager-l.c.l. in Presque Isle recently.

Accounting Department

Congratulations to Mr. and Mrs. *Donald H. Annis* of Bangor, on the birth of a son, *Donald Roy*, at the Eastern Maine General hospital, June 1.

Merle Spaulding and *Winifred Condon*, both of the Accounting department, recently spent a week touring New Brunswick and Nova Scotia, returning to Maine on the *Bluenose ferry*.

Thomas A. Mercier, Bangor, recently started work for the BAR as an IBM operator.

For the past nine years Mr. Mercier has been employed in the Biddeford-Saco area where he worked as a timekeeper for Saco-Lowell and Multilith and tab operator at the Pepperell. He is married and has one son.

Mr. and Mrs. *George Grant* spent

a week in May vacationing in Boston.

Florence McBeth, cashier in the Freight office, Millinocket, fractured her hip bone July 6 and is a patient at the Eastern Maine General hospital.

Another newcomer to the IBM department is *Yvonne Barnaby* of Brewer, who is employed as a key punch operator. She was formerly employed by the Penobscot Shoe company.

Carroll Earle is now working as bills collector clerk with Sales Department. He previously worked as bills collectible clerk in the disbursement section.

Stenographer *Lucy T. Goody*, Bangor, spent her recent two-week vacation visiting relatives in Bar Harbor and touring the White Mountains and Cape Cod.

Charles E. Brewster, former clerk in the passenger accounts section, has a new job as assistant rates and revisions clerk.

Donald Breen recently joined the disbursements section as Bills Collectible clerk. He was formerly employed in the Bangor office of Sears, Roebuck. He is married and has one child, *Donald Francis*.

Congratulations and best wishes to *Richard E. Thompson* and *Carolyn R. Fowler*, who were married June 16 at the Pine Street Methodist church in Bangor. Thompson, previously employed as Mail Clerk, has accepted the position as clerk in the passenger accts. section.

Albert P. McIntosh of North Amity, is now working in the IBM department as tab operator. Before coming to the BAR he had several years experience in tabulations in Bristol, Conn., and while serving in the United States Air Force.

James L. Williams of Bangor recently became a member of the Accounting Department. Williams was

graduated from Foxcroft Academy in 1951 and from the Bentley School of Accounting and Finance in 1953.

He served two years in finance in the U. S. Army, and has been employed by P. E. Ward and Co., Inc., Stacy's Cash Market, and Dover Motor Co., Inc., all located in Dover-Foxcroft.

Alvie R. Poole, of Bangor, began working for the BAR in April, as machine operator. He received his discharge from the Air Force in March.

Purchasing and Stores Dept.

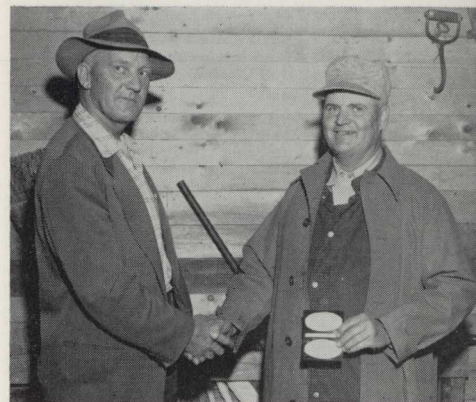
Miss *Lorraine Rhea Crabtree*, daughter of Mr. and Mrs. *George Crabtree* of Derby, became the bride of *Chester Johnson*, son of Mrs. *Hazel Johnson* of Mount Desert, recently in a double-ring, candlelight ceremony at the United Baptist church of Milo.

Her sister, Miss *Morna Crabtree*, was maid of honor, and bridesmaids were the Misses *Sandra* and *Patricia Johnson* of Mount Desert.

The former Miss Crabtree was graduated from Milo high school in 1950 and from Husson college in 1954. She has been teaching at Pemetic high school, Southwest Harbor. She is a member of Pi Rho Zeta Sorority. Her husband attended schools at Tremont and served three years with the Merchant Marine. He is employed at Lawler's Paint Company, Southwest Harbor.

We were sorry to learn of the death of *Sylvester "Si" Jay*, on July 4th, at Derby, Me. Born July 23, 1883 at Prince Edward Island, Mr. Jay entered B&A service in December 1942, and retired October 20, 1954. Our sincere sympathy to his family.

Miss *Morna Crabtree*, daughter of Printer and Mrs. *George Crabtree*,



Section Foreman *Louis Levesque*, Winterville, right, receives his gold pass for 40 years service from Roadmaster *E. D. Ross*. He started his railroad career in 1916 as a trackman and spent his entire service on the same section in Winterville. He is a member of the Brotherhood of Maintenance of Way Employees and the Catholic Order of Foresters. Mr. Levesque is married and has six children.

has employment for the summer at Dirigo Hotel, Southwest Harbor, Me.

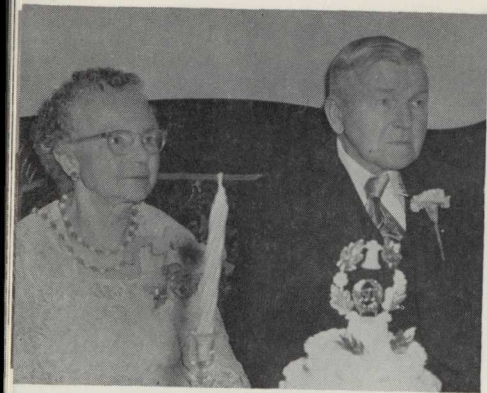
Mrs. *Fred Sullivan* of Vallejo, California, has been a recent guest of her sister and husband, Mr. and Mrs. *T. N. Hopper*, of Derby, Me.

Paul H. Day, assistant to purchasing agent, attended the Annual Meeting of the AAR - Purchases and Stores Division 6, in St. Louis, Mo.

Mrs. *Joseph A. Harrison* of Agawam, Mass., recently visited her aunt and uncle, Mr. and Mrs. *T. N. Hopper*, of Derby, Maine.

Mechanical Department

Mr. and Mrs. *Palmer Swales* have left Derby and are now residing in



Mr. and Mrs. Jacob Anderson

Oakfield. Before leaving, they were given a surprise farewell party at the Community hall in Derby.

Hostesses were: Mrs. Dana Lovell, Mrs. David Merrill, Mrs. Harold Hanson, and Mrs. Merle Clark.

Refreshments were served following presentation of gifts.

Our sympathy to Shop Accountant Kirton W. Bell, Derby, on the recent death of his mother, Mrs. Isa B. Bell, formerly of Milo.

Retired Car Repairer Helper and Mrs. Jacob Anderson of Derby observed their 50th wedding anniversary in May with a dinner party for their immediate family at the Blethen House in Dover-Foxcroft.

Retired BAR Painter and Mrs. Charles Larouche of Milo, also observed their golden wedding anniversary in May with a brief ceremony and renewal of their marriage vows at the St. Paul's Catholic church. An open house was held afterward at the Legion Home, attended by 235 friends and relatives.

Congratulations and best wishes to Mr and Mrs. Donald Hackett who

were married at St. Mary's Catholic church in Old Town, July 14. Don is a furloughed electrician helper who is attending the University of Maine. His father, Edward Hackett is night watchman in the stores department, Derby.

The bride is the former Miss Ruth Madelene Brooks, daughter of Mrs. Edward J. Brooks of Old Town. She was graduated from Old Town High school in 1952 and has been employed as a secretary by Raytheon Manufacturing Co., Waltham, Mass.

Don, a graduate from Milo high school, is now a senior at the University. He is a member of Phi Eta Kappa fraternity and served two years with the U. S. Army.

Congratulations to Sales Manager-l.c.l. and Mrs. Norman Tardif on the birth of a daughter, Julie, June 30, at the Eastern Maine General hospital. The Tardifs have moved from Van Buren to Presque Isle where they have bought a house.

Congratulations, also, to Sales Supervisor and Mrs. J. Charles



Mr. and Mrs. J. Charles Larouche

Hickson, on the birth of a daughter, Elizabeth, July 21, at the Eastern Maine General hospital.

Assistant Dir. Public Relations and Mrs. Richard W. Sprague are also announcing the birth of a daughter, Susan Pendleton, June 30, at the Madigan Memorial hospital in Houlton.

Sheet Metal Worker, Albion E. Lovell, Derby Shops, who was a recent patient at the Eastern Maine General Hospital, Bangor, has now returned to work.

Mrs. William E. MacLeod, wife of car repairer is convalescing at their home following surgery at the Eastern Maine General Hospital, Bangor.

Mr. and Mrs. Harold D. Parent of Milo have received word from their daughter Eleanor, who is presently in Germany with her husband, of the birth of a son, Harold David. Our congratulations to the parents and the grand-parents. Parent is machine foreman at Derby Shops.

Our sympathy to Lyman L. Severance and family on the recent loss of his father. Severance is a machinist at Derby Shops.

Mr. and Mrs. Liston F. Lewis, accompanied by their two sons, Gary and Alan, recently went to Detroit, Michigan, to bring her Mother, Mrs. Walter E. Dean, back to Brownville, Maine, where she resides with her daughter, Mrs. Charles Morrill. While in Detroit, they visited with two of Mrs. Lewis' Sisters, as well as several nephews. Mr. Lewis went through to St. Paul and Minneapolis, Minnesota, where he called on many of his friends. All members of the family report a very nice trip.

The many friends of Hector P. Butler, diesel supervisor at Northern Maine Junction, will be pleased to learn that he has returned to work following surgery at the Eastern



Chief Clerk Max Place, right, presents gift of briefcase from his co-workers at going-away party for Budget Clerk Liston F. Lewis, Derby, July 27. Lewis has taken over duties as assistant director of personnel in Bangor.

Maine General Hospital, Bangor.

Chester E. Heath, assistant AAR car accountant at Derby Shops, is now on leave of absence because of ill health, and his many friends wish him a very speedy recovery, and will welcome his return to work.

Mr. and Mrs. H. Allen Monroe were the recent hosts to their son, William and grand-children, Nancy and Teddy, who spent a portion of their vacation here from Burnt Hills, New York.

Our sympathy to Elmer K. Cunningham and family on the recent loss of his brother, Gordon, of Detroit, Michigan. Cunningham is employed as car repairer at Derby Shops.

Mr. and Mrs. T. Neilson Hopper were recent week-end visitors at the

home of Mrs. C. S. Patterson of Bridgton, Maine, formerly of St. John, N.B., and Mr. and Mrs. Hugh F. Fitzgerald of Gorham, N. H. Hopper is employed in Office of Mechanical Superintendent, Derby, and Mrs. Hopper is employed in Purchasing Agents' office, Derby.

Orris L. Dean recently entertained the following fishing party at their summer cottage at Schoodic Lake: - Vaughn L. Ladd, mechanical superintendent; Frank E. Baker, assistant mechanical superintendent; Francis D. Murphy, Jr., chief mechanical engineer; Wellington A. Bamford, purchasing agent and general storekeeper; Richard B. Baldwin, assistant purchasing agent; George Bolton, manager-purchases and stores, Boston and Maine Railroad; Frank McCarthy of American Steel Foundries Company; Jim Bridge of Cardwell-Westinghouse Company; Bob Bollman of Buffalo Brake Beam Company; and Vince Botting of Gustin-Bacon Manufacturing Company. Mr. Dean was former Mechanical Superintendent of BAR at Derby, Maine.

Recently chosen as a member of the honorary Sophomore OWLS organization at the University of Maine was Irving H. King, son of the late Boilermaker and Mrs. C. M. King, who still maintains residence at Derby, Maine.

Northern Division

Station Agent W. R. Green, Mars Hill, went on a fishing trip the last

"I am not much of a mathematician," says Carelessness, "but I can add to your troubles, subtract from your earnings, multiply your aches and pains, take interest from your work and discount your chances of safety. Besides this, I can divide your thoughts between business and pleasure and be a potent factor in your failures. Even if I am with you only a small fraction of the time, I can lessen your chances for success. I am a figure to be reckoned with. Cancel me from your habits, and it will add to your total happiness."

—The Kansas Official.

week in June with Herschel Smith, Ralph Smith, Stewart Smith, Frank Mahan and Gerald Jones. They put their canoes in at the Northwest Branch of the St. John river at Lac Frontiere, Quebec, and came down the river to Dickey, Maine, a distance of about 120 miles.

Station Agent, H. A. Labbe, Easton, was awarded a secretary's 100 per cent efficiency pin at a May meeting of the Lions club in Houlton. The award was made by District Governor D. Clyde Swett of Island Falls. Agent Labbe has recently been re-elected secretary of the Easton Lions club for the fourth consecutive time.

Sales Representative Carroll Her-son of Easton was recently elected president of the Easton Recreation Association. He has also become a member of the Easton Lions Club.

Mrs. Murdock Spencer, wife of Section Foreman Murdock Spencer of Easton, and their daughter Diana, have recently returned from Minneapolis, Minn., where they were visiting another daughter, Mrs. Richard Finch. They also visited a sister in Chicago.

Retired Conductor J. C. Pinette, was a surgical patient at the Peoples Benevolent hospital in Fort Kent. All his friends are wishing him a quick recovery.

Supervisory Agent, Dan Labbe, Fort Kent, has just returned from a three-week vacation.

FACTS AND FIGURES

| | April 1956 | May 1956 |
|--|---------------|-------------|
| We received from | | |
| Hauling freight | \$1,778,884 | \$1,302,961 |
| Carrying passengers | 25,014 | 22,308 |
| Hauling baggage, mail and express | 22,594 | 25,828 |
| Other transportation services | 16,901 | 34,881 |
| Rents and miscellaneous income | 48,678 | 106,314 |
| A total of | \$1,892,071 | \$1,492,292 |
| We paid out or provided for | | |
| Keeping roadbed and structures in repair | \$ 400,000 | \$ 284,000 |
| Keeping locomotives, cars and other equipment in repair | 263,879 | 220,188 |
| Running trains | 389,622 | 344,200 |
| Selling our services to the public | 25,685 | 31,582 |
| Managing the business and keeping the records | 68,441 | 65,434 |
| Interest on borrowed money | 63,999 | 64,727 |
| Payroll taxes | 33,040 | 41,303 |
| Local and state taxes | 62,290 | 71,065 |
| Federal income taxes | 207,052 | 95,085 |
| Applied to sinking funds | 105,507 | 105,507 |
| A total of | \$1,619,515 | \$1,323,091 |
| Our Net Income was | \$ 272,556 | \$ 169,201 |

