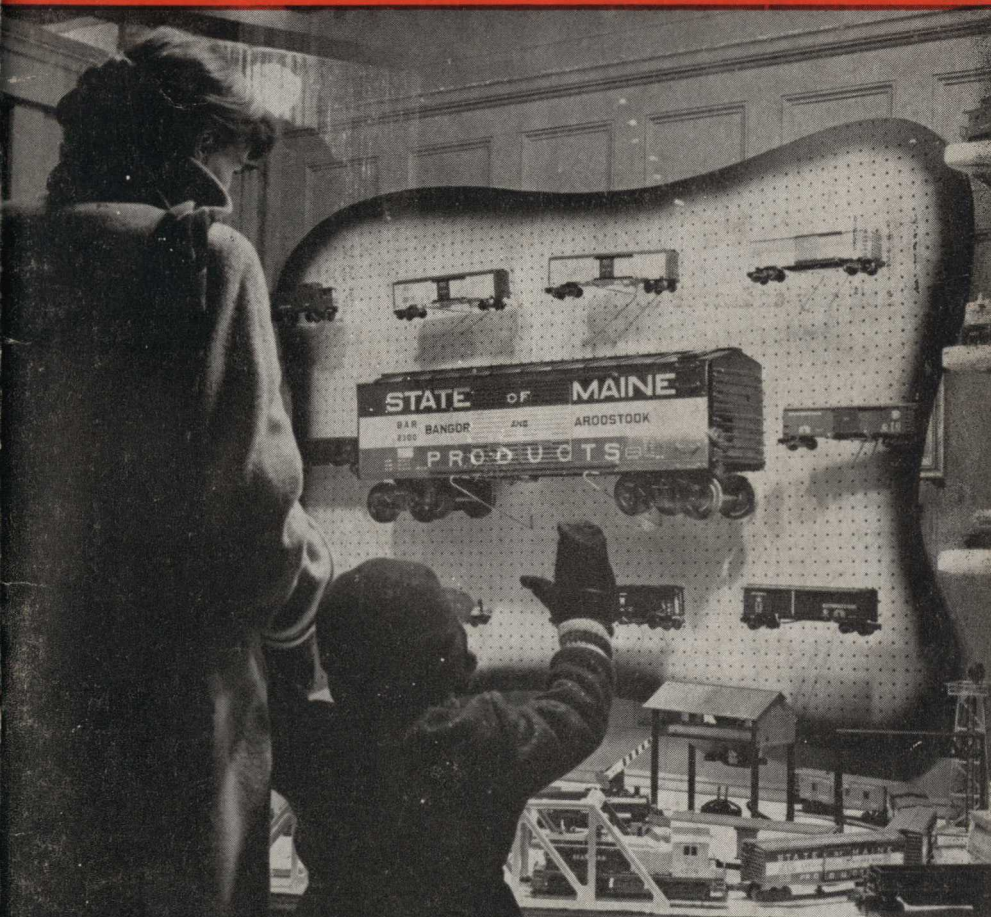


MAINE LINE ▲



Nov. — Dec., 1956 Bangor and Aroostook Railroad



TALKING IT OVER

Elsewhere in this issue of Maine Line you will find an article on retirement in general and one of our retired employees in particular.

I commend it to the attention of all of you regardless of your age.

What I know of life in retirement is, of course, only what I have gained in talking

to some folks who have retired. However, those conversations have firmly convinced me of these two facts: the years of retirement can be exceedingly happy and useful but only if you actively endeavor to make them so.

Those who make a study of retirement tell me that the wise man plans for it throughout his earlier years just as he plans for other important phases of his life.

On its face, this makes good sense and if for no other reason than that it may relieve much of the anxiety with which too many look forward to retiring as the date approaches.

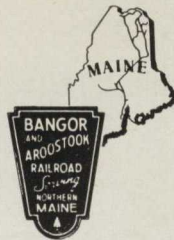
Certainly retirement doesn't mean that a man is being put on a shelf unless he himself elects to be there. Nor does it mean that the company deems him ripe for vegetation and is pushing him out so he may vegetate at home rather than at a desk.

I am certain that what it can and certainly should mean is leisure to enjoy the many good things of life which can't be fitted into the routine of working at a job and, equally, the time to lend the wisdom of experience to many worthwhile community projects.

My best wishes to you all for a very happy New Year.

Cordially,

Antro Hutchins



MAGAZINE

NOVEMBER-DECEMBER

VOL. V

NO. 1

KENNETH S. LUDDEN
EDITOR

RICHARD W. SPRAGUE
ASST. EDITOR

ASSOCIATE EDITORS

BENJAMIN J. EDWARDS

WILLIAM F. FERNALD

DONALD H. ANNIS

GARRETT J. LOVETT

FRANK N. HELMS

PAUL H. DAY

ANNIE W. MORRIS

GUY L. JACKINS

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

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ARTICLES

BAR and Its Passenger Problem	4
Railroad Aids Search for Hunter	11
Trackmen Receive Awards	13
Formula for Successful Retirement	14
The Life and Times of Car 200	34

DEPARTMENTS

Talking It Over	2
About Our Cover	19
Looking At Safety	20
Maine Line Camera	23
Moving Up on the BAR	26
The Suggestion System	33
In the Family	36
Facts and Figures	47

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

BAR and Its Passenger Problem

The Bangor and Aroostook's goal is to have the best passenger service available anywhere with the accent, as always, on friendly service.

The rain, whipped along by a 25-mile-an-hour wind, made slanting streaks on the windows as No. 2 started to move out of the station at Houlton. At the same time, the two-way radio in a nearby taxicab crackled and the driver stuck his head out the window.

"Got a passenger halfway here. Want to wait?" he shouted across the widening gap.

"Sure," Conductor Bill Leavitt grinned as he signalled the engineer for a stop.

The train backed up and waited a minute-and-a-half until the passenger, an out-of-breath, middle-aged lady, was helped into the car.

"A poor day to be walking." She smiled gratefully at his quip.

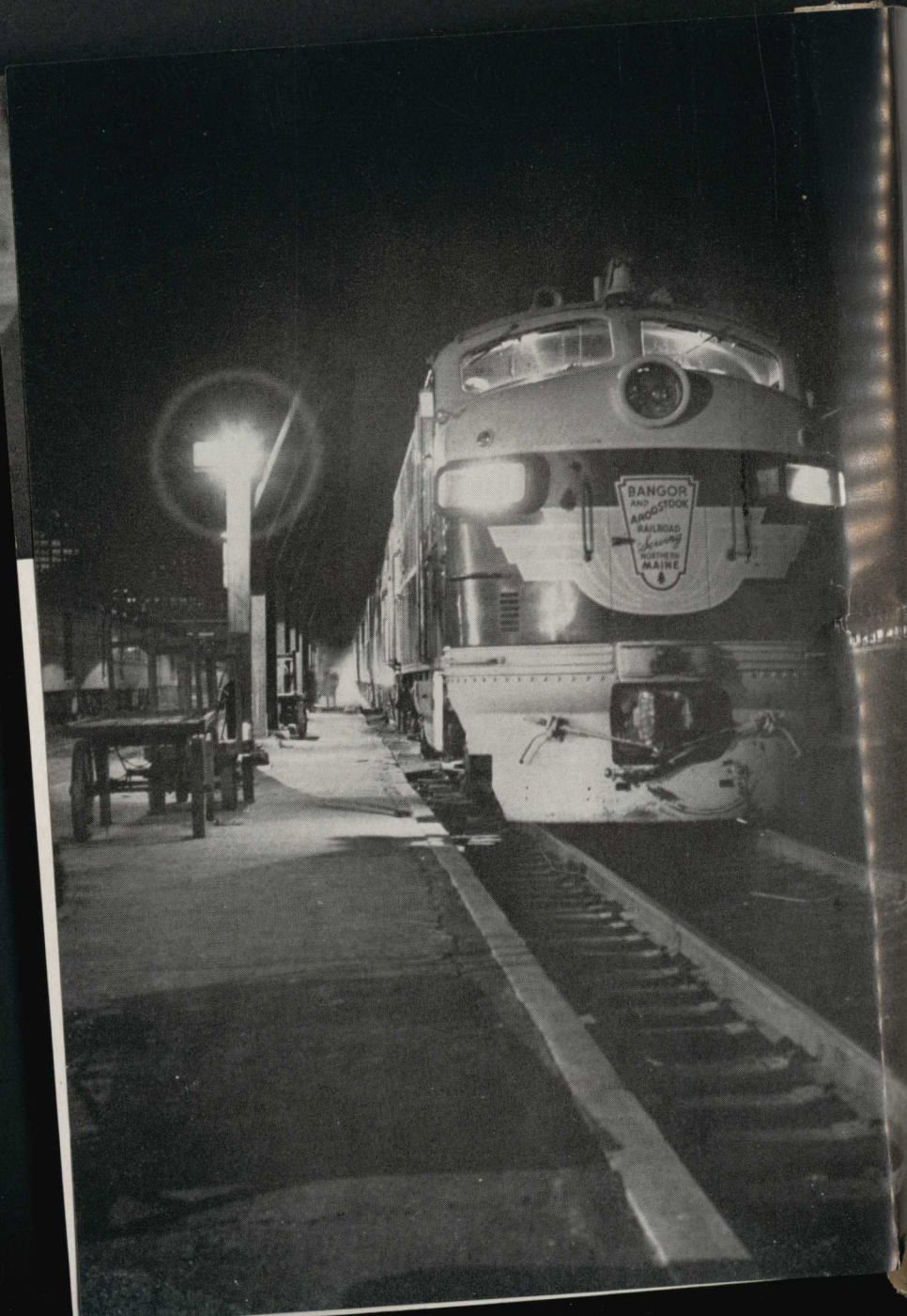
It was, indeed, a poor day to be walking but the fact that the BAR's Aroostook Flyer waited a minute-and-a-half for a passenger wasn't unusual enough to evoke any comment from the train crew. It was one of the courtesies they perform, without thinking twice about it, for the rail-traveling public of Northern Maine.

Then there was the night that Conductor Archie Virgie (now retired) got off his train at a closed station to sign the register. As he turned out the lights, he caught sight of an elderly lady on the station platform.

She had gotten off his train and Virgie discovered on questioning her that she was waiting for her son to meet her.

The night was dark and chilly and the town was some distance away. The friendly conductor kept his train waiting while he unlocked the station, turned on the lights and adjusted the stove for the elderly woman. Before he left, he told her to use the

At left, BAR's crack Potatoland Special waits for Northbound passengers at Bangor Union Station. Schedules are arranged to give Northern Maine patrons plenty of time in Bangor for convenient one-day trip.



railroad telephone if her son didn't come for her.

There are many such records of thoughtfulness on the part of Bangor and Aroostook conductors and trainmen in the files of the Superintendent of Transportation. But most of them don't get that far because this is the BAR's brand of courtesy. It has become standard and accepted.

A neighborly atmosphere of friendliness, plus some of the best and most modern equipment in the country

hasn't prevented a steady decline in passengers since World War II, however. The railroad's passenger fleet includes two spanking-new Pullman cars with convenient schedules to Boston, new, stainless-steel coaches, attractive dining cars and fast, clean diesels.

The railroad has departed from railroad tradition, in some respects, to compete with other forms of transportation, offering similar services. Free porter service

Below, students home for holidays and shoppers in town for the day get tickets before boarding No. 7. All BAR passenger trains feature lounge cars and dining service.



Above, Porter Walter McCarty helps two young women with baggage. Free porter service to and from BAR trains in Bangor is part of the new look in Bangor and Aroostook's passenger service.

to and from Bangor and Aroostook trains in Bangor and free breakfasts for Pullman passengers are two examples of the railroad's thinking. During the heavy mail loads before Christmas, Trains One and Eight were run in two sections for the comfort of passengers.

Passenger Sales Manager J. Fred Smith looks at the problem this way: "Highways have improved, especially in Aroostook, since the war. Air

travel is fast and certainly gets its share of passengers in our territory. The railroad can't compete with the speed of the latter, nor the convenience of highway travel, but we can compete comfortably and by offering the best service available anywhere."

"Carroll L. Hersom, our new passenger sales representative at Presque Isle, is going to personally carry the railroad's message of service to the schools, clubs and



Conductor Bill Leavitt helps elderly passenger aboard Aroostook Flyer. Bangor and Aroostook conductors are noted as excellent hosts as is evidenced by Conductor Leavitt's broad smile of greeting.

Armed Forces in Northern Maine," Smith adds. "In the past we felt that the excellence of our passenger service—our equipment, our roadbed and our people—spoke for itself. We're taking the view now that we have to sell our passenger service the way we would any other commodity and that's exactly what we're going to do."

What does the Bangor and Aroostook offer its patrons that other modes of transportation don't? Dependability, comfort, economy and safety, Smith says, are the BAR's stock in trade.

"First," he emphasizes, "barring extraordinary weather (like the 1954 hurricane), our trains always run. If you plan a rail trip, you can be sure that the train will leave and arrive when the schedule says it will, regardless of weather conditions. When you get on our trains, you don't have to worry about your baggage . . . or anything else. It's the railroad's responsibility and I think we do the job well.

"If you want to stretch your legs, it's easy to do on a train and our new Pullmans are the last word in comfort.

Our fares are certainly competitive. Just consider what the Armed Forces save in furlough fares. Coach travel under the plan costs only 2.025 cents a mile."

As far as safety is concerned, the railroads are far ahead of all other forms of transportation. Just as an example, if there had been passenger trains 600 years before the birth of Christ and a passenger had boarded one at that date, he could have ridden at the rate of one mile a minute for all of the 25 cen-

turies since and would still be alive and riding if it took a passenger fatality in a train accident to end his journey.

Contrast this fact with the estimate of 42,000 highway fatalities in 1956 and one has a rather convincing argument for rail travel.

The railroad carries out an extensive public relations program on the lower school level, keeping a weather eye out for the long-range passenger picture and tomorrow's customers. Group excursions are sponsored and

BAR's passenger equipment is of the best quality and modern. This comely young woman is boarding one of the railroad's two new Pullman cars.



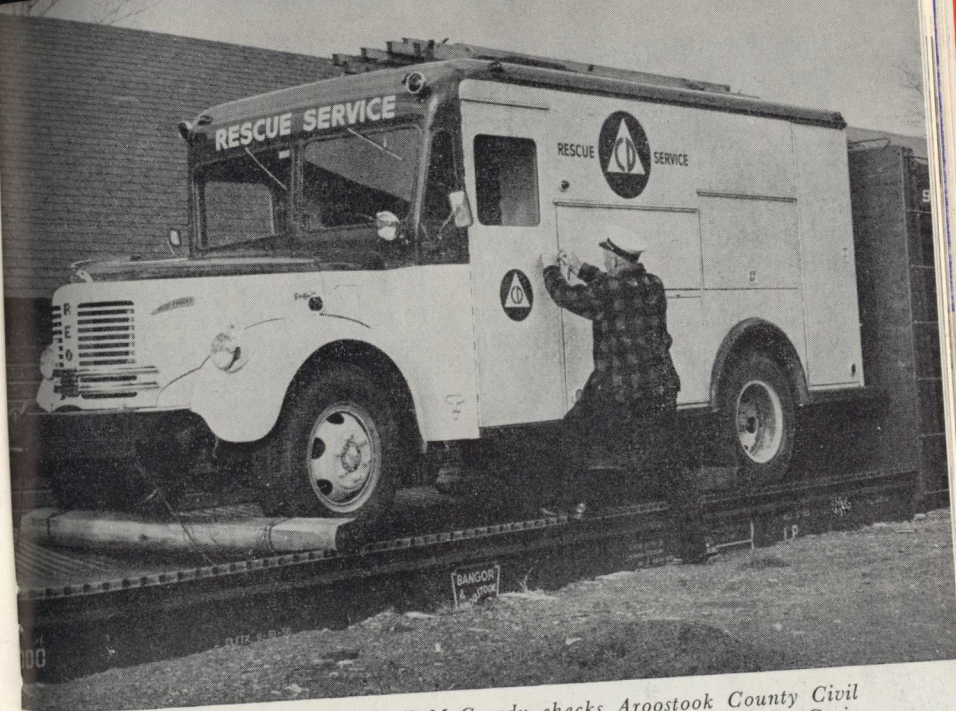
encouraged by the Passenger Department so that today's young people, many of whom wouldn't otherwise ride a train, become familiar with rail travel. The results of the program, the passenger people feel, will mean friends and patrons for the railroad in the future.

The Bangor and Aroostook's goal is, first, to have

the best passenger service available anywhere and, second, to have a paying passenger service. The railroad plans to maintain the best equipment available for its travelers. But the accent will always remain on friendly service. Equipment helps make a railroad, but its people are its most important asset.



Newly-appointed passenger Sales Representative Carroll Hersom, right, tells students at Easton High School about special student tours that can be arranged by Passenger Department. Seated, left to right, are BAR's agent in Easton, Harold Labbe, Principal Robert Wells, Class Advisor Mrs. Glenna Smith, Myrna Flevellling, Gail Smith and Gloria Hagerman. Standing are Eileen Ames, Janice Hoyt and Carl Miller.



Presque Isle Fire Chief Cecil McCready checks Aroostook County Civil Defense truck as it is loaded on BAR flat car for transportation into St. Croix Lake area in search for missing hunter.

Railroad Aids Search for Hunter

Every now and again a railroad has the opportunity to perform a public service outside the regular service of supplying the vital transportation link to the community it serves. Such an opportunity came to the Bangor and Aroostook Nov. 5 when two hunters stepped on the right-of-way in the St. Croix Lake area wilderness and

flagged a Bangor and Aroostook freight train. They told the train crew that a hunting companion, Clifford Earnshaw, a Philadelphia banker, was missing and requested help.

The word was passed by the railroad's two-way radio system and the Maine Warden Service and Civil Defense Search and Rescue organiza-

tion. Within 24 hours, volunteer CD workers were pouring into the wilderness, most easily accessible by rail, where the hunter disappeared. That morning the railroad offered transportation for volunteers and rescue equipment into the area.

The CD mobile search and rescue unit was loaded onto a flatcar and taken to the wilderness site and section crews made motor cars available to the workers in a race against the freezing weather.

Left, Henry Willet, head of Presque Isle CD Search and Rescue group discusses the operation with Warden Supervisor Wilfred Atkins, Presque Isle who was in charge of the search.



After eight days of intensive, but fruitless, combing of the area officials reluctantly called the search off. In paying tribute to the railroad's contribution County Civil Defense Director Percy Sargent said, "The Bangor and Aroostook furnished transportation for our volunteer workers every day of the search—besides being generous in the use of their personnel and equipment. Without such fine cooperation such an intensive search certainly would not have been possible."

Trackmen Receive Awards

If any group of men on the Bangor and Aroostook—or on any other railroad for that matter—can be said to be absolutely vital to the life of the railroad, the trackmen and the section foremen would certainly rate high on the list. He patrols his track in good weather and in the worst storms of the winter. In case of high winds or floods, the trackman must always be on the job no matter what the day, or hour. And at other times, his track must be smooth and his right-of-way neat.

It's an unsung and some-

times a lonely job, but the men who follow this life (often from father to son) have a special pride in the miles of track that are their special charge.

Once a year, the chief engineer makes a track inspection by special train, grading each section according to carefully prescribed rules. Cash prizes are awarded the foremen and trackmen of the best sections. The prizes are sought after, perhaps not so much for the money as for the honor. To win one of the awards is an outstanding accomplishment. This year the following men won:

FIRST PRIZE SECTIONS

District No. 1—Section 109, So. Lorange, *H. A. Porter*; District No. 2—Section 238, Sherman, *W. L. Russell*; District No. 3—Section 358, Robinson, *A. B. Jones*; District No. 4—Section 498, Fort Kent, *R. Jacques*.

SECOND PRIZE SECTIONS

District No. 1—Section 111, Medford, *J. R. Taylor*; District No. 2—Section 243, Oakfield, *A. McDonald*; District No. 3—Section 369, New Sweden, *L. W. Lewin*; District No. 4—Section 495, Winterville, *L. H. Levesque*.

THIRD PRIZE SECTIONS

District No. 1—Section 108, Hudson, *F. M. Chaples*; District No. 2—Section 235, Millinocket, *C. R. Ewings*; District No. 3—Section 366, Caribou, *W. E. Miller*; District No. 4—Section 482, Madawaska, *L. R. Hebert*.

MERITORIOUS SECTIONS

District No. 1—Section 112, Deans, *E. C. Lindsay*; District No. 2—Section 249, Ludlow, *Adolph Blinn*; District No. 3—Section 359, Mars Hill, *N. K. Dixon*.

PRIZE YARD SECTIONS

FIRST PRIZE—Section 234, Millinocket, *E. A. Helstrom*.
SECOND PRIZE—Section 354, Houlton, *F. L. Smith*.



Formula for Successful Retirement

Conductor George Felch found that a happy and successful retirement does not necessarily mean exile to the armchair, but a vigorous life.

His name is—let's call him Joe because it's not important to what we have to say—and he's been working for the Bangor and Aroostook for more than 30 years.

Some of the stuff of railroading has rubbed off on him and it has become more than just a job to him. It's natural and it seems to happen frequently in this business of railroading. Perhaps it's because railroaders are essentially a nomadic breed.

Joe is 65 and he's faced with the prospects of retirement after an active and satisfying career. He's now free to do some of the things he never had time for. But he's not looking forward to it . . . an unusual attitude, one might think. But too often, retirement is a depressing thought to a man like Joe when it should be one of the joys of his life.

George Felch, left, and Bill Hay pose for MAINE LINE camera at desk of Northeastland Hotel where they both work.

A measure of security after 30 years or more of labor is one of the blessings and fruits of our American system. Yet, too many see in this wonderful opportunity for a fuller life only the rejection of themselves for a younger man.

Retirement is not the rejection of an experienced, wise man for youth. It means that when the experienced man has trained the younger man, he must give youth the chance to season and repeat the training process for the next generation in order that the system may regenerate and reproduce.

How can Joe—or you—go about adjusting for retirement and planning for the years that can be the most rewarding ones of a lifetime?

Does Joe, if he's in good health, take to his armchair and spend the golden years withdrawn from the world about him? Or does he take the precious opportunity to follow up the interests that a busy career never permitted him to pursue, taking, also,

an active part in his home and his community? And must he work at this business of making those golden years fruitful?

Of course, a man doesn't retreat to his armchair if he's in good health. He keeps an active interest in his community and probably in his church. The wisdom the years have brought him is particularly respected and valued in these groups.

Of course, he should pursue the interests that he hasn't

had time to explore. And, most emphatically, he must work at making his retirement years fruitful for he knows from experience that leisure time without aim or purpose is only idleness.

And where, for children, an idle mind may be the Devil's workshop, for a mature person, in the words of the sagacious William Cowper, "absence of occupation is not a mind at rest. A mind vacant is a mind distressed."

Talk with some retired rail-

The Felches examine a few choice pieces from Wedgwood collection. They are also interested in Early American pressed glass in addition to owning one of the best majolica collections in the state.



George's hobby is also an investment, he says, for his granddaughter Janice, center. Dishes mounted on the wall are flowing ironware, his own favorites.



road people and you'll find that retirement years can truly be golden years if planned for. The plans can include no more than an interesting hobby . . . gardening, hunting, or a coin collection. It might, if you're inclined that way, be a part-time job. It might be just some things that you enjoy rather than some definite project.

Take, for instance, the case of Conductor George Felch, a personable, sandy-haired passenger conductor who retired March 31, 1956. George spent much of his adult life, starting at the age of 20, with the Bangor and Aroostook. He's the sort of person who has to be busy to be completely

happy. His first task, on his retirement, was to paint, by himself, his attractive colonial home on Third street in Presque Isle.

By the time he had finished that ambitious task, he had been offered and had accepted a full-time job as desk clerk in the Northeastland Hotel in Presque Isle.

"The job was a natural for me," George observes. "I like people and I like to be busy. I also found that I was renewing acquaintance with many friends I had made in passenger service."

Shortly after George Felch began learning the hotel business, another opportunity came his way. Would he be interested in selling securities

as a sideline, a friend asked. Yes he would, George replied, and in the few months since, he has sold several thousand dollars worth of securities.

Soon after George went to work at the Northeastland desk, he was joined by another retired railroader who

was of the same mind, William S. Hay, retired station agent at Presque Isle (See MAINE LINE March-April, 1954). The enterprising pair have made many friends for their new employers.

And if the several jobs weren't enough to keep George Felch busy, he has a

The Felch majolica collection, which has been called one of the best in the state, includes 80 pitchers among many other items. Part of the collection is pictured below.



hobby that rounds out his time very nicely. For nearly 20 years, he and Mrs. Felch have been collecting majolica, pottery originally manufactured in Italy, Germany and France. It was produced for a time in Pennsylvania until about the turn of the century.

It's a joint project and the Felches' collection, which has been called one of the best in the state, includes 80 pitchers among many other articles.

"We consider the collection an investment," George says, "in addition to being a fascinating hobby. We've already been offered twice what we have in it."

The majolica, George says, will eventually belong to his only granddaughter, Janice. The Felches also collect early American pressed glass and George's own favorite is ironstone flowing blue chinaware.

"The nice thing about the collection," he says, "is that it's something we share and something that has a challenge to it. You'd be surprised how much there is to learn

about majolica. And when you're investing hard cash in a piece for your collection you want to be very sure of the value."

Is his retirement a successful venture? George answers the question with an unqualified and emphatic "yes." It's successful because a few years ago, he took frank stock of himself and found he was the sort of person who had no desire to abandon the active life. An interesting job, working with people, combined with his hobbies, proved to be the successful approach to his retirement.

"Of course, I miss running into Bangor on the passenger jobs," he says, "I made some wonderful friends. But I'm meeting interesting people in my work now and I have other interests to take the place of the railroad."

George Felch proved to himself that the years after 65 can be the best years. It takes some thinking and perhaps a little courage too. But it's worth it.

ABOUT OUR COVER

Trains are almost universally appealing to small boys, whether it's the real thing or a model in a toy shop window. The young man pictured on our front cover is gazing wistfully at a giant model of the BAR's Red, White and Blue car featured in the display window of the Rod and Gun Shop in Houlton. Smaller models of the same car, made by Lionel, are also featured in the same display.



Mr. R. L. James of the Bureau of Explosives talks with agents and other parties concerned about the handling of explosives by rail at Houlton meeting in October.

LOOKING AT SAFETY

The Engineering Department held the last of its regional safety meetings for 1956 at the Northland Hotel in Houlton, Nov. 28. Three other such meetings were held at Derby, Stockholm, and Millinocket during the year and Chief Engineer R. H. Morrison said the department is planning six more regional meetings for 1957.

The regional meetings sup-

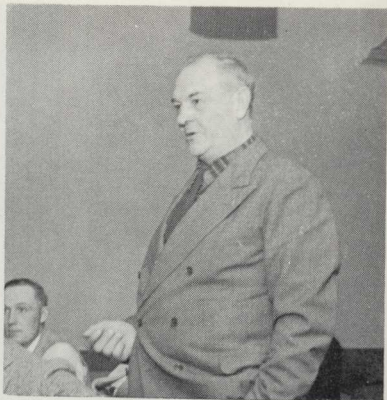
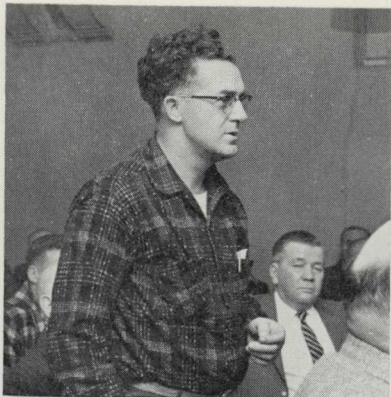
plement regular safety meetings held by foremen and roadmasters and usually feature outside speakers as well as safety films. The November meeting in Houlton featured a talk on highway safety by Safety Director, Troop E, Maine State Police, Lawrence Sanborn, as well as a talk on first aid and health by BAR Chief Surgeon Dr. James Johnson.

Chief Surgeon Dr. James Johnson answers questions on first aid and health at regional safety meeting of Engineering department employees at Houlton. At his right is Chief Engineer R. H. Morrison.

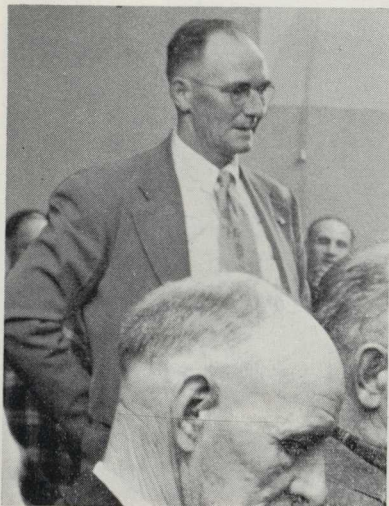


Another speaker in the all-day session at Houlton was Troop E safety officer, Maine State Police, Lawrence Sanborn who spoke to group on highway and automobile safety. Trooper Sanborn illustrates his talk with slides showing the hazards of careless driving.





Chief Engineer Morrison called the response at regional meetings good. Members of the group fired questions at speakers and department heads. A few of the participants in the Houlton regional meeting were caught by the MAINE LINE camera. Pictured above, are B. and B. Mechanic Asa Lake, left, and Section Foreman C. T. Appleby. Below are Section Foreman Norman K. Dixon, left, and Mechanic James H. Daly.



MAINE LINE

Camera —



166 employees attended the Annual Accounting Department Christmas party at the Penobscot Valley Country Club, Dec. 1. The entertainment was in the form of a lively minstrel show, above.

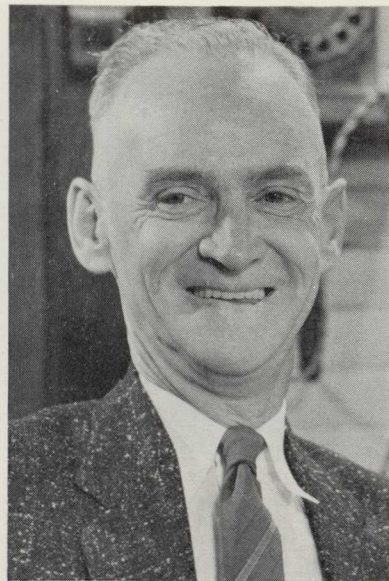


Pictured above are the employees who attended the Dec. 3 Meet-the-President session: V. L. Terrio, F. W. Roberts, K. L. Burton, M. S. Weymouth, J. R. Brennen, E. L. Roberts, Jr., C. H. Cole, R. W. Stinson, C. W. Eckholm, H. D. Marble, P. R. Robertson, E. E. Carter, O. J. Gould, G. N. Grant, J. N. Furlong, E. H. King, V. F. Willinski, V. J. Perry, H. H. Dwyer, H. W. Hanson, R. V. Bradstreet, C. A. Dean, G. M. Fogg, W. E. Hanscom, C. H. Hoskins, H. F. McLeod, D. A. Rideout, C. A. Hanscom, E. K. Brown, C. E. Jellison, R. J. Crandall, J. R. E. Madore, W. G. Leavitt, C. I. Barrows, G. A. St. Pierre, R. A. Delong, J. W. Scott, R. E. Stiles, R. C. Marley, L. M. Mersereau, M. A. Lilley, E. Levesque, J. L. Mosher, C. L. Drew, J. A. Allen, L. Lozier, J. S. Brigham, G. W. Lawlor, and R. E. Pinkham.



Pictured above are the employees who attended the Dec. 5 session: E. R. Dymond, K. L. Hunt, O. Haskell, A. S. Dole, C. J. Bragg, J. W. Green, C. E. Carroll, H. J. Hogan, A. E. Faulkner, T. C. Haslam, E. E. Carr, W. E. Duplisea, L. E. Black, K. D. Arnold, C. A. Patten, H. L. Porter, A. K. Lane, G. V. Vereault, D. Annis, J. L. Williams, A. E. Ellis, A. Dumond, W. R. Harris, R. W. Robinson, F. F. Fowler, C. H. Russell, E. H. Curtis, J. E. Jewell, D. G. Philbrook, F. P. McDonald, R. H. Boutilier, L. J. Bouchard, G. W. Cyr, F. D. Larlee, S. T. Weston, P. E. Parks, F. Albert, G. S. Leavitt, P. J. Barrow, S. C. St. Peter, K. D. Chaney, J. M. Branscombe, F. H. Spain, E. V. Curtis, F. M. Smith, G. M. Dionne, C. L. Hersom, L. A. Simpson, O. Gorneault, G. T. Flemming, A. Lebel, L. L. Donahue, T. Blanchette, G. W. Johnston, G. L. Swett, J. R. Williams, G. J. Crandall, H. S. Parent, and V. A. Ferro.

Pictured at left are the employees who attended the Dec. 4 session: W. F. Kelley, K. E. Goode, L. B. Beattie, L. J. Howard, W. E. Martin, L. F. Murphy, V. R. Whitehouse, P. L. Fleming, H. L. Woodard, Jr., F. D. Parent, A. K. Connelly, T. Jandreau, W. S. Lancaster, Jr., A. S. Knox, N. H. MacNichol, F. L. Whitcomb, G. L. Kearney, M. H. Johnston, J. G. Beckett, Miss S. F. Farrington, Miss M. Girvan, Mrs. M. Giles, Mrs. M. Tracey, E. W. Hackett, R. J. Jay, G. A. Wallace, D. D. Lovell, M. G. Pickett, V. T. Wark, R. D. Burton, C. E. Carlson, A. L. Drinkwater, W. T. Long, Jr., W. R. Nichols, D. R. Stevens, D. L. Bigelow, C. W. Perry, N. L. Chadbourne, A. C. Randall, C. Michaud, J. W. Clark, H. S. Learnard, L. A. Bartlett, W. A. Cyr, G. Marquis, K. D. Greenlaw, E. A. Hale, T. W. Lee, G. C. Ingraham, E. L. Paradis, C. R. Bartlett, F. R. Case, W. E. Miller, L. B. Dow, and M. P. Higgins.



Moving Up

Executive Vice President W. J. Strout announced Nov. 1 the appointments of Harold C. Duffy as manager of operations, D. Keith Lilley as superintendent of transportation and Herschel P. Lee as assistant superintendent of transportation at Houlton.

Duffy entered service with the Bangor and Aroostook Railroad in 1923 as a telegraph operator. He was made a dispatcher in 1927 and was appointed chief dispatcher in 1948. In 1949 he became Assistant Trainmaster and Trainmaster later in the same year. He was made Assistant Superintendent of Transportation at Houlton in 1955, the position he held until his present promotion.

Lilley started work for the railroad in 1926 as a car distributor in Bangor. He subsequently held positions as dispatcher, chief dispatcher and trainmaster at Houlton, the position he held until his present promotion to Superintendent of Transportation.

Lee began his railroad career with the Bangor and Aroostook as a yard clerk in

Above, H. C. Duffy; Below, D. K. Lilley

On the BAR

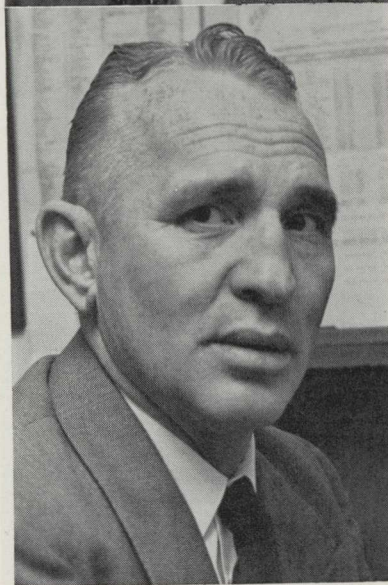
Oakfield in 1929. Since then he has been telegraph operator, station agent, car distributor, dispatcher and chief dispatcher for the railroad.

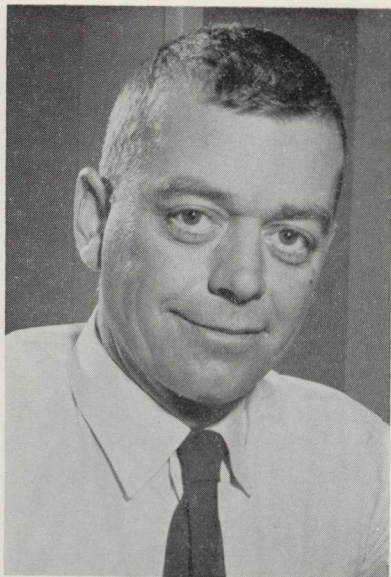
Lilley and Lee jointly announced five more appointments in the railroad's operating department. They are: F. D. Larlee, Oakfield; Leigh S. Milton, Houlton; H. G. White, Houlton; Harold T. Parker, Oakfield; and J. H. Woolford, Houlton.

Lilley said that Larlee, formerly general yardmaster at Oakfield, has been made trainmaster. Larlee, a native of Caribou, entered railroad service as a brakeman in 1936. He was made a yardmaster at Oakfield in 1944 and became general yardmaster in 1954, a position he held until his recent appointment.

Assistant Superintendent of Transportation Herschel P. Lee, Houlton, also announced the appointment of Leigh S. Milton, Houlton, as assistant trainmaster. Milton, formerly traveling conductor, also a native of Caribou, attended Caribou schools. He served with the U. S. Army in Eu-

Above, H. P. Lee; Below, F. D. Larlee





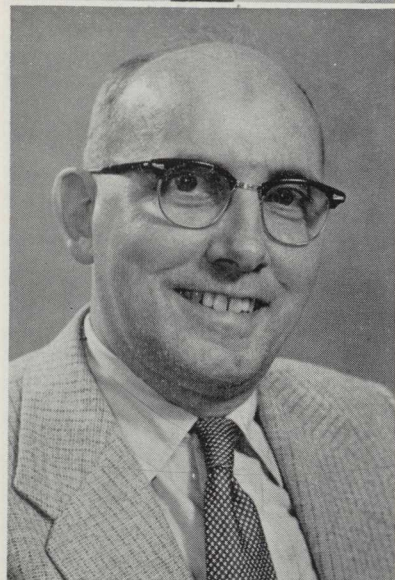
rope from 1945-1947, entering railroad service in 1944. He qualified as conductor in 1953 and became traveling conductor in 1955.

Lee said that Henry G. White, 56 Franklin Avenue, Houlton, has been appointed chief dispatcher. White was born at Oakfield and was educated in Houlton schools and Ricker Junior College. He entered railroad service in 1931 as a telegraph operator, working in Van Buren from 1933 until 1944, when he came to Houlton as a dispatcher.

Lee also announced that Harold T. Parker, Oakfield, has been appointed general yardmaster at Oakfield succeeding Larlee. Parker was born at Caribou and attended schools there and in Ashland. Parker entered railroad service as a brakeman December 12, 1945, and qualified for conductor in 1953, the same year he became a yardmaster at Oakfield.

Julian H. Woolford, Lee said, has been appointed yardmaster at Oakfield. Woolford came with the railroad in 1947 as assistant rodman in the Engineering Department and worked summers for three years. He was a stu-

Above, H. T. Parker; Below, H. G. White



dent engineer in the Mechanical Department in 1951 and the same year he was made traveling car agent, a position he held until he was made transportation assistant in 1953.

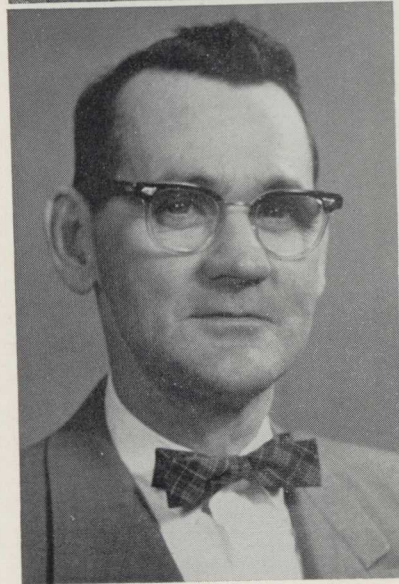
Vaughan L. Ladd, mechanical superintendent, has announced the appointment of a Houlton and an Oakfield man as assistant traveling engineers. John Connors, formerly of Oakfield, and Leo Downie, 3 Grove Street, Houlton, were made assistant traveling engineers for the Southern Division and Northern Division respectively. Connors will make his headquarters in Derby and Downie will work out of Oakfield.

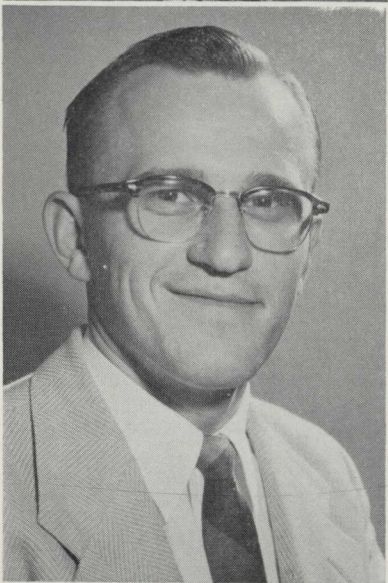
Connors entered railroad service in 1935 as a fireman and later served as engineer. He was graduated from Fort Kent High School.

Downie was born in Presque Isle, September 21, 1907, the son of a Canadian Pacific machinist. He was educated in Houlton schools and entered railroad service as a painter in 1937, and joined the operating department as a fireman in 1942. He qualified as an engineer in 1945.

W. Jerome Strout also an-

Above, John Connors; Below, Leo Downie





nounced the appointment of Richard B. Baldwin as Co-ordinator of New Methods.

Apart from wartime service, when he was a lieutenant colonel in the Army Transportation Corps, Baldwin has been continuously employed by the Bangor and Aroostook for the past 30 years.

J. Fred Smith, passenger sales manager, has announced the appointment of Carroll L. Hersom as passenger sales representative. Hersom will have his office in Presque Isle.

Hersom has been the Bangor and Aroostook Sales Representative at Loring Air Force Base since April, 1956. While at Loring he handled both passenger and freight sales and is well qualified to assist the traveling public of northern Maine.

He joined the Bangor and Aroostook in 1949 and worked as a telegraph operator and a freight clerk before going to Loring.

F. B. Lunt, regional vice president-sales in Presque Isle, has announced the appointment of Ronald T. Clark, Jr., Limestone, as sales representative for the railroad at Loring Air Force Base. He replaces Carroll L. Hersom who was named Passenger

Above, Leigh Milton; Below, Ronald Clark, Jr.

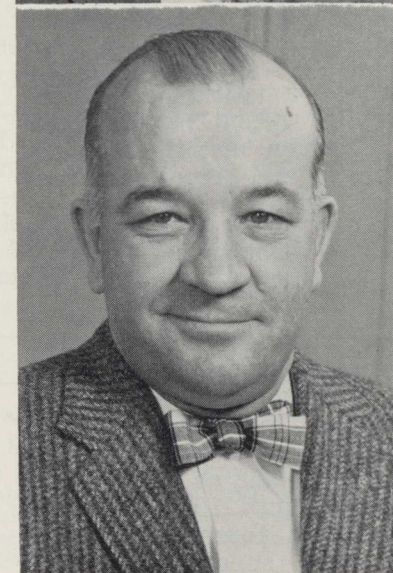
Sales Representative. Clark was formerly assistant agent for the railroad at Limestone.

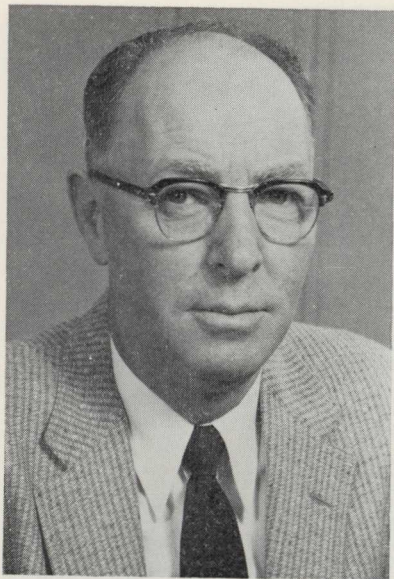
He attended Fort Fairfield schools, graduating from Fort Fairfield High School in 1948. He entered railroad service March, 1950, and served as relief operator on the Northern Division until 1953 when he became assistant agent at Limestone.

R. H. Morrison, chief engineer, has announced three new appointments in the railroad's Engineering Department at Houlton. E. E. Gordon, 15 Lincoln Street, has been named assistant to the chief engineer, C. E. Garcelon, 39 Franklin Street, has been named superintendent of track and work equipment, and Robert E. Trickey, Milo, has been appointed superintendent of bridges and buildings.

Gordon, whose father was a section foreman with the Bangor and Aroostook for 36 years, was born in Milo, May 8, 1900, and attended schools in Milo. He came with the railroad as a trackman at Milo in 1917 and later worked as a brakeman before he was made a section foreman. He was appointed roadmaster in 1945 and general roadmaster

Above, E. E. Gordon; Below, C. E. Garcelon





R. E. Trickey

in 1950, a position he held until his recent appointment.

Garcelon, also the son of a Bangor and Aroostook foreman, was born at Portage, Sept. 25, 1907. He attended schools in Merrill and Bates College. Garcelon came with the railroad in 1926 as a chairman in the Engineering Department and later worked as a brakeman. In 1933, he returned to the Engineering Department and worked as a carpenter and as inspector of bridges until 1942 when he became a foreman. He was a m e d superintendent of

bridges and buildings in 1945, a position he held until his recent appointment.

Garcelon is a member of the American Railway Bridge and Building Association, the Maine Association of Engineers, the Houlton Rotary Club and the Masonic orders. He is married and has three sons, Cecil, Jr., Houlton, Harold, also a Bangor and Aroostook employee, and Gary.

Trickey, who succeeds Garcelon as superintendent of bridges and buildings, was born at Windham, Feb. 27, 1905, attended schools there and was graduated from Gorham Normal School. From 1926 to 1930, he taught school in Sherman. He served as teacher of industrial arts and principal of the Junior High School in Island Falls from 1930 until 1932.

He entered railroad service with the Bangor and Aroostook as a carpenter's helper in 1934. He later served as carpenter and was made foreman at Derby in 1936, a position he held until his appointment as superintendent of bridges and buildings.

Trickey is married and has two children, Robert, Jr., a Bangor and Aroostook employee at Milo, and Mrs. Marlene L. Friscia, Brooklyn, N. Y.

A Penny for Your Thoughts

Our minimum offer is a thousand times better than that—just for one idea that will save money for the BAR!

Hal E. Rogers of Cleveland Graphite Bronze Company recently got \$10,229 for a suggestion which he submitted that resulted in a new method of rolling and processing strip steel used in automobile bearings.

The doorway is open to such a windfall here on the Bangor and Aroostook. The pattern is simple to follow—just THINK of a money saving idea—WRITE it on a suggestion blank or a piece of paper—MAIL it to Manager, Suggestion System, 84 Harlow St., Bangor

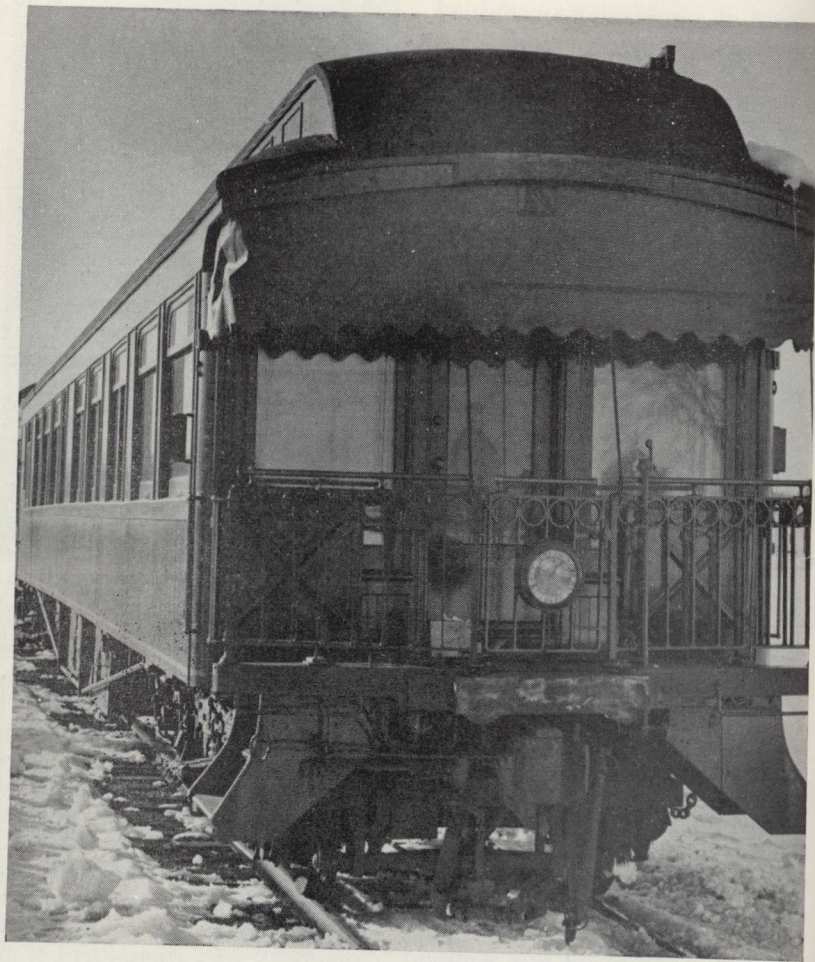
Each suggestion is carefully investigated and evaluated by the proper representative of the Company and a “yardstick” indicating what the proposed change will accomplish, as well as what savings will result, is made out and submitted for Suggestion Committee consideration. The Committee is comprised of an equal number of representatives from employee ranks and management. They review each suggestion on its individual merits and determine if an award is warranted in accordance with the rules of this plan.

Be W-I-S-E! S-C-R-U-T-I-N-I-Z-E all of this railroad's operations. Your idea may be the BIG one we've been waiting for . . .

P.S.—24 suggesters took advantage of our “Bonus Award Suggestion Special,” November 6th through 19th, and got two seats of their choice at the presentation “Holiday on Ice of 1956,” as guests of the Suggestion System.

Railroad Donates for Hungary

Shortly after appeals were made by the International Rescue Committee for victims of Russian oppression in Hungary, the Bangor and Aroostook donated to the cause. The appeals were made after an on the spot survey in Hungary by the Committee and the money was spent in the country before it was overrun by the Red Army. Present funds are going for the care of Hungarian refugees.



CAR 200
1922-1956

The Life and Times of Car 200

By H. Allen Monroe

On October 18, an unusually bright and fierce dismantling fire, in Derby Scrap Yard, attracted attention and upon inquiry I was told that it was what was left of old Car 200. It had been stripped of fittings, including the mahogany panels, for which it was famous, and after everything reclaimable was removed the car body was disposed of by burning, as is customary in such cases.

It didn't seem possible that what we once knew as a masterpiece of workmanship, from our Derby Shops, was gone. I recall back in 1921 and 1922 when old coach 87 was being rebuilt into Car 200, how much interest was centered upon this project. How then General Manager W. K. Hallett, supervised much of the work and embodied his ideas of what a business car should be, as it was being built for him and his use.

Chet Swallow, then carpenter at Derby, when the car was finished, did a lot of the finer cabinet work, and it is well known how he and "W. K." used to spat over the

work and its completion. When the car was finally completed in 1922, the finishing touch, dictated by "W. K." was a simple, but effective, gold leaf inscription on the Observation End door, reading, "THIS CAR WAS BUILT BY EMPLOYEES OF DERBY SHOP."

Throughout the years of service, including the remaining lifetime of Mr. Hallett, this car was a familiar sight, on its frequent trips up and down the line, and many were the conferences held in it, both with shippers and company officials. It was a part of an era that represented over thirty years of the railroad's life, and its growth.

Mr. Hallett and Car 200 are both gone, but the memories remain for those of us who witnessed that era, and I am convinced that the fire which quickly and completely consumed what was left of old Car 200, burned just a little brighter, and more fiercely, than for the ordinary car, and well it might, as it did signal the end of what was a proud representative of the Bangor and Aroostook Railroad Company.

IN THE FAMILY

Accounting Department

Mrs. *Mae Roberts*, wife of Chief Clerk *E. L. Roberts*, Accounting Department, Bangor, has returned home after an operation at the Eastern Maine General Hospital.

Sgt. *Don Vereault*, USMC, son of Demurrage Clerk and Mrs. *Victor Vereault*, has returned to San Diego Marine Base after spending a two-week furlough with his family.

Christine DeWitt, clerk in the car accounting section of the Accounting Department, has a new grandson, *Don Ivan DeWitt*. He was born Nov. 1 and is the son of Mr. and Mrs. *Neal A. DeWitt*, Walpole, Mass.

We were sorry to hear of the death of *Bernard Rice* last month. His son, *Gene*, is a chief clerk in the Accounting Department.

E. C. Alexander, Ellsworth, retired special assistant to the comptroller and general auditor, visited many of his railroad friends at the Graham building recently.

Friends will be sorry to hear that Clerk *Leverence Whittier* is ill at his home.

We were sorry to hear that Mrs. *Hattie Condon*, mother of Clerk *Winifred Condon*, died this month.

Clerk and Mrs. *Edward J. Cranston* attended the wedding of their grandson in Albuquerque, N. M., Nov. 18. The Cranstons made the trip by rail.

Clerk *Donald E. Andrews* bagged a 10-point buck Nov. 23 at Kenduskeag.

Gordon R. White, special assistant to the comptroller, and Mrs. *White* spent three weeks' vacation in Florida recently.

CONTRIBUTING CORRESPONDENTS

Bernice Bailey
G. J. Lovett
H. A. Monroe
C. A. Hamilton
Virginia Bubar
E. J. Gerard
Gloria Dunn
H. A. Howe
H. A. Labbe
L. D. Labbe
L. H. Kitchen
R. E. Clukey
Dick Shaughnessy
Shirley Farrington
G. N. Grant
Gladys C. Goodwin
Winnifred L. Condon
N. A. Robertson
H. A. Hatt



Executive Vice President *W. Jerome Strout*, right, presents retiring Assistant Vice President-Operations *Raymond W. Dow*, center, with a camera, and retiring Superintendent of Transportation *Lester E. Terrio* with a set of golf clubs at a party in their honor at the Tarratine Club in Bangor. Both retired Nov. 1.

Dow entered service with the Engineering Department in 1913 and served with the Army during W. W. I. On his return he was appointed statistician at Bangor, a position he held until 1920 when he was appointed chief clerk to the superintendent of the Southern Division. He was made chief clerk to the general manager in 1923. In 1948 he was appointed assistant to the general manager and in 1950 he was named assistant general manager. In 1954 he was appointed assistant vice president, the position he held until his retirement. He was a Lt. Col. during W. W. II and served three years in the South Pacific.

Lester E. Terrio entered railroad service as a telegrapher in 1916 and was made a train dispatcher in 1918. He was made chief dispatcher in 1923, and trainmaster in 1939. In 1947, he was named superintendent of car service and in 1948, he was made superintendent of transportation. *Terrio* served in the U. S. Navy during W. W. I.

Comptroller and General Auditor *Roy D. Plumley* and Mrs. *Plumley* also spent three weeks in Florida and other places of interest in the South.

Robert Clukey, of the Machine Bureau, was recently elected president of the Maine Association of Football Officials at Augusta.

Machine Operator *Thomas Mercier* and Mrs. *Mercier* spent their vacation last month visiting friends in Saco.

Machine Operator *Win Bracy, Jr.*, had the good fortune to bag a 135-

pound doe at Branch Pond last month.

Clerk *Mervyn Johnston* had as his guests recently his parents from Smith Falls.

We were sorry to hear of the death of Mrs. *Mary Mutty*, formerly secretary for *Henry Hart*, and sister of Machine Operator *John McDonough*.

Seth Gilman II, son of *Seth Gilman*, Bangor, is home after two years in Japan with the Air Force. He will be discharged in December after

serving four years with the Air Force.

Machine Operator *Ray Poole*, Bangor, spent his vacation in Washington, D. C., visiting his family and relatives.

Clerk *Lola M. Eastman*, Freight Audit Section, spent two weeks' vacation in Miami, Fla., recently.

Clerk *L. H. Kitchen* won the State Photo Service weekly football score contest recently. His prize was an 8x10 enlargement in color.

We were sorry to hear of the death of *William H. Girvan*, father of Clerk *Robert Girvan*, Nov. 29.

Freight Claim Agent *J. Gregg Beckett* attended the fall meeting of the Joint Chicago and Eastern Claim Conference at Toronto, Ontario, Oct. 30.

Chief Clerk *Gene Rice* spent a weeks vacation training a new hunting dog in October.

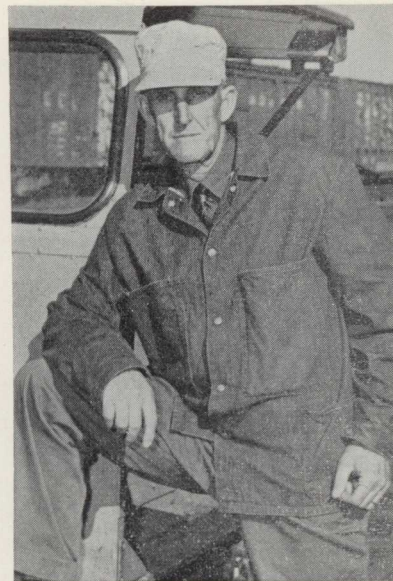
Mr. and Mrs. *John G. Mooney*, Island Falls, are the parents of a son, *David*, born Nov. 19 at the Milliken Memorial Hospital in Island Falls. Mrs. *Mooney* is the daughter of Comptroller and Mrs. *Roy D. Plumley*.

The General Accounts Auditing Section enjoyed a baked bean supper and party at the Prout cottage on Brewer Lake recently. Movies of the previous party at Mundy's in Amherst were shown. Attending were: *Dot* and *Eleanor Prout*; *Jim* and *Ellen Rogan*; *Bob* and *Dot Girvan*, *George* and *Dorris Grant*; *Owen* and *Ellen Gould*; *Gil* and *Pat Jameson*; *John* and *Maxine Tracey*, *Dale* and *Gerry Whitney*, and *Jim Williams*.

Engineering Department

Congratulations and best wishes to Mr. and Mrs. *Alfred Gerard, Jr.*, who were married at St. Agatha Church recently. She is the former *Jacqueline Guerette* and *Alfred* works on a B and B outfit.

NOVEMBER-DECEMBER, 1956



Section Foreman *Edwin A. Helstrom*, Millinocket, has retired after 41 years service.

He was born January 29, 1890 at Perham and attended schools in that town. *Helstrom* entered railroad service as a trackman for the Bangor and Aroostook, February 20, 1911 at Perham and served in that capacity until 1914 when he was engaged in farming at Lagrange. From 1918 until 1927 he worked as trackman and foreman at South Lagrange and Schoodic. In 1927 he transferred to Millinocket as foreman, a position he held until his retirement.

Helstrom is married and has two sons, *Cecil* of East Hartford, Conn., and *Donald*, of Millinocket.

We were sorry to hear of the death of Section Foreman *L. R. Hebert*, Madawaska, Dec. 10. Mr. *Hebert* began work as a trackman in



Engineer *W. O. Milbury*, right presents gift from fellow workers to Hostler *Jean B. Charette*, center, of Van Buren as foreman *V. T. Wark* looks on. *Charette* retired Nov. 30 after 38 years service with the Bangor and Aroostook. He was born at Trois Pestales, P. Q., July 19, 1890 and attended Van Buren schools. He came to work for the railroad as a hostler Oct. 21, 1918, and has served in that capacity since. He is married and has 11 children. They are: *Albert*, Van Buren; *Henry*, Van Buren; *Edward*, Presque Isle; *Gerald*, Windsor, Conn.; *Patrick*, Boston, Mass.; Mrs. *Alphonse Dubay*, Van Buren; Mrs. *Lionel Corriveau*, Van Buren; Mrs. *Larry Fontaine*, Lewiston; Mrs. *Robert Gelnnon*, Boston, Mass.; *Rose Marie*, Van Buren; and *Miriam*, Boston.

MAINE LINE



Section Foreman *Walter Briggs*, Presque Isle, left, receives his gold pass for 40 years service from Roadmaster *Herman Wright*.

He was born at Chapman, May 21, 1895, and first started work for the railroad November 24, 1913, as a trackman. Briggs served with the U. S. Army during World War I. He was engaged in farming before his railroad service.

Briggs is a member of the Veterans of Foreign Wars and the Brotherhood of Maintenance of Way Associates. He is a widower and has four children: *Aubrey Briggs*, Presque Isle; *Mrs. Frances Bishop*, Houlton; *Glenna M. Briggs*, Presque Isle; and *Sterling W. Briggs*, Mapleton.

1912. He was appointed foreman in Madawaska in 1917 and held the position until his death.

Section Foreman *Frank L. Smith*, Houlton, underwent surgery at the Madigan Memorial Hospital Nov. 24.

Foreman and Mrs. *H. A. Oldenburg* recently visited their son S/sgt. *Robert E. Oldenburg*, and his family in Ohio. S/sgt. and Mrs. Oldenburg

are the parents of a new son, *Steven Robert*.

Section Foreman *C. G. Chaples* (RET.) and Mrs. *Chaples* celebrated their golden wedding anniversary at their home on 58 Silver Road in Bangor recently. Mr. Chaples worked for the railroad for 49 years. He retired in 1953.

Supt. of Bridges and Building *R. E. Trickey* and Mrs. *Trickey* were guests of honor at a farewell party in Milo before Trickey left for Houlton to assume new duties. Attending were: Mr. and Mrs. *Vaughan Ladd*, Mr. and Mrs. *Julian Perry*, Mr. and Mrs. *Francis Murphy, Jr.*, Mr. and Mrs. *Joe Kruck*, Miss *Betty Kruck*, Mrs. *Beatrice Wood*, Mr. and Mrs. *R. E. Trickey, Jr.*, Mr. and Mrs. *William Paul*, Mr. and Mrs. *Wilfred Dugas*, and Mr. and Mrs. *Earl Chambers* of Brownville.

Trackman *Howard Gessner*, Stockholm, has been installed as chief ranger of St. Andrew Court, Catholic Order of Foresters.

S/Sgt. *Robert Donahue*, son of Trackman and Mrs. *L. L. Donahue*, and *Shirley Ann Salter*, WAF, were married Nov. 3.

Trackman *Percy Richardson*, Guilford, retired Oct. 15 after 31 years service with the railroad. He was born June 29, 1888 at Rockland, Maine and started work for the railroad as a trackman in 1925. He served with the U. S. Army in World War I and received combat citations. He is also a member of the American Legion. He is married and has three children, Mrs. *Phyllis Jacobson*, Clinton; Mrs. *Barbara Beatham*, Monson; and Mrs. *Kathleen Boody*, Bangor.

Trackman *Leon Dube*, Van Buren, retired Oct. 31 after 37 years service with the railroad. He was born at Van Buren, April 11, 1890, and was educated in Van Buren schools. Dube started work for the railroad as a trackman and later served as flanger-

man at Van Buren. He is married and has 18 children. They are: Mrs. *Herman Bouchard*, Medford, Mass.; Mrs. *Roland Tousignant*, Old Orchard Beach; Mrs. *Armand Rouillard*, Saco; Mrs. *Roland Cyr*, Fort Fairfield; Mrs. *Gaston Gevardin*, Hartford, Conn.; Mrs. *Eddie Clavette*, Hartford, Conn.; Mrs. *John Saracia*, Hartford, Conn.; Mrs. *Richard Mitera*, New Britain, Conn.; Mrs. *Norman Dionne*, E. Hartford, Conn.; *Gilbert*, Springfield; *Emery*, Sanford; *Guy*, Hartford, Conn.; *Hector*, Van Buren; *Leon, Jr.*, Hartford, Conn.; *Homer*, Hartford, Conn.; *Robert*, Fort Knox, Ky.; Sister *Leon Anne*, G.S.J., Orange, Cal.; and *Theresa*, Hartford, Conn.

Mechanical Department

We were sorry to hear of the death of Carpenter *O. E. Heal*, Nov. 14. He was born in Lagrange Dec. 29, 1897, the son of the late *Frank* and *Minnie E. Barker Heal*. He is survived by his wife, *Doris Cook Heal*, two daughters, Mrs. *Ann Jayson*, Worcester, Mass.; and Mrs. *Carolyn Stanchfield*, Falls Church, Va.; and two sisters, Mrs. *Frances Heal*, Pittsfield; and Mrs. *Pearl Heal*, Lagrange.

Ray Dow, assistant vice president-operations, was presented with a fishing tackle kit at the Mechanical Superintendent's office in Derby, Oct. 30. The gift was presented on his retirement from the supervisors and foremen of the Mechanical, and the Stores and Purchasing Departments.

A wedding of interest took place Nov. 17 at the United Baptist Church, Oakfield, when Miss *Arlene Vera Bustard*, daughter of Car Repairer Helper and Mrs. *Robert Bustard* of Oakfield, was united in marriage to *Austin E. Rush*, son of *Eric Rush* and the late Mrs. *Rush* of Monticello, with Rev. *Harold Haskell* reading the double ring ceremony.



Vaughan L. Ladd, left, presents gold pass for 40 years service to Hostler *Oscar R. Pomeroy*, Northern Maine Junction. He started his railroad service as hostler fireman at Northern Maine Junction in 1916 and has served in that capacity, both as a contractor and as an employee, since. He was born July 25, 1895 at Hermon where he still resides.

The bride, given in marriage by her father, was attractively attired in a light grey suit with red velvet accessories and wore a corsage of red carnations. Carman and Mrs. *Leo Bustard* of Smyrna Mills, brother and sister-in-law of the bride, were the couple's attendants.

Mrs. *Bustard* wore a navy blue silk crepe dress with red accessories and also had a corsage of red carnations. The bride's mother was dressed in a navy blue nylon street length dress with black accessories.

Mrs. *Rush* is a graduate of Oakfield Community High School in the class of 1955 and is employed at the Houlton Publishing Co. The bride-



Left, Mr. and Mrs. Perry Clark

groom attended the Monticello schools, served four years in the United States Navy, and is also employed by the Houlton Publishing Co.

The couple are residing on Green Street in Houlton.

Congratulations and best wishes to Mr. and Mrs. *Perry Dean Clark* who were married in September.

The bride is the former Miss *Charlene E. Brown*, daughter of *Blacksmith* and Mrs. *Stanley Brown* of Derby. The bridegroom is the son of *Carpenter* and Mrs. *Hollis Clark* of Milo.

The couple were married in a quiet, candlelight ceremony at the Park Street Methodist Church. The Rev. *Charles Dartnell* officiated, assisted by the Rev. *Richard Davis*.

The bride, given in marriage by her father, was gowned in ballerina-length white nylon lace over satin. Her veil was attached to a headband of seed pearls. She carried a white Bible centered with shattered carnations and satin streamers.

Mrs. *Carolyn Reynolds*, sister of the bride, was matron of honor. Bridesmaids were Miss *Gloria Warner* of Bangor, Mrs. *Constance Lander* of Orono and Miss *Nancy Clark*, also of Orono.

Ronald Bartleson of Torrance, Calif., was best man. Ushers were *Harry Reynolds* of Bangor, *Gordon Cook* of Oakfield, and *Malcolm Trafton* of Abbot.

Robin Stairs of Oakfield was flower girl and *Roland Trafton* of Abbot, ring bearer.

The couple will reside in Jacksonville, Florida.

Mr. and Mrs. *Leon Kendrick*s and children of Brockton, Mass., have been recent guests of Mrs. *Kendrick*'s father, General *Foreman H. H. Dwyer* in Oakfield. We understand that Mr. *Kendrick*s got a large buck.

Friends of Mrs. *Cecile C. Goodall*, widow of the late *Roy D. Goodall*, will be interested to know that she has taken a position at the *Ethel Walker School for Girls* at Simsbury, Conn.

Mrs. *Winnifred Bailey* and children of Bangor, were Thanksgiving Day guests of her parents, *Machinist* and Mrs. *C. S. Clark* at Oakfield.

Carman Gang Leader *R. J. Cameron* and Mrs. *Cameron* along with their son, *Roland*, have returned from Portland, where *Roland* received medical treatment.

L. A. McSorley, *Machinist Apprentice*, Northern Maine Diesel Shop, is on the sick list, due to a broken wrist. We are happy to hear he is getting along nicely.

Machinist A. D. Moore, Northern Maine Junction, recently returned to work, taking the place of *B. R. McLain* who retired.

A. C. Barnes is convalescing at his home after being a patient in the hospital as the result of an accident. His many friends wish him a speedy recovery.

Night Foreman *M. G. Pickett*, Northern Maine Junction Diesel Shop, enjoyed his vacation hunting.

Mrs. *N. E. Skoog*, wife of Assistant diesel supervisor, Northern Maine Junction, is convalescing at her home after being a surgical patient in the E. M. G. Hospital, Bangor.

Friends of *Lawson Dickson* and family extend sympathy in the loss of their wife and mother, Mrs. *Elizabeth Dickson*. *Dickson* was formerly employed in the Car Shop at Derby and resided on Second Street, Derby for a number of years. After he left Derby he was employed in Alaska.

Congratulations to Mr. and Mrs. *Joel W. Tilley* of Bangor, who recently celebrated their golden wedding anniversary.

The couple were married in Bangor, Sept. 22, 1906 by the Rev. *Fredrick Palladino*. Mr. *Tilley* was employed by the BAR as a boiler-maker for many years and is now retired.

The couple have eight children. A son, *Joel E. Tilley* is employed at Northern Maine Junction as a *Machinist*.

Friends of *W. J. Russell*, general foreman Locomotive Department, Derby, are sorry to hear he is on the sick list and wish him a speedy recovery.

During the sickness of *W. J. Russell*, *W. L. Paul* is assigned to the job of general foreman Locomotive Department. *Fred T. DeWitt* is appointed blacksmith foreman in place of *W. L. Paul*.

L. E. Dunphey, traveling engineer and supervisor of air brakes is convalescing at his home in Derby after being a patient in the Osteopathic Hospital in Bangor. His friends wish him a speedy recovery, and we are sure that *Leon* would be pleased to hear from all his BAR friends.

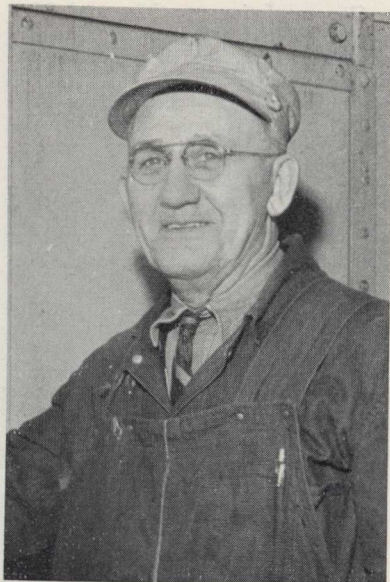
Friends of *T. N. Hopper*, statistician at Derby, are sorry to hear he is a surgical patient in the E. M. G. Hospital, Bangor and we wish him a speedy recovery to good health.

During the absence of *T. N. Hopper* his job is being filled by *C. E. Heath*.

Wanda Bishop has accepted a position of Clerk in the Mechanical Superintendent's Office, Derby, filling the vacancy caused by the resignation of *Roberta D. Lewis*, who is moving to Bangor.

R. A. Perry, machinist, Derby, is a patient in the E. M. G. Hospital, Bangor. We wish him a speedy recovery.

Also on the sick list at Derby are



Engineer *Miles W. Goodall*, pictured above, retired Nov. 30, after 38 years service with the railroad. He was born Sept. 9, 1890 in Oakfield and was educated in Oakfield schools. He entered railroad service in 1918 and worked as a fireman and engineer. He is a widower and has five children. They are: *Sharon*, Brewer; *Mrs. Lenora Gould*, Sherman Mills; *Mrs. Elenora Scudder*, Albany, N. Y.; *Mrs. Helen Irish*, Augusta; and *Mrs. Lucy Plourde*, Island Falls.

the following: *V. W. Mayo*, *F. W. Strout*, *L. A. Cyr*, car repairers at Derby.

The personnel of the Mechanical Department Offices at Derby enjoyed an oyster stew at the *V. L. Ladd* cottage at Sebec Lake in October. Chef *Chet Heath* did the honors, ably assisted by *Harold Hanson*.

The following were present: Mr.

and *Mrs. Vaughn L. Ladd*, Mr. and *Mrs. Thomas N. Hopper*, Mr. and *Mrs. Liston F. Lewis*, Mr. and *Mrs. Harold I. Grinnell*, Mr. and *Mrs. Merle Leonard*, Mr. and *Mrs. Charles R. Scanlon*, Mr. and *Mrs. Dana L. Lovell*, Mr. and *Mrs. Julian L. Perry*, Mr. and *Mrs. Frank E. Baker*, Mr. and *Mrs. Fred F. Gould*, Mr. and *Mrs. Francis D. Murphy, Jr.*, Mr. and *Mrs. Harold W. Hanson*, Mr. and *Mrs. David G. Merrill*, Mr. and *Mrs. James E. Rogan*, and Mr. *Chester E. Heath*.

File Clerk and *Mrs. Merle Leonard* spent the weekend with their son and family in Merrimac, Mass., it being the birthdays of their granddaughter, *Laurie Sue* and also *Mrs. Leonard*.

Northern Division

Friends of *LeRoy Bubar* will be sorry to hear that he suffered an injury to his knee while working as foreman on the Oakfield switcher at Smyrna Mills Nov. 12.

We were sorry to hear that fire destroyed the home of Brakeman *Joseph Boucher*, Grand Falls, N. B.

Brakeman *L. M. Ouelette* of Grand Isle was one of the Suggestion System winners last month and received, in addition to his award, two tickets to Holiday on Ice.

Section Foreman *Avon Chambers* (RET.) was one of the lucky hunters in Smyrna Mills who bagged a buck. The animal caused considerable excitement by appearing unexpectedly at points in Oakfield Yard before *Avon* got him.

Foreman *Ludger Lozier*, Eagle Lake, and his family visited his son, *Allen*, in Brownville recently.

Agent *Leland Labbe*, Eagle Lake, visited his brother, *Harold*, agent at Easton, recently. They attended the ORT meeting in Houlton.

Mr. and *Mrs. Armand Nicknair* and family visited his parents Trackman and *Mrs. Fred Nicknair* at Eagle

Lake recently. Another son, *Jean Louis T. Nicknair*, a student at St. Anselm's College, also spent Thanksgiving weekend with his parents.

Agent *Harold Labbe*, Easton, is training a new student Operator *Vincent Grant*, of Easton. *Harold* and his wife also celebrated their birthdays Nov. 25 and 26 respectively.

Station Agent *Frederick H. Spain*, New Limerick, has received his gold pass for 40 years service. He was born at New Limerick, Jan. 20, 1894 and was educated in New Limerick schools. He started his railroad career as an operator Sept. 26, 1916. He is married and has one daughter.

Conductor *Charles E. McCarty*, Presque Isle, has received his gold pass for 40 years service. He was born April 13, 1900, in Blackville, N. B. and started work for the railroad Sept. 25, 1916 as a brakeman. He was educated in Ashland schools. He is a member of Trinity Lodge, A. F. & A. M., Presque Isle, and Garfield Chapter, Caribou. He and his wife reside at 59 State street, Presque Isle.

Conductor *Aubrey O. Grant*, Houlton, has received his gold pass. He was born at Houlton, Jan. 3, 1894 and was educated in Houlton schools. He is a member of the Masonic orders including the Blue Lodge, the Chapter and Commandery. *Grant* is married and has three children, *Mrs. Pauline McKay*, Houlton; *Mrs. Geraldine Bell*, Houlton; and *Aubrey Grant, Jr.*, Houlton.

Southern Division

Mr. and *Mrs. W. W. Clark* spent their vacation this year with their youngest daughter and family in Maitland, Florida. *Clark* is traveling car service agent.

Mr. and *Mrs. Wynne G. Kelley* also traveled to Florida for their annual vacation. *Thelma* is Secretary to *F. D. O'Brien*.



Engineer *Clifford H. Slauenwhite* retired Oct. 27, after 43 years service with the Bangor and Aroostook. He was born at Tantalton, N. S., Nov. 2, 1891 and started his railroad service as a fireman July 9, 1913. He was very active in Boy Scout work in Oakfield, organizing the troop there in 1928 and worked in scouting in Presque Isle until 1942. He is married and has three children. They are: *Mrs. Lucille Scott*, N. Hollywood, Cal.; *Avon A.*, Canoga Park, Cal.; and *Clinton H.*, Bangor.

Chief Clerk and *Mrs. Linwood Littlefield* enjoyed their vacation in the White Mountains and Boston.

Supervisory Agent *H. H. Hatt* and his sons, *Herbert, Jr.*, and *Carroll* of Bewer, and *Gordon* of Westover AFB, Mass., recently had a hunting trip at their camp in the Lagrange area where they reported deer not too plentiful. They had a wonderful time camping and brought out one nice

deer. Gordon brought a friend from Westover, *Ed Head*, who spent a few days camping also as did *Boynton Hatt* of Hampden, also *Paul Hayes* and *Russell Small*, clerks at Northern Maine Junction.

The only deer killed there was killed by *Herbie, Jr.* and it was his first deer shooting.

Edith Jordan, switchboard operator and stenographer in *Hatt's* office at Northern Maine Junction returned to work Nov. 19 from two weeks' vacation and she reports shooting a nice deer in the West Branch of Union River area. It was her first also.

Clerk *Charles Ramsdell* arrived back Nov. 6 from a week's hunting down in the Mushquash Lake region where he guided five men and reports getting them a deer each.

Chief Car Distributor *L. E. Blodgett* returned to work from a five weeks' vacation Oct. 25. Spent most of his time down on his farm cutting bushes and working in the garden.

Operator *J. S. Bridgham* returned from his vacation Nov. 6. John is building himself a new cottage down on Swan Lake.

Assistant Car Distributor *Herb Curtis* left on accumulated time Nov. 6. Herb recently bought himself a new home on outer Essex street and he spends his time making improvements here and there.

Neill Robertson writes: It is sad to have to say goodbye to a fellow worker and especially so when he was such a grand chap as *J. B. Crocker*. He was well known and well beloved by people who knew him well.

James Blaine Crocker, 68, died in a Bangor hospital, October 20, after a short illness. He had been employed by the Bangor and Aroostook Railroad as telegrapher and station agent for 51 years.

He was born in Lincoln, Maine,

Oct. 26, 1887, the son of *James* and *Alma (Cunliffe) Crocker*.

He was a member of all the Masonic orders and I.O.O.F. of Patten, Maine, and of the Anah Temple Shrine of Bangor, and ORT.

Surviving are his wife *Florence (Jones) Crocker*, a daughter *Alma*, a teacher in Binghamton, N. Y. schools, and a son *James D.*, with the Travelers Insurance Company in Wethersfield, Conn.; three sisters, three grandchildren, nieces, nephews and cousins.

Funeral services were held at the Brownville Community Church Oct. 22, at 3 p. m., *Robert Boutnell*, pastor of the church, officiating.

Masonic committal service was held at the grave, Nollesemic Lodge of Millinocket, and Pleasant River Lodge of Brownville conducting the service.

Stores Department

Clinton D. Baldwin, formerly purchasing agent for the Bangor and Aroostook for 34 years, was recently awarded a citation by the Bangor Theological Seminary as an outstanding lay leader. Mr. Baldwin is a member of the First Methodist Church of Bangor and has been a trustee since 1921. He has been president of the board since 1948 and has been a delegate to the Maine Annual Conference for 30 years.

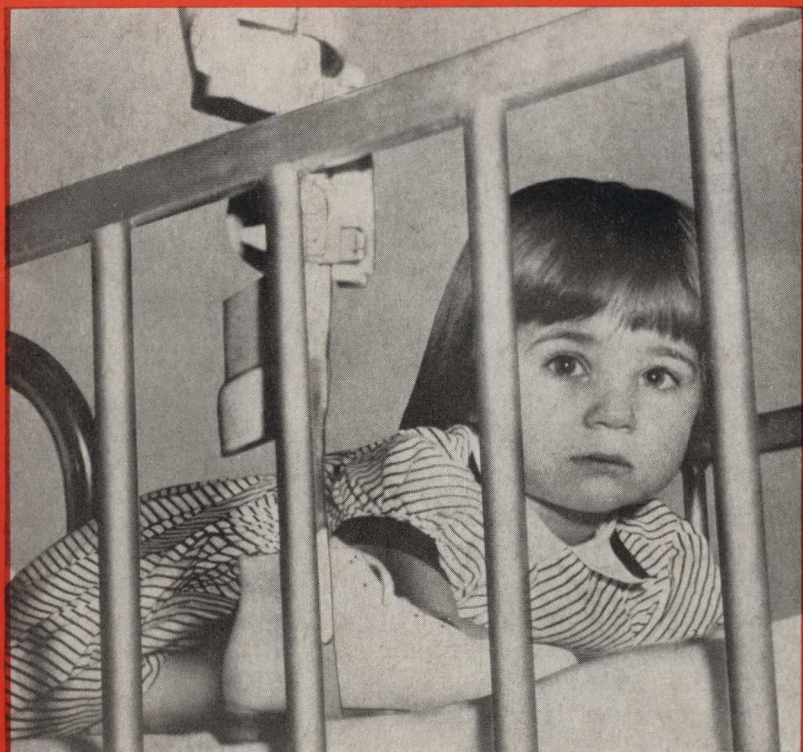
Director of Personnel *Carl E. Delano* also was honored with a citation at the exercises at Bangor City Hall. He is currently president of the Congregational-Christian Conference of Maine and has been clerk of the Hammond Street Congregational Church of Bangor for 25 years.

Freight Sales Department

Mr. and Mrs. *E. R. Jennison* are celebrating the birth of a daughter, *Sara Margaret* born Oct. 24.

FACTS AND FIGURES

	Aug.-Sept. 1956	Aug.-Sept. 1955
We received from		
Hauling freight	\$1,739,553	\$1,594,373
Carrying passengers	58,363	62,506
Hauling baggage, mail and express	44,083	46,355
Other transportation services	35,152	30,636
Rents and miscellaneous income	490,959	477,696
A total of	\$2,368,110	\$2,211,566
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 415,481	\$ 400,000
Keeping locomotives, cars and other equipment in repair	532,981	610,196
Running trains	629,589	546,757
Selling our services to the public	48,368	38,476
Managing the business and keeping the records	181,452	121,438
Interest on borrowed money	163,817	154,464
Payroll taxes	78,880	59,555
Local and state taxes	126,260	106,737
Federal income taxes	(85,142)	(88,721)
Applied to sinking funds	183,959	177,046
A total of	\$2,275,645	\$2,125,948
Our Net Income was	\$ 92,465	\$ 85,618
(Figures in parenthesis indicate red figure or a deficit)		



"Remember Me"

Remember? How could you forget her?

This little girl is one of tens of thousands who need your March of Dimes help today — who will need care for a *long* time. Long, because care doesn't stop until all possible recovery is achieved — no matter how long; no matter how costly.