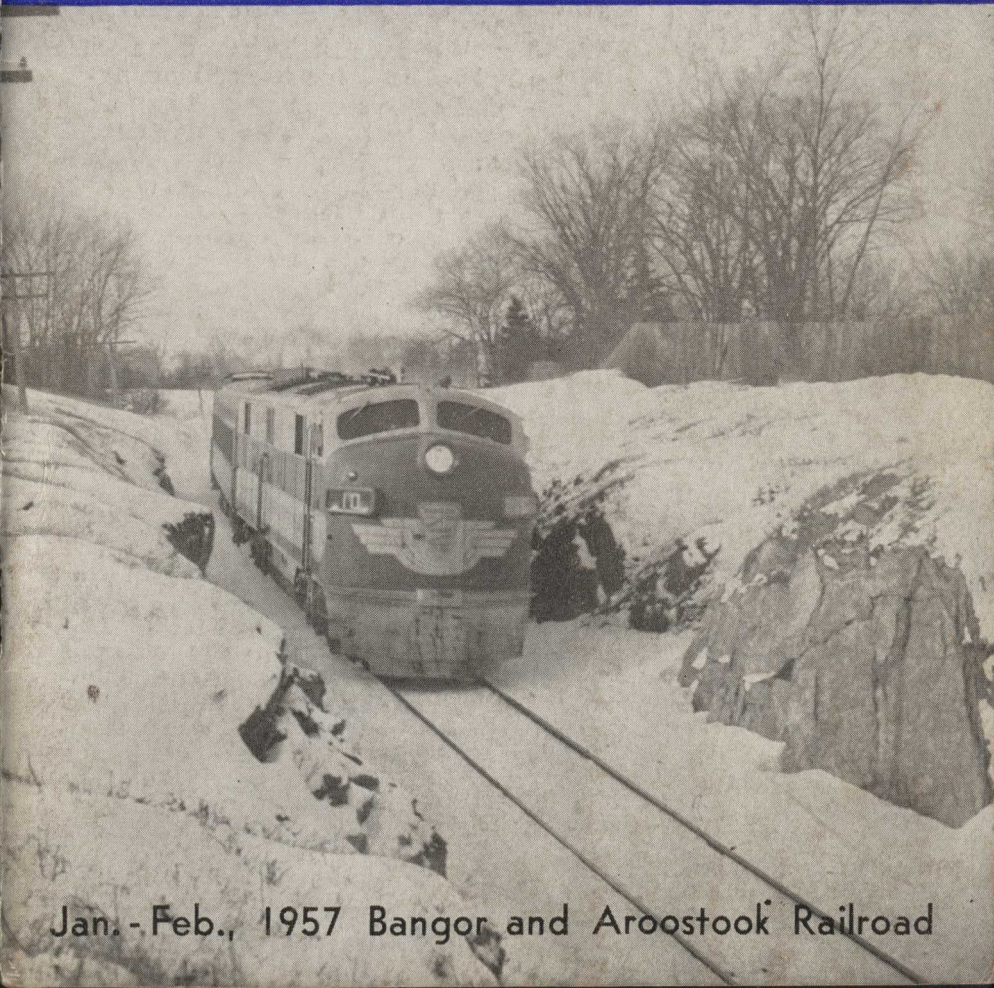


MAINE LINE



Jan. - Feb., 1957 Bangor and Aroostook Railroad



TALKING IT OVER

Recently Mr. John R. Kiley, who is president of the Chicago, Milwaukee, St. Paul and Pacific Railroad, published a collection of short essays which he had written for his company's magazine. I liked them all, but one of them appealed especially to me and I think I should share it with you. Here it is:

"Among the letters on my desk one morning recently were several praising Milwaukee Road service very highly . . . and some others which were definitely critical. There was nothing especially unusual about the letters, but in reading them I suddenly realized something which had never been quite so clear to me before.

"It was simply this—and I wonder how many of you have already discovered it: When a patron of our service sets about telling us how we did, whether good or bad, he is almost always motivated by a combination of things.

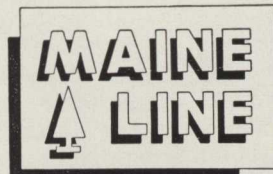
"Thus, a passenger may tell us that the train was late and that some members of the crew seemed unfriendly. Another passenger may comment that the food in the dining car was delicious and the entire crew of the train was courteous and pleasant. A user of our freight service may write that the shipment arrived on schedule, undamaged, and that the local freight agent called to make sure the service had been satisfactory.

"There is a principle of psychology involved here which I do not know the name for, but having been trained as an engineer, I think of it as a matter of momentum. And it is remarkable what it can accomplish. As a matter of fact, one of the most interesting things about it is that it adds a new dimension to the familiar idea of cooperation. It shows that our responsibilities go far beyond ourselves as individuals. We depend upon each other to combine service with service in such a way as to make a good, lasting impression on our customers. In this way we build traffic and jobs.

"The things we do right are good in themselves, but when they are combined with the things done right by others, they are wonderful."

W. Jerome Strout

Executive Vice-President



MAGAZINE



JANUARY-FEBRUARY

VOL. V NO. 2

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.

The editorial material in this magazine may be reprinted by other publications. Copies of any photographs appearing in MAINE LINE will be supplied for publication on request if they are available. In either case, credit to MAINE LINE will be appreciated. Please address any requests or inquiries in respect to MAINE LINE to the Editor.

ARTICLES

New Look In Maine Potatoes	4
More for the Transportation Dollar	9

DEPARTMENTS

Talking It Over	2
MAINE LINE CAMERA	13
The Suggestion System	16
About Our Covers	17
In the Family	18
Facts and Figures	27

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



Richard F. Grant, a former Fort Fairfield man and Vice President of the H. W. Steane Co., East Hartford, Conn., poses with Katahdins shipped in pallet boxes. Potatoes are bagged in the East Hartford plant.

New Look In Maine Potatoes

The H. W. Steane Company's experiment with pallet boxes for Maine Potatoes could mean a new concept in shipping for the industry.

For several years, some Maine potato growers, shippers and researchers have been quietly experimenting with pallet boxes to harvest, store and ship Maine potatoes . . . with encouraging results. Pallet boxes, designed to be handled with a fork lift truck, cut manpower required to handle the crop and generally

reduce the myriad headaches involved in the operation.

The pallet box could mean a new conception of harvesting, storage and shipping for Aroostook growers. The two major obstacles are the cost of converting to boxes and the lack of experience. And the researchers, growers and shippers are steadily finding

the answers to the latter problem.

Shortly before Christmas another large shipper of Maine potatoes, the H. W. Steane Company, Inc., of East Hartford, Conn., started its own pilot operation using pallet boxes in shipping Maine potatoes. The Steane people ship from 500 to 1000 cars of Maine potatoes a year, but they're using the pallet boxes exclusively for packing five-pound, polyethylene bags.

The man behind the Steane Company experiment is Vice President Richard F. Grant, a tall, spare, former Fort Fairfield man with prematurely graying hair and a

reputation for getting things done.

"The produce industry has been using pallet boxes for several years," Grant explains. "As a matter of fact, we've been using pallet boxes for onions quite a while ourselves."

The Steane Company, he says, became interested in the idea of boxes for Maine potatoes because of the five-pound, polyethylene Maine pack. If there was any breakdown in that particular pack, trouble normally developed in transit and usually ruined an entire bag.

"We just didn't feel that we could guarantee Maines in

Potatoes are washed, graded and put in pallet boxes by Russell Brothers in Fort Fairfield. Forklift handling of boxes constitutes savings in manpower and makes for increased efficiency.





Heavy canvas chute is used to prevent potatoes from bruising as they drop into pallet box. Similar chute is used in East Hartford when boxes are emptied.

the five-pound, polyethylene pack to our customers," Grant says, "but now that we've been experimenting with the pallet box for a month, I'm willing to take the risk and guarantee the pack."

"You know," he adds with a wry smile, "we found that if we had trouble with our potatoes breaking down, 95 per cent of our customers wouldn't complain. They'd just go somewhere else for potatoes and it's a pretty good reason for tight quality control."

To solve the problem, Grant decided to try shipping the potatoes from Fort Fairfield in well-ventilated boxes and

packing the potatoes in polyethylene boxes in the East Hartford plant. In this way, he reasoned, the breakdown damage would be lessened and it would make for easier inspection of the potatoes.

The potatoes for the Steane Company are shipped by Dan and Roy Russell, Fort Fairfield, who wash and grade the potatoes exactly as if they were to be bagged at Fort Fairfield. At the end of the grader the potatoes enter a canvas chute (to prevent bruising) and drop gently into the pallet box. Each box holds 2,000 pounds of potatoes and as soon as it is filled, a fork lift truck picks it up and places it in a Bangor and Aroostook IB car . . . an ideal vehicle for the pallet box and fork lift because of its smooth floor. Twenty of the pallet boxes, built to Grant's specifications by a box manufacturer, are loaded into the Insulated Boxcar, giving a load of 40,000 pounds. Shipping potatoes in pallet boxes eliminates labor in packing and handling. And the fork lift truck makes quick work of loading the 20 pallet boxes into the car.

In East Hartford, the cars are unloaded at the Steane plant as soon as they arrive

and the potatoes are neatly stored in two-tiered rows in the packing room. Each row contains an entire car of potatoes.

"What we do here before the potatoes are put in the five - pound polyethylenes," Grant says, "essentially amounts to double grading. It makes a quality pack and we're not hesitant to guarantee it to our customers."

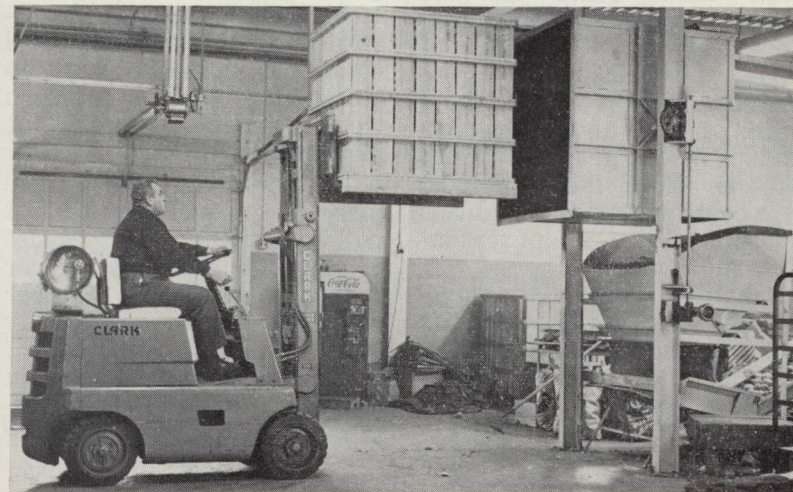
The big advantage to pallet boxes, he says, is the savings in manpower, through the use of the fork lift truck, and the elimination of extra handling in storage.

"This trial we're making

with pallet boxes has allowed us to load at minimum cost," Grant explains, "and we've found that any trouble that develops in transit in the well-ventilated box will ruin only a couple of potatoes. When you ship fives in polyethylene, a bad potato usually ruins the entire bag. Another factor in favor of the box is that all the potatoes go over our grader. It's considerably more difficult and expensive to inspect the five-pound polyethylenes as thoroughly."

On the debit side of pallet boxes is the warehouse space required to store empties (since they cannot be knocked

Forklift at the Steane Company in East Hartford places pallet box in special unloading device which dumps potatoes onto grader. To insure premium pack potatoes are graded both at Fort Fairfield and at East Hartford.





After pallet box is inserted in steel container, the box and container are tipped, dumping the potatoes through a chute, lined with sponge rubber, onto the grader.

down) and the initial expense of the box itself. However, the Steane people have found that their boxes can be stacked to the ceiling, making for efficient utilization of space. The 200 boxes in use have made three trips with no signs of wear and Grant says that if he can get 15 trips out of the boxes, they will cost five cents a hundredweight as containers, not an unreasonable investment.

"Another big advantage," he adds, "is that bruising is zero as far as transportation is concerned. There's absolutely no chafing or bruising in transit."

"I don't feel that the box

will set the world on fire overnight," Grant warns, "but it looks to me as though there might be a gradual change toward it or something like it. We at Steane Company want more experience with it before we try any predictions. Next year, if this operation is successful, I'd like to store about 50 cars in South Hartford in boxes early in the fall, if the storage is available, and pack everything here."

Other sources feel that eventually the whole Maine potato crop may be a pallet box operation. The mechanical harvester would pick directly into the boxes and they would be stored in the same containers until washing and shipment. As one grower commented, if the 1956 Maine crop, with widespread frost damage, could have been stored in boxes instead of bins, breakdown wouldn't have been nearly the problem that it was.

If the change does take place, it's a safe bet that it will be a gradual one because of the cost in changing over to the newer method. Whether it becomes standard simply boils down to the problem of keeping costs at the minimum consistent with the best possible product and a working margin of profit.



President Lowell Sherwood and Vice President Arthur Shields of the new S and S Storage Service, Inc., pose in their new warehouse in Presque Isle.

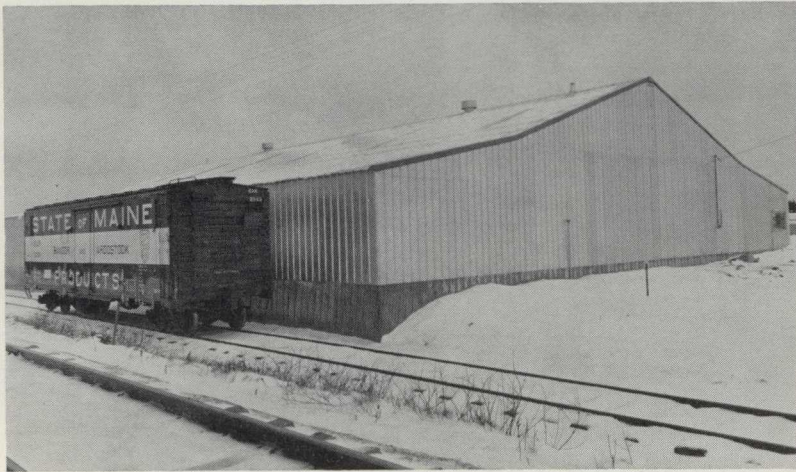
More For the Transportation Dollar

A new industry, S. & S. Storage Service, Inc., will allow small businessmen to ship less-than-carload lots, with delivery, at low, carload prices.

When a couple of transportation men with an idea, and something like 26 years experience between them, pool resources to start a new business the results are likely to be startling. That was the case, at least, when two Presque Isle men, Lowell T. Sherwood and Arthur G.

Shields, who pooled brains and resources to form S and S. Storage Service, Inc., . . . northern Maine's first public warehouse and freight distribution service.

S and S came into being only after a long period of study by the two men, who feel it's the answer to the



Pool shipments for small businessmen in carload lots can be brought to warehouse where S and S breaks bulk for delivery to stores by truck.

transportation problems of many Aroostook businessmen.

Probably the most important aspect of the new company is that it's the first time northern Maine has had a public distribution and storage point to which consumer goods can be shipped and distributed throughout the County. Formerly, the break points were in southern Maine, mostly in Portland and Bangor and the suppliers had to pay the higher ltl and lcl rates to northern Maine . . . an expensive and time-consuming arrangement.

"Now, we receive the goods," Sherwood explains, "inventory the shipment, bond

it, if necessary, and redistribute it to dealers throughout the County."

Aroostook merchants got their first look at the new 100 x 120 foot warehouse on the Bangor Road in Presque Isle during the S and S premiere Jan. 10. The building is modern and fireproof (steel and concrete) with a Bangor and Aroostook siding. Material handling is done entirely with pallets and fork lift truck.

S and S Storage Service will furnish just about any service a customer can name, but their stock in trade . . . and the reason Lowell Sherwood and Art Shields left

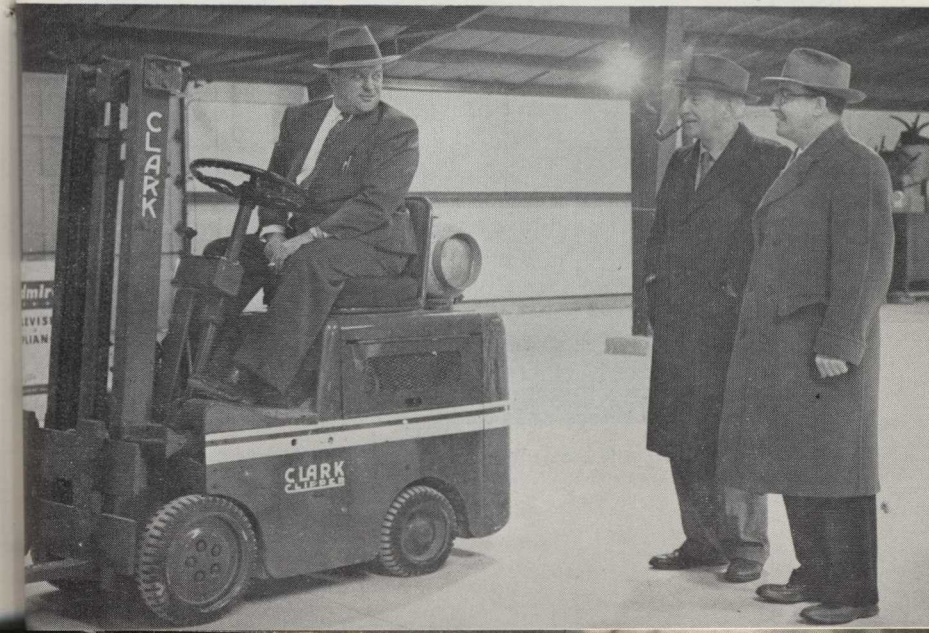
good jobs in the transportation business to test their idea . . . is saving sizeable amounts of money in transportation costs for Aroostook businessmen.

Their service will be particularly valuable for the small businessman who does not have the volume business to order in carload lots. It works like this: if you happen to operate a small business, where your turnover doesn't warrant ordering in carload lots, you can still enjoy carload rates by notifying your supplier to pool your

shipments with other small businessmen in the area who have the same problem. It will be sent to S and S, who will deliver it to your door or store it for you until you need it.

For both the large and small appliance dealer, S and S fills a very real need, especially in the case of bulky items such as television sets, stoves and refrigerators, where storage space may be restricted. In the past, the dealer had the choice of losing sales because he didn't carry enough appliances in stock or of tying up considerable capi-

Vice President Arthur Shields demonstrates forklift truck and pallets which are used to handle nearly all shipments. Watching are Guy Durgin and Stewart Donahue.





S and S Storage Service, Inc. held open house January 18 at the new warehouse. Potential customers and friends came to look the new business over and investigate its potential for their own shipping needs. Refreshments were served.

tal and space with appliances he might not sell immediately.

S and S offers advantages for both the supplier and the dealer in the appliance field. Most appliance manufacturers pay the freight on their product to the break bulk point which, for the Maine wholesaler, formerly meant higher ltl and lel rates to northern Maine. Now the supplier can have the entire car delivered FOB to S and S, who will not only distribute

it to his dealers—but inventory the shipment and handle billing for him. For the Aroostook dealer it will mean a ready supply of his products.

Another interesting touch Shields and Sherwood added to their business is the monthly inventory which can be had on request by customers storing their goods at the warehouse. For a salesman, who stores his goods at the warehouse, S and S will deliver orders each day and send notice to his company for billing.

“We haven’t forgotten the homeowner either,” says Shields. “We’ll arrange to pick up furniture, store it in a heated warehouse, or ship it anywhere, crated or packed.”

The birth of S and S Storage Service, Inc., should mean less headaches for Aroostook businessmen and a more favorable operating ratio. For Aroostook County it should mean more attraction for industry and commerce and for the railroad, with low-cost bulk shipments a specialty, it will mean more carload business on household goods.

MAINE LINE

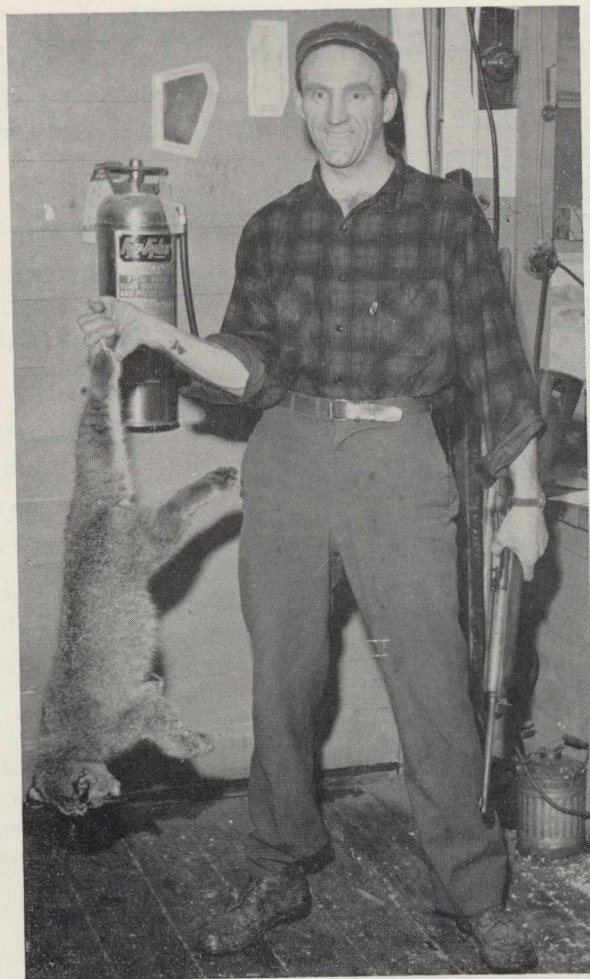
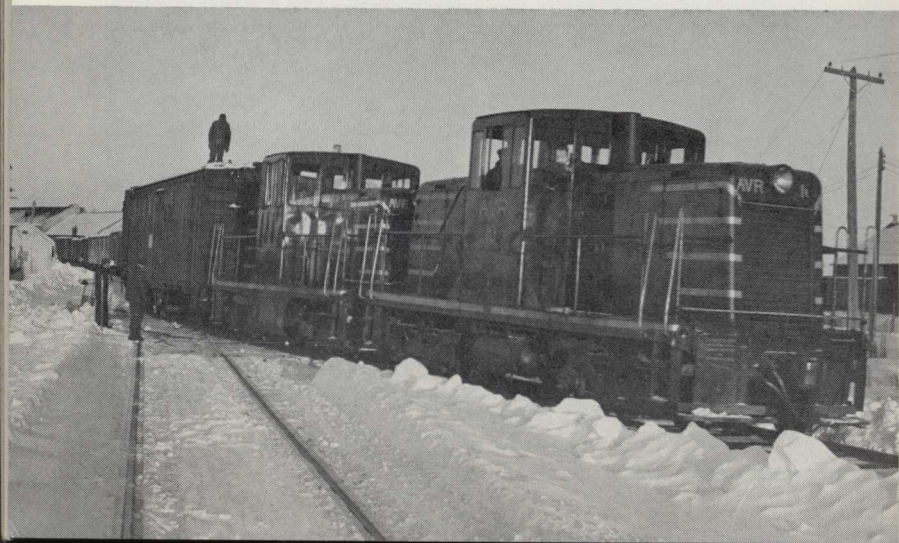
Camera —



Professor Robert Davis of the Harvard Graduate School of Business Administration speaks to agents at sales meeting in Presque Isle, January 18. Topic of the meeting was Sales Techniques.



Section Foreman Nathan Lewin's crew work in cross over from Aroostook Valley Railroad to Bangor and Aroostook during the recent strike on the Canadian Pacific Railroad. The connection was made every day at Washburn to help out potato shippers on the AVR. Below, AVR diesels roll over connection, moving cars onto BAR lines.



The picture above should prove that Northern Maine is still the sportsman's paradise it has always been. Painter T. O. Anderson holds the 18-pound bobcat he shot January 21 when the animal wandered into the BAR garage in Houlton. A few months earlier, Mechanic Ben Sweet killed an otter nearby and only a few feet away from the shop in Houlton.

SUGGESTION SYSTEM

Department and Craft	Ideas Adopted	Awards	Average
TRANSPORTATION			
Conductors	22	\$ 220.00	\$10.00
Operators	14	145.00	10.36
Brakemen	13	130.00	10.00
Agents	7	70.00	10.00
Engineers	6	60.00	10.00
Clerks	6	60.00	10.00
Firemen	5	50.00	10.00
Freight Handlers	4	40.00	10.00
Total	77	\$ 775.00	\$10.06

MAINTENANCE OF EQUIPMENT

Painters	5	\$ 291.44	\$58.29
Carpenters	5	50.00	10.00
Carmen	3	30.00	10.00
Blacksmiths	2	141.58	70.79
Electricians	2	53.70	26.85
Machinists	2	35.00	17.50
Engine Cleaners	2	37.50	18.75
Car Cleaners	1	10.00	10.00
Sheet Metal Workers	1	10.00	10.00
Hostlers	1	10.00	10.00
Clerks	1	10.00	10.00
Foremen	1	10.00	10.00
Total	26	\$ 689.22	\$26.51

MAINTENANCE OF WAY

Sectionmen	12	\$ 120.00	\$10.00
B&B Workers	4	110.00	27.50
Clerks	4	40.00	10.00
Signal and Communication Workers	1	10.00	10.00
Total	21	\$ 280.00	\$13.33

PURCHASING AND STORES

Clerks	9	\$ 164.93	\$18.33
Machine Operators	5	50.00	10.00
Laborers	2	20.00	10.00
Total	16	\$ 234.93	\$14.68

BANGOR OFFICES—CLERICAL

Accounting	7	\$ 70.00	\$10.00
IBM Bureau	3	123.86	41.29
Freight Sales	1	10.00	10.00
Total	11	\$ 203.86	\$18.53

CAR SERVICE

Apprentice	2	\$ 20.00	\$10.00
------------	---	----------	---------

HIGHWAY DIVISION

Bus Operator	1	\$ 10.00	\$10.00
--------------	---	----------	---------

DINING CAR SERVICE

Hostess	1	\$ 10.00	\$10.00
---------	---	----------	---------

UNCLAIMED

	7	\$ 87.50	\$12.50
Grand Total	162	\$2,310.51	\$14.26

Total Suggestions Received—Year 1956.....	613
Total Suggestion Awards Paid	155
Total Suggestion Awards Unclaimed	7
Ratio of Suggestions Adopted to Total Received.....	26.43%

ABOUT OUR COVER

The picture on our front cover is just another train shot but we liked it because the rugged country and the snow seem to be akin to the personality of our people . . . rugged and with character. The train is No. 1 just passing through Timony Cut. Pictured on our back cover is the USNS Maumee which docked at the BAR pier at Searsport Jan. 23. She was the largest ship (capacity 7,578,000 gallons of oil) to dock this far north on the Atlantic seaboard.

IN THE FAMILY

Accounting Department

Clerk *Donald F. Breen* spent Christmas with his parents, Mr. and Mrs. *Peter Breen*, Au Sable, New York.

Gordon White, special assistant to the Comptroller and General Auditor, Bangor, was recently elected president of the First Baptist Church at Bangor.

We were happy to hear that Clerk *Christine DeWitt* has returned to work after a short illness.

Clerk *Charles Day*, Bangor, recently started work in the Freight Audit section of the Accounting Department.

Clerk *L. H. Kitchen*, who fills in for Santa Claus on the B and A's Santa Claus Special every year, made the trip again Dec. 22. Lou called it a very successful trip and reported more children than had ever met the train in other years.

Lou also reports that he has organized the Ice Hole Club dedicated to the noble art of ice fishing. The members pay dues each week until the treasury will stand a trip to the shacks and a meal.

Members are: *I. L. McGown*, *R. E. Clukey*, secretary, *A. P. McIntosh*, *Win Bracy*, vice president, *E. H. Kelley*, *Don Andrews*, treasurer, *Hugh Goodness*, *Tom Scanlin*, *Lou Kitchen*, president, *Louis Neal*, *Gene Rice*, and *Earl Trainor*. The first fishing trip was held at Hermon Pond, Jan. 19.

A2/c *Seth W. Gilman II* spent a furlough with his parents, Mr. and Mrs. *Seth Gilman*, recently. His father is employed in the Accounting Department.

Clerk *James Williams* recently passed the State of Maine Football examination and is now a member of the Eastern Maine Football Association Board.

CONTRIBUTING CORRESPONDENTS

- R. E. Clukey
- George Grant
- G. Goodwin
- Dick Shaughnessy
- Shirley Farrington
- L. H. Kitchen
- Winnifred L. Conlon
- N. A. Robertson
- Bernice Bailey
- Gloria Dunn
- Leland Labbe
- C. Glinkerman
- Chester Robechaud

Secretary *Maxine Tracy* was guest of honor at a birthday party at the Penobscot Hotel, Jan. 4. *Gladys Goodwin*, *Lucy Goody*, and *Hilda Dakin* also attended.

Clerk *Ouida Long* visited her parents, Mr. and Mrs. *S. Long*, Monmouth, over the Christmas holiday.

Mr. and Mrs. *Robert Clukey*, Bangor, celebrated their 16th wedding anniversary Jan. 18. Clukey is assistant supervisor of the Accounting Department's Machine Bureau.

Richard B. MacDonough, St. Mary's Seminary, Baltimore, Md., *Jane Marie* and *John MacDonough, Jr.*, all visited their parents, Mr. and Mrs. *John MacDonough* in Brewer at Christmas. MacDonough is a Machine operator in the Accounting Department.

Roy D. Plumley, Jr., son of Comptroller and Mrs. *R. D. Plumley*, was recently graduated from Bryant College, Providence, R. I., and has accepted employment with General

Pictured below are the queen candidates and queen for the Harvest Fair held in November by the senior class of Oakfield Community High School. The queen was Miss *Marilyn Porter*, daughter of Mr. and Mrs. *Perley Porter* of Oakfield. Pictured from left to right, are: *Miss Porter*, *Beth Nadeau*, daughter of Sales Representative and Mrs. *Gus Nadeau*; *Brenda Libby*, daughter of Night Roundhouse Foreman and Mrs. *Blair Libby*; and *Katherine Hersey*, daughter of Mr. and Mrs. *Hallie Hersey*.





Conductor *John C. Pinette* (Ret.), Fort Kent, celebrated his 58th birthday Jan. 3 with his two grandsons, *John Pinette* and *Marc Gagnon*. John is the son of Mr. *Clarence Pinette* and Marc is the son of his daughter, Mrs. *Mae Ann Gagnon*. Mr. Pinette has been ill and we think he'd like to hear from some of his railroad friends.

Motors and has been assigned to their Bristol, Conn., accounting department. Before entering college, he was employed in the BAR Mechanical Department at Derby and Northern Maine Junction.

The general accounts section of the Accounting Department held a social evening Jan. 19 at the Oronoka in Orono. A ham and steak supper was served and the group enjoyed dancing by Maxine Tracey's record player afterwards.

Present were: Mr. and Mrs. *R. E.*

Girvan, Mr. and Mrs. *J. E. Rogan*, Mr. and Mrs. *G. N. Grant*, Mr. and Mrs. *G. H. Jameson*, Mr. and Mrs. *O. J. Gould*, Mr. and Mrs. *J. B. Tracey*, *Elinor Prout*, *Dorothy Prout*, and *J. L. Williams*.

Southern Division

Mrs. *Florence Crocker*, Brownville, has gone to Binghamton, N. Y., to spend the winter with her daughter, *Alma*.

We were sorry to hear that *Del Rideout*, Derby, suffered a fall. He is in the Milo Hospital and reported doing well.

Northern Division

Station Agent *Leland D. Labbe*, Eagle Lake, has been re-elected secretary of the Eagle Lake and Winterville Chamber of Commerce.

We were sorry to hear of the death of Engineer *Paul B. Michaud* (Ret.) of Fort Kent, Jan. 16. He was born in Fort Kent, June 20, 1893, the son of *Joseph* and *Marie Pinette Michaud*.

Surviving are his widow, Mrs. *Mattie Michaud*; two sons, *Alphaud* of Fort Kent, and *Claud* of Berlin, N. J.; two sisters, Mrs. *Ella Roy*, Fort Kent, and Mrs. *Ernestine Pelletier*, Lewiston; a brother *Lorenzo* of Bristol, Conn., and four grandchildren.

Mr. Michaud was a veteran of 28 years service with the railroad.

Engineering Department

Jacqueline G. Nicknair, Lewiston, *Jean Louis T. Nicknair*, Manchester, N. Y., and *Leopold G. Nicknair*, Montreal, Canada, visited their parents, Trackman and Mrs. *Fred Nicknair*, Eagle Lake over the Christmas holidays.

Mechanic *Charles Buxton* (Ret.), Houlton, underwent surgery at the Aroostook Hospital in Houlton re-

cently. He is now recuperating at his home.

We were sorry to hear of the death of Mrs. *Laura H. Ward*, Houlton, Jan. 11. She is the mother-in-law of Purchasing Agent *W. A. Bamford*, Derby.

Mr. and Mrs. *Ralph Botting*, Smyrna Mills, have announced the engagement of their daughter *Cherilyn Mae*, to *Gordon Morton*, Oakfield. Gordon, a signalman, is son of Mr. and Mrs. *Moses I. Morton*, Oakfield.

We were sorry to hear of the death of Trackman *Charles D. Moody*, Section No. 105 at Northern Maine Junction, Jan. 5. Mr. Moody began work as a trackman at Frankfort

April 13, 1944 and has been employed as a trackman since that time. He has been at Northern Maine Junction since Nov. 1, 1949.

Miss *Joanne Gloria Morton*, daughter of S. & C. Foreman and Mrs. *Wallace Morton*, Oakfield, and *Boyd Charles Rockwell*, Smyrna Mills, were married Dec. 29 at the Oakfield Universalist Church.

The double ring ceremony was performed by the Rev. *Arthur Heeb*. The bride, given in marriage by her father, wore a gown of white net over satin with a sweetheart neckline.

Miss *Beryl Rockwell*, sister of the bridegroom, was maid of honor and *Ronald Morton*, brother of the bride was best man. *Fyle Mitchell* of



Conductor *Aubrey Grant*, left, receives his gold pass from Assistant Superintendent of Transportation *Herschel Lee*.

Smyrna Mills, and *Gary Saunders* of Oakfield were ushers. Bridesmaids were *Joyce* and *Brenda Libby*.

Mrs. Morton attended schools in Oakfield and the bridegroom attended schools in Smyrna Mills. He is employed by his brother *George Rockwell*.

Tie Agent and Mrs. *Guy L. Jackins*, Houlton, spent the second week in December visiting their son *Richard*, and family in East Hartford, Conn. He is a student at Rensselaer Polytechnic Institute, in East Hartford. They also spent Christmas with their son, *Linwood*, and his family at Derby.

B. and B. Mechanic *Harry O. Lewin*, Houlton, returned to work Jan. 21 after surgery Dec. 14.

Lewin was also elected chairman of the Maintenance of Way Associates at the annual meeting in the Chief Engineer's office in Houlton Jan. 15. *G. L. Jackins* was re-elected executive secretary and director for District 3. *J. C. McDonald*, Derby, was re-elected director-at-large and *H. A. Pinette*, Van Buren, was re-elected director of District No. 4.

We were sorry to hear of the death of Trackman *Edward Clark* (Ret.) 80, Dec. 19. Mr. Clark started work for the railroad as trackman at Crystal May 8, 1924 and spent his railroad career in that position. He retired in 1939.

He was born in Calais Sept. 27, 1876. Mr. Clark is survived by four sons, *Sterley*, *Sherman Mills*, *Harold*,

Bucksport, *Edward J.*, *Millinocket*, and *Frederick*, *Bangor*; seven daughters, *Mrs. Steven Pratt*, *Mrs. Ethel Proctor*, *Mrs. Loren Hartley*, and *Mrs. Bernard White*, of *Millinocket*, *Mrs. Ernest Weed* of *Kittery*, *Mrs. Howard Stubbs*, and *Miss Dorothy Clark* of *Pownal*; one brother, *Lindsay*, *Cooper*, and several grandchildren.

Mrs. *Lorraine Keslar* has accepted a position as stenographer in the Engineering Department in Houlton. Mrs. Keslar is the wife of *Walter Keslar*, manager of the Northland Hotel in Houlton, and comes to the railroad from *Scottdale, Pa.*, where she was employed by the *Duraloy Company* as a private secretary.

Section Foreman *R. C. Ames*, *Derby*, visited his daughter and son-in-law, the *Rev.* and *Mrs. Larry Small* in *New Jersey* recently, also visiting *Mr. and Mrs. Sam Matson* in *New Britain, Conn.* Ames is also a candidate for *Deputy Sergeant-at-arms* at the *American Legion's* convention in *Bangor* next June.

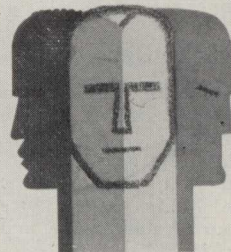
B. and B. carpenter *Paul A. Swallow* has been a surgical patient at the *Milliken Hospital* in *Island Falls*.



Conductor *Charles E. McCarty*, *Presque Isle*, receives his gold pass from Assistant Superintendent of Transportation *Herschel Lee*. He started work for the railroad in 1916 as a brakeman.

Brotherhood Week

February 17-24



...that people shall live as
one family of man

Section Foreman *Elmer Ray Alward*, *Ashland*, retired Jan. 6 after 36 years with the *Bangor* and *Aroostook*. He was born in *Hodgdon* May 17, 1892 and attended public schools there. Alward entered railroad service as a trackman April 18, 1921 and also served as a carpenter helper before becoming a section foreman. He is married and has five children: *Mrs. Alta Mosher*, *Presque Isle*; *Mrs. Avis Hayward*, *Ashland*; *Mrs. Mertile Sylvester*, *Ashland*; *Clyde Alward*, *Ashland*; and *Keith Alward*, *Chicago, Ill.*

B. and B. Carpenter *Daniel P. Aucoin*, *Blaine*, retired Dec. 17, after 23 years' service. He was born July 4, 1890 at *Cape Breton, N. S.*, and entered railroad service May 20, 1933 after working summers for the railroad for several years. Before he became a carpenter he served as cook on outfit cars. He has also been employed by the *Great Northern Paper Company* as a cook. Aucoin is a member of the *Modern Woodmen of*



"I hope you realize you're behind
schedule".

JANUARY-FEBRUARY, 1957

America and the Brotherhood of Maintenance of Way Employees. He is married and has three children: Mrs. *Nettie Nason*, Presque Isle; Mrs. *Hilda Everett*, Presque Isle; and Mrs. *Regis Davenport*, Bangor.

Sales Department

Regional Vice President and Mrs. *F. B. Lunt* entertained Mr. and Mrs. *Curtis Hutchins*, *W. J. Strout*, *C. R. Smith*, Mr. and Mrs. *H. W. Moore*, Mr. and Mrs. *John Hall* and the Northern Maine Sales Force at a social hour at their home in Presque Isle Dec. 19.

Cleo Kierstead Florkoski, formerly secretary at the Northern Maine Sales Office in Presque Isle, is married and is living in Rome, N. Y., where her husband is stationed with the U.S.A.F. Cleo has a civil service job on the base.

Mechanical Department

We were sorry to hear that Mrs. *W. E. Hanscom*, wife of Car Foreman *W. E. Hanscom*, Derby, has been a patient at the EMG Hospital in Bangor. She is presently convalescing at her home in Milo.

Painter *M. R. Clark*, Derby has been a patient at the Lahey Clinic in Boston and has now returned to work. While he was in Boston his daughter, *Judith*, was an emergency appendectomy patient at the Gallant Hospital in Milo. She is now back in school.

Congratulations to Mr. and Mrs. *Robert Paul*, Manchester, Conn., on the birth of a son, *Stephen Louis*, Jan. 11. The grandparents are Foreman and Mrs. *W. L. Paul*, Derby.

Congratulations are also in order for Laborer and Mrs. *A. L. Drinkwater*, Derby, on the birth of a son, *Arthur Lee*, Jan. 18 at the Gallant

Hospital in Milo. The Drinkwaters have a daughter, *Stella*.

Friends of Car Repairer *P. J. Cyr*, Derby, will be sorry to learn that he is a patient at the EMG Hospital in Bangor.

Engineman 2/C *Richard Burton*, whose ship is the USS *McGowan*, was home on furlough recently before starting a cruise to Cuba. He is the son of AAR Car Accountant and Mrs. *R. D. Burton*, Derby.

We were sorry to hear of the death of Night Watchman *Aaron W. Day* (Ret.), Derby, in Milo Dec. 4. Besides his wife, he is survived by a son, *Frank*, machinist helper, Derby, a daughter, *Stella*, Brownville; two sisters, Mrs. *Agnes Sawyer* and Mrs. *Stella Dean*, both of Milo.

Mr. and Mrs. *O. L. Dean*, Derby, left recently to spend the winter in Inglewood, Cal., with their daughter, *Helen*, and family. On the way, they visited their son, *Orris, Jr.*, in Denver, Col. Mr. Dean is a former Mechanical superintendent at Derby.

Statistician *T. N. Hopper*, Derby, is convalescing at his home in Derby following a two-month stay at the EMG Hospital in Bangor.

We were sorry to hear of the death of Mrs. *June Ross*, Brookline, Mass. She is the sister of Mrs. *W. L. Paul*, wife of General Foreman Locomotive Department, Derby.

Our congratulations to Captain *Ronald R. Dugas*, son of Machinist and Mrs. *Raymond A. Dugas*, Millinocket, on his promotion to captain, U. S. Army, Dec. 16. Captain Dugas is now commanding officer of Co. B, 11th Infantry Regiment, Camp Ord, Cal. He entered the service in March 1945 and received a battlefield commission during the Korean War.

Congratulations to Car Inspector and Mrs. *Danny J. Budreau*, Milli-

nocket, on the birth of a daughter, *Danita Joan* at the Lincoln Hospital recently.

Our sympathy to Inside Hostler *Milton P. Higgins*, Millinocket, whose wife, *Flora*, died Jan. 16. Besides her husband, she is survived by two sons, *Hanley*, car inspector at Millinocket, and *Philip*; two daughters, Mrs. *Restant Monaco* and Mrs. *Imogene Mason*; and ten grandchildren.

Car Inspector and Mrs. *F. P. McDonald*, Millinocket, are the proud parents of a son, born Jan. 12 at the Millinocket Community Hospital.

The Car Department in Millinocket has two new employees. They are Car Repairer Helpers *E. E. Pelletier* and *D. E. Crockett*.

Miss *Mary Elizabeth Robichaud*, daughter of Mrs. *Georgia Robichaud* and the late *Albert Robichaud*, formerly Boilermaker Foreman at Derby, became the bride of Dr. *William J. Mitchell, Jr.*, son of Mr. and Mrs.

William J. Mitchell, Latrobe, Pa., at Bolling AFB, Washington, D. C., Dec. 22.

The bride was graduated from Milo High School and received nurses training at the Mercy Hospital School of Nursing, Portland. She is employed at the National Institute of Health. The couple will reside at Chevy Chase, Maryland.

A surprise party, given by the Supervisors, Foremen and Clerks in the Mechanical Department, was held for *Roberta D. Lewis*, Dec. 19. Mrs. Lewis resigned to move to Bangor where her husband, *Liston L. Lewis*, is assistant director of Personnel for the railroad. Refreshments of cakes and ice cream were served and Mrs. Lewis was presented a black onyx ring by *H. A. Monroe* on behalf of the group.

The many friends of Traveling Engineer *L. E. Dunphy* will be happy to hear that he is convalescing after an illness, and doing very well.

A CHRISTMAS STORY

One of the joys of editing any publication is the occasional story that clearly demonstrates the generosity and kindness of man. Such a tale came across our desk this month and it made us feel proud to be a member of the railroad family. Little Charlie Scott of Washburn likes trains and railroads, and he quite naturally adopted the train and section crews as his friends. The feeling was entirely mutual. As Christmas approached, it was natural that Charlie's railroad friends should ask what he wanted for Christmas and all Charlie wanted, it seems, was a sled. No. 85's crew, Conductor Don Rafford, Engineer Ray White, Hubert Furrow, Carroll Hersey, Verne Robinson, Billy Adams, and Agent Byron Black, decided to make Charlie Scott's Christmas wish come true. Charlie Scott got his sled Christmas morning, all right, and he learned that railroaders are a pushover for a small boy with bright eyes and a boundless curiosity.

First scheduled passenger train service to and from Oklahoma City, the capital of Oklahoma, was inaugurated June 18, 1887, when the Atchison, Topeka & Santa Fe Railroad placed the "Texas Express" in service jointly with the Gulf, Colorado and Santa Fe Railway between Kansas City and Galveston. At that time Oklahoma City was a station stop in Indian Territory. The site for the city was opened for settlement April 22, 1889.

Lost and Found

We have twenty-two "winners" with awards totaling \$252.50 that are yet unclaimed. These have accumulated from the time our Suggestion System was put into effect until December 31, 1956. In order to clear our records, we are establishing a "death date." All of the suggestions listed below that are still unclaimed on April 15, 1957, will be considered dead and written off the books.

- 720—Better transportation for Selectees.
 - 840—GS-1 Form ST 37 be made shorter.
 - 1945—Long cord on radio equipment.
 - 2017—Form 31.
 - 2241—Painting Box Cars at Derby.
 - 5668—Handhold on B/L Locomotives.
 - 6597—Windshield Wipers
 - 7365—Outside faucet on Freight Shed at Presque Isle to supply water to Outfit Cars.
 - 7366—Repair drain hole four feet South of Chapman St. crossing at Presque Isle.
 - 7387—Changing Metallic Hose on diesels to Rubber.
 - 7571—Engine number on B/L units be painted with switch paint.
 - 8212—Appointment of Safety Supervisor.
 - 10083—Move fire extinguisher on Car 151.
 - 10735—Communication between plow and engine.
 - 13615—Clearance Signs.
 - 13784—Teaching Bangor Pullman Porter how to run new Pullman in case of sickness.
 - 14494—Consolidated FCA 136 with FCA 140.
 - 16101—Mailing car records to various companies.
 - 16340—Shipping agreements for telephoning shipping orders.
 - 17889—Priority given to bills and invoices directly charged to President's Authorities for Expenditures and Work Orders.
 - 19773—Use of Bench Vices to hammer on at Northern Maine Junction.
 - 19848—Counting of diesel towels at Northern Maine Junction.
- Personal income taxes are also due April 15th, so if you need a little extra cash to pay off Uncle Sam it might be well to check the above list closely!

FACTS AND FIGURES

	<i>Oct.-Nov. 1956</i>	<i>Oct.-Nov. 1955</i>
We received from		
Hauling freight	\$1,883,105	\$1,781,771
Carrying passengers	53,357	52,216
Hauling baggage, mail and express	49,715	51,969
Other transportation services	41,127	25,503
Rents and miscellaneous income	293,618	463,610
	<hr/>	<hr/>
A total of	\$2,320,922	\$2,375,069
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 410,344	\$ 310,085
Keeping locomotives, cars and other equipment in repair	545,742	529,498
Running trains	679,538	599,871
Selling our services to the public	76,050	43,985
Managing the business and keeping the records	157,256	115,496
Interest on borrowed money	165,638	185,424
Payroll taxes	72,895	56,875
Local and state taxes	126,281	111,157
Federal income taxes	(147,807)	40,750
Applied to sinking funds	192,151	177,005
	<hr/>	<hr/>
A total of	\$2,278,088	\$2,170,146
Our Net Income was	\$ 42,834	\$ 204,923

(Figures in parenthesis indicate red figure or a deficit)

