

MAINE

LINE 



46

**BANGOR
AND
AROOSTOOK
RAILROAD**
Serving
**NORTHERN
MAINE**





TALKING IT OVER

I would be most reluctant to describe this as a farewell message since I certainly have not severed my connection with the Bangor and Aroostook. Nevertheless, this page of Maine Line has, in the past, been written by the president and executive vice president and I have no

present intention of again flying in the face of tradition.

I do so this time chiefly because I wish to repeat what we said in the press a month ago and to add a personal note to it.

At that time we explained that I had long desired to relinquish the responsibility for day to day policy decisions so I might devote more time to a program of diversification. With the acceptance of the presidency by Mr. W. Gordon Robertson, that has become an actuality, and Mr. Robertson has now taken over the executive direction of the railroad.

To every one of you I would like to express my deep appreciation for the cooperation you gave me as president. Without it we could never have made the very real progress of the past several years.

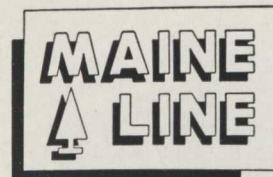
At the same time I wish to bespeak the same cooperation for Mr. Robertson. Those of you who know him are already aware of the fact that he merits it and those of you who don't will find this to be true as time goes on.

With all good wishes and many thanks.

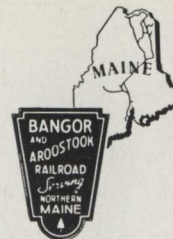
Sincerely,

Antro Hutchinson

Chairman of the Board



MAGAZINE



JULY-AUGUST

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NO. 5

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



One of four new highway liners that will provide northern Maine travelers with the latest comforts in highway travel. Busses feature air suspension system and complete lavatory and toilet facilities. The new busses will operate on the regular main line schedule pending a decision from the MPUC on trains No. 2 and No. 7.

Something New In Highway Travel

It was the old story of a better mousetrap again. Evolution—or the automobile age, if you prefer—caught up with trains No. 2 and No. 7 July 29 and 30 when the railroad indicated that it wanted to substitute four modern highway liners for the two trains at a Maine Public Utilities Commission hearing at Caribou. The four busses

would parallel the route formerly served by the trains giving, in most cases, better service. Substitution will not be made until the MPUC rules on the case.

The new General Motors busses aren't really busses as the word was understood a decade ago. The new units, costing about \$38,000 each, feature complete toilet facilities,

air conditioning, and six-foot, tinted picture windows. Probably the most radically-new feature of the busses is the air suspension system that replaces the conventional metal, leaf springs. Road shocks are absorbed by a powerful bellows and will permit BAR passengers to literally ride on air. Minor "high frequency" vibrations, which are the principal cause of passenger fatigue, are all absorbed by the unique suspension system.

Passenger Traffic Manager J. Fred Smith said that, according to a study of the railroad's passenger situation, better service can be given to

northern Maine communities by bus, under present conditions, than is possible by train. He added that, in some cases, particularly from Houlton north, bus schedules will be faster than present train schedules due to a difference between highway and railroad mileage.

The busses will not affect Pullman service between northern Maine points and Boston. The two new Pullman cars purchased in 1954 will continue to operate between Van Buren and Boston on the Potatoland Special. Dining car and lounge service will also be continued on the trains.

Below, Assistant to the President Howard L. Cousins, Jr., center, listens to question from group at Houlton meeting. Cousins and Highway Division Manager A. J. Travis toured Northern Maine explaining railroad's new service.





Students at Van Buren pause on way home from school to inspect the new bus during exhibition tour.

Although the new busses have unprecedented storage space, for that class of vehicle, the bulk of mail and express is presently handled by the Potatoland Special. Present plans call for preferential mail now handled by Aroostook Flyer to be carried on the new busses.

The story behind the Bangor and Aroostook's decision to institute modern bus service in place of the two trains is national in its implications. The movement away from passenger trains has been gathering momentum since 1930 when the railroads accounted for 68.5% of all passenger miles. It is a story of economics and, of course, competition. It is not com-

petition from other commercial carriers, however, but competition from the private automobile.

The startling comparison of the 1930 figure of 68.5% with the 1956 figure when the railroads' share of passenger miles was 34.9% of the total, indicates the role the automobile has come to play on the passenger transportation scene. The passenger deficit for all U. S. railroads in 1956 was \$696,000,000. The Bangor and Aroostook's passenger deficit (using Interstate Commerce Commission rules for accounting, which allocate to passenger service a portion of the expenses shared between freight and passenger service) was



General Motors District Manager Henry Hickman, pointing, explains principle of "air bellows" suspension system to interested bystanders. The new system replaces conventional metal, leaf springs.

\$911,400.

Out-of-pocket loss for 1956 was \$291,168, of which trains No. 2 and No. 7 accounted for \$123,805.

The losses have continued progressively during the post war years despite the purchase of the latest equipment . . . diesels, a fleet of streamlined, comfortable passenger coaches, new Pullman cars, the best in dining car service, even free breakfasts for Pullman passengers. Nor was the new look confined to physical equipment. The accent is on

courtesy and service. The rate structure is advantageous to the traveler and a full-time passenger representative has been assigned to Aroostook.

Yet, the Bangor and Aroostook (and, for that matter, all American railroads) fail to attract enough passengers to make the service pay. The stark fact is that the automobile, especially with the improved highway systems, has put the BAR and other railroads in a situation comparable to the position of the



Bus Driver Pat O'Connell shows a group the diesel engine which powers the new bus during a stop at Presque Isle on exhibition tour.

coastal steamboat at the turn of the century when the railroad proved to be the more enticing method of travel. The trend is as pronounced nationally as it is in northern Maine and the construction of the proposed 40,000-mile interstate highway system can only accelerate it.

Obviously in the Bangor and Aroostook's case, such losses cannot continue indefinitely. By replacing trains No. 2 and No. 7 with the best in highway equipment the passenger people feel that the 1956 deficit of \$123,805 can be turned into a profit next year . . . while actually im-

proving passenger service.

There will be many, both among railroaders and the traveling public, who will feel pangs of nostalgia to see the two trains go. There were many who felt the same about the steam locomotive and, very probably, about removing the pot-belly coal stove from the rail passenger car. The traveling public has unmistakably indicated its preference for highway transportation. It will be highway transportation that bears small kinship with yesterday's busses, however, and it will bear the Bangor and Aroostook's special stamp of quality.



Movie star James Stewart poses for photographers with F. B. Lunt, regional vice president-sales for the BAR, on his arrival at Fish River Lake as a weekend guest of the railroad. With him were General and Mrs. W. K. Martin, Loring AFB.

BAR Host to Actor James Stewart

Lanky (6 feet, 3 inches) James Stewart, popular veteran of some 70 motion pictures, had his first taste of Maine fishing last month as guest of the railroad and surprised newsmen by taking a respectable catch (two trout and a salmon) during a season when fishing is normally rather slow. Stewart, a reserve colonel in the Air Force,

was taking part of his annual active duty at Loring Air Force Base. With him for the weekend were Brig. Gen. William K. Martin, commander of the 45th Air Division at Loring, and Mrs. Martin.

Stewart's flight from Portage in Thanny Coffin's Stinson was his first flight in a float-equipped plane, although he has many hours of flight

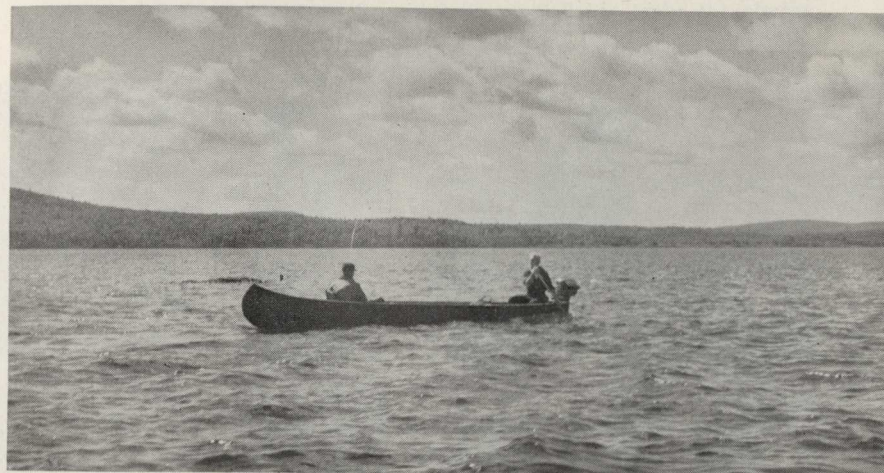


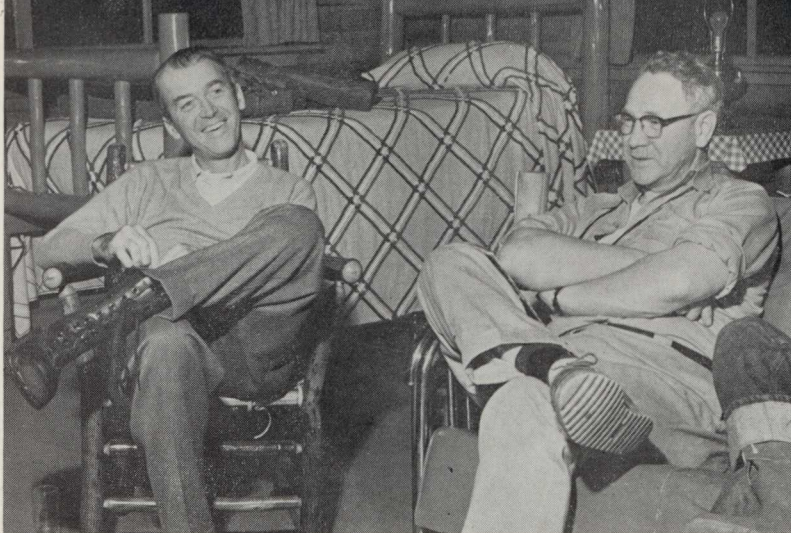
Guide Ora Daggett, left, lodge owner Dana West and Stewart confer over the tackle box before Stewart makes his first try at Maine squaretails and salmon.

Below Stewart, seated in Daggett's canoe, rigs his line. Despite his interest in fishing he described himself as an amateur.

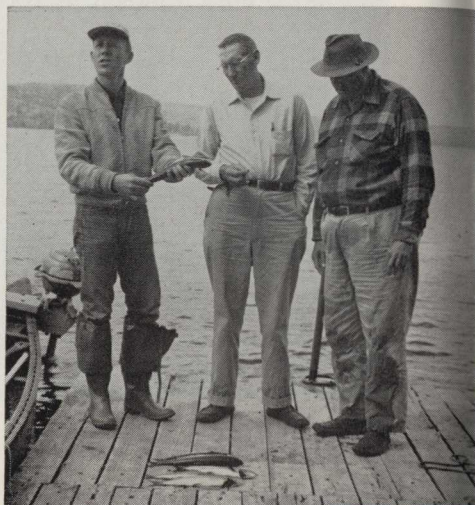


Bangor and Aroostook host F. B. Lunt, standing on dock, gives guests some last-minute fishing counsel before they start for fishing grounds. (Both the Martins and Stewart scored with fish. Railroad hosts came home empty handed.) Below, green, rolling hills surrounding the lovely wilderness lake make picturesque background for lanky actor and guide in canoe.





Stewart flashes his familiar smile as he relaxes in one of Dana West's snug cabins after an afternoon of fishing. At right is Red Hughes, outdoors sportscaster for WAGM-TV. Below, left, Stewart poses with guide Ora Daggett and part of his catch. Right, General Martin holds up fish for his wife as Dana West and guide Henry Bishop, left, look on.



time, as well as his first fishing trip in Maine. The soft-spoken actor left SAC headquarters, half a continent away, in the morning and landed at Dana West's Moose Point camps at Fish River Lake in time for the evening fishing.

Weather for the weekend was as beautiful as only northern Maine can produce in July . . . warm days and crisp nights with a pine tang in the air. The wilderness lake, surrounded by green, rolling hills covered with hardwood and spruce, was at its lush best for the actor's visit.

Stewart was guided by Ora Daggett, white-haired, whipcord-lean veteran who has trapped, hunted and fished the Fish River chain of lakes for 40 years.

When Daggett put Stewart (who describes himself as an amateur fisherman) in several of his favorite spots, the actor surprised newsmen who expected to have to borrow fish for photographs, by taking three good-sized fish.

The party left for Loring Sunday evening, taking with them a good catch of square-tails and salmon, and a good portion of Aroostook's won brand of hospitality.

From the *Railroad Gazette*, Nov. 23, 1883: "The New Standard Time seems to have been generally adopted last Sunday, without shocking any one, and, in most places, without any one's being aware of the change except the people who change the clocks. Several railroads will not make the change until next Monday. The Common Council of Chicago has, this week, authorized the change. In Bangor, Me., when the change to 75th meridian time required the clocks to be put back 25 minutes, the Mayor vetoed an ordinance providing for the change, and his veto was sustained. Bangor, however, will probably have to go by United States time after a while, and if it does not it matters little to the rest of the world. It will have to travel by 75th meridian time whether it eats and sleeps by it or not." Page 778.

(Ed. note)—Last reports indicate that Bangor is now on United States time.

The Federal Government expects to spend \$2,594,000,000 for transportation of persons and property during the fiscal year ending June 30, 1958, according to budget estimates before Congress. Transportation of persons will approximate \$908,000,000, and transportation of property will approximate \$1,686,000,000.

The Class I railroads of the United States pay out an average of about \$15 million a day in salaries and wages.



W. G. Robertson Named President

W. Gordon Robertson, a prominent Aroostook County businessman, was elected president of the Bangor and Aroostook at a meeting of the board of directors in Caribou June 25. He succeeds Curtis M. Hutchins who has been both president and chairman of the board. Hutchins will remain chairman of the board.

Robertson was born in Edinburgh, Scotland, May 13, 1911 and was educated in Edinburgh public schools. He came to Canada in 1929 and worked on farms in Ontario and New Brunswick before becoming affiliated with International Fertilizers, Ltd., St. John, N. B.

He moved to Caribou in 1941 and shortly afterwards entered the Canadian Army where he served with distinction. Robertson served in the Army from 1941 until 1945, suffering wounds at Normandy during the invasion. He

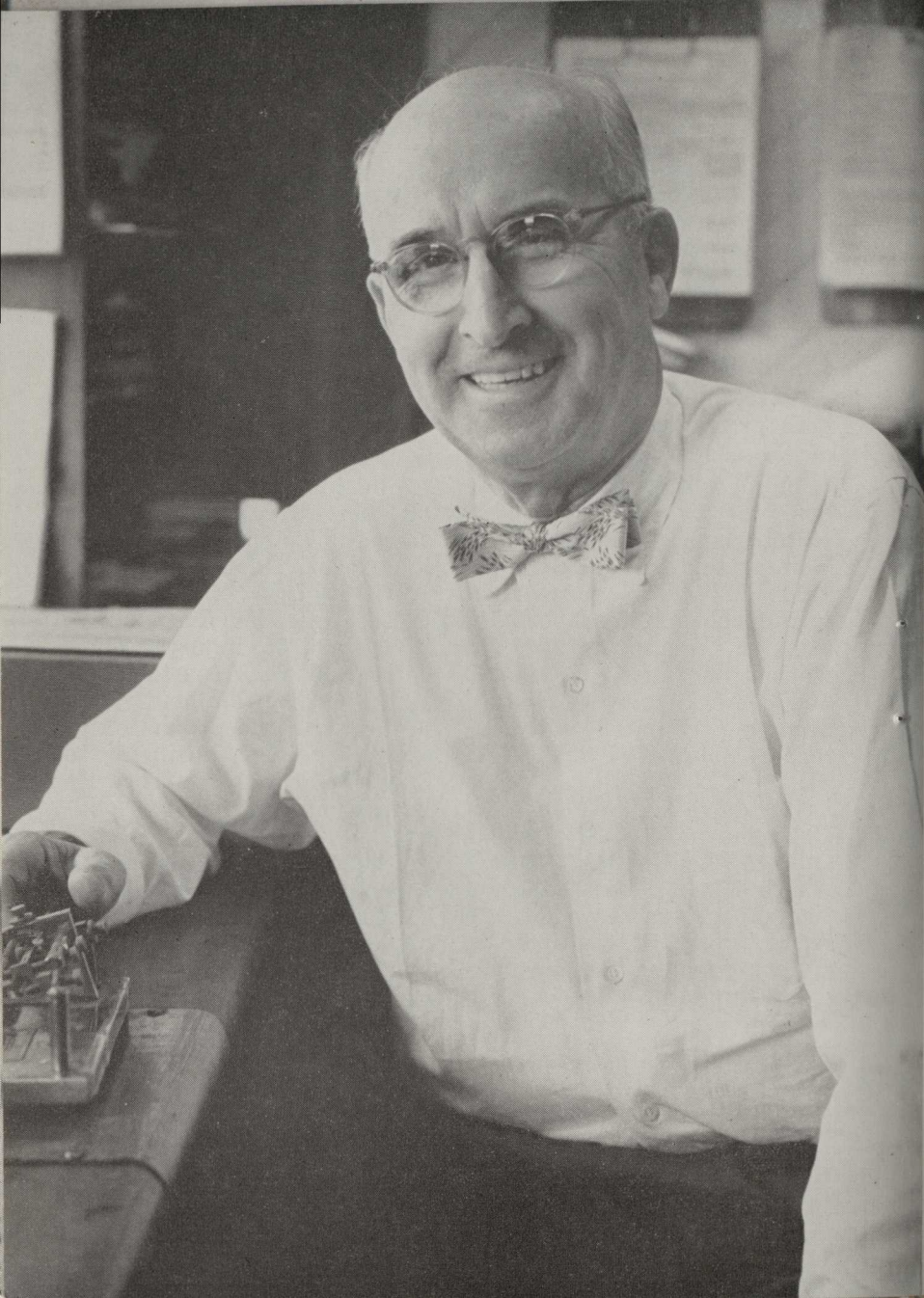
was discharged as captain of infantry.

After his discharge, Robertson returned to Caribou where he formed Albatross Fertilizers, Inc. in 1946 and Beaver Brook Farms, Inc. in 1947. He served as general manager and president, respectively, of the two organizations until his election as president of the railroad. He has been a railroad director since 1953 and a member of the executive committee since April, 1957.

Robertson has been active in the potato industry since he moved to Aroostook. In 1956, he was prominently connected with the promotion of export potato business to Spain and South America. He is married and has two children.

Robertson is the first Aroostook County man to be the railroad's chief executive officer since Albert A. Burleigh, of Houlton, founder of the Bangor and Aroostook.

In the field of human relations, nothing is more important than safety. Safety applies with equal force to the individual, to the family, to the employer, to the state, to the nation, and to international affairs . . . Safety in its widest sense concerns the happiness, contentment and freedom of mankind.



Adventures of a Station Agent

(Neill A. Robertson, author of the following tale has been a member of the Bangor and Aroostook family for the past 49 years. In that time he has acquired, quite deservedly, a reputation as a humorist of considerable stature. Neill retired June 29, but not to his armchair. He made a promise to himself some years ago. He said, "If I still have my health when I reach retirement age and can find a church that can't afford a full-time pastor I'll go." Neill heard the call last month and kept his promise. He's now minister at the Baptist Church in Parkman, and we'll be hearing more from him through the columns of MAINE LINE.—Ed.)

By Neill A. Robertson

I am quite sure that anyone who has worked nearly half a century for a railroad could, if they would, tell some very interesting stories, either exciting or tragic.

In my railroad career, which ended Saturday night June 29, I have had several experiences which, to me, were worth remembering.

The three outstanding incidents were: being involved in the arrest of a murderer from North Carolina; upsetting a corpse and being one of several combining to prevent a head-on collision.

I think about all the space the Maine Line could allow me would be taken up by just one of these stories, so I will choose the one which, in my mind, was by far the most exciting—the murderer.

It was at Sherman Station and Harold Marble and I were holding the many jobs at that very busy station. One night after No. 7 had gone a

stranger stepped up to the window and engaged Harold in conversation, wanting to know if there was any chance of getting a job in the town. Harold told him the Sherman Lumber Company, might possibly have something for him.

After some more conversation the man left, but before he went he asked Harold if he could wire for money from there. Harold explained to him that Sherman was not a money order station but he could handle the transaction through Millinocket. So the man sent a telegram to a woman in Southern Pines, North Carolina, asking her to wire him some money.

The next morning shortly after I came on duty a man appeared at the ticket window saying that he had wired for money from there the night before and wanted to know about when he might expect it.

I was naturally curious as to the identity of the man for, as most of us in small towns know, a stranger is about as conspicuous as roses in Little America.

I asked him what his name was and he told me it was James Ashley. I went to the Western Union file and looked at the wire Harold had sent for him the night before, and explained that because we were not a telegraph money order office the money would be wired to Millinocket, they would issue a Western Union draft and it would be in on the next train, which was No. 7.

He seemed very impatient as that was quite early in the morning. Facing him very closely at the window I noticed his piercing black eyes, but other than that he looked like any normal man.

Shortly after, he left for over town to get something to eat. I heard someone on the wire calling "MS". I didn't recognize the "fist" and then I heard him sign "MK" for Millinocket. I still couldn't figure who that could be in Millinocket as Mel Arnold was first trick operator there at the time and I knew his sending too well not to recognize it. Anyway, I answered it and got the big surprise of

my life. It was Ad Matthews, whom I never knew could even send Morse.

"Is there anyone in the office or waiting rooms who might be able to read Morse?" he asked. I told him to wait a minute then looked in both waiting rooms and told him there was no one there. He then wanted me to make absolutely sure, so I double checked and told positively there was no one there.

"If anyone comes in while I am talking to you," he said, "break me quick."

I told him I would surely.

Then Ad asked, "Do you know about a man wiring from there last night to Southern Pines, North Carolina?"

I told him I did and that I had just been talking to the man about the transaction.

"Now listen," Ad said, "if you have a gun, get it and protect yourself for that man is wanted in Southern Pines, North Carolina, for murder."

That really was a surprise and I felt a little tingling of excitement. I told Ad I had an express revolver and would keep it handy. Ad said the sheriffs would be up on No. 7 to arrest him.

That was in the days when the model "T" was THE car, but roads for this grand in-

vention had not been invented on a very large scale so it wasn't a case of just hopping into a car and coming up after him.

It wasn't too long after that my friend Ashley returned to the waiting room. He had a newspaper which he began to peruse.

I was never noted for heroism. I am one of these fellows who think it is much better that people be saying about me, "My how fast he can run," than "My! how natural he looks."

But, curiously enough, I had no fear as I knew he couldn't possibly know what I had just learned about him. In the meantime I had gone upstairs and asked my wife if she knew where the American Express revolver was. She found it quickly, asking what it was all about. I explained the situation and told her if any of the neighbors should come in to be sure not to mention anything about it as it would be all over town in a very short time. And we might either lose the opportunity of apprehending him or he might ply his trade on some of the natives.

I looked at him once while he was supposed to be reading the paper and noticed his eyes were glancing right over

the top of the paper at me. But I had the good old blunderbus in the top drawer of my desk by that time which gave me more courage than a drink of whiskey to a little guy.

He kept coming over to the window asking questions about the money—if there was any possibility that he could get it and get back onto the train—and how far it was to Canada.

I told him the money would be in the baggage car and he could be right up where the baggage car would be as No. 7 took water and he would have plenty of time to get on the train. I did kind of forget to mention I hadn't the slightest idea if the money order would be on the train or that there would be two sheriffs to arrest him, but lots of people have bad memories.

Ashley was in the waiting room when Harold came on duty, so I couldn't say anything to him—even whisper—for fear of tipping off Ashley. I was billing some cars of potatoes and when I finished billing one car I slipped a piece of correspondence paper into the typewriter and kept right on as if I were still billing, but I wrote a note to Harold saying: "You remember the man for whom you

sent the telegram last night? Well, that's he out there in the waiting room and it develops he murdered the Chief of Police in Southern Pines, N. C. The officers from there notified the police of Millinocket to arrest him and hold for their arrival. Gates and Rideout are coming up on No. 7 to arrest him. You keep your eye on him here and I'll spend the afternoon over town standing back in the stores so I can see if he tries to get away in someone's car."

I stepped in between two freight and ticket windows where Ashley couldn't see me and caught Harold's attention and pointed to the note in the typewriter.

Personally, I couldn't see why the Millinocket officers were willing to leave a known murderer loose all day when they could have telephoned our officers at Sherman Station or Sherman Mills, but I suppose there might have been a little natural human nature in the desire to have the notoriety of arresting a wanted murderer.

I had a lot of ideas during the afternoon, none of which seemed sensible on more thought. A Western Union telegram is more or less a sacred document and only by

process of law may an officer interfere in any way with them.

As far as Harold and I were concerned the Millinocket officers may not have known that we knew anything about the whole thing as the money transfer was being handled through Millinocket there was no further telegrams between Southern Pines and Sherman.

I thought once I'd get a few rugged men and ask them to come over to the station one at a time and ask for freight until several got there. Then I'd pull the old western "reach for the sky Mister" on Ashley, but my recollection that he had put four bullets in the body of the man he killed, plus the fact that the only way I could hit the side of a barn with a revolver would be to go inside, shut the door and shoot from the inside out, soon changed my mind. Then I feared I might botch the job and some of us get killed, including little Neill.

I thought of trying to raise the Sheriff of Sherman Mills on the telephone, but I knew there were quite a number on the party line to the station and, as some one has wisely said, "The community telephone is a wonderful inven-

tion; you ring once and get the whole community." So I threw that idea out. All the time it was getting later so I decided to let the Millinocket sheriffs have the fun of making the arrest.

Well, Ashley went back and forth several times asking Harold more questions about how far it was to Canada.

As it drew near time for No. 7 I came back from over town with the gun in my hip pocket and planned that was where it would stay and it did. I decided the boys who were paid to handle bad men could stick to their trade and I'd stick to mine.

I leaned up against the station and Ashley came along to ask more questions about where the baggage car would stop. I pointed out the spot and told him Harold would sign for the registered letter with the check and give it to him, which was all right except that nobody ever told Harold or I, if the check was coming or not. Come to think of it, I don't know now whether it did or not.

Well, just as No. 7 was whistling for Siberia, I spoke to Frankie Moore who was conductor of the Patten train. I pointed to Ashley and said, "Watch that fellow Frankie, he is wanted for

murder and there will be a couple of sheriffs get off No. 7 to arrest him and we may have some excitement."

Well that proved to be an understatement. As No. 7 slowed to make the stop at the water tank, George Duffy was standing on the steps ready to step off. Frankie stepped on and I saw him pointing Ashley out to George. Evidently George knew the sheriffs were after somebody, so when they stepped off he pointed Ashley out to them. I stood back a good safe distance, kind of a bleacher seat price, and still close enough to hear Gates say, as he and Rideout stepped up one on each side, "Is your name James Ashley?" I think Ashley must have thought they had something to do with the money he expected for he answered quickly, "Yes."

Gates said, "You are under arrest for murder." That boy, whom they later learned was a prize fighter as well as a burglar, went into action. He ducked and pulled the two sheriffs with him and I think their heads came together and he began to throw leather only the leather wasn't there.

I never did see either sheriff pull a gun, and I've often wondered why. Ashley got loose and started to run,

but fate was against him. In those days there was the water tank on the north end of the platform and a baggage room on south end. The Patten train was on the left and No. 7 on the right.

My help was something like the great preacher Charles Haddon Spurgeon said about some of his people, "I have been very weakly cheered by some of my people who help me fight the battles of the Lord by bravely looking on."

I saw something dropping from the skies and landed right at my feet. It turned out to be the hand-cuffs. While the sheriffs were trying to hold him still to put them on he somehow threw them in the air my way. I did return the hand-cuffs and that consisted of my aid. I fear what would have happened if that man hadn't pawned his gun in New York State. And although he was not armed, he surely knew how to use what arms nature gave him.

I do not remember the exact conversation after all these years, but as I do remember it when the sheriffs finally got him under control and in the waiting room to be taken back on No. 8, Fred Gates said, "Why did you ever shoot that officer anyway,

what did he do to you?"

"Well," replied Ashley, "I had just pulled a stick-up and I suppose someone telephoned ahead and gave them my license plate number, for when I saw the copper look at my license plate and then give me the stop sign I just had to plug him."

Fred Gates looked at him kind of pityingly and said, "Brother how you're going to hate yourself the rest of what time you may have on earth. All that officer stopped you for was to tell you your number plate was almost off."

Some years later when I was Agent at Greenville a tall, dark, husky-looking fellow came in and asked me for a ticket rate to Southern Pines, North Carolina. I mentioned to him that that name brought back some memories to me. He asked me why and I told him I had something to do with the arrest of the man who shot and killed the chief of police there.

"His name was James Ashley wasn't it?" the man asked.

I said that was the alias he was going by at the time.

"Well," said the man, "it's surely a small world. I was on duty at another intersection the day the chief was killed. With four bullets in him he crawled on his hands

and knees to his home and got there just about in time to die."

As many of you know I am going to be the Pastor of the United Baptist Church of Parkman, Me. To get there, you come up through Guilford. When you see a sign "37 miles to Skowhegan," that's the road, and the church and parsonage are

about four miles from Guilford. And how glad I would be to have many of my Railroad friends call at the parsonage any time of day or night.

As a parting slogan one of my favorites is, "Think long and seriously on things which can be decided but once."

May God bless you and bring us together some time.

ABOUT OUR COVERS

We think the picture on our front cover symbolizes the passing of an era on the Bangor and Aroostook. Hope Hutchins hoops a train order to Engineer Harry Babcock. Miss Hutchins is the daughter of Bangor and Aroostook Chairman of the Board Curtis M. Hutchins. The era of train orders to govern train movements came to an end over 17.6 miles of Bangor and Aroostook track between Northern Maine Junction and South Lagrange with the cut over to centralized traffic control in this territory at 2:30 p.m., June 14. Now, all train movements in this area of track will be governed by trackside signal indication. Backing up Miss Hutchins in her unfamiliar task is Dorothy McDonald, daughter of Manuel C. McDonald, president of the Great Northern Paper Company. The Great Northern has newsprint mills on BAR lines.

Pictured on our back cover, four actors who will appear in the movie "Peyton Place" board a Bangor and Aroostook bus at Rockland for shooting location at Camden. They are Barry Coe, Diane Varsi, Lee Philips and Russ Tamblyn.

The White Pass & Yukon Railroad in Alaska and Yukon Territory is the northernmost narrow-gauge railroad and the northernmost privately-owned railroad on the North American continent. The northern terminus of the road is at Whitehorse, about 400 miles from the Arctic Circle.

The railroad is noted for its heavy grades and its operating problems resulting from heavy snows and extreme temperatures. The southern terminus at Skagway is at sea level. In the first twenty miles the road climbs to an altitude of 3,000 feet, and grades up to 4¼ per cent (a rise of 4.25 feet per 100 feet of track) are encountered.

During winter months temperatures drop to 60 degrees or more below zero, and normal winter snowfall is in the neighborhood of 30 feet. Even this doesn't tell the full story, because the main problem is that of combating snow where it drifts and hardens as a result of winter winds which sometimes continue for days on end.



MEET YOUR DIRECTORS

Thomas E. Houghton, Fort Fairfield, has been a Bangor and Aroostook director since June 16, 1951. As a widely-known and respected potato grower, Mr. Houghton perhaps typifies the men who guide the railroad's destiny. The Bangor and Aroostook's original Board of directors pledged themselves to keep the reins of the railroad in the hands of people sincerely interested in the area and directors like Mr. Houghton have become part of the railroad's tradition.

He was born in Fort Fairfield Nov. 11, 1889, and attended local schools and the University of Maine. In 1909, he started farming the Homestead Farm in Fort Fairfield, raising hay, potatoes, grain and beef cattle. When the Certified Seed program was inaugurated in Aroostook County, he began raising and shipping Maine Certified

Seed Potatoes entirely. In 1942, Mr. Houghton formed a partnership with his two sons increasing the Houghton farmlands and operations in Fort Fairfield and Fort Kent to about 900 acres of seed potatoes a year.

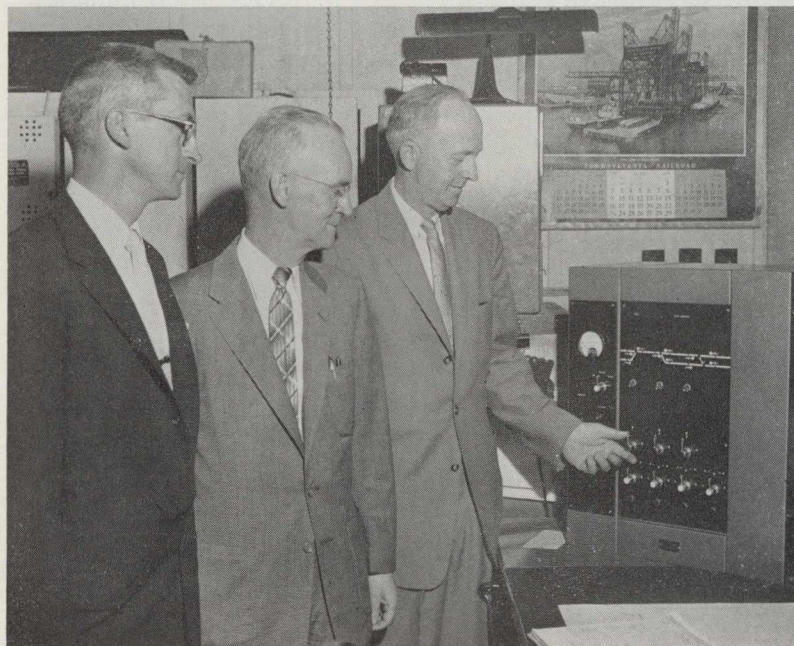
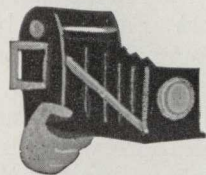
Like most BAR directors, Mr. Houghton is active in civic and agricultural affairs. He served on the board of selectmen in Fort Fairfield for 12 years and was a member of the Maine Legislature in 1922-23. He was also a trustee of the University of Maine for 21 years and is presently a member of the board of directors of Aroostook Farms Dairy, president of the First National Bank of Fort Fairfield, and a director of the Community General Hospital in Fort Fairfield.

Mr. Houghton is also a member of Frontier Lodge, A.F.&A.M., Fort Fairfield, and Kora Temple Shrine, Lewiston.

The first vehicle in Canada equipped to travel at high speed on either highways or railroad tracks was recently put in service by the Ontario Northland Railway for use as an ambulance and inspection car. Special flanged wheels installed at front and rear are raised or lowered hydraulically for transfer from highway to railway track.

MAINE LINE

Camera —



Executive Vice President W. Jerome Strout throws switch to put centralized traffic control into effect over 17.6 miles of track between Northern Maine Junction and South Lagrange. The cutover made at 2:30 p. m., June 14, will permit single track operation of the same traffic load formerly handled by the double track. The system is operated by the dispatcher, who can activate spring switches 38 miles away from his switchboard. With Strout are Manager of Operations Harold C. Duffy and Chief Engineer R. H. Morrison.



Bangor and Aroostook employees in Houlton participated wholeheartedly in Houlton's Sesquicentennial celebration as evidenced in the two photographs on this page. Pictured above, with embryonic beards, (seated from left to right, are: Torrey Sylvester, Willard Buxton, Dwinal Welch, Horace Johnstone, and Gordon Duncan. Standing are: Ken Cosman, Bill McKnight, Ken Lovely, Phil Flemming, and Guy Jackins. The ladies, not to be outdone, formed a Sesquicentennial Sewing Club and made appropriate costumes. Pictured below are: Mrs. Harry Lewin, Mrs. Guy Jackins, Mrs. Leland Donahue, and Mrs. George Faulkner.





The employees pictured above attended the Meet-the-President at Derby session May 6: F. W. Stark, W. L. Bracey, D. L. Howse, F. E. Baker, M. R. Davis, Mrs. Annie W. Morris, C. E. Hicks, L. B. Brown, J. D. Goodwin, A. C. O'Clair, C. S. Clark, O. M. Henderson, G. J. Candlers, W. C. Rideout, Jr., E. A. Phillips, E. E. Duplisea, R. G. Parsons, F. M. McDonald, R. J. Sweeney, L. H. Miles, L. B. Randall, J. O. White, J. S. Loftus, P. P. Paul, A. J. Parsons, J. J. O'Connor, J. H. Steeves, E. A. Parks, H. L. Hersey, J. A. Grass, P. B. Martin, E. M. McKenney, C. M. Chapman, Jr., W. O. Milbery, B. J. Nadeau, D. L. Laferrier, G. Glew, R. L. Rafford, P. J. Dube, R. R. Rafford, M. L. Savage, L. Hebert, J. H. Logie, R. P. Shute, L. R. Boutilier, W. L. McCue, H. G. McCue, T. E. Sewell, R. E. Crawford, W. A. Simpson, Leonard Bourgoïn, Eldridge Dumond, H. C. Garcelon, L. E. Shields, Mrs. Hazel M. Hopper, M. A. Furlong, and C. J. Mangawang.

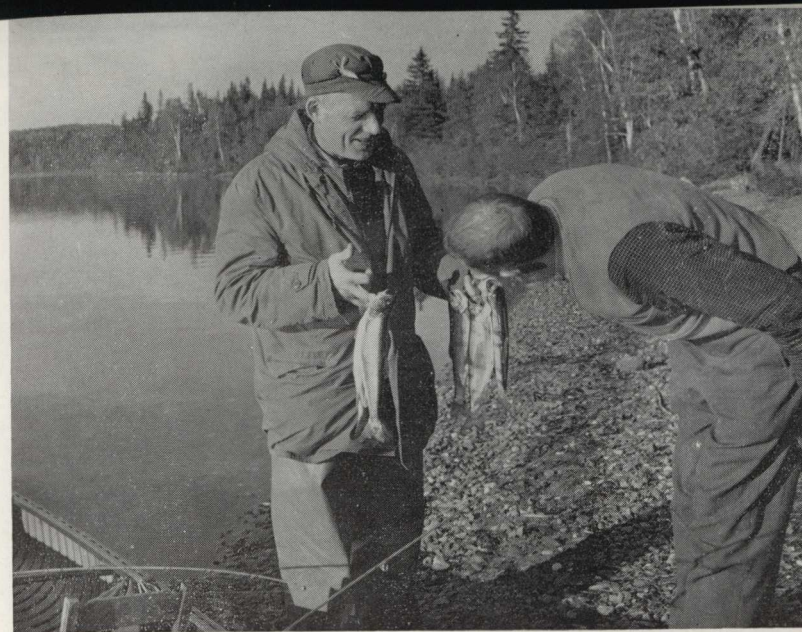
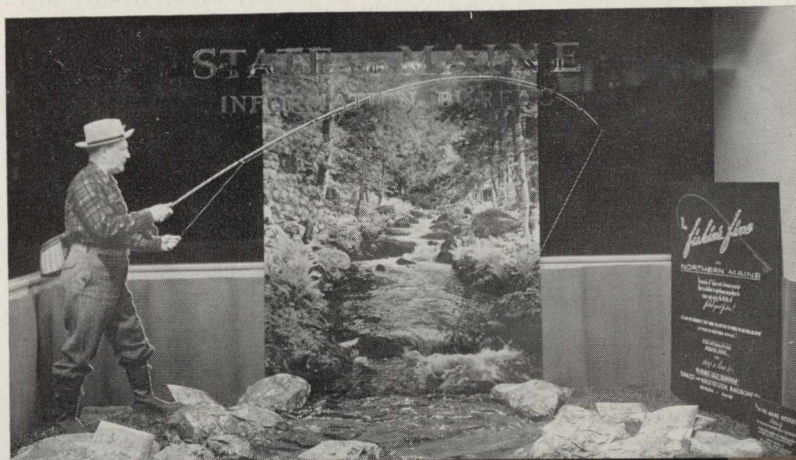


The employees pictured above attended the Meet-the-President at Derby session May 9: R. A. Goodall, K. L. Colpitts, J. W. Turner, G. A. Hayes, C. A. Daly, B. W. Donahue, E. D. Rossignol, Gilman Grivois, R. A. Holmes, O. Caron, A. J. Lake, E. L. Roberts, Donald Breen, Miss M. W. Billings, S. S. Davis, B. B. Libby, P. H. Swales, E. F. Johnson, J. R. Clement, A. C. Strout, R. E. Dunton, D. E. Pomeroy, E. E. Pelletier, C. A. Bailey, L. F. Judkins, J. W. Dow, K. W. Bennett, F. T. McNally, Jr., F. G. Bunker, K. B. Pelkey, E. J. Whitney, J. E. McGuff, H. H. Hatt, T. N. Sewell, H. F. Armstrong, E. G. DeWitt, C. A. Hatt, B. S. Higgins, G. E. Deshane, M. D. Mersereau, J. L. Ryan, H. D. Richards, O. L. Prince, S. S. Brownlow, R. L. Perrigo, C. A. Ryan, L. O. Downing, L. C. Callahan, C. L. Brooks, R. J. Nickerson, G. E. Cyr, D. K. Greenlaw, R. E. Clukey, G. C. Withee, G. A. Willette, R. J. Violette, and D. W. Morrill.

The employees pictured at bottom of page 28 attended the Meet-the-President at Derby session on May 8: L. A. Appleby, M. E. Ames, P. M. Bartlett, F. C. Cain, C. W. Brooks, S. C. Chase, W. J. Wardwell, C. F. Wilson, J. H. Swallow, E. E. Saunders, R. D. Pratt, I. L. McGown, Miss Julia Laffey, Mrs. Amy K. Stather, H. P. Butler, W. J. Russell, F. D. Murphy, Jr., B. E. Grant, L. J. Robichaud, A. C. Barnes, L. A. McSorley, J. R. Clark, R. V. Johnson, A. L. Peary, H. C. Curtis, A. E. Arnold, B. B. Trafton, W. L. Anderson, J. E. Ireland, N. A. Robertson, M. J. Arnold, C. R. Bowley, P. F. Kittredge, A. W. Fowler, G. C. Wiggin, L. T. Matheson, D. O. Corbin, P. Bernier, D. E. Cummings, K. H. MacDonald, J. A. Brennan, D. O. Crandall, G. B. Clark, J. Morrison, E. W. Capen, J. P. Golding, L. E. Hersey, C. A. Hall, H. A. Labbe, Miss A. E. Russell, Miss M. McElwee.



W. Gordon Robertson, new president of the Bangor and Aroostook, shakes hands with Curtis M. Hutchins after directors meeting at Caribou when Robertson was elected. Hutchins remains with the railroad as chairman of the board. Below, "In The Maine Woods" magazines are featured prominently in Bangor and Aroostook display at State of Maine Information Bureau in New York City. The fisherman in the cutout is Assistant Director of Public Relations Kenneth S. Ludden.



Above, Hugh Grey, editor of FIELD AND STREAM magazine, grins as he displays a nice catch of squoretails and salmon from Fish River Lake to Dana West at the latter's Moose Point Camps. Grey and Bob Elliot, Maine Department of Economic Development, were guests of the railroad in June.

Joyce Everett, Secretary at Maine Rent-A-Car office in the Graham building, is appointed honorary lieutenant colonel of the 428th Military Government Company of the Army Reserve in Bangor by Lieut. Col. Donald Weston. She was sponsored by Capt. Owen Brigham.





The B. & A. Rovers, a new baseball team made up largely of railroad employees from all departments, have been meeting teams from Piscataquis and Aroostook counties this summer. Pictured above, from left to right, are: Richard F. Harmon, fielder; Charles W. Solomon, shortstop; C. R. Carleton, third base; Robert E. Trickey, Jr., catcher; Charles W. Clark, left field; and Harold W. Hanson, second base; standing, from left to right, are: Manager K. H. Beals; Robert E. Stone, pitcher; Gary A. Robinson, first base; James R. Marks, right field; Malcolm A. Peters, right field; Forrest N. Clapp, center field; Lewis J. Marks, fielder; and L. G. Jackins, assistant manager. Absent when the picture was made were James Chase, Robert Gross, and William Nesbit.

Franklin D. Roosevelt had many hobbies. One of them was traveling on railway trains. He covered 243,827 miles by rail during the 12 years 1 month he was President of the United States, and thus qualified as the most-traveled President in American history. Another hobby was figuring out his own train schedules. On one trip during his Presidency he made a miscalculation which caused him and his intimates much merriment, but which might have caused some embarrassment if the cat had got out of the bag. On a cross-country trip from Washington to the Pacific Coast, F. D. R. made a 24-hour mistake in his itinerary. When the railroad officers were let in on the well-guarded secret, they arranged to take the train out of its way and pull into sidings at night in order to kill time. Finally, the train pulled into San Diego just as the President's timetable said it would.



The Suggestion System

Meet Chester Michaud, Clerk in the Mechanical Department at Millinocket, Maine, who recently qualified for a Suggestion Award of \$150 for an idea he developed that will save the railroad a substantial amount of money.

For some time plywood has been used to cover rough door posts on foreign paper cars to make them suitable for paper loading. Michaud rec-

ognized that this was an expensive way to upgrade this equipment since we are unable to bill the owner for this type maintenance, so he investigated the possibility of using ordinary pine boards, finished on four sides to the proper dimension, in place of the plywood, and found this would accomplish the same results with a minimum of out-of-pocket expense.

This is the type of constructive thinking that promotes the growth and prosperity of any company, and we extend our sincere congratulations and commendation to a fellow employee who has consistently worked for the best interests of the railroad.

Suggestions received during April, May and June of this year total 156, as compared with 116 for the same period in 1956. The average award covering this period in 1957 was \$20.49; in 1956, \$14.60; and in 1955, \$10.85.

Generally speaking, the foundation of any suggestion depends largely on the perspective and attitude of the individual. Either you take pleasure in helping make the

organization you work for the very best possible, from a standpoint of service and good management, or you are satisfied to just float along with the current without a positive goal, trusting to luck that you will always have the same financial security you now enjoy. Success is not measured by the efforts of any one individual, but by the combined efforts of the entire working team.

Are you, like Chester Michaud, working to make the Bangor and Aroostook successful? GE says "PROGRESS IS OUR MOST IMPORTANT PRODUCT," and if we too believe in this theory, much can be gained. Don't worry about the past . . . plan seriously for the future.

WHY AN ENGINE SHOULD BE "SHE"

The following amusing letter from "Japanese Lady" appeared some time ago in the Shipping Register of San Francisco and obviously relates to the steam locomotive:

Sometime ago you publish in your voluble paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call *she* for many becauses.

They wear jacket with yokas, pins, hangers, straps, shields, stays. They have apron also lap. They have not only shoes but have pumps. Also hose and drag train . . . behind. They are behind time all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse work when at such time they should be switched. They need guiding — it always require man manager. They require men to feed them. When abuses are given they quickly make scrap.

They are steadier when coupled up but my cousin say they hell of expense. Is not enough reason?

—*Japanese Lady.*

Moving Up On the BAR

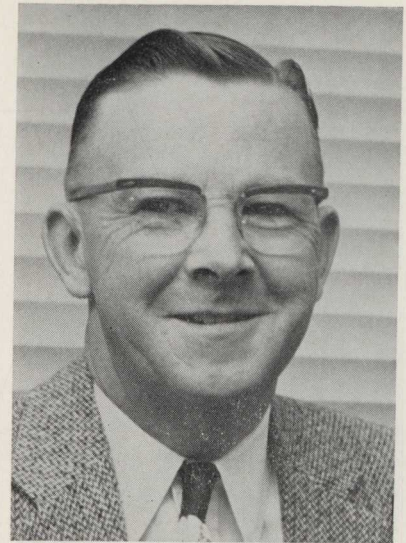
D. Keith Lilley, superintendent of transportation, has announced the appointment of Melvin E. Walls to the position of trainmaster. Walls will have his headquarters at Northern Maine Junction.

Walls, who was promoted from the position of Chief Dispatcher, entered Bangor and Aroostook employ in 1930 as a telegraph operator. He has since worked as time-keeper in the superintendent's office, as a train dispatcher and as chief train dispatcher.

Lilley also announced the promotion of George S. Webber from train dispatcher to chief dispatcher at Northern Maine Junction.

Webber entered railroad service in April, 1939 as a trackman. He later worked as a telegraph operator before his appointment as dispatcher.

Concurrent with the Northern Maine Junction appointments, Hershell P. Lee, assistant superintendent of transportation at Houlton, announced the promotion of Leigh S. Milton from assistant trainmaster to trainmas-



M. E. Walls



L. S. Milton



M. J. Arnold

ter with office at Houlton.

Milton, a Caribou native, entered railroad service in 1944. He qualified as a conductor in 1953 and became traveling conductor in 1955. He was made assistant trainmaster in 1956.

Lilley also announced the appointment of Melvin J. Arnold to the position of supervisory agent at Northern Maine Junction.

Arnold is a native of Marysville, New Brunswick, and began work for the Bangor and Aroostook Railroad in 1922 as a telegraph operator. He held an operator's

position at Millinocket until 1946 when he was promoted to station agent at Hampden. He has also served the railroad as a train dispatcher.

R. D. Plumley, comptroller and general auditor, has announced the appointment of Eugene H. Rice, Bangor, as traveling auditor. Rice replaces Lewis B. Neal now assistant to the treasurer.

Rice was educated in Bangor schools and served in the Army during WW II. He also attended the Northern Conservatory in Bangor and has served as concert master and violin master of the Bangor Symphony orchestra. He entered railroad service in 1927 and has held various clerical positions in the Accounting department.

John E. Hess, vice president-finance, has announced the appointment of Owen H. Bridgham as budget supervisor. Bridgham was born in Machias, March 1, 1926, and was educated in Bangor schools. He attended the U. S. Military Academy at West Point, and Boston University. He is presently a captain in the Army Reserve.

Bridgham entered railroad service in 1952 and has since served as statistical clerk and budget assistant to the general counsel.

IN THE FAMILY

Engineering Department

The men around West Seboois have been enjoying a very successful fishing season thus far. Trackman *Philip Cole* went to Jo-Mary, and Trackmen *Maurice M. Cole* and *Elden Coulsey* fished in Pleasant River. All three caught the limit on trout.

Mrs. *Lorraine J. Keslar*, stenographer in Engineering Office at Houlton and her husband, *Walter J. Keslar*, manager of the Northland Hotel, attended the Managers' Convention of American Hotels Corporation held at Nassau Tavern in Princeton, New Jersey in May. They also visited relatives and friends in Pittsburgh, Penn. and on their return were accompanied by Mrs. Keslar's mother, Mrs. *Harriet Joseph* of Pittsburgh, who was their guest for a few weeks.

Trackman *Arthur E. Lamson* of West Seboois, accompanied by Miss *Mary Black*, attended the Water Show at Bangor June 1 and was a guest at Miss Black's home in East Machias.

Chief Engineer *R. H. Morrison*, Houlton, Supt. of Signals and Communications *T. W. Cudhea* of Derby, *Frank Mead* of Boston, and *Lowell Osborn* of Jersey City enjoyed a three-day fishing trip at Moose Pond Camps, Fish Lake.

Signalman *Harold D. Kelley* of Millinocket took his wife and children, *Terry* and *Linda*, and Mrs. Kelley's aunt, Mrs. *Millie Higgins* to Plaster Rock, N. B. visiting while he, accompanied by *Ray Ferro*, enjoyed a fishing trip at Long Lake. In spite of the fact the party became stranded and had to send an SOS to Trackman *Arthur Lamson* to come and get

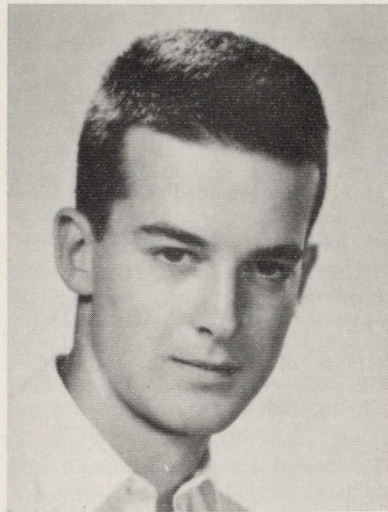
CONTRIBUTING CORRESPONDENTS

Bernice Bailey
A. M. Toole
Frank Stark
Connie Glinkerman
Victor Verriault
Charles Brewster
Helen Brissette
G. N. Grant
C. A. Hamilton
M. L. Savage
Fred Nicknair
Hercules Levesque
G. E. Chasse
H. A. Labbe
Gene Hale
R. H. Browne
Ralph L. Rafford
E. V. Curtis
L. D. Labbe
G. L. Jackins
R. C. Ames
A. E. Lamson



cises June 6 at Quimby Auditorium. *David C. Bartlett*, 28, of Leicester, Mass. has accepted a position as assistant engineer in the Engineering Office at Houlton. Bartlett is a graduate of the University of Massachusetts and holds a Bachelor of Science and Master of Science degree in Civil Engineering. Prior to coming to Houlton he was an instructor in civil engineering at the University of Massachusetts. He and his wife, the former *Mary Goodwin* of Philadelphia, reside at 97 Court Street, Houlton.

Friends of Trackman *Arthur E. Lamson* sympathize with him in the death of his father, *William H. Lamson*, which occurred June 16 at his home in Millinocket. Masonic funeral services were held from the First



Robley H. Morrison III, Houlton, son of Chief Engineer and Mrs. *R. H. Morrison* was graduated from Houlton High School in June. He was one of the 10 top ranking students in the graduating class.

Richard A. Jackins, Warehouse Point, Conn., son of Tie Inspector and Mrs. *G. L. Jackins*, Houlton, recently graduated from a special course at the Rensselaer Polytechnic Institute sponsored by United Aircraft Corp. at South Windsor, Conn. Jackins went to work at Windsor Locks, Conn., July 1, for United Aircraft Corporation.

them, Harold did get a good catch of fish.

B. and B. Painter and Mrs. *L. G. Jackins* and children, *Sherry*, *Mark* and *Ashley* of Derby spent the 4th of July holidays with Mr. Jackins' parents, Tie Inspector and Mrs. *G. L. Jackins*, Houlton.

Ina L. Connors, daughter of Trackman and Mrs. *Lloyd Connors* of West Seboois, was a member of the graduating class of Bingham High School which held its Commencement exer-

Baptist Church at Millinocket.

Friends of Trackman *Fraisier R. Margison* of Houlton sympathize with him in the death of his father, *Robert Margison*, who died June 27 in Houlton. Funeral services were held at the Dunn Funeral home and interment was in Evergreen Cemetery in Houlton.

Mrs. *Jo Ann Haslam* has accepted a temporary clerical position in the Engineering Department at Houlton. Mrs. Haslam is a graduate of Ricker Junior College in Houlton and is the wife of *Thurston (Dusty) Haslam*, a Littleton farmer.

S&C Helper and Mrs. *Robert L. Davis* of Houlton, are the parents of a daughter, *Kathy Ann*, born July 3 at the Madigan Memorial Hospital in Houlton. Kathy's maternal grandfather is Roadmaster *H. L. Wright, Sr.*

Sec. Foreman *Roy C. Ames* of Derby was elected Department Sergeant-at-Arms at the American Legion State Convention held June 29 in Bangor. Mr. Ames was also a delegate from Post 185, Lagrange.

Michael Carter, stepson of B&B Carpenter *H. R. Estabrooke* of Houlton, had the misfortune to fall and break his collar bone July 8, and is a patient at the Aroostook Hospital.

B&B Cook *Carl R. Morton* of New Limerick is back on the job after having been a patient at the Waldo Country Hospital in Belfast.

Miss *Norma Lagassie*, daughter of Trackman *Eddie Lagassie* of Madawaska, is spending some time in Buffalo, New York with her sister who is ill.

The many friends of Section Foreman *Herman Lewin* of Squa Pan were shocked to hear of his death at Milo on July 10. Mr. Lewin had many years of service with the railroad, and four of his surviving seven brothers are employed by the Rail-



Trackman-Truck Driver and Mrs. *George D. Faulkner* of Houlton were pleasantly surprised June 24, when several of their friends gathered at their home in Houlton in observance of their 25th wedding anniversary which occurred on the following day. During the evening a purse of silver and an anniversary cake made by Mrs. *Guy Jackins* were presented to Mr. and Mrs. Faulkner.

road, *Harry*, a B&B Mechanic at Houlton; *Earl*, a B&B Foreman; *Laurel*, Section Foreman at New Sweden; and *Nathan Lewin*, Section Foreman at Washburn.

Mrs. *Frank L. Smith*, wife of Section Foreman *Frank L. Smith* of Houlton, died in Houlton May 23 after a short illness. Mrs. Smith was the mother of Engineer *Charles Smith* of Houlton and *Franklin L. Smith, Jr.*, a former conductor, who



Joan Blanchette, daughter of Trackman and Mrs. Fred Blanchette, received her BS degree in education from Aroostook State Teachers College in June. She has accepted a teaching position in Madawaska.

is now with the Southern Pacific Railroad with headquarters in Glendale, California.

Joseph O'Donnell, a medical student, has returned to work for the railroad this summer as a carpenter helper. This is the fourth year he has worked for the railroad in that capacity.

Congratulations and best wishes to B. and B. Foreman and Mrs. Donald B. McDade who were married June 3 in Houlton. The bride is the former Rita Beaulieu, daughter of Mr. and Mrs. Edmund Beaulieu, of Houlton.

B. and B. Carpenter Harris Porter was elected president of the Island Falls High School Alumni Association June 13. Assistant Engineer

Roger R. Randall served as master of ceremonies at the annual banquet.

Trackman Fred Nicknair, Eagle Lake, wrote us saying that he wanted to thank all his railroad friends who presented him with a generous gift of money during his recent illness.

Sales Department

The 1957 graduating class at Ashland High School were surprised at their graduation exercises when their class gifts were delivered in a scale-model Bangor and Aroostook Blue, White and Red car pulled by Station Agent Norman Labbe

We were a little late in hearing about it but our congratulations to Mr. and Mrs. Garrett Lovett on the birth of a son, Dennis Joseph April 9.



Congratulations to Miss Judith Donahue, daughter of Trackman and Mrs. Leland Donahue, Houlton, who was graduated from Houlton High School in June.

Mr. and Mrs. Hugh Goodness also have a new son, Gary Joseph.

Mimeograph and Stencil Machine Operator Earle J. Trainor expects to be back at his job soon. Earle spent seven weeks in the hospital as a result of third and fourth degree burns suffered when a can of alcohol he was using while burning leaves exploded.

Sales Analyst M. T. Scanlin, Bangor, spent his vacation in July taking care of duties involved in his job as first selectman of Hermon.

Roberta D. Lewis, wife of Assistant Director of Personnel Liston F. Lewis, has joined the Sales Department



B. and B. Carpenter Clyde T. Hiltz, Houlton was the subject of a sketch in the Portland Center TIMES, an Air Force Reserve publication. Hiltz is a master sergeant in the Air Force Reserve in Houlton and was top reservist in Maine for 1955, earning 176 points. He is married and has one child.



Mr. and Mrs. Donald McDade

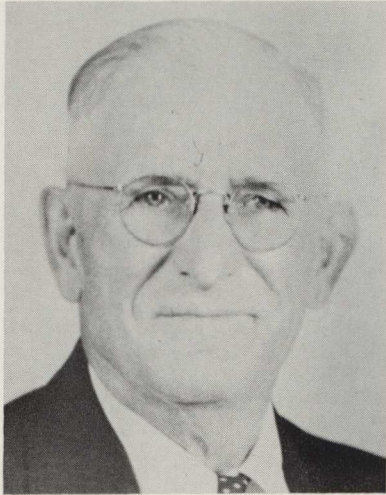
ment staff in Bangor as stenographer and clerk. Mrs. Lewis was formerly employed in the Mechanical Department.

Congratulations to Assistant General Freight Agent and Mrs. Armand J. Duplessis, Presque Isle, on the birth of a son, Peter, June 4. Armand recently purchased a new home on Winter street in Presque Isle.

Sales Supervisor and Mrs. J. C. Hickson, recently transferred from Houlton, have moved into the Tony Beaulieu home, 12 Dudley street, Presque Isle.

A party was held at Waverley Alexander's camp at Lucerne June 7 in honor of William F. Fernald who is the new chief Rates and Traffic, Maine Public Utilities Commission at Augusta. Bill spent 11 years with the railroad, entering the Car Service Dept. in 1946 and transferring to the Sales Department in 1951.

Bill and his family are now living



job of Rates and Divisions clerk formerly held by *L. H. Kitchen* who is now with the Sales Department.

Stenographer *Margaret A. Girvan*, Rates and Divisions, spent her two-week vacation in Georgia and Florida.

Charles E. Brewster has taken the position of Senior Waybill Clerk formerly held by *D. E. Andrews*.

Congratulations and best wishes to Machine Operator and Mrs. *Ray Poole* who were married in Hampden May 16. Machine Operator *Tom Mercier* was best man and Mrs. *Elaine Peavey* was matron of honor. Mrs. Poole is the former *Joan Dyke*, daughter of Mrs. *Helena Laughlin*, of Bangor. The couple spent their honeymoon in Virginia and Washington, D. C.

Machine Operator and Mrs. *Albert*

We were sorry to hear of the death of Section Foreman *Fred J. Lavigne* May 8 at his home in Grand Isle. He retired in 1950 with 44 years railroad service. Mr. Lavigne was born in Bathurst, N. B., Sept. 13, 1883 and came with the railroad in 1906.

in Augusta. Attending the party were: *Bill Park, Garrett Lovett, Hugh Goodness, Tom Scanlon, Lou Kitchen, Bill Fernald and Waverly Alexander.*

Accounting Department

Chief Clerk *Ralph J. Winslow*, Bangor, attended the New England Demurrage meeting in Boston June 10.

Clerk *Christine DeWitt*, Car Accounting section, is visiting relatives in Massachusetts.

Chief Clerk *George F. McKeen*, Rates and Revision, attended a meeting in New York City June 19.

Donald E. Andrews has taken the



James Burlock, son of Assistant to the Superintendent of Bridges and Buildings and Mrs. *Uttley Burlock*, Houlton, was graduated from Houlton High School in June. He plans to enlist in the Navy.

McIntosh recently attended graduation exercises at the University of Connecticut when his brother, *Cleo*, received his B.S. degree.

IBM Supervisor *Ira McGown* attended a meeting of the state chapter of the National Machine Accounting Association June 21 at Bath, Maine. McGown is treasurer of the association, an organization representing 31 companies.

Congratulations and best wishes to Mr. and Mrs. *Kenneth C. Eaton* who were married at the Old Town Methodist Church June 8. Mrs. Eaton is the former *Patricia Pelkey*, daughter of Key Punch Operator *Cora Pelkey* and the late *George W. Pelkey*. The bridegroom is the son of

Mr. and Mrs. *Crosby Eaton* of Corinna.

Seems as if last winter two small boys with a toboggan purloined *Win Bracy's* dog house during the cold spell. The result was a shivering pup and a frantic fisherman, one *Win Bracy*. This spring, *Win's* six-year-old daughter *Susan* found the dog house, with the result that Brother *Bracy* is crowding his dog while the wife cools off after his fishing trips.

A party and ham supper was enjoyed by the General Accounts Auditing Section June 8 at Lake Lucerne. Present were: *Dot and Elinor Prout, Jim Williams, Bob and Dot Girvan, Jim and Ellen Rogan, John and Maxine Tracey, Owen and Ellen Gould*



Section Foreman *Charles T. Applebee*, right, of Island Falls receives his gold pass from Roadmaster *Roland Tweedie*. Applebee was born in Melville, New Brunswick, August 16, 1900 and entered railroad service as a trackman May 17, 1917. He was educated in Island Falls public schools. Applebee is a member of several Masonic bodies.

and *George* and *Doris Grant*. Plans are underway for a shore dinner at some point on the Maine Coast later in the summer.

Robert Girvan and family spent their vacation in Georgia and points south, having left Bangor June 14.

On June 14 at the Husson College Commencement Exercises, Associate Editor *Gilbert Jameson* received the degree of bachelor of science in business administration and was admitted to Tau Epsilon scholastic honorary society.

Assistant Comptroller *Earle H. Kelley* is enjoying a two month visit from his daughter, *Mrs. Sheila D. Kensinger* and children *Toni Lee* and *Paula Jean* from El Monte, California.

Comptroller and General Auditor

Roy D. Plumley is attending the summer school of business administration at Penn State University, State College, Penn., with headquarters at the Delta Theta Pi house.

Miss *Helen Leckemby* is filling the vacancy created by the resignation of *Mrs. Maxine Tracey*, former secretary to the Comptroller and General Auditor.

Comptroller and *Mrs. R. D. Plumley* motored to Rutland, Vermont over Memorial Day, accompanied by *Mr. Plumley's* mother who had been visiting him in Bangor.

Mechanical Department

Our sympathy to the family of *George T. Pratt* (Ret.) millman,



Trackman *Joseph Burby*, right, receives his gold pass from Roadmaster *Roland Tweedie*. He was born in Grindstone Feb. 26, 1900 and has been employed continuously by the railroad since 1922.

Derby, who died at the Gallant Hospital, Milo, after a long illness. *Mr. Pratt* entered the service Nov. 20, 1922 as a backsmith helper and retired Mar. 27, 1947.

Our sympathy also to *Mr. and Mrs. Arthur Bishop* in the death of *Mr. Bishop's* grandfather, age 97, who made his home with them. *Mrs. Bishop* is employed as a clerk in the Mechanical Superintendent's office, Derby.

Mrs. W. J. Russell, wife of Gen. Fore. Loco. Dept., Derby, left Bangor on June 20 by plane to visit her daughter *Mrs. Charles Ray*, (Mildred) in Long Beach, California. *Mr. Russell* is planning on taking his

vacation in July and joining his wife in California.

Maxine Scanlon, secretary to Mechanical Superintendent, and her husband, attended the wedding of her niece, *Marilyn Stanchfield* in Manchester, N. H., June 8.

AAR Car Accountant *R. D. Burton*, Derby, was presented a Gold Pass, by *H. A. Monroe*, assistant to mechanical superintendent, June 13. *Burton* entered the service as a clerk at Houlton on June 13, 1917 and transferred to Van Buren Jan. 26, 1925, where he remained until June 28, 1933. At that time he transferred to Derby where he held various clerical positions until his ap-



Earl E. Gordon, assistant to the chief engineer, right, receives his gold pass from Chief Engineer *R. H. Morrison*. He was born in Milo, May 8, 1900 and educated in Milo public schools. *Gordon* entered railroad service as a trackman June 8, 1917 and subsequently worked as section foreman, roadmaster and general roadmaster before becoming assistant to the chief engineer. He is married and has one son.



Car Repairer *Forest W. Strout*, Derby, retired May 29 after 30 years railroad service. He was born in Bradford May 12, 1892 and came with the railroad as a laborer in 1927. He later worked as machinist helper, blacksmith helper, blacksmith, carpenter, millman and filer.

pointment as car bill clerk in 1945. Burton and his family live in Milo.

The many friends of Mrs. *Alice Huse*, widow of Chief Boiler Inspector *A. K. Huse*, who made her home on Second Street, Derby, for many years were sorry to hear of her death at the Gallant Hospital, Milo, May 28.

Congratulations to Mr. and Mrs. *Harold I. Grinnell*, Derby, on the birth of a daughter, *Lynn Marie*, 7 lbs. 12 ozs. at the Gallant Hospital, Milo, June 22. Harold is budget clerk in the Mechanical Superintendent's office, Derby.

Night Foreman *M. G. Pickett*, Northern Maine Junction Diesel Shop is on his annual vacation at his camp at Millinocket.

Machinist *R. H. Russell*, Northern

Maine Junction Diesel Shop, has been set up to relief foreman during vacation period.

We were sorry to hear of the death of Traveling Engineer and Supervisor of Air Brakes *Leon E. Dunphy* May 29. He was born in Sebec Oct. 29, 1895 and entered railroad service April 25, 1920 as a fireman. Dunphy was a member of the Brotherhood of Railway Trainmen; Piscataquis Lodge No. 44, A. F. & A. M., of Milo; past high priest of Rabboni Chapter, of Milo; St. John's Commandery, of Bangor; Anah Temple Shrine, of Bangor; Aldworth Chapter, O.E.S., Milo; past watchman of Hosannah Shrine, No. 3, Order of the White Shrine of Jerusalem, Greenville; Rebekahs of Milo; Pleasant River Grange of Milo; and East Piscataquis Pomona Grange.



Pictured are Mr. and Mrs. *Carl O. Carlson*, who celebrated their 50th wedding anniversary in June, with a dinner at the Oronoka and with open house at their home. Mr. Carlson is a retired Bangor and Aroostook machinist.

Purchasing and Stores Dept.

Mr. and Mrs. *Henry A. Thies* and children, *Larry*, *Darla Jean* and *Clifford*, of Bangor, recently visited Mr. Thies' parents, Mr. and Mrs. *Mike Thies*, in Maryland. On their return they spent three days with Mrs. Thies' brother, *Vernon Ellis*, in Virginia and also visited another brother, *Armand*, in Connecticut.

Walter S. Chase, president of Queen City Lodge No. 970, recently attended the General Chairman's System Board meeting of A. F. of L. at Boston.

Mr. and Mrs. *Ray Orff* have returned home after visiting their son, Sgt./1c *Harold Orff* and his family at Fort Sam Houston, San Antonio, Texas. They also went into Mexico and spent a few days at Monteray.

Master Sergeant and Mrs. *W. F. Alexander, Jr.* and sons *Steven* and *Michael* of San Antonio, Texas, are visiting his parents, Mr. and Mrs. *W. F. Alexander*.

Printer and Mrs. *G. C. Crabtree* and daughter, *Morna*, recently returned from visiting their daughter and husband, Mr. and Mrs. *Ronald Johnson* of Hartford, Conn. Mrs.



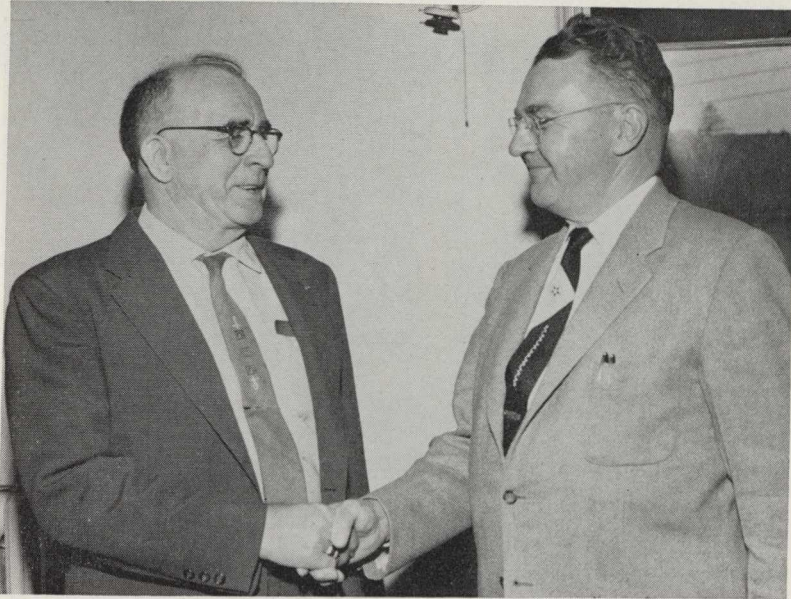
H. Allen Monroe, right, assistant to the mechanical superintendent, presents gold pass for 40 years service to AAR Car Accountant *R. D. Burton*, Derby. Burton entered service as a clerk at Houlton June 13, 1917 and transferred to Van Buren in 1925 where he remained until 1933. In that year he moved to Derby and held various positions until his appointment as car bill clerk in 1945. He and his family live in Milo.

Johnson was the former *Lorraine Crabtree*.

Mr. and Mrs. *Joseph A. Harrison* and daughter, *Paula*, of Suffield, Conn., have been recent guests of her aunt and uncle, Mr. and Mrs. *T. N. Hopper*.

The many friends of *Walter S. Chase* are very sorry to hear that he is confined to the Gallant Hospital in Milo.

Mrs. *George C. McIntyre Jr.* and children, *Bonnie* and *George* of LaJolla, California, were recent guests of her aunt and uncle, Mr. and Mrs. *T. N. Hopper*.



Superintendent of Transportation *D. Keith Lilley*, right, congratulates *Herbert H. Hatt*, supervisory agent at Northern Maine Junction, who retired June 19 after 46 years service. He was presented with a purse of money as a retirement gift. Hatt came with the railroad in 1911 as a station agent and worked as operator, lineman, train dispatcher before becoming supervisory agent. Hatt is a native of Mount Chase, Maine, and was station agent at Patten before coming to Northern Maine.

Northern Division

The Freight Office force in Caribou have moved into their newly remodeled office in the passenger station.

Leopold G. Nicknair, son of Trackman and Mrs. *Fred Nicknair* was ordained sub deacon in the Cathedral Notre Dame Catholic Church in Montreal, Canada, June 15. His parents, brother, *Jean Louis*, a student at St. Anslem's College, and sister, *Jacqueline*, an instructor at St. Mary's Hospital School of Nursing, attended the ceremony.

Robert Levesque, 12-year-old son of Station Agent and Mrs. *Hercules Levesque*, Frenchville, underwent surgery at an Edmundston, N. B. hospital June 19. Their six-year-old daughter, *Rita*, was also operated on for appendicitis recently. The Levesques also attended a meeting of school board members of School Union 127 at Sinclair June 20.

Freight Clerk *John A. Lajoie*, Madawaska, and his family visited relatives in New Hampshire and Con-



Congratulations and best wishes to Mr. and Mrs. *Robert P. Cote* who were married in St. Leonard, N. B. recently. The bride is the daughter of Mr. and Mrs. *Alyre Arsenault*, St. Leonard, N. B. Cote is the son of Trackman and Mrs. *Felix Cote*, Van Buren.



Jim Hale right, son of Engineer and Mrs. *Gene Hale*, Caribou, receives Distinguished Service Award of South Dakota Junior Chamber of Commerce from Gov. *Joe Foss* of that state.

necticut on his vacation recently.

Trackman *George Frost*, Easton, swapped cars recently and is now sporting a new Dodge.

Trackman *Carleton Whittaker* and son spent the weekend of June 8 fishing in Bath, N. B., and caught their limit of 20 trout per person each day they were there. The Whittakers' daughter, *Laura Mae*, celebrated her fifth birthday May 31.

Operator and Mrs. *Everette Girard*, Van Buren, visited Agent and Mrs. *Harold Labbe*, Easton, June 2.

Agent and Mrs. *Daniel Labbe*, Fort Kent, recently visited their son, *Harold*, and family in Easton.

B. E. "Jim" Hale, son of Engineer and Mrs. *Gene Hale*, recently received the South Dakota Junior Chamber of Commerce Distinguished Service

Award as the outstanding young man in the state this year.

Governor of South Dakota *Joe Foss* made the presentation to Hale, a 33-year-old insurance adjuster. The award is made on contributions, and participation in community activities, leadership ability, personal and business progress, and cooperation with individuals and civic organizations.

Hale went to South Dakota during WW II when he was a radio-operator gunner in the Air Force. During the war, he flew 173 missions over enemy territory and won two Air Medals and the Distinguished Flying Cross. He has been living in Pierre, South Dakota since 1953.

Hale is a member of the Pierre and Hughes County boards of education,

a vice president of the Pierre Boys' Club, a director of the Pierre Lions Club, and Community Concerts and was in charge of Red Cross fundraising campaign in 1956.

He is also a member of the Pierre Chamber of Commerce, the Masons, the American Legion, the International Order of the Blue Goose, an insurance fraternity, and is active in the Lutheran Memorial Church where he is tenor soloist with the choir. He is married and has four children.

Station Agent *Norman C. Labbe*, Ashland, spent his vacation in June fishing at Eagle Lake.

Victorie Lozier, 13, youngest child of Foreman and Mrs. *Ludger Lozier*, Wallagrass, was graduated from the



Conductor *Leon A. Bartlett*, Van Buren, right, receives his gold pass from Assistant Superintendent of Transportation *Herschel Lee*. He was born in Jay Oct. 5, 1900 and entered railroad service in 1917. During WW II he served three years in the U. S. Army Transportation Corps with 21 months service in the European Theater. He was discharged a captain. Bartlett is a member of the Masonic orders and veterans organizations.



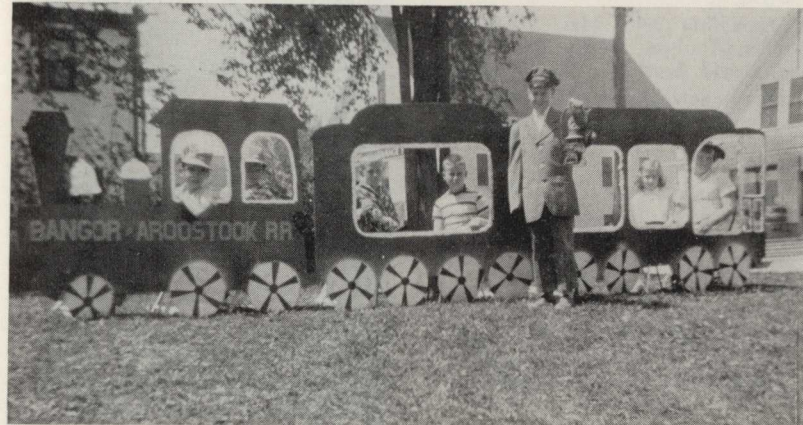
Enfield grammar school class poses for photograph after touring Derby Shops in June.

eighth grade in May.

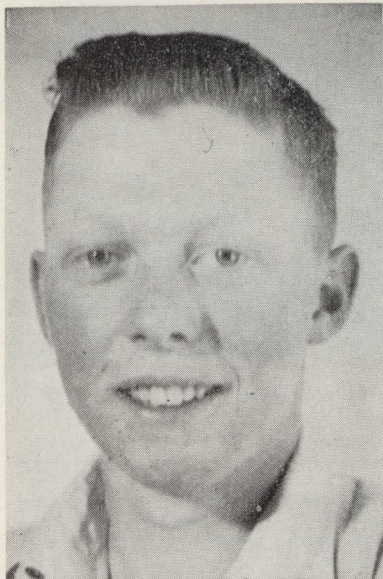
Neil Labbe, oldest child of Agent and Mrs. *Leland Labbe*, Eagle Lake, was graduated from the eighth grade June 12. A birthday party for the Labbe girls, *Beatrice*, *Rose Marie* and

Lorraine, ages seven, five and one respectively, was enjoyed recently. They were all born in June.

Patrick Labbe, U. S. Navy, visited his brother, Agent *Leland Labbe* recently.



"Conductor" *Michael Ireland*, Houlton, surveys his train and crew at Houlton's Green Street school. Conductor *Billy Cyr* and Chief Engineer *R. H. Morrison* furnished the props for the school project in studying trains.



Stanley Stark

Dispatcher and Mrs. *Robert P. Groves*, Houlton, are the parents of a son, *David*, born May 17.

Dispatchers in the Houlton office who enjoyed vacations in June were *L. G. Currie*, *C. L. Brooks*, and *E. C. Shields*.

Erma Browne, mother of Operator *R. H. Browne* has been a patient at the Island Falls Hospital.

Friends of Car Inspector *Harry Swallow*, Oakfield, will be pleased to learn that he is coming along fine following his recent illness.

Agent *N. C. Labbe*, Ashland, took a trip to Nova Scotia recently.

Southern Division

The Transportation and Car Service office force held their annual pic-

nic at the Tidal Falls Lobster Pound June 29. Attending were: Mr. and Mrs. *D. Keith Lilley* and son, *Daniel*; Mr. and Mrs. *H. S. Parent*, Mr. and Mrs. *B. J. Edwards*, and son; Mr. and Mrs. *M. E. Walls*, Mr. and Mrs. *F. D. Larlee*, Mr. and Mrs. *W. G. Kelley*, Mr. and Mrs. *L. W. Littlefield*, Mr. and Mrs. *G. L. Kearney*, *Alicia M. Toole*, and Mr. and Mrs. *H. L. Hatch*.

We were sorry to hear of the death of Mrs. *Frank W. Keniston* in June. Funeral services were held in Milo June 17.

The son and daughter of Yardmaster and Mrs. *Frank A. Stark*—both of whom are attending schools in Wyoming, have been making headlines through outstanding school activities, according to clippings received by their parents.

Stanley Stark, who was graduated



Theda Stark

from Encampment High School May 22, was salutatorian of his class. He is also an outstanding athlete and won first place in the Class C mile run at the Wyoming State track meet.

Stanley plans to enter the College of Engineering at the University of Wyoming this fall and has received an honor scholarship at that school.

Stanley's sister, *Theda*, has just completed her first year at the University of Wyoming. She was selected to represent that school in a softball game against Colorado A. and M. and is a member of the University Choir of 70 voices which has just

concluded a concert tour, made a television appearance and participated in the University's graduation exercises.

We were sorry to hear of the death of Engineer *James H. Morse, Sr.* (Ret.) in Florida last month. He was born in Denver, Colo., Nov. 29, 1883. He came east in 1903 as a bookkeeper for his brother and later entered railroad service, serving for 34 years.

Friends of Engineer *Bryant A. Leavitt* (Ret.) will be sorry to hear of his death in St. Petersburg, Fla., May 12.



"What Do You mean, 'Excuse Me!'"

THE TYPICAL RAILROAD MAN

In a field all his own he achieves and is known
 From among all his fellows apart;
 He is clever and wise in his composite guise,
 And his job is the pride of his heart.
 We may know him as such and be sure of as much,
 Wheresoever his features we scan,
 For there's something obtains on the whole that proclaims
 The typical railroad man.

Engineman though it be or conductor we see,
 There is something about 'em the same;
 Brakeman, switchman or clerk, or whatever their work,
 We can tell when they're playing the game.
 Some intangible thing there is certain to cling
 To their person denoting their clan,
 Something whereby we know, wheresoever we go,
 The typical railroad man.

Like the seamen that roam o'er the billowy foam,
 To the world's scattered seaports afar,
 By their swaggering stride that is born of the tide
 It is known that true seamen they are.
 Thus the men of the rail we distinctively hail,
 Who are first in progression's great van,
 And we know to a dot such a one when we spot
 The typical railroad man.

There are men of all minds, trades, professions and kinds,
 Who the signs of their calling disclose,
 None of which are so clear nor as closely adhere
 Than the earmarks a railroad man shows.
 By his actions and talk, by his looks and his walk,
 By his style and the standardized plan
 Of his kind there's no doubt—we can always pick out
 The typical railroad man.

—Sidney Warren Mase

The Federal Unemployment Compensation Tax for railway employees is paid entirely by the railway company under a scale of payroll tax rates ranging from ½ of 1 per cent to 3 per cent on wages up to \$350 a month, depending upon the balance to the credit of the unemployment insurance account. The 1957 tax rate is 2 per cent.

FACTS AND FIGURES

	<i>April-May 1957</i>	<i>April-May 1956</i>
We received from		
Hauling freight	\$2,946,718	\$3,081,845
Carrying passengers	51,459	47,322
Hauling baggage, mail, and express	45,472	48,428
Other transportation services	31,843	57,320
Rents and miscellaneous income	129,553	149,448
A total of	<u>\$3,205,045</u>	<u>\$3,384,363</u>
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 609,711	\$ 684,000
Keeping locomotives, cars and other equipment in repair	536,259	484,067
Running trains	780,338	733,822
Selling our services to the public	63,678	57,267
Managing the business and keeping the records	171,466	133,875
Interest on borrowed money	159,702	162,892
Payroll taxes	83,554	74,343
Local and state taxes	146,398	133,355
Federal income taxes	189,759	302,137
Applied to sinking funds	149,792	176,848
A total of	<u>\$2,890,657</u>	<u>\$2,942,606</u>
Our Net Income was	\$ 314,388	\$ 441,757

BANGOR AND AROOSTOOK

Northern

BANGOR AND
AROOSTOOK
RAILROAD

