

MAINE

SEPT. - OCT. 1957

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MAINE
POTATOES
MADE IN MAINE
MOULTON

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





TALKING IT OVER

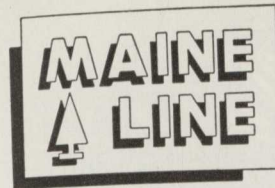
This is my first chance to visit with the Bangor and Aroostook family through the "Maine Line" and I want to express my feeling of responsibility to everyone connected with the Company.

I have just completed a trip over the line in which I had a chance to meet personally about a thousand Bangor & Aroostook employees and to see the property. The physical assets of this railroad are most impressive but even more impressive to me is the high caliber of our personnel. I can understand why all the people I have met, who are connected with other railroads, have such a high regard for the Bangor & Aroostook.

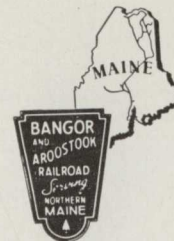
Ours is a fine railroad and I promise I will do everything I can to keep it that way.

Sincerely,

President



MAGAZINE



SEPTEMBER-OCTOBER
VOL. V NO. 6

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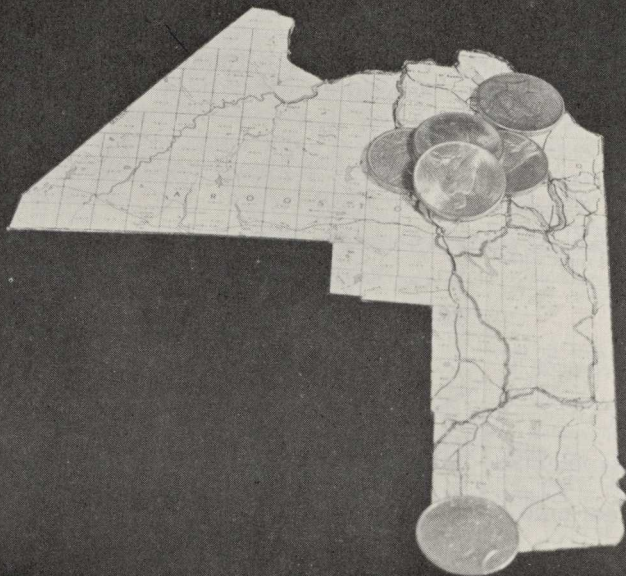
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Dollars...



... for Aroostook

The terse announcement Sept. 23 of coming sharp rate reductions on potatoes (about 17 per cent) and fertilizer (50 per cent) only hinted at the dramatic story and the effort that lay behind it. The rate cuts represented probably the most important policy decision the railroad has faced in a decade and they are a resounding declaration of faith in Aroostook's potato industry. The change, in effect, will represent a savings to Aroostook growers (on the basis of 1957 figures) of over one million dollars. The rollback is the first phase of a three-part program. The remaining areas in which the BAR is trying for cuts are New England and the Southern Area.

A rate reduction to the man on the street—or perhaps even to the average railroader—may not seem to be a particularly significant project. But the rate structure of a railroad is a terrifically complicated system (because it involves other railroad systems and because of the inter-

dependent nature of railroads) and to make any broad changes requires almost as much effort as an act of Congress. A downward rate change, needless to say, is not an easy thing to accomplish nor is it the sort of project a railroad undertakes lightly.

The story behind the Bangor and Aroostook's decision goes back to, perhaps, 1945, when the railroad hauled nearly all of the fertilizer from the Boston area that Aroostook required... something like 2500 cars. The remainder (Aroostook growers use about one ton to the acre and there is an average of between 130,000 to 140,000 acres under cultivation) is shipped from Searsport and Canadian points or is produced in Aroostook. The railroad portion of this traffic has shrunk to about 250 cars.

Where did the traffic go? Not to another common carrier, but to a comparatively new thorn in the side of the transportation industry, the trucker of exempt commodities. In order to fully appre-

ciate this trucker's unique position one must understand that, he is subject to almost no regulation. His only contribution to highway use is through his gas tax and five-dollar MPUC plates. He doesn't have to accept a shipment if he choose not to, nor does he have to guarantee delivery (although railroads must do both). Ironically, he benefits from the advantages of the recently-passed tandem axle law while the railroads are still paying a three per cent wartime excise tax on all shipments. Finally, he may charge as much or as little as he wishes for his services. For this trucker, in his unregulated bliss, the world of 20th century bureaucracy means little.

Some gypsy trucking operations are quite legal and some operate on the shadowy fringes of legality by means of a "trip lease" or a "buy and sell" dodge. Farm-owned and operated trucks are, of course, legal since anyone may transport his own products, although many growers have found that it has not been a paying proposition.

The round trip circuit of the exempt trucker goes something like this: he procures a load of potatoes bound for, say, Boston. Since

potatoes are an exempt commodity and anyone may haul them, there is no question of ownership. When he reaches his destination, the trucker will either "buy" or secure a "trip lease" on a load of fertilizer for Aroostook County. He may charge only enough for the fertilizer to cover actual costs of gas, etc., on his return trip and when he lands his cargo in Aroostook he is able to undersell the local fertilizer dealer by a considerable amount.

A gypsy may operate from some point south of Maine, first bringing a load of fertilizer to Maine and paying for his return trip by a backhaul of potatoes.

The effects of exempt trucking on both the fertilizer industry and the potato industry are detrimental. The gypsy, by charging just for his expenses, can undersell local fertilizer dealers in Aroostook, men who are vital to the economic well-being of the community. The gypsy trucking potatoes is the very antithesis of orderly marketing, and destroys market stability.

Until the March 1956 rate increase on potatoes, the picture was not particularly attractive for the gypsy trucker. Some times he made a little,

but more often he went slowly broke because his profit didn't include such items as depreciation on his equipment or take into account his own time. In December, when the second rate hike went into effect, the gypsies began to cut into the rail haul. Until that time, the traffic had been normal, but the rate increase provided a protective umbrella under which the gypsy could operate and operate at enough of a profit so that his numbers mushroomed.

By the time the rates were hiked upward again in August, 1957, it was apparent that if the gypsy had had an advantage during the past season, he would play havoc with the potato traffic in the 1957-1958 shipping season. Last year the trucks handled something like 10,000 carload equivalents of potatoes from Aroostook County and the railroad's policymakers could see the potato business going the way of the Boston fertilizer business.

If the trend of the 1956-57 season continued it wasn't inconceivable that the Bangor and Aroostook would eventually be reduced to hauling, say, 20,000 cars of potatoes a year. To get an idea of the significance of such a loss one must consider that potatoes

are the railroad's largest single commodity and represent about 35 per cent of the total business. The railroad is equipped to handle as many as 40,000 cars a year and a loss of 20,000 would mean cutting service, personnel, equipment . . . in short, the Bangor and Aroostook would cease to be a modern, first-class railroad for there isn't enough basic business in Northern Maine to make up for any lost potato business.

The decision to try for a rate cut had far more significant implications than are at first apparent. By cutting fertilizer rates in half, the gypsy will lose his advantage of the fertilizer backhaul. The rate is such that no more can be pared from it. With the coming potato rate rollback the gypsy no longer has the advantage of too-high railroad rates.

The job of getting the rate through the rail committees necessary to accomplish the job was a monumental task for a small railroad.

Since the rollback was so vital to the Bangor and Aroostook President W. Gordon Robertson, on his second week on his new job, and Thomas J. Clark, vice president-sales, started a tour to visit, personally, the presi-

dents and top traffic executives of the Eastern railroads. Without their support, the task could not have been accomplished.

Meanwhile, lights burned late in the sales offices in Bangor as the rate people worked long hours preparing proposed revisions for submission to the rate committees.

All the hard work paid off Sept. 26 when the Traffic Executives Association approved a cut which rolls back

the last three freight rate increases on a 50,000 lb. minimum car. The actual provisions of the rollback, which will become effective in November mean, in effect, that the more a shipper loads, the more he saves. The area included in the cut comprises that territory generally west of the Hudson River, as far south of New York as Washington and including some distant points such as Detroit.

In instigating the cut the railroad took a calculated risk

Members of Sales Department worked long hours at the intricate mechanics of the rate rollback. Pictured are: Assistant General Freight Agent W. C. Park, left, Freight Traffic Manager L. W. Wentworth and General Freight Agent E. F. Kimball.



that it would increase the number of cars shipped, making up the loss represented in the rate cut in increased traffic. The other risk is that Aroostook growers can sell as many potatoes as they did last year.

The most sensational effect of the new rate, of course, will be to put over one million dollars back in to the pockets of Aroostook growers. But even if farmers take the same profit margin as last year the new rate will have the effect of expanding the Maine market. In other words, the rate will permit Aroostook growers to ship into several areas that they have not been able to reach before. And since the rate is not national (it

applies only to potatoes shipped from Aroostook points via BAR, AVR and CPR) it offers the Maine industry a further advantage over other potato-producing areas.

The rate rollback is certainly not a miracle cure for the ills of the potato industry or the railroad. But such benefits as a better than a million dollar cut in Aroostook's transportation bill, and good marketing practices will contribute to the economic health of both the industry and the railroad. Most important, however, the rollback dramatically reaffirms the historic, vital relationship between Aroostook's first industry and its railroad.

ABOUT OUR COVERS . . .

The lovely young lady gracing our front cover is Charlene Pelletier, Maine's Potato Blossom Queen, who's posing for our MAINE LINE camera with the first carload of Maine Potatoes shipped during the 1957-58 season. The car is a colorful BAR Blue, White and Red State of Maine Products car. It was shipped Aug. 29 by the W. C. Hand Co. of New Limerick. The company has shipped the first car each season for 11 consecutive years. On our back cover, of course, is the Harriman Gold Medal for safety, the country's top railroad safety award, won by the Bangor and Aroostook and accepted for the employees of the railroad Oct. 16 by Section Foreman Gordon Dixon in New York. Needless to say, we're proud to be able to print this story. We are especially proud, really, because the Harriman Award is a commendation to each member of the railroad family for his conscientious attention to safety.



BAR Takes Top Safety Honors

A hush fell over the group of some 200 top railroad and safety officials gathered in Palm Terrace Suite of New York's Hotel Roosevelt, Oct. 16, as Section Foreman Gordon Dixon of Stockholm stepped forward to accept the coveted E. H. Harriman gold medal, the country's top railroad safety award, on behalf of the employees of the Bangor and Aroostook. The

award was made by the American Museum of Safety at the 38th annual presentation of E. H. Harriman awards. Two other railroads also received gold medals and 12 received certificates of commendation. The medals are awarded to the three railroads with the best overall safety record within their particular size classifications.

Dixon was chosen to actual-

ly receive the gold medal because he is a representative member of the Engineering Department that won the President's Safety Award last year.

"I believe the proper person to receive the gold medal for the railroad should be a man 'on the firing line,' so to speak," President W. Gordon Robertson explained. "That's why Gordon Dixon, a section foreman, and a member of our engineering department . . . the department that took top honors last year in the inter-company safety competition—was chosen."

Accompanying Dixon to New York were Robertson; James H. Daly, general chairman of the Brotherhood of Maintenance of Way Employees; Fred D. Parent, general chairman of the Brotherhood of Locomotive Firemen and Enginemen and chairman of the Brotherhood Chairmen's Committee; George H. Mullen, general chairman of the Brotherhood of Railway Trainmen; Albert J. Cyr, chairman of the Brotherhood of Railway Carmen of America; Fred T. DeWitt, local chairman of Boilermaker and Blacksmith Crafts and president of System Federation No. 18; and John L. Babcock, safety supervisor. The five

general chairmen represented the employees of the railroad.

Robertson said that he felt the five representatives of Bangor and Aroostook Brotherhoods "symbolize the participation of all Bangor and Aroostook people in our safety program."

The Harriman Memorial Awards were created in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, a pioneer in the railroad field. Two sons, Governor W. Averell Harriman of New York and E. Roland Harriman, chairman of the American National Red Cross, have continued the awards over the years.

The medals are awarded to three Class I railroads with annual operating revenues of over \$3,000,000 and which perform 100,000 or more passenger miles per year. They are divided into three groups based on locomotive-miles of service operated annually as follows: Group A, 15,000,000 and above; Group B, 3,000,000 to 15,000,000, and Group C, 200,000 to 3,000,000. The Bangor and Aroostook received the Group C Award.

The two other railroads that received gold medals are:

Group A, The Union Pacific Railroad and Group B, the Chicago and Eastern Illinois Railroad.

Recipients of the Harriman medals and certificates are determined by a special committee on the basis of official safety records compiled by the Interstate Commerce Commission.

The Bangor and Aroostook's safety record has shown a steady improvement since 1951 when John L. Babcock was appointed safety supervisor and a formal safety program initiated. In 1955 the BAR was awarded the E. H. Harriman Certificate of Commendation by the American Museum of Safety for

Department Safety meeting such as the one pictured being conducted by Superintendent of Transportation D. Keith Lilley keeps accident prevention fresh in minds of supervisors. Such meetings are usually held monthly.



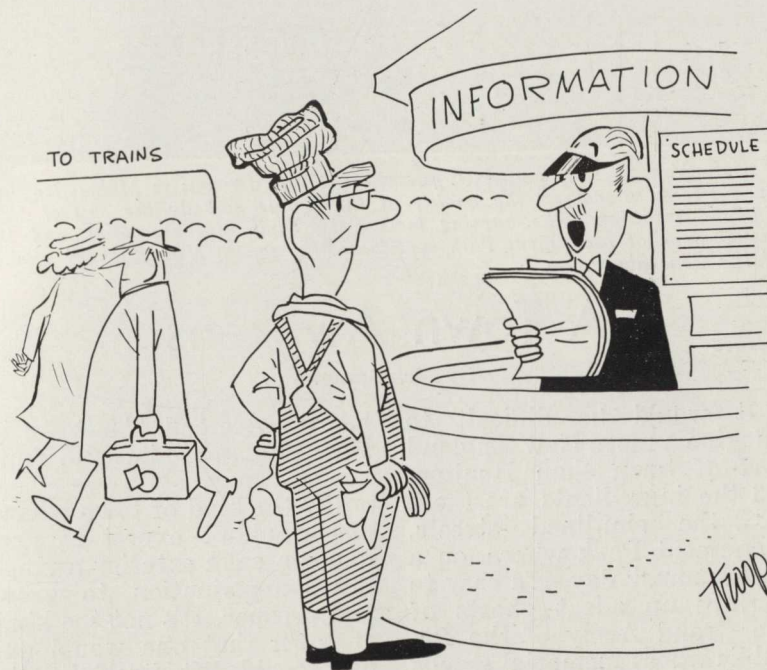
“outstanding performance in 1954 in the field of railroad safety.”

“I am very proud that the railroad has earned the E. H. Harriman gold medal,” Pres-

ident Robertson commented. “It isn’t the company which earned it, however. It is the individuals who make up our company who have earned the gold medal and made possible the award.”

MAINE LINE HAS NEW EDITOR

On Sept. 26, Richard W. Sprague, formerly assistant editor of the MAINE LINE was appointed editor, succeeding Kenneth S. Ludden. Mr. Ludden is assistant director of public relations (Bangor) and will continue his active interest in the MAINE LINE.



“Are You Sure You Looked On Track Nine?”



Houlton, says the author, is one of the loveliest towns in Maine. Its elm-lined streets as well as the quality of the people embody the best of New England tradition. The burning leaves, the Civil War memorial, and the broad green of Monument Park contribute the ageless New England quality of the scene above.

A Town Awakens

By Dick Sprague

It would be difficult to imagine a more New England sort of town than Houlton. All the ingredients are there . . . the elm-lined streets, Monument Park where, on a lazy summer day, it's easy to conjure up silent ghosts of the Grand Army of the Republic whose memorial stands rigidly waiting for some un-

heard bugle call. The town is New England to its solid Yankee citizenry.

It's the kind of town where one wouldn't expect to find under a calm exterior a ringing determination to grow and prosper. It's not the kind of town that one would expect could lift itself by its bootstraps before it was too

late. But it is, and to understand how and why, it's necessary to know something about the history of these sturdy people.

The strength of Aroostook's Shiretown lies in its people who, some will tell you, embody at the same time, both the hardheaded determination and the industry of New England tradition. Even in the days when Houlton was the most northerly English-speaking settlement in the United States (in 1807), its people hung onto their pre-

carious foothold in the northern wilderness by sheer grit and force of will.

In the beginning Houlton was a lumber town. The original settlers from New Salem, Mass., found that the giant pines were highly sought after by the navies of several nations as spars. The ton timber days in Houlton's infancy sired an incredible breed of iron men who became legend while they yet lived, forming the basis of campfire tales to equal Mike Fink, or Boone or Crockett

Donald Dunn, below, president of the Houlton Development Corporation and owner of Dunn's Furniture Company, one of Maine's finest, played an important part in promotion of industrial group.



or any other figure of the Plains or the West. There was John Goddard, whose chief delight was startling local citizens by driving his sleigh through the village behind a powerful span of wild moose that he had captured and trained. And Henry Allen, in actuality a woman, whose feats of woodsmanship are recorded in the old books.

As the little settlement grew, the border dispute sizzled ominously for 14 years dying quietly in 1842 by the Webster-Ashburton Treaty. During those years, the little town survived the occupation of several companies of U. S. Infantry, even absorbing a bit of color and glamour from the pomp of the wilderness military outpost.

Later in the century, as the settlers discovered the wonderful fertility of the soil and the incredible riches of the ton-timber era, a class of comfortably well-to-do citizens sprung up in the town that was becoming rapidly civilized, if not a little sophisticated.

Late in the century, the town was able to boast that it was the second richest town in the United States in terms of millionaires per capita, although the community still felt the isolation of the

wilderness between it and its southern neighbors. By the 1920s Houlton was secure in its position as the cultural, legal and medical center of the Northern Maine, as it still prefers to consider itself, and it probably is.

The pattern was set for a rigidly-conservative, well-disciplined community that enjoyed its respectable industry, but eyed other potential industrialists with suspicion. Later, the community welcomed, profited by and eventually sickened of the mushrooming military installation that bloomed for a time then faded at the war's end.

It was then that the people, accustomed to the giddy, wartime prosperity, began moving to other towns in other states, a trickle, at first, then a stream that has hardly abated since.

A couple of years ago, the migration reached such a point that a drop in population of something like 2,000 persons was unofficially counted. The situation was accentuated by several unprofitable potato years and the businessmen of the community traded gloomy predictions.

Here was a town rich in such municipal endowments as schools (one preparatory school, one college among

others), and other physical equipment, being slowly strangled by an economic cancer. But instead of waiting for the inevitable slow death as many Maine towns have done, the leaders of the community . . . men like Donald Dunn, Arthur Putnam and Bernard Esters . . . began to talk about a Houlton Development group to promote the interests of the town. The road was long and difficult but it paid off and early in 1957 the Houlton Regional Development Corporation was born.

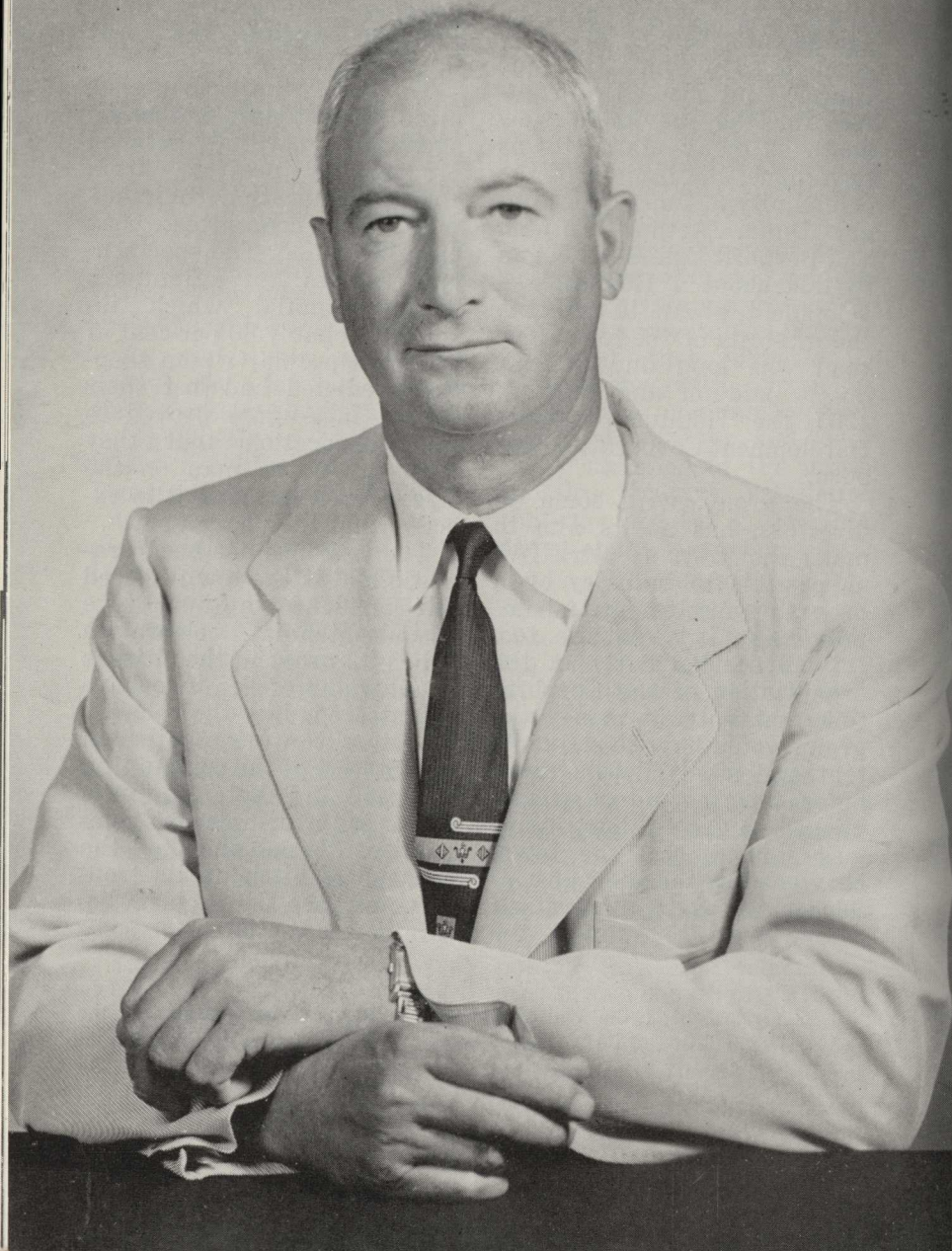
The group, with some 40 directors, has as its aim to make the town as attractive as possible to industry by a program of self-help and improvement. It is realistic, too. It was decided early in the organization of the Corporation that without money the group would have to strike its tent and steal silently away before much could be accomplished. A fund-raising drive was started, and the town, heartened by the show of confidence, voted to allow itself to be taxed to support the

program. The goal is about \$100,000 during the next three years.

To date, the group has hired a first-class industrial agent and a carefully-detailed program of projects, from civic beautification to industrial sites committees, has been instituted. The spectacular success of Houlton's Sesquicentennial which involved probably 80 per cent of the townspeople (whom skeptics predicted had lost their spirit) in August proved to the Corporation that they must go to the man on the street for help. And it is exactly what they have done.

The response has been dramatic and if the town needed self-confidence after the Sesquicentennial celebration it has its proof in the citizens in all walks of life who have volunteered, like their hardy ancestors, to work together in the interest of the community. You will find that Houlton is no longer a complacent community. It's one that had the courage to hitch up its trousers and face the problem before it was too late.

The railroads of the United States constitute a huge market for the products of industry. In 1956 they spent an average of \$5,150,000 a day in the United States for fuel, materials and supplies.



MEET YOUR DIRECTORS

Arthur J. April was born in Peabody, Mass., November 5, 1908, the son of Ernest E. and Emarilda A. April. He was the fifth of nine children.

Mr. April was unable to attend school after the age of 14 and held a series of jobs until, at the age of 18, he found what was to be one of his major interests when he entered the employ of the United Shoe Machine Corp., Beverly, Mass., as an apprentice machinist. He found that machinery was his interest in life and that to pursue it mathematics was a must. With a forthrightness that was to characterize his career he enrolled in night school, bought several home courses and studied business administration.

While he was associated

with United Shoe he acquired various pieces of machinery and started his first independent business venture in the basement of his home. For power, he used a motorcycle engine. From such a modest beginning, the venture developed and grew until 1939 when it became known as the A. J. April Machine and Screw Company. He operated the business, along with several other allied ventures, until 1949 when he retired from the machine business to enter the investment field which had occupied his spare time since 1940.

Mr. April now devotes full time to the investment field. He has been a director of the Bangor and Aroostook since Oct. 27, 1954. His major sports interest is boating.

FIRST OFF-LINE SALES OFFICE

The Bangor and Aroostook opened an office in Boston, (its first off-line office) Oct. 1. The new office will be under the direction of Assistant Vice President-Sales George M. Hill and will provide close contact between nationally important railroads having Boston offices. Before he became Assistant Vice President-Sales in the Bangor and Aroostook, Hill was associated with the New Haven Railroad for six years. He served in the U. S. Navy during World War II.



Discussion group at supervisory development conference meets on terrace of Motor Hotel at Bar Harbor to discuss case history of a management problem.

The Boss Goes Back To School

By CARL E. DELANO
Director of Personnel

These are days successful men in business recognize they are inadequate unless they are frequently given training opportunities to keep up with new management methods and techniques. Supervisors on the Bangor and Aroostook are no exception and for this reason all of the BAR's management people attended a series of meetings

at Bar Harbor this past month. Public relations, sales methods and freight rates were some of the subjects covered, with qualified officers of the railroad making the presentations. Supplementing their efforts, a professional instructor was engaged for the occasion and he led discussion groups employing subjects centered around better

MAINE LINE

supervising methods.

The supervisors and railroad officers, more than 150 in all, left these hours, I think, of training with a feeling that they were better equipped. But, best of all, they had whetted their interest in these vital fields.

A case study was the subject of one session, under the direction of Chief Engineer R. H. Morrison and Comptroller R. D. Plumley, with the Manager of Operation H. C. Duffy and the Mechanical Superintendent V. L. Ladd, assisting. Having had the

case to study a few days in advance, there was no lack of participation as the groups sought to analyze and profit by the actions, good and bad, of the case characters.

A trial of brainstorming methods was inaugurated by the Sales Department when Fred Lunt, regional vice president-sales, followed his presentation with a challenge to the group to produce sales ideas. These came thick and fast and each idea-producer was given a "Ship-By-Rail" baseball cap to identify him. There were few capless spec-

Below, Dr. Alex Bavelas outlines an experiment in management communication for the group. Presentations were also given by the railroad's own management people.





Regional Vice President-Sales F. B. Lunt holds a brainstorming session for ideas on how to make railroad salesmanship more effective. Helpers, left and right, write suggestions as they come from group.

tators when the brisk 20-minute skull session was concluded.

In conclusion and for the purpose of giving an immediate opportunity to test some of the training subjects, the conferees were divided into small groups, each to consider specific management problems. Through a chairman and secretary the results of deliberations were summarized and brought back to the

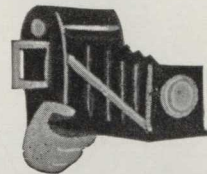
entire group at the close of the conference.

There were few who did not feel that the supervisory training sessions provided good material for making better managers, and I think they are all looking forward to longer and more frequent opportunities of this kind.

This is the fourth year that the Bangor and Aroostook has taken such an active interest in educating its supervisory people.

One out of three accidents involving motor vehicles on highway-railway crossings in 1956 resulted from motor vehicles running into the sides of trains.

MAINE LINE Camera —



Stanley T. Brown (left), marketing specialist for the Maine Department of Agriculture, presents an "Honorary license to the Bangor and Aroostook Railroad for the promotion of Maine's finest agricultural products through 'the official' blue, white and red trademark." The certificate was signed by Commissioner of Agriculture E. L. Newdick and was accepted for the railroad by Carl R. Smith, assistant to the president. Photograph in background shows famous "State of Maine Products" car that has advertised the state for seven years.



Above President W. Gordon Robertson and Executive Vice President W. Jerome Strout chat in front of old horse trough with bearded group celebrating Houlton's Sesquicentennial in August. Pictured here, left to right, are: Robertson, A. Otis Putnam, general chairman of the celebration; William Whitehead, representing the town manager; Strout; and George McGillicuddy, town council member.



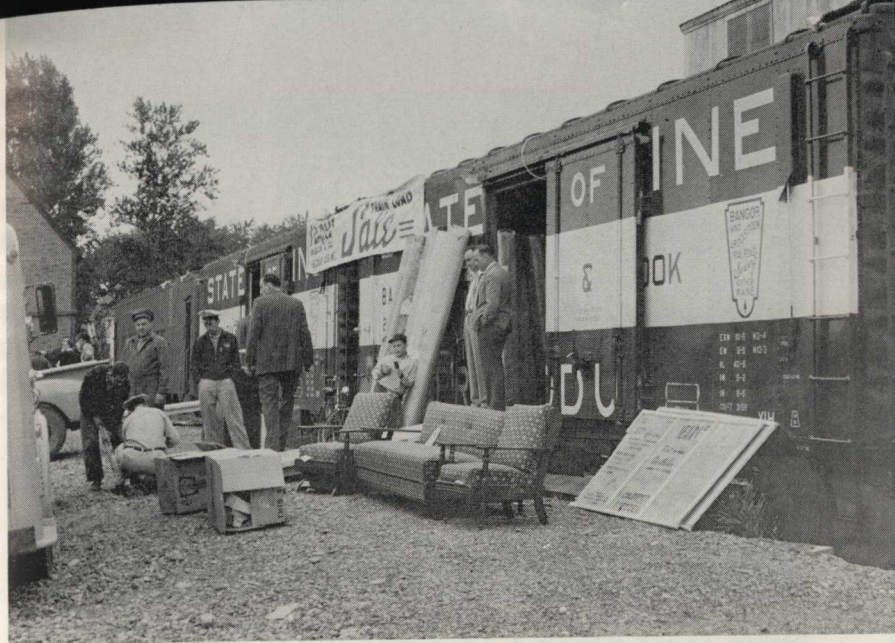
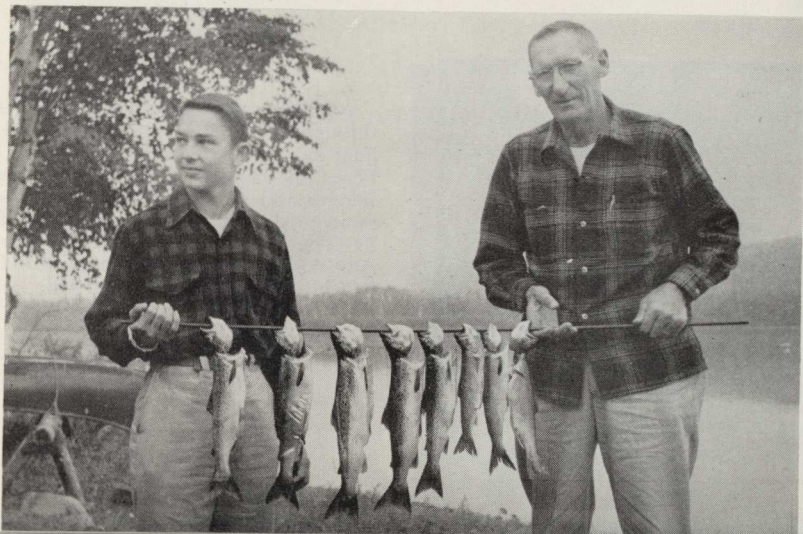
Anah Temple Shrine band marches through square in Houlton August 24, final day of Sesquicentennial Celebration. The band was sponsored by the Bangor and Aroostook as was a locomotive made by the Greenville 40 and 8. The Sesquicentennial, held from Aug. 17-24, drew an estimated 80,000 persons to Aroostook's Shiretown.

A good many members of the railroad family participated in Houlton's 150th birthday celebration. The lovely young belles at right won a prize for the best family-group costumes. The girls (from left to right) are: Ginger (6), Fawna (5), Candy (4), and Mary Kinney (2). They are the daughters of B. and B. Mechanic and Mrs. Austin Kinney.





Regional Vice President-Sales F. B. Lunt congratulates first prize winner Roger Pinette who topped all competition in Jaycee-sponsored Aroostook Soapbox Derby at Caribou. The prize, given by the railroad, was a fishing trip for Ricky and his father at Dana West's Fish River Lake camps. Below, Ricky and Dana West hold part of Ricky's catch.



Sears, Roebuck's Presque Isle Store held the first trainload sale in Maine at trackside in August, according to Manager Walter Almeda. Almeda said more than 90 per cent of the 18,000-pound shipment (mostly appliances) was sold. He plans to make the sale an annual event. Below, Sears employees wear railroad caps with "Ship B and A" emblems. From front to rear they are: Rudy Sirois, Victor Pelletier, Mac Dempsey, Wendell Pierce, and Clifford Fox.





Left, pretty Patsy Derosier serves coke and ice cream at Sears trainload sale. Caboose (with phone connected through store's switchboard) served as credit office.

President W. Gordon Robertson met with chairman of the railroad's brotherhoods shortly after he assumed office. Pictured (seated) are George Mullen, Fred DeWitt, Fred Parent, Robertson, Gerald Steeves, and Leroy Howard. Standing are: George Folsom, Valva Constantine, Ralph Rafford, Harry Buck, James Daly, Charles Hoskins and Albert Cyr.



The Suggestion System

By LISTON LEWIS

Contrary to what some people would have us believe, things just don't happen. Everything that occurs is the direct result of some force. Knowing this, we realize that the pattern can be altered by our own efforts. In short, by thinking about our jobs and how to improve them, we have the tools for improving ourselves at the same time.

A good example of a man who is concerned about the future and who's doing something about it is Engine Cleaner James R. Clark (pic-

tured above) who works at the Northern Maine Junction Diesel Shop. Reggie has been a railroad man for 16 years, 15 of which he spent as a dining-car chef, and he's been one of the Suggestion System's steady contributors and winners (he recently collected his 15th suggestion award). In all Reggie has earned about \$260 from his awards and has proved that he's a man who's thinking about getting things done efficiently.

We invite every employee to take part in our future growth.

IN THE FAMILY

Southern Division

Friends of Car Distributor *Herbie Curtis*, Northern Maine Junction, will be sorry to learn that he has been a patient at the Eastern Maine General Hospital.

Supt. Trans. *Keith Lilley* enjoyed his vacation eating lobsters up and down the coast of Maine, the latter part of August and first of September. He also visited with his son, *Danny*, in Washington, D. C. who is serving with the U. S. Navy.

Clerk *Stan Loftus*, Northern Maine Junction, is home from the Eastern Maine General Hospital. He has been recovering from a heart attack.

Transfer House Foreman *Joe White* suffered painful burns on his hand during his vacation. Mrs. White was melting paraffin for sealing jelly, it became overheated and burst into flames. Joe discovered it just in time to save his home from burning, but in trying to dispose of it, got some on his hand.

Alicia Toole, secretary in the office of Superintendent of Transportation, Northern Maine Junction, went to Boston to see some baseball games during her vacation early in September.

Mr. and Mrs. *Wynne G. Kelley* spent their annual vacation this year at their cottage "WE-DOOD-IT," which they recently purchased at Hermon Pond.

Mr. and Mrs. *Leon E. Blodgett* went to Moncton, N. B. during their vacation this year.

Mr. and Mrs. *H. C. Curtis* had as recent house guests, their daughter and son-in-law, Mr. and Mrs. *George Voss* of Allston, Mass.

Mrs. *Nora Duren's* niece, Miss *Jacqueline Burr* of Portsmouth, N. H., has been visiting her aunt for the

CONTRIBUTING CORRESPONDENTS

C. A. Hamilton
Lou Kitchen
B. J. Edwards
T. M. O. Kelley
Guy Jackins
Bernice Bailey
Joseph Burby
Archie McDonald
Thomas P. Allen
Arthur E. Lamson
Kenneth Beals
R. O. Foster
W. M. Norsworthy
Mrs. R. W. Linnell
A. W. Simpson
Ralph L. Rafford
Helen Brisette
M. A. Girvan
Gladys C. Goodwin
Merle E. Spaulding
S. Farrington
Victor Vereault
G. N. Grant
R. H. Browne
Frank Helms
H. R. Roy
H. A. Howe
C. L. Davies

past month. Nora spent her September vacation in Boston and Portsmouth.

Johnny Brigham spent his annual vacation working on his new home in Derby.

Arthur Bowen has returned from his vacation which was spent at his camp at Pleasant Pond in Island Falls.

Manager Car Service *Frank O'Brien*, attended the Yankee-Red Sox game in Boston during his August vacation.

J. C. Flynt, Yard Clerk at Northern Maine Junction, who has been on sick leave since January 28, 1957, because of a heart attack, retired August 22. He has 36 years of service with the BAR and five years with the Maine Central.

Mr. Flynt began his railroad career with the BAR at Derby in 1920 as clerk in the Car Department. In



J. C. Flynt



Congratulations and best wishes to Brakeman and Mrs. *Richard W. Porter, Jr.*, of Island Falls, who were married in the United Baptist church, Island Falls, in June.

The bride is the daughter of Conductor and Mrs. *L. J. Howard* of Island Falls. She is a graduate of Island Falls high school. The bridegroom is the son of Mr. and Mrs. *Richard W. Porter, Sr.*, of Crystal, and is a graduate of Patten Academy.

1922, he went to Oakfield as Chief Clerk to open the first Master Mechanic's Office on the Northern Division, (W. C. Dean, Master Mechanic) where he remained until 1945 when he transferred to Northern Maine Junction.

Mr. Flynt comes from a long line of railroad men. His father, two uncles, and a cousin all began their railroad careers at Abbot Village. Mr. Flynt, his father, two uncles, and *Maurice W. Flynt*, now station agent at Waterville, have a total of 215 years service on the Bangor and

Aroostook and Maine Central railroads. However, upon the retirement of Maurice Flynt, the Flynts will be done as railroad men, for he is the last of the clan to follow in the traditions of the family.

Flynt has a small farm in Carmel, on the Plymouth Road, where he is pursuing his hobby of raising flowers and will be pleased to have his friends call on him.

Mr. and Mrs. Flynt left September first for San Diego, Calif., where they will remain until April with their daughter, Mrs. *Dorothy Titcomb*.

Accounting Department

Statistical Clerk *James L. Williams* has left the BAR to enter the College of Engineering, University of Maine. He received a gift of money, and other small tokens from his associates before leaving.

Mrs. *Thomas Howard* (the former Helen Leckemby) who was employed as stenographer and receptionist in the office of the Comptroller and General Auditor, is now making her home in Chicago, Illinois.

Charles E. Day has transferred

Car Distributor *L. E. Blodgett*, right, receives his gold pass from *F. D. O'Brien*, manager of car service. Blodgett entered railroad service on the Grand Trunk Railway in 1911 as a station helper. He was made telegrapher in 1913 and a year later entered service on the Maine Central railroad as relief agent and operator. He entered BAR service in 1917 in the Car Service Department. Blodgett has served under six department heads: *J. H. Curtis*, *F. H. Daggett*, *H. E. Calhoun*, *L. E. Terrio*, *S. P. Ruth*, and *F. D. O'Brien*.



from the Division of Freight Accounts to the General Accounts Section as statistical clerk to fill the position formerly occupied by James Williams.

Mrs. *Dorothy Geroux* of Old Town is the new stenographer and receptionist in place of *Helen Leckemby Howard* who resigned in August.

General Bookkeeper Miss *Elinor Prout*, recently enjoyed a week's vacation visiting Lakewood and coastal areas in this section of Maine.

George Grant with Mrs. *Grant* and their daughter from Sun Valley, Idaho, spent a week's vacation at Eastham, Mass., early in September. They also visited Provincetown and other Cape Cod towns and villages.

On Sept. 28, a combined group from the General Accounts and Rates

and Revisions Sections enjoyed a dinner party at Mundy's restaurant in Amherst. Following the dinner, the group went to Mariaville to a country dance. Those attending were: Mr. and Mrs. *R. E. Girvan*, Mr. and Mrs. *J. E. Rogan*, Mr. and Mrs. *G. N. Grant*, Mr. and Mrs. *O. J. Gould*, Mr. and Mrs. *D. E. Andrews*, *J. L. Williams*, Mr. and Mrs. *M. H. Johnston*, Miss *M. A. Girvan*, *R. Beck*, Miss *S. S. Farrington*, *C. E. Brewster*, Miss *Charlotte Soucie*, *R. G. Shaughnessy*, *L. H. Kitchen*, and guests, Mr. and Mrs. *John Tracy*.

A meeting was held October 1 to elect the officers and committee members, and to make plans for the Accounting Department's annual Christmas party. The party will be held at

Comptroller *R. D. Plumley* presents Chief Clerk *Ralph J. Winslow*, Bangor, a gift on behalf of his fellow workers on his retirement Sept. 30 as employees of Winslow's division watch. Mr. Winslow was born in Brewer, September 20, 1892 and started his railroad career Aug. 7, 1919 as a clerk in the disbursements section of the Accounting Department, a position he held until 1924. From 1924 until 1943 he was assistant chief clerk in car service. He became chief clerk in car service in 1943 and chief clerk in car accounting in 1949. He is married and has two children.





Mr. and Mrs. Arlo B. Farrington of Bangor have announced the engagement of their daughter, Shirley Sara, to Charles E. Brewster, son of Mrs. Maude B. Brewster of Dedham and the late George W. Brewster. Miss Farrington is a graduate of Bangor high school. He is a graduate of Higgins Classical Institute and attended Husson College. Both are employed in the Accounting Department.

the Penobscot Valley Country Club, November 30.

Richard P. Shaughnessey, Car Accounting Section, has been promoted to Chief Clerk in that section, succeeding R. J. Winslow who has retired. He previously held the position of per diem clerk.

Stenographer Christine DeWitt, Car Accounting, was back at work this month after a prolonged period of convalescence.

Clerk E. J. Cross, Car Accounting, spent his vacation at Cold Stream

Pond, Enfield, and made a few side trips to nearby points.

Disbursements Clerk and Mrs. John Salisbury spent a vacation in Vermont and New York. Mrs. Salisbury is the former chief clerk, ticket audit.

Stenographer Mrs. Kathleen Aiken vacationed in Bar Harbor in August.

Mr. and Mrs. Ralph E. Hickson, Merle Spaulding, and Winnifred L. Condon went to Quebec City over Labor Day weekend. They also visited the shrine at Ste Anne de Beaupre.

Clerk George Massey is now working in the Freight Audit department, taking the position formerly held by Charles Day.

Freight Claim Agent J. Gregg Beckett attended a meeting of the Eastern Claim Conference, Oct. 29-30 at the Sheraton-Plaza, Boston.

Rate and Division Clerk and Mrs. Ed Cranston went to Portland, Sept. 14 to attend the wedding and reception of his nephew.

Rate and Division Clerk Donald E. Andrews of Bangor, spent one week of his vacation with his father and mother at Camp Ogontz on Moosehead Lake.

George E. Deshane has been assigned the position of Assistant Rate and Division clerk, formerly held by Charles E. Brewster.

The "Songbirds" held an outing at Lou Kitchen's camp, July 20. A steak and lobster supper was enjoyed after which the group went swimming. Present were: Lou Kitchen, Margaret Billings, Don and Dot Andrews, Merv and Pearl Johnston, Shirley Farrington, Charles Brewster, Margaret Girvan, Robert Beckwith, Charlotte Soucy and Dick Shaughnessey.

Mr. and Mrs. William Brown (Mrs. Brown is a key punch operator in the IBM Bureau) enjoyed a week's vacation in York, Pa., where they visited

Mr. and Mrs. Robert Oberg. Bob is the son of Conductor and Mrs. John Oberg of Veazie. On their return they went to the Yankee-Red Sox game in Boston.

Congratulations and best wishes to Key Punch Operator Yvonne Barnaby and Harold Connors who were married July 27 at St. Anne's church in Bradley.

Key Punch Operator Cora Pelkey enjoyed a week's vacation recently. She spent part of the time visiting at the home of her brother, John Darling and his family in Wells.

Mr. and Mrs. J. Henry Cameron recently enjoyed a two-week vacation in Boston and in Houlton, where they

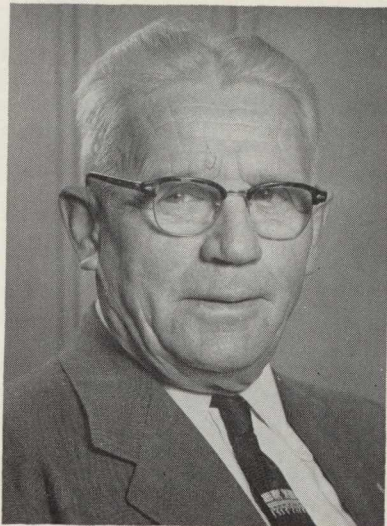
visited friends and relatives. Nadine is a key punch operator in IBM.

Key Punch Operator Mildred McNaughton is recuperating at her home following surgery at the Eastern Maine General Hospital. Mrs. Pauline Carey, formerly with the St. Regis Paper Company of Bucksport, is working in IBM during Mildred's absence.

Richard MacDonough, who is in his second year at St. Mary's Seminary in Baltimore, Maryland, and John, Jr., an engineer with the General Electric Company in Syracuse, New York, recently accompanied their parents Machine Operator and Mrs. John MacDonough and their sister, Jane, on a motor trip to Nova Scotia, via the Bluenose ferry.

File Clerk Adelia R. Leonard, Derby, receives her gold pass from H. Allen Monroe, assistant to the mechanical superintendent. Mrs. Leonard entered service Oct. 6, 1917 as student operator. She was made telegrapher in 1918, later becoming telegrapher-clerk, a position she held until 1954, when she became file clerk. She is married and has two children.





George T. Flemming, carpenter-plumber at Houlton, retired Oct. 11 after 33 years service with the railroad. He was born in Presque Isle May 24, 1885 and entered railroad service in 1924. Mr. Flemming was a member of the National Guard from 1907 until 1916 and participated in the Mexican Border campaign. He is a member of the American Legion and the Odd Fellows. Mr. Flemming is married and has four children.

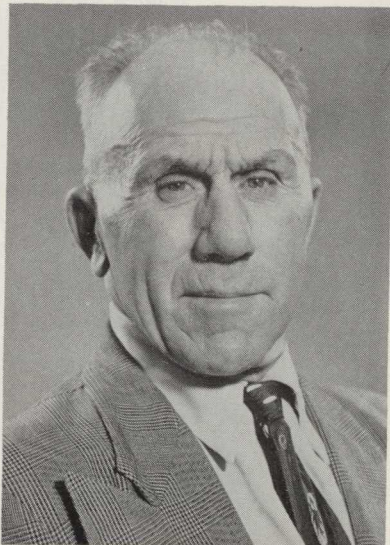
Seth Gilman II, son of Machine Operator and Mrs. *Seth Gilman*, married Miss *Edith Crockett*, daughter of Mr. and Mrs. *Marvin Crockett* of Brewer, July 20. The bridegroom is now attending Maine Central Institute in Pittsfield.

Machine Operator *Ray Poole* is attending night classes at Husson College.

The IBM Bureau enjoyed a covered dish supper at their annual outing held at *Robert Clukey's* cottage

in Lucerne. Attending were: Mr. and Mrs. *J. Henry Cameron*, Mr. and Mrs. *Charles McNaughton*, Mr. and Mrs. *Ray Poole*, Mr. and Mrs. *John MacDonough*, Mr. and Mrs. *Edmond Brissette*, Mr. and Mrs. *Al McIntosh*, Mr. and Mrs. *Win Bracy*, Mr. and Mrs. *Seth Williams*, Mr. and Mrs.

Trackman *Fred A. Campbellton*, Houlton, has retired from railroad service after 35 years with the Bangor and Aroostook. He was born in Houlton Nov. 1, 1891 and entered railroad service Nov. 22, 1922. He has served as trackman at Houlton, Caribou, Westfield and Oakfield. Mr. Campbellton served in the Army during W. W. I and is a member of the American Legion and the Brotherhood of Maintenance of Way Employees. He served as a sergeant in the Maine State Guard, and was a member of the National Guard for four years before entering service in the first World War.



MAINE LINE

Bob Girvan and their son, Mr. and Mrs. *Donald Annio*, Mr. and Mrs. *Jim Rogan*, *Frances Guthrie*, *Earl Kelley*, *Lou Kitchen*, *Robert Clukey, Jr.*

Word has been received that Lieut. and Mrs. *Wendell Holman* and their son, *Wendell, Jr.*, are now living in Germany where Lieut. Holman is stationed with the U. S. Army. *Jane* was formerly a key punch operator in the IBM bureau.

Mechanical Department

Col. and Mrs. *W. G. Knight*, former Mechanical Superintendent at Derby, now of Lyndonville, Vt., were guests of Mr. and Mrs. *H. A. Monroe*

at their home in Milo the week of Sept. 28.

Mr. and Mrs. *M. E. Place* had a most enjoyable vacation trip to the West Coast recently, going by plane from Bangor to Los Angeles, from there by Greyhound bus to San Francisco, and from there to Chicago via Oakland, Sacramento, Reno, Salt Lake City, Cheyenne; Pullman from Chicago to Boston, and train Boston to Milo.

Our sympathy to *F. S. Young*, car repairer, Derby on the death of his father, *Samuel Young*, Milo.

The many friends of Carpenter *Ernest A. Chase*, (Ret.), Milo, will be sorry to hear of the death of his wife.



Mechanical Superintendent *V. L. Ladd*, right, presents gold pass to Hostler *Lewis L. Pelkie* at Millinocket. Pelkie entered service in 1917 as Hoisting Engineer at Millinocket and later worked as air brake repairer, machinist and round house foreman. He served in the Army during W. W. I.



Conductor *William G. Leavitt*, Van Buren, retired August 31 after 44 years railroad service. He was born in 1892 at Crystal and entered service as a brakeman in 1913. He is a graduate of Island Falls High School. Mr. Leavitt is a member of the Houlton Lodge of Elks and the Brotherhood of Railway Trainmen. He is married and has three children.

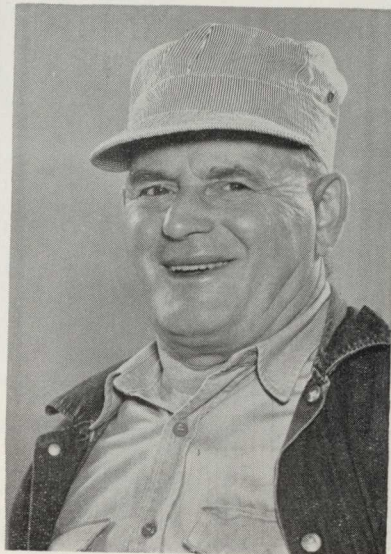
We were sorry to hear of the death of *George A. Lapointe*, (Ret. Carpenter), Kittery.

The many friends of *D. C. Curtis*, Machinist Helper, Derby, were saddened to hear of his death which oc-

curred in a Bangor hospital Sept. 14. He was born February 22, 1903 at Levant, Maine.

Surviving are two sons, *Ronald G.*, Key West, Florida and *Lawrence P.*, Fairfax, Va.; three daughters, *Mrs. Naomi Jacques* of Houlton, *Mrs. Jacqueline Guild* of Boston and *Miss Geraldine Curtis* of Milo; and 12 grandchildren.

Freight Foreman *Harry C. Conway*, Houlton, retired Oct. 5. He was born in St. John, N. B. and started work for the railroad as an engine cleaner in 1909, a position he held until 1913 when he resigned. He returned to railroad service as freight clerk and handler in 1945 and served as freight handler and foreman from 1948 until 1957. He served in the Canadian Army during W. W. I and was both wounded and gassed. Mr. Conway is a member of the Canadian Legion. He is married and has two children.



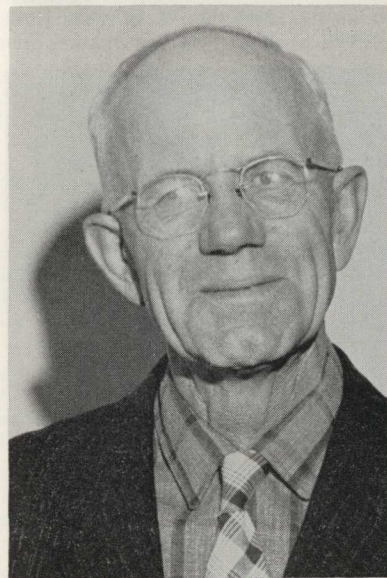
MAINE LINE

Mr. Curtis entered the service of the railroad July 19, 1922 and held many positions, including Laborer, Machinist, and Helper in various crafts.

Duane Weymouth, son of Electrician and *Mrs. A. G. Weymouth, Sr.*, Derby, is a patient in the Medical Center, Portland.

Congratulations to Mr. and Mrs. *C. W. Clark*, car repairer, Derby on the birth of a daughter at the Gallant Hospital, Milo, Sept. 23.

Conductor *William Levesque*, Millinocket, retired Aug. 31 after 34 years Bangor and Aroostook service. He was born at Edmundston, N. B., Aug. 9, 1892 and started his railroad career in 1923. He is a member of the Elks and the Knights of Columbus. Mr. Levesque is married and has five children.



SEPTEMBER-OCTOBER, 1957



We were sorry to hear of the death of *Moses I. Morton*, inspector of scales and water supply for the railroad, at Oakfield Sept. 2. He was born at Oakfield July 5, 1894 and had been employed by the BAR for more than 40 years. He is survived by his wife, *Venessa Porter Morton*; five sons, *Wallace, Elson, Donald, Gordon, and Carl*; and one daughter, *Mrs. Robert Pratt*.

We are sorry to hear that Carpenter *N. P. Spear*, Derby, is on the sick list. He and Mrs. Spear have gone to Virginia, where she will visit with their two sons, while he is a patient in the hospital.

Mr. and Mrs. *Charles P. Field*, (Ret. AAR Car Bill Clerk), formerly of Derby, now of Lake Placid, Florida, have recently been visiting Mrs. *Eva Burgess* in Dover-Foxcroft and Mr. and Mrs. *Charles Scanlon* in Milo



Station Agent *Ralph L. Rafford*, Squa Pan, received his gold pass recently. He was born in Ashland and started work for the Bangor and Aroostook in 1915 as assistant agent at Limestone. He is a graduate of Ashland High School and is a member of several Masonic orders and Anah Temple Shrine. He is married and has five sons.

and also spent several days at the *Ira Gould* cottage at Ebeeme. They also called on several friends while in Milo. On their return to Florida in early September Mr. Field underwent an operation, and he is progressing satisfactorily from same. He will be 84 years old in March.

James L. Ladd, son of Mechanical Superintendent and Mrs. *V. L. Ladd*, Milo, has received his discharge from the Army after serving in Korea and has moved his family to Newport,

Maine where he has accepted a position as teacher and coach in Newport High School.

Mr. and Mrs. *J. G. O'Brien*, Bangor, are receiving congratulations on the birth of a son *John Gould O'Brien* at the E. M. G. Hospital. The proud grandparents are Shop Clerk and Mrs. *F. F. Gould*, Milo.

Norman Leonard, son of Mr. and Mrs. *Merle Leonard*, has moved his family from Merrimac, Mass. to Orono, where he is enrolled at the U. of M. for his junior year. Mrs. Leonard is clerk in the Mechanical Department, Derby.

The following have joined the B.

Our congratulations and best wishes to Trackman and Mrs. *John H. De-Long*, Bridgewater, who were married recently. The bride is the former *Rosemond Foster* of Monticello and is a 1954 graduate of Houlton High School.



MAINE LINE

and A. family at Northern Maine Junction in the Diesel Shop: *H. E. Carey*, engine cleaner; *R. E. Ross*, electrician, and *R. A. Perry, Jr.*, electrician.

Engine Cleaner *A. C. Randall*, Northern Maine Junction Diesel Shop, is convalescing at his home in Bradford, following an operation at the Gallant Hospital, Milo.

Assistant Diesel Supervisor *N. E. Skoog*, Northern Maine Junction, has recently returned home after completing a two-month course at E.M.D., General Motors, Lagrange, Ill.

Northern Division

Miss *Mary Alice Saunders*, daughter of Freight Foreman and Mrs. *W. B. Saunders* of Houlton, became the bride of *Maurice Callanan*, son of *William Callanan*, Sept. 2, at St. Mary's Catholic church in Houlton. Following a reception, held at the Northland Hotel, the couple left on a tour through the New England states.

The annual meeting of the Order of Railroad Telegraphers was held on Sept. 22 at Watson Hall, Houlton.

Operator *R. H. Browne* recently returned from a tour of Quebec, Canada.

Our sympathy to former Trackman *Neil Hebert*, Fort Kent and to Freight Handler *Louis Hebert*, Van Buren, whose brother, *Edgar Hebert*, died recently in Connecticut.

We are glad to see Brakeman *L. D. Madore* up and around again after his operation a few months ago, and also Fireman *D. L. Laferriere* who has been ill.

Congratulations to Brakeman and Mrs. *N. J. Daigle* on the birth of a son.

Conductor *W. G. Leavitt* was presented with a billfold and sum of



Mr. and Mrs. *Harvey Crandall* cut cake as they celebrate golden wedding anniversary at their home in Oakfield recently. More than 100 people attended the open house observance. Mr. Crandall is a retired B. and B. man.

money on his final trip before his retirement. The gifts were given by his fellow workers in appreciation of his fellowship and generosity. Bill is a member of the Brotherhood of Railroad Trainmen and the Order of the Elks, so the crest of each was put on the billfold.

Engineering Department

We were sorry to hear of the death of Section Foreman *H. B. Lewin* of Squa Pan. Our sympathy to his family.

Retired Section Foreman *John McCue* died at his Wellington farm home August 15. He had worked on the BAR from 1922 to 1935 when he retired.

David Wheeler, a student at the



Congratulations and best wishes to Mr. and Mrs. *Harold C. Garcelon* who were married in July at the Methodist-Episcopal church in Monticello, by the Rev. *Michael Paul Shafman*.

The bride is the former Miss *Kathryn Ann Vittum*, granddaughter of Mrs. *Robert A. Carpenter* of Monticello. She attended Bridgewater Academy and Ricker Classical Institute. The bridegroom is the son of Mr. and Mrs. *Cecil Garcelon, Sr.*, of Bangor. He was graduated from Houlton high school. He is a member of Monument Lodge, Houlton Chapter, St. Aldemar Commandery, and Anah Temple Shrine and is employed with the BAR at Milo.

Maine Maritime Academy, recently spent a three-week vacation with his parents, Engineer and Mrs. *Paul Wheeler*.

Staff Sgt. and Mrs. *Robert Oldenburg* and their three children, *Marcia*, *Timmy* and *Stevie* of Fairborn, Ohio,

were recent guests of his parents, Foreman and Mrs. *Herschel Oldenburg* of Sherman Station. They also visited with Mrs. Oldenburg's family, Mr. and Mrs. *Elwood Crockett* of Presque Isle. Robert is a former operator for the BAR.

Foreman and Mrs. *Herschel Oldenburg* recently returned home from a trip to New Jersey where they visited with friends and relatives. They returned by way of Montreal and Quebec.

Congratulations to B. and B. Painter and Mrs. *Linwood Jackins*, Derby, on the birth of a son, *Kevin Lee Jackins*, August 21, at the Gallant Memorial Hospital in Milo.

Funeral services were held August 18 for *Harry G. Johnson*, long time employee of the BAR Railroad. At the time of his retirement from the service he was acting as trainmaster of the road's northern division. He was a veteran of the Boer War.

Retired Section Foreman and Mrs. *Avon Chambers* observed their 50th wedding anniversary at their home recently.

Trackman *Eddie Roy*, Frenchville, has been awarded a full annuity effective April 15, 1957.

Associate Editor *Lou Kitchen*, Bangor, holds one that didn't get away. Lou caught it at some undisclosed location on some undisclosed lake.

Mr. and Mrs. *Richard A. Jackins*, son of Tie Inspector and Mrs. *Guy Jackins*, Houlton, spent their vacation recently visiting his parents, and her mother, Mrs. *Dennis Bernier*.

Stock Clerk and Mrs. *Robert MacIlroy* of Houlton were given a surprise party by friends on their tenth wedding anniversary. A social evening was enjoyed and a gift of money was presented to the couple.

Foreman *Alton W. Simpson*, Mapleton, enjoyed a fishing trip at Second Masquacook Lake over Labor Day weekend. He was accompanied

by *Leo Levesque*, *Weldon Simpson* and *Norman K. Dixon*.

Trackman *Elbridge Dumond*, Soldier Pond, has been elected chief ranger of the Catholic Order of Foresters at a meeting at the Sacred Heart Parish hall recently.

Mrs. *John L. Burton*, wife of Assistant Mechanic *John Burton*, of Oakfield, and Mrs. *Burns E. Grant*, wife of B and B Mechanic *Burns Grant*, Island Falls, accompanied by the Burtons' daughter, *Marilyn*, have returned from a visit with their children, A/1c and Mrs. *Donald E. Burton* and son *Michael* at Camden, Del. Airman Burton was commissioned a second lieutenant in the U. S. Air Force at Dover A. F. Base, Del., and is now attending Medical Supply School at Gunter Air Force Base, Ala.

Garth C. Ewings of Millinocket spent a few days' vacation with his sister and brother-in-law Mr. and Mrs. *Roland Cameron* of Oakfield.

Congratulations to Trainman and Mrs. *William D. Sawtelle* on the birth of a daughter, *Ruth Louise Sawtelle*, August 20 at the Gallant Memorial hospital.

We were sorry to hear of the death of Retired Section Foreman *Cleveland G. Chaples*, August 13, at his home in Bangor. He was employed by the BAR for 49 years until his retirement in 1953.

Trackman and Mrs. *Arthur Richards* visited with Mr. and Mrs. *William Richards* in Oakfield recently.

Section Foreman and Mrs. *Charles R. Ewings*, Millinocket, enjoyed a visit from their daughter and son-in-law, Mr. and Mrs. *Averill D. Sutherland* and their children of Howington, Conn.

Miss *Alma Crocker*, daughter of the late *J. B. Crocker*, has returned to Binghamton, New York, where she has a teaching position.

Mr. and Mrs. *Wilmer Lyle*, parents of Trackman *Leroy Lyle* of Norcross,



Assistant Superintendent of Transportation *H. P. Lee* congratulates Engineer *Winfield N. Quimby*, left, on his retirement Aug. 31. Quimby was born in Caribou and entered service in 1916 as a fireman. He is a member of the Masonic orders, the Bangor Masonic Club, the Bangor-Brewer Shrine Club, the Aroostook Shrine Club, the Order of the Eastern Star and the Odd Fellows. He is married and has two children.

have purchased a home in Millinocket. They plan to move from their camp in Norcross soon.

Congratulations and best wishes to Tie Trackman *I. R. Corbin* and *Delores Schurman* who were married in Presque Isle August 31.

Mr. and Mrs. *Donald Hiner* and their daughter *Debby*, accompanied by Mrs. Hiner's parents, Mr. and Mrs. *J. P. Hiner*, spent a recent vaca-



Miss *Joyce Marie Burby*, daughter of Mr. and Mrs. *Joseph Burby* of Grindstone, became the bride recently of *Paul E. Gallant*, son of Mr. and Mrs. *Raymond A. Gallant*, Brooklyn, New York.

The bride was graduated from Medway high school in June. The bridegroom attended schools in Brooklyn, N. Y., and was graduated from Stearns high school. He is employed by the Great Northern Paper Company and they will make their home in Millinocket.

tion at the home of her parents, Mr. and Mrs. *Warren Norsworthy*, Limestone. They have now returned to their homes in Ashland, Ohio.

James Fraser of Grindstone has been elected president of the Millinocket Lodge of the B.M.W.E. He replaces *Hollis Tveedie* of Millinocket who retired due to ill health.

We were sorry to hear of the death

of *D. W. Grant*, 72, a retired conductor of the BAR, who died at his home in Houlton, August 8. Our sympathy to his family.

Mr. and Mrs. *John L. Robbins* of Lagrange were honored by their son *Herbert S. Robbins* and his family, on the occasion of their 50th wedding anniversary. Mr. Robbins retired from the BAR in 1954, after 52 years of service.

Jim Chase who has been working for *K. Beals* all year and playing ball for the BAR Rovers was loaned to the Limestone Chiefs for the Northern Maine tournament and was picked for the All-Tournament team, one of three pitchers chosen.

Vaughn Martin has returned to his duties as high school history teacher at Milo after a summer in B and B department, Derby.

Miss *Shirley Pinette*, daughter of Section Foreman and Mrs. *E. J. Pinette*, Fort Kent, entered the Hartford Hospital School of Nursing this fall. Her parents drove to Hartford with her.

Benjamin J. Morrison, 71, a resident of Oakfield for over 50 years, died Wednesday at a Houlton hospital after a long illness. He was a member of the Railroad Brotherhood of Maintenance of Ways.

Accountant *Bert Wise* of the Engineering Department, Houlton, retired July 29. He was born in Marysville, N. B., Sept. 6, 1892 and started working for the BAR in 1915 as stenographer.

He attended Houlton high school, Colby College and Morgan Business College. He is a member of Alpha Tau Omega fraternity and the Masons.

Thomas P. Allen, Northern Maine Junction, has written us that he wishes to thank all those who so generously gave to him during his recent illness.

Mrs. *Ted Cain*, wife of Trackman

Ted Cain, Masardis, has been a patient at the Island Falls hospital where she underwent surgery.

Trackman *G. A. Hayes* has been confined to the hospital and his home, recovering from a heart condition. He expects to return to work soon.

Engineer and Mrs. *O. L. Prince* recently held open house at their home in Oakfield for family and friends, celebrating their 40th wedding anniversary.

Sales Department

Secretary *Dot A. Prout*, Bangor, vacationed at her camp at Brewer Lake in September.

Hugh Goodness and *Lou Kitchen* attended the doubleheader between the Red Sox and Detroit Tigers at Fenway Park, Sept. 15.

Luck seems to hold out in the *Hugh Goodness* family. A local TV station recently ran a contest in which a collie puppy was to be given to any boy or girl guessing nearest to the age of the famous *Lassie*. Sure enough, son *Jeffery* came through with flying colors and was awarded the pup during the program Sept. 12.

We were sorry to learn about the sudden death of *Conrad G. Coady*, Biddeford, Maine, father of Mrs. *Thomas Scanlin*. Before his death, he had taught Science at Biddeford high school for twenty-five years. Mrs. *Scanlin* is the wife of our Sales Analyst.

Purchasing and Stores Dept.

Assistant Supervisor of Stores and Mrs. *Henry Thies* and children *Larry*, *Darla-Jean* and *Clifford*, of Bangor, spent the weekend with her sister and husband, Mr. and Mrs. *George Crabtree*.

Friends of Storekeeper *Raymond S. Orff*, of Milo, are glad to hear he is convalescing at home after an operation. He was a patient at the East-



T/Sgt. *Richard G. Pelkie*, son of *Hostler L. L. Pelkie*, Millinocket, receives engraved cigarette lighter in recognition of being chosen as one of three "Crew Chiefs For The Past Six Months" from Col. *Robert J. Mason*, commander of the 306th Bomb Wing stationed at Tampa, Florida. The award was given on a crew chief's ability to keep his aircraft in commission.

ern Maine General Hospital for several weeks.

Mrs. *Ronald Johnson*, formerly *Lorraine Crabtree*, has accepted a position in the Commercial Department of the Windsor, Conn. High School, which has an enrollment of 1300 students. She is the daughter of Mr. and Mrs. *George Crabtree* of Derby, and is a graduate of Milo High School and Husson College and has taught at Southwest Harbor for three years.

Friends of "*Cint*" *Brown*, retired employee, are sorry to learn of his

accident. He and Mrs. Brown were returning from a trip with their son, *Lawrence*, when the car door opened and in trying to save his father from falling out, Lawrence lost control of the car, which overturned. Mrs. Brown and son sustained minor bruises while "Clint" had several ribs broken. All were sent to the hospital in Skowhegan. Mr. Brown will be in the hospital several weeks longer.

Mr. and Mrs. *Ronald Johnson*, of Hartford, Conn., were recent weekend guests of her parents Mr. and Mrs. *George Crabtree*, Derby.

Assistant Manager Purchases and Stores *Harold F. Bell* has returned to his office after attending Kings College in Halifax, N. S. for five weeks.

Friends of *Donald Peters* were sorry to hear that he fell and broke his hip. He was taken to the Eastern Maine General Hospital for X-rays and treatment, but has now returned home.

A warm welcome to *Walter S. Chase* and "*Jimmie*" *Furlong* on their return to work after being out several months on sick leave.

Miss *Norma Crabtree*, daughter of Printer and Mrs. *George Crabtree*, has returned home after spending the summer at Southwest Harbor where she was employed. She has entered the school of Beauty Culture in Bangor and is staying with her aunt, Mrs. *Henry Thies*.

Our sympathy to Mr. and Mrs. *Ward Scripture*, of Milo, in the death of his brother *Raymond A. Scripture* of Waterville, formerly of Milo.

General Offices

Congratulations to Assistant Counsel and Mrs. *William M. Houston*, Bangor, on the birth of a son, *Wil-*

More than one million American citizens are required to operate the American railroads. Together with their families, they constitute a group of some 3,500,000 persons—more than are in North and South Dakota, Montana, Idaho and Utah combined.

liam, Jr., August 30. The child's grandparents are retired CPer and Mrs. *M. P. Coburn*, Brownville Junction, and Dr. and Mrs. *W. S. Houston, Milo*.

Miss *Gloria Cyr*, Personnel Dept. secretary recently returned from visiting friends and relatives in New Hampshire, Vermont, Massachusetts, Connecticut, New York, and in Montreal and Richelieu, Quebec.

She was accompanied by her parents, Mr. and Mrs. *Francis J. Cyr*, and her brother, the Rev. *Myles V. Cyr*, OMI, curate at St. Peter's church in Plattsburg, New York.

With her family, she also attended the Perpetual Vows ceremonies of her brother, Brother *Roger T. Cyr*, OMI (who was substitute mail messenger with BAR for two summers) at Oblate College and Seminary in Natick, Massachusetts where he is a second-year theological student.

Mrs. *Pearl Hoskins Johnston* of Bangor, wife of *Mervyn H. Johnston*, Accounting department, is employed as receptionist, Fourth Floor, Graham Building. She was previously employed as Payroll Clerk in the Mechanical Dept. at Derby for six years. Prior to her present position, she has been doing substitute work in Bangor.

Assistant Director Public Relations and Mrs. *K. S. Ludden*, Brewer, and Asst. to Treasurer and Mrs. *L. B. Neal*, Bangor, vacationed at Beech Hill Pond during August.

Mrs. *Berenice A. Mattison* of Northboro, Mass., former comptometer operator, Accounting department, was a recent visitor to Bangor and Brewer. She visited the BAR offices, accompanied by her daughter, *Lucille Dougherty*, secretary, Executive department.

FACTS AND FIGURES

	June-July 1957	June-July 1956
We received from		
Hauling Freight	\$1,687,101	\$1,762,178
Carrying Passengers	55,101	61,170
Baggage Mail Express	41,222	47,662
Other transportation services	36,615	38,787
Rent and miscellaneous income	437,145	532,915
A total of	\$2,257,184	\$2,442,712
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 364,135	\$ 394,328
Keeping locomotives, cars and other equipment in repair	519,013	457,968
Running trains	652,832	629,933
Selling our services to the public	85,337	59,741
Managing the business and keeping the records	174,946	136,627
Interest on borrowed money	159,050	131,198
Payroll taxes	87,600	69,032
Local and state taxes	147,751	128,645
Federal income taxes	(122,601)	24,156
Applied to sinking funds	148,927	218,171
A total of	\$2,216,990	\$2,249,799
Our Net Income was	\$ 40,194	\$ 192,913

