

**MAINE**

JAN. - FEB. 1958

**LINE** 





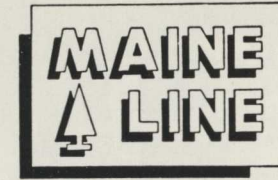
# TALKING IT OVER

The success of this railroad and our personal security depends on intelligent teamwork in the Bangor and Aroostook family. Whether or not we continue to exist as a profitable, wage paying industry will be determined by the ability and the willing-

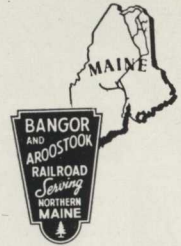
ness of all of us to make this company an efficient, productive organization. An obvious way for all of us to lend a hand is the utilization of our suggestion system. This is demonstrated by the award of \$873.09 to Vernon L. Terrio for a suggestion concerning the Millinocket yard. You will find the details of this, our largest, award in subsequent pages of this magazine. Mr. Terrio's suggestion exemplifies intelligent, constructive teamwork. His award not only benefits him, but is of definite value to all of us. We share in its benefits because the railroad has been made more efficient.

I hope Mr. Terrio's example will spur every one of us on to look for new and better ways of operating our company.

Sincerely,



## MAGAZINE



JANUARY - FEBRUARY  
VOL. 6 NO. 2

RICHARD W. SPRAGUE  
EDITOR

ASSOCIATE EDITORS

BENJAMIN J. EDWARDS  
HAZEL HOPPER  
LOUIS H. KITCHEN  
DORIS ROSEN  
FRANK HELMS  
ANNIE W. MORRIS  
GLORIA DUNN  
GEORGE N. GRANT

ABOUT OUR COVER

The jubilant young man receiving the trophy from President Robertson on our front cover is Woody Drake, Houlton, a winner in the railroad-sponsored model train races held in Houlton Jan. 17. (See page 19 for story). On our back cover, cranes bite into huge piles of pulpwood in St. Francis which will be shipped by rail. The unusually large piles were accumulated due to very mild weather conditions this winter.

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

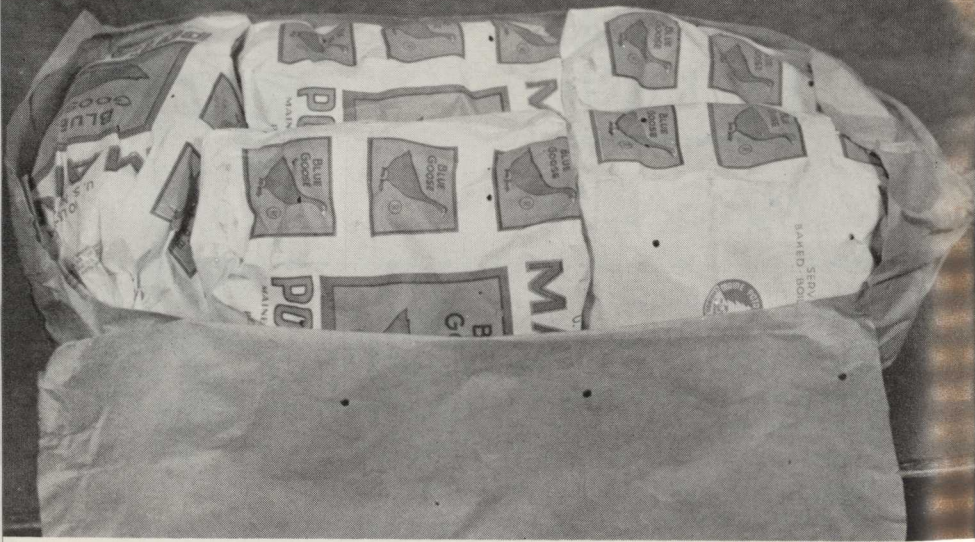
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*Probably the most important step in loading 50,000 pounds of paper fives and tens in master containers is the proper packing of the master container as illustrated in the cutaway photograph above.*

## How To Load 50,000 Pounds

By J. C. Hickson

Photographs and Drawings By Charles Kittridge, Maine Extension Service

Sharp rate cuts on Maine and New Brunswick potatoes destined for points generally west of the Hudson River, as far west as Detroit, and south as far as Norfolk, Va., became effective Dec. 18. The new rate applies to a 50,000-pound minimum carload and represents (in addition to thousands of manhours of effort) a savings to Maine

shippers of over a million dollars.

A rate cut in times of soaring prices is a wondrous thing and the industry can certainly use the savings. But, as with most new projects, there have been minor problems.

Since the new rate went into effect Dec. 18, I have been assigned, along with

Traveling Car Service Agent E. A. Bowen, the project of developing a load for the master container with five or 10-pound paper bags.

Loading 50,000 pounds of master containers packed with five or 10-pound paper bags has been the major problem. There has been no difficulty in loading polyethylenes in this quantity but, because of the bulk of five and 10-pound papers, many loaders have experienced some difficulty in loading the 1,000 master containers necessary for the savings involved in 50,000-pound minimum. The other problem we found with the 50,000-pound load was the tumbling of stacks and subsequent breakage of bags in partially-loaded cars. The problem showed up, of course, at stations where switching is done during loading hours. Because the stacks must be higher than when loading 36,000 pounds, the hazard of falling after the impact of switching is greater than with the former load.

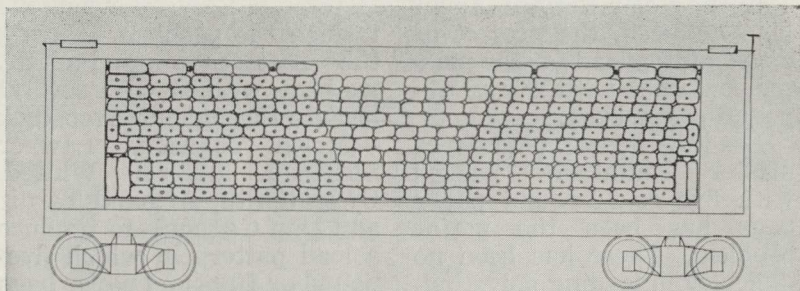
We were fortunate in having the aid of Kail Rion, eastern representative, Freight Loss and Damage Section, Association of American Railroads, and Charles Kittridge, assistant marketing specialist for the Maine

Extension Service, when we tackled the problem. During the past month-and-a-half, we have worked with several loaders throughout Aroostook—Merle Johnson, Lawyer Sherman, Harris Whited, Owen Smith, Armand Tardif and Dan Gagnon—to produce a load pattern in which five-pound or 10-pound paper bags in master containers can easily be loaded into a refrigerator car and, at the same time, stack them in such a way as to prevent the falling in of the stacks should the car be switched during the loading.

The problems, then were to get enough of the masters in the car to make 50,000 pounds and to load them so they would not tumble during switching. The load we developed represents the thinking of potato loaders, the AAR, the Extension Service and, of course, the railroad. I feel that it answers the problem successfully.

We found, first, that the packing of the five and 10-pound bags in the master container spells the difference between success or failure.

It is probably the most important single step in loading 50,000 pounds in masters. The accompanying illustra-



*Drawing reproduced above shows complete side view of car loaded with 10-pound papers in master containers. Note that bags appear to be covering center fan. Actually, the fan is covered for only a short time until the load settles.*

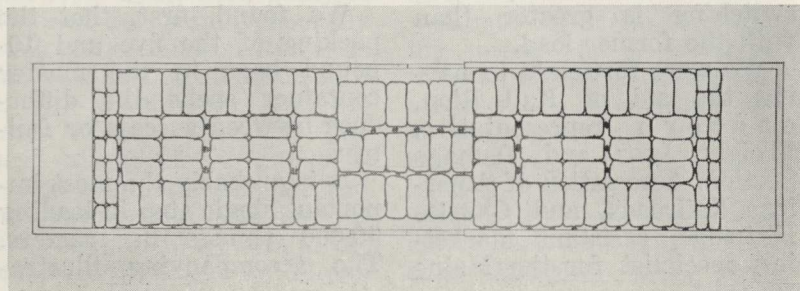
tions show the correct procedure for packing the fives and tens in the master container. It is extremely important to pack them according to the diagrams and to pack them as compactly as possible.

In our load, a stub stack was developed against the bunker wall which produces

an angle, or lean, toward the wall for each full stack. The stub stack eliminates the chance of the upper bags falling in toward the center of the car as it is switched during loading or unloading.

After the stub stack is completed, the first full stack is started, placing seven bags to the layer, 10 layers high

*Drawing representing the top view of a refrigerator car loaded with 50,000 pounds in 10-pound paper bags gives a bird's eye view of stub stack, and center pack. Note all ties are toward car walls. Drawings by Extension Service Assistant Marketing Specialist Charles Kittridge.*

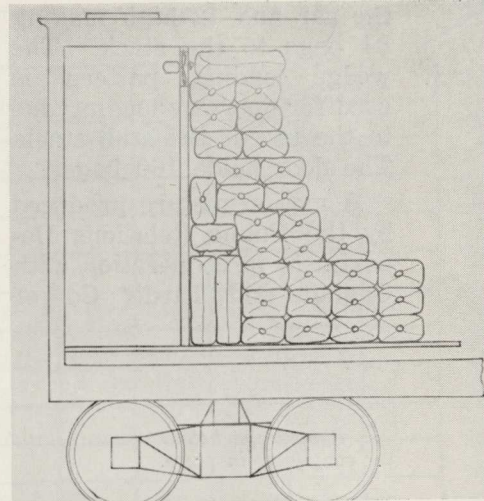


with five bags centered as the eleventh layer, making a total of 75 bags to the stack. By centering the five bags in the eleventh layer, adequate air space is left for the two end bunker fans. The center fan is partially shut off but the load soon settles from six to 10 inches, making more than adequate space for ventilation.

The four remaining stacks to the center are loaded in the same manner as the first complete stack, following the contour of the lean established by the stub stack. The stub stack and five stacks in the opposite end of the car are placed in the same manner leaving space for three stacks of 70 bags each for the doorway.

The three stacks in the doorway are packed cross-wise of the car, following the contour of the pack in the two ends of the car. The completed center pack forms a wedge in the center of the car which prevents the load in the ends from shifting in transit.

We found that we could use the same stub stack when loading master containers packed with five-pound paper bags. The regular stacks are different, however, in that they are placed seven across



*Above, cutaway drawing shows lean produced by stub stack which produces wedge-shaped space for loading center. Below, stub stacks in place.*



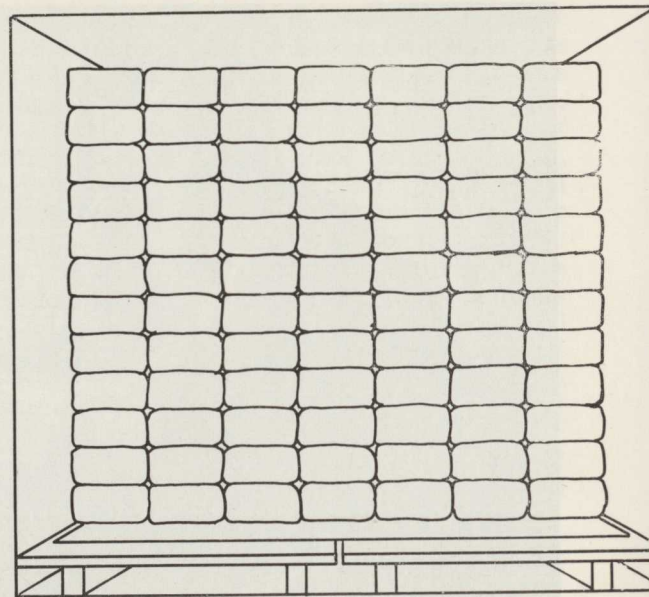
the car and 12 high making 84 bags to the stack. The wedge loading pattern is used for doorway loading due to the use of the stub stack. The door holds 160 bags.

A motion picture produced by the Public Relations Department in cooperation with Gagnon and Tardif Co. of

Van Buren showing the loading of 10-pound papers will be available for showings in February.

In the month and more that we worked on the project we found that the most important single factor in the load was to insure that the five-pound and 10-pound paper bags were placed in the

*Photograph below shows the stub stack and first complete stack of master containers in place.*



*Drawing at right shows cutaway section of car loaded with five-pound papers in 50-pound master containers.*

master container, as illustrated, to make it as flat and compact as possible. The packing of the master con-

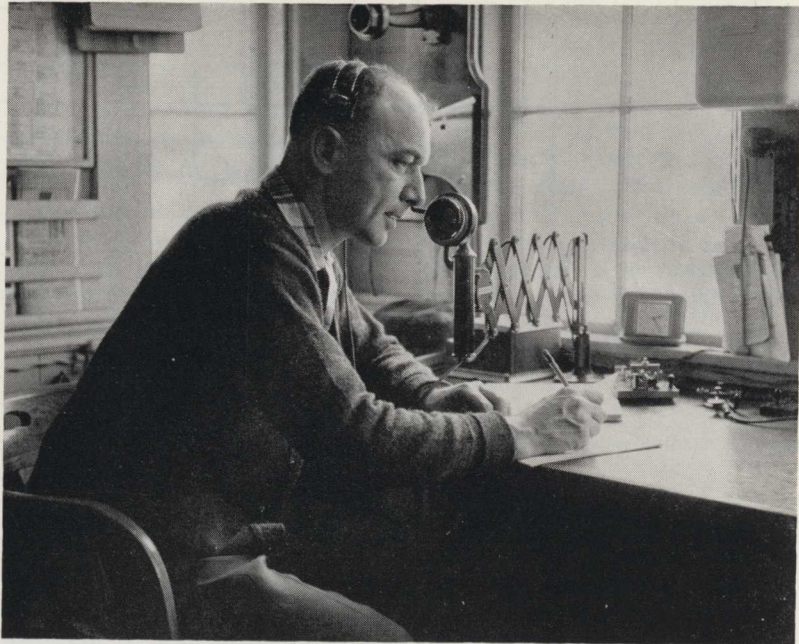
tainer is the key to successfully loading 1,000 fifty-pound master containers in a refrigerator car.

### BIG SHIPMENTS

The heaviest shipment on record on a single freight car was a generator moved from East Pittsburgh to Crombie, Pennsylvania, on April 29, 1955. The shipment weighed 562,600 pounds. The next heaviest shipment resting on a single freight car was a steel casting weighing 487,000 pounds, shipped from New Castle, Pennsylvania, to Cleveland, Ohio, in 1946.

### INCREASES IN PRICES AND WAGES OUTSTRIP UNIT REVENUES

In 20 years, 1936-1956, prices paid by the railroads for fuel, materials and supplies increased 174 per cent and wage rates increased 212 per cent. On the other hand, the average amount which the railroads received for hauling a ton of freight one mile increased only 42 per cent and the average amount the railroads received for performing a passenger-mile of service increased only 46 per cent.



Station Agent Eddie Levesque, Smyrna Mills, who answered Section Foreman Herbert Russell's urgent call for a motorcar to bring an injured man out of the wilderness.

## The Best Neighbor In Aroostook

By Gloria Dunn, Associate Editor

*(The American Railroad has been called the best neighbor on earth . . . and with adequate reason. Train crews have been dropping off papers at remote farms and settlements, running errands, delivering fresh milk and coming through in emergencies on the American scene for almost a century. We like the idea and we like to think that the Bangor and Aroostook and its people live up to the best traditions of American Railroad. It is with pleasure and pride that we print this story which illustrates so well the basis of our relationship with our neighbors in the northern Maine community.—Ed.)*

The area north and northwest of Smyrna Mills (Pop. 349) in southern Aroostook is a roadless wilderness that stretches to the northwest for perhaps 150 miles. The little village is perched precariously on the edge of that wilder-

ness and serves as a supply center for the few people who make their home in the forests. Even on the Bangor and Aroostook's Ashland Branch (from Oakfield to St. Francis) the 32 miles of forest from Smyrna to Masardis is broken only by the camp of an occasional woods family or a lumber operator . . . people who have come to the wilderness to harvest its rich crop of pine, spruce and hardwoods. The remaining 78 miles to St. Francis is interspaced with small towns and vast tracks of forest land.

For the hardy ones whose work is in the forest, life has aspects reminiscent of the frontier days a century ago. There are refinements, of course, like battery radios, home lighting plants and chain saws, but the tractor has not yet replaced the horse for pulling the great logs through the snow, nor has modern civilization banished the ever-present spectre of stark winter isolation . . . a fact that has not changed much with the years.

The railroad is still a vital link with the outside world

*Section Foreman Herbert Russell, left, and his crew, Tom Smith, and Robert S. McMannus, right, brought the injured man 12 miles through a wild sleet and rain storm for medical aid.*



for the woods families. Friendly train crews and section personnel deliver mail, messages, papers, medicine . . . almost anything that may be required from the nearest town. The people who live and work in the wilderness consider the railroad a good neighbor. And in the woods, a good neighbor is still a valuable asset. This is the story of men who work in the woods and the railroad that serves them.

Saturday, January 11, was a wild day in Aroostook. Winds of almost gale force swept rain, sleet, and snow through almost-deserted streets of Aroostook towns. Travel was hazardous at best, and those who could stayed close to their hearths. It was a strange day for it, but on that wild morning Section Foreman Herbert Russell decided to walk the 12 miles from Smyrna Mills to Webber siding to bring a horse back from Charles Lilley's lumber operation there.

At about 9:30 a. m., the men who run the operation—Charles Lilley, Lawrence Peters, Sidney Lilley, Albert Pelletier and Emery Delano—had loaded a sled with four cords of pulp and were bringing it out of the woods to the

siding. Delano was riding the load.

Suddenly, the load started to shift and Emery Delano leaped over the side of the horse-drawn sled. As he went over the side, his clothing caught on a stake and he fell between the front sled runners and the horses' feet. The shouts and sudden movement frightened the horses and they surged ahead, pulling the heavily laden sled over Delano, crushing his hips.

His companions and Russell calmed the team and began frantically to unload the sled so they could lift the injured man from where he was pinned under the sled runner. After they unloaded some three-quarters of a cord of pulp they were able to lift that side of the sled enough to remove Delano.

Section Foreman Russell dashed to a railroad phone-box to put in a call for a motorcar while the rest of the men fashioned a crude but effective litter from some boards and a mattress. When Russell got through to Station Agent Eddie Levesque in Smyrna, a man accustomed to such emergencies in the remote areas of the Aroostook wilderness, he began to set in

motion the machinery for the rescue.

He first called Roadmaster Tweedie who authorized the use of a motorcar and alerted the two other members of Russell's section crew, Robert S. McMannus and Thomas R. Smith, both of whom live in Smyrna Mills. The clock showed 10 a. m. when the two men pushed the motorcar onto the slippery rails.

"It was a miserable day," McMannus said, "and the wind and slippery rails weren't helping us any. It took us a half hour to make the 12 miles to Webber siding."

When the motorcar reached the party at Webber siding the men gently lifted the still-conscious Delano and began

the cold and wet ride through the woods. Delano, who's now recovering in an Island Falls hospital, remained conscious throughout the seemingly-endless trip. Thirty minutes later they arrived in Smyrna to find an ambulance and doctor, alerted by Agent Levesque, waiting at the station. Total time elapsed since the accident occurred in the wilderness: slightly over two hours. Russell's and his crew's prompt action and willingness to help saved the injured man long hours of suffering.

Russell and his crew don't consider it an unusual occurrence, helping people. It's part of their work and responsibility . . . part of being a good neighbor, you might say.

## TEST YOUR KNOWLEDGE OF RAILROAD GEOGRAPHY

Turn to page 31 for the correct answers. If you correctly answer 6, you are fair; 7, you are good; 8, excellent; 9, superior; 10, perfect.

On what railroad would you be traveling if you came in sight of—

1. Bunker Hill Monument, in Massachusetts?
2. Petrified Forest National Monument, in Arizona?
3. Mount Katahdin, in Maine?
4. United States Military Academy, West Point, New York?
5. Salton Sea, in California?
6. Glacier National Park, in Montana?
7. Big Horn Mountains, in Wyoming?
8. Pike's Peak, in Colorado?
9. Idaho Falls, in Idaho?
10. Horseshoe Curve, in Pennsylvania?



## Executive Profile - The Carl Smith Story

*(The Carl Smith story is the first in a series of profiles dealing with the Bangor and Aroostook's top management people: their jobs, their responsibility, their training, and what they mean to the railroad and their own employees.—Ed.)*

The great, white-haired man who sits in the executive suite has a voice that carries all the boom and authority of a battlewagon's bull horn. His hands are big and work-hardened and he carries himself with an easy grace that makes him equally at home in the company of a corporation head or a herdsman. Carl Smith reminds one of an Old Testament prophet... perhaps because of his uncanny ability to be right. He has one of the broadest executive assignments in the railroad organization.

Carl Smith is a liaison man between the railroad and its chief customer, the potato industry. Technically, he is charged with maintaining favorable relations between the railroad and its customers in Aroostook County, but his responsibility goes much farther than that. He's a trouble shooter, a legislative advisor, expert agriculturalist and goodwill ambassador extraordinary. To hundreds of people in Aroostook County, he is Mr. B. and A.

He has had to be sensitive to every heartbeat of the potato industry to perform his extraordinary duties. That means meeting people and listening to them, something that this exceptional man does very well.

Few public gatherings in Aroostook are complete without him. It's a rare day that doesn't see Carl Smith attending a meeting of some sort. They range from agricultural sessions to railroad presidents' conferences and he may attend as many as 300 a year, speaking when he has something to say, or only listening and learning.

When he gets on his feet to speak, people listen to this tall man with the commanding personality. They listen because one cannot doubt his sincerity and because he has a reputation for being right. Aroostook listens to him because he is an old and respected friend. Aroostook potato growers helped elect Carl Smith as Commissioner of Agriculture in 1941, then again in 1945. Besides his





close contact with the industry in Aroostook, he has been a potato grower himself, so it was only natural that the railroad should turn to him in 1945 with a bid to be liaison man between it and the industry it serves. Those were the days when Bangor and Aroostook was undergoing a transition and preparing to take its place among the nation's top railroads. They were days when both equipment and methods were undergoing drastic changes . . . changes that required a broad and comprehensive public relations effort. And this was the challenge that drew Carl Smith to the railroad, the chance to help both farmer and the railroad. He had no instructions for his new job, but he did have a good picture of the problems of the farmers. His job, as he saw it, was to keep the railroad informed of those problems and to do anything that would eliminate them and create mutual understanding.

He brought with him a love of people, a great curiosity

*Top, Carl Smith (with dark glasses) consults list at 4-H Baby Beef auction. In the center photograph he is speaking at one of the many meetings he attends. Below, he discusses a project with Executive Vice President W. J. Strout.*

and an astonishing capacity for work. He has vast reserves of energy and his thinking and physical capacity tax men half his age. These qualities have made him liked and respected in railroad circles and the potato industry.

How well he has done his job is a matter of record. In the time that Carl Smith has been engaged at his unusual task the railroad has attained its stature as a full-fledged partner in the potato industry, backing with funds and research any project that shows promise for the industry.

Perhaps part of the secret of his success is because he considers himself a farmer

. . . one who happens to be working for a railroad. He looks at the railroad, not as a railroad man, but as an Aroostook potato grower, anticipating the effects of new ideas and methods in transportation on the shipping public of Aroostook.

The rest of his secret is surely due to his straightforward New England philosophy. Carl Smith believes, first, in himself and, second, in the abiding pleasure and reward of honesty and hard work. He also believes in ambition, the desire to accomplish big things. It has been a guiding factor in his life.

"Before I entered public life," he says, "I spent 25 years working with my hands

*Eastern Railroads Presidents Conference Agricultural Relations Committee meeting Jan. 15 finds Carl Smith participating in New York round table discussion. Around the table, left to right, are: L. S. Hartley, B. & O.; Carl Smith; Lew East, chairman of the committee, PRR; and O. B. Rice, NYC. With his back to camera is Fred Isley, of Carl Byoir & Associates, Inc., public relations counsel for ERPC.*



in a back field. The sun didn't rise early enough or set late enough to suit me. And when I had finished my day's work I always found pleasure in stopping for a moment and looking back over what I had accomplished during the day, whether it was plowing a straight furrow or harvesting a field of potatoes. I have never lost this sense of satisfaction even when I entered a field where your accomplishments cannot be measured as easily as looking back on a freshly-plowed field. It has helped me keep my perspective."

Strangely enough, Carl Smith did not grow up on a farm, although he spent much of his boyhood working on one. He was born in Exeter where his father was a merchant. He spent much of his boyhood working at some of his parent's enterprises, one of which was a grist mill where it was his early task to clean the mill stones.

After his marriage in 1910, he bought the family's general store in Exeter and operated it for 10 years. In 1917 he bought his first farm. In the years that followed he cut the great logs on the farm and cleared the land, using every resource at hand to

learn farming. He asked other men, he read and he made the mistakes that teach with such a hard hand. In the end it paid off, for there were years when he was able to market his crop at a profit when such a thing was unheard of. The depression toughened and seasoned him for his job as Commissioner of Agriculture and the other tasks that awaited his touch.

His personal magnetism has made him literally hundreds of friends who will swear that there has never been another like him. His tremendous vitality contributes to the legend that surrounds the man. Show him a job that needs doing and he won't rest until it's done. He has vision that marks him different from other men and a drive to make that vision a reality that is little short of phenomenal.

A remark to a friend probably best illustrates the kind of man he is. He said, "If I were to wish anything for a young man I would wish him good health and a liking for hard work. It is one of the greatest satisfactions in life and one of the greatest assets for I believe that there will be greater opportunities tomorrow than there have ever been in the past."



*Display window at the Rod and Gun Shop in Houlton attracts youngsters with trophies, shoulder patches and model train displays promoting model train races. The Bangor and Aroostook and the Houlton PIONEER TIMES sponsored the races in cooperation with the Houlton Recreation Department.*

## Model Train Races At Houlton

A Kentucky Derby never drew a more enthusiastic crowd than the model train races sponsored by the Bangor and Aroostook, and the Houlton PIONEER - TIMES in cooperation with the Houlton Recreation Department, Jan. 17. Each of the 30 contestants who raced trains brought with him a small gallery of enthusiastic sup-

porters and when two trains sped down the home stretch the din was amazing.

The meet was directed by Superintendent of Parks and Recreation Sanford E. Gregg, who planned and organized the races, and Bangor and Aroostook officials in Houlton. Officials from the railroad included Chief Engineer Palmer H. Swales, Principal

Assistant Engineer Vinal J. Welch, Trainmaster Leigh Milton, Assistant Superintendent of Transportation Herschel Lee, Supervisory Agent Percy Hoar, Sales Supervisor Joel Mills, and Assistant Traveling Engineer Leo Downie. B. W. Smith, retired Northern Division superintendent also assisted.

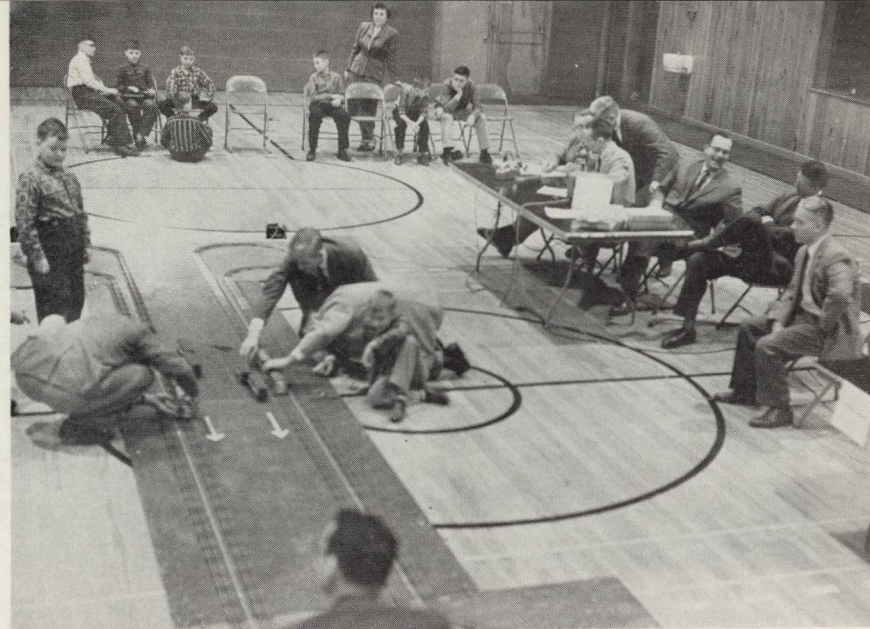
The boys' locomotives were divided into five classifications and were raced in heats of three laps around a double 26-foot track made by the

recreation department. The races were open to Houlton youngsters between the ages of six and sixteen. Each locomotive pulled two colorful Bangor and Aroostook Blue, White and Red model box-cars during the races.

Minor mechanical problems plagued the contestants but the Bangor and Aroostook's assistant traveling engineer, Leo Downie, performed several emergency repairs during the races so that

Continued on page 23

*Two youngsters who have just successfully completed semi-final heats in train races give trophies an anxious once-over before finals start. Each contestant received a felt shoulder patch.*



*BAR officials, center, supervise placing of locomotives and BAR Blue, White and Red box cars on tracks before a heat starts. Other contestants in class are seated in background.*

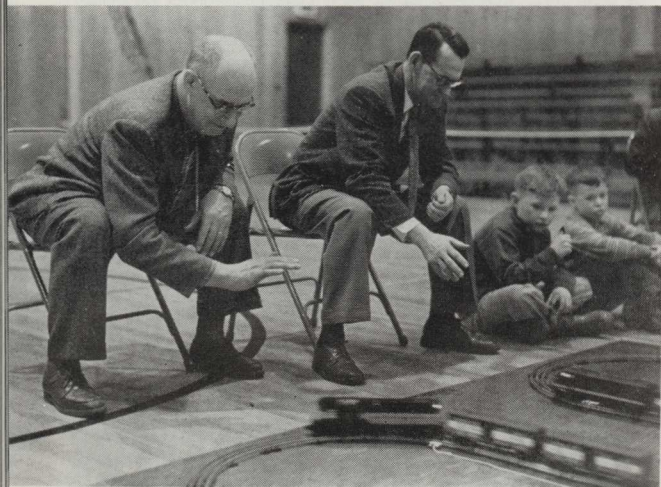


*BAR Assistant Traveling Engineer Leo Downie makes emergency repairs on a contestant's locomotive in the Gentle Building's maintenance shop. Downie, who has a reputation as a mechanical wizard, was busy a week before the race repairing trains.*





*Seated at judges stand overlooking track layout are: Supervisory Agent Percy Hoar, Sales Supervisor Joel Mills, who acted as chief dispatcher for the races, BAR Director Fred Putnam, President W. Gordon Robertson, Director of Public Relations Howard L. Cousins, and Herschel Lee.*



*Retired Superintendent B. W. Smith and Assistant Traveling Engineer Leo Downie signal for caution to youthful engineers rounding first turn in model train races.*

no one was disqualified for mechanical failure.

Trainmasters were stationed at sharp curves on each end of the track to coach contestants who, in the excitement of the race, were prone to run their trains at excessive speed causing them to leave the iron on the curves.

Every youngster who participated received a felt shoulder patch with the seal of the Recreation Depart-

ment, the Bangor and Aroostook and the PIONEER-TIMES from President W. Gordon Robertson. Robertson, who drove through a snow storm from Bangor with Assistant to the President Howard Cousins, Jr. to attend the races, also presented the five top winners with trophies.

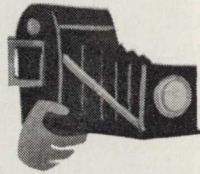
The winners were: Brian Swales, Michael O'Hara, Danny Milton, Woody Drake and Timmy Gormley. The races will be an annual event.

*Trophy winners Brian Swales, Michael O'Hara, Danny Milton, Woody Drake and Timmy Gormley pose with President W. Gordon Robertson after presentation.*

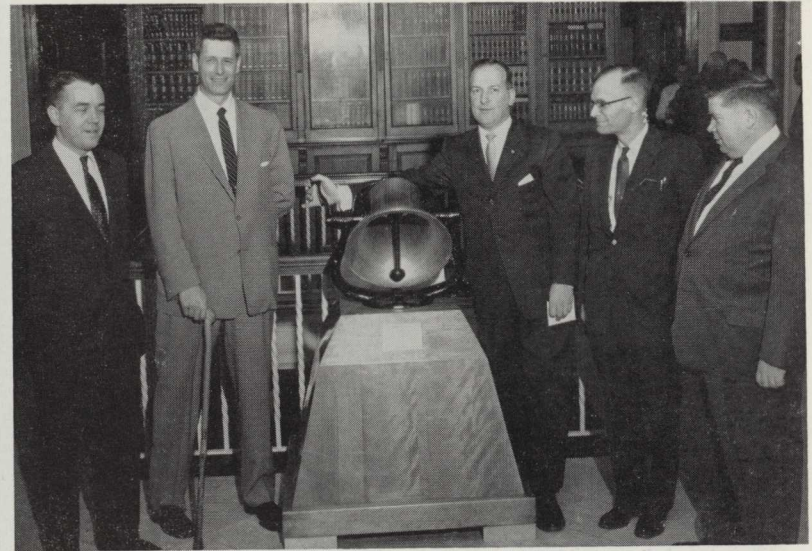


# MAINE LINE

## Camera —



A steam locomotive bell was presented to the Maine Public Utilities Commission by the Maine railroads December 23. The bell, which commemorates the transition of steam motive power to diesel, is the central display in the new offices of the Commission. Maine's two largest roads, the Maine Central and the Bangor and Aroostook completed their Dieselization programs in 1954 and 1952 respectively. The pedestal for the bell, constructed in the Bangor and Aroostook Derby Shops, is made of Maine rock maple and the bell is from a retired Bangor and Aroostook Iron Horse.



Chairman of the Maine Public Utilities Commission Thomas A. Delahanty accepts for the Commission the bell which symbolizes the passing of the steam locomotive in Maine. Pictured from left to right are: Richard M. Aylward, Maine Central Railroad; Howard L. Cousins, Jr., BAR; Chairman Delahanty, Commissioner Frederick Allen and Commissioner Richard McManon.

Howard L. Cousins, Jr., assistant to the president and director of public relations, was one of Three Outstanding Young Men named by the Maine Junior Chamber of Commerce. Cousins was the local winner of the contest sponsored by the Bangor Junior Chamber of Commerce and was judged with sixteen other nominees on the state level for the honor which is given to outstanding young men 35 or under. The announcement was made at a banquet in Augusta on January 18.





*President W. Gordon Robertson, left, presents the largest check awarded under the Suggestion System to Conductor V. L. Terrio as Executive Vice President W. J. Strout watches.*

## Terrio Wins Top Suggestion Award

Conductor V. L. Terrio has been awarded the largest suggestion award since the inception of this program, topping Richard Harmon's \$552 record set last month. Conductor Terrio's award of \$873.09, was the result of savings from a track change proposed by Terrio at East Millinocket.

When the railroad was considering track layout at the

new sheds of the Great Northern Paper Co. at East Millinocket, Terrio was asked to make any suggestions that would improve work efficiency of the layout. He recommended making a proposed spur track into a through track (now known as Track 31) to connect with No. 1 track.

The change has resulted in an average of 30 minutes

switching time saved for every day that the crews working the area were on overtime.

Conductor Terrio followed a plan which could well be adopted by other suggesters in a similar situation where extensive construction is contemplated. When asked for his ideas, he promptly presented an oral idea to management representatives who were responsible for building

the track facilities, so it could be considered in the final plans. He then followed it up by making a formal suggestion to get his idea on record.

This record-breaking award is a good example of ideas in action. Terrio submitted his suggestion verbally, enabling the change to be made before the construction was started and insuring maximum savings.

## ORCHIDS FROM LIMESTONE

Railroads, like most public service organizations, are often the recipients of more brickbats than orchids so it was a distinct pleasure when we opened our mail recently and read Postmaster Edna B. Chase's thoughtful letter. This is what Postmaster Chase had to say: "This office and our facility at the Loring Air Force Base were able to deliver the Christmas mail to patrons without a backlog during the entire rush season. This could not have been accomplished without the excellent service supplied by your railroad. May we offer our most sincere congratulations for a difficult job well done.

"This past Christmas Season was my 35th Christmas as a Postmaster and I must say that the mail was transported with the least delay and minimum effort, that I remember during my tenure of office.

"Once again, Congratulations, on your fine service."

At the beginning of 1956 there were 36,894 passenger train cars on the railroads of the United States. Of these 22,356 were passenger-carrying cars. These include 13,543 coaches, 5,213 parlor and sleeping cars, 1,639 dining cars, 427 observation club and lounge cars, 1,534 combination cars having separate compartments for passengers and for mail, express and baggage. Of the passenger-carrying cars 738 were owned and operated by the Pullman Company and 4,038 were operated by that company under lease.

In addition to passenger-carrying cars, there were 14,538 non-passenger-carrying cars, including 866 U. S. mail cars and 13,388 cars for carrying baggage, express, and, in some cases, mail, and 284 cars not classified.



Vinal J. Welch

## MOVING UP ON THE BAR

Chief Engineer Palmer H. Swales announced the appointment of Vinal J. Welch, Houlton, as principal assistant engineer on Jan. 15. Welch was formerly an assistant engineer.

He came to the Bangor and Aroostook from the Erie Railroad where he was a general foreman. He joined the Erie organization in 1950 as a levelman at Buffalo, N. Y., later moving to Chicago as a transitman. Welch also worked for the Erie as construction inspector in Youngstown, Ohio and Franklin, Pa. He entered Bangor and Aroostook service in February of 1957.

Welch, 31, was born in Monson, Maine, and was educated in Mattawamkeag public schools. He received his BS degree in civil engineering from the University of Maine in 1950.

During World War II, Welch served in the U. S. Navy from 1944 until 1946 aboard a mine sweeper in the Far East. He is a member of the American Society of Civil Engineers and is a registered



William M. Houston

engineer in both Ohio and Maine.

Welch is married to the former Norma Sibley of Bangor. The couple will continue to make their home in Houlton.

The promotion of William M. Houston, assistant counsel for the railroad, to the position of assistant general counsel effective January 1 has been announced by John E. Hess, general counsel of the railroad.

Houston, who joined the Bangor and Aroostook as attorney in August 1955, was

promoted to assistant counsel in April 1957.

Houston, a native of Milo, attended Milo schools, Bowdoin College and Harvard Law School. He served in the United States Army with the First Cavalry Division in Japan during World War II. Before joining the Bangor and Aroostook, he was employed by the law firm of Waldron, Boynton and Waldron, Portsmouth, New Hampshire.

He is the son of Dr. and Mrs. W. S. Houston, of Milo. Houston is married and has one son.

## RAILROAD FACTS

There are 42 railway companies in the United States which operate more than 1,000 miles of railroad each.

The number of freight cars equipped with roller bearings increased from 1,700 in 1950 to 36,000 in 1957.

An 8-foot aluminum freight car door weighs just about half as much as a standard steel freight car door. The aluminum door weighs 256 pounds; the steel door, 525 pounds.

The first known use of the word "refrigerator car" was in May, 1867, when the *Railroad Gazette* noted that a novel feature called a "refrigerator car" had been added to the Blue Line Fast Freight Service, operating between Chicago and eastern cities.

There are approximately 125,000 refrigerator cars in operation on the American railroads. Most of them are fitted with air circulating fans and improved insulating materials, and many of them are equipped with wide sliding doors.

A return of at least 6 per cent on property investment is regarded as essential to the maintenance of a sound and healthy railway industry. Yet in only one of the last thirty-six years (1942) did the Class I railroads as a group earn as much as 6 per cent on their net investment. The rate of return in 1956 was 3.95 per cent.



*Safety Supervisor John L. Babcock holds box with names of Engineering Department employees as Brotherhood of Maintenance of Way Employees Chairman James Daley draws first name out for Silver Dollar Award Program.*

## Safety Rules Pay Off

Everybody knows that safety pays off, but under the Safety Department's new Silver Dollar Award program safety knowledge pays off in hard cash. This month, that knowledge paid off for J. W. McIntyre, Stores Department; and E. T. Wiley and S. J. Leavitt, Mechanical Department. Safety Supervisor John L. Babcock started the program Jan. 1 to dramatize

the value of safety rules and familiarity with them.

Here's the way it works: Each department has a quota of silver dollars to be awarded to employees who, when asked, can quote the rule of the month. The Engineering and Transportation Departments have four awards monthly, the Mechanical Department three, and the Stores Department, one

award. Names of people to be queried are drawn out of a hat at the monthly Supervisors meeting of each department and no one knows the names of employees selected but the safety supervisor who asks them for the rule of the month.

Everyone except supervisors and any employee off duty on account of injury are eligible for the Silver Dollar Award. If the employee

queried answers promptly and correctly, he is presented a silver dollar. If he cannot answer the question the silver dollar will be added to his department's quota for the next month.

At presstime, eight employees had been asked for the rule of the month: four from the Transportation Department, three from the Mechanical Department and one from the Stores Department.

### ANSWERS TO RAILROAD GEOGRAPHY QUIZ ON PAGE 13

1. Boston & Maine.
2. Atchison, Topeka & Santa Fe.
3. Bangor & Aroostook; Maine Central; and Canadian Pacific.
4. New York Central.
5. Southern Pacific.
6. Great Northern.
7. Chicago, Burlington & Quincy.
8. Denver & Rio Grande Western; Atchison, Topeka & Santa Fe; Chicago, Rock Island & Pacific; Colorado & Southern.
9. Union Pacific.
10. Pennsylvania.

Approximately 80 per cent of all classes of domestic intercity United States mail moves by railroad, according to the Post Office Department. For each piece of domestic non-local first-class mail, the Post Office Department receives an average of 3.4 cents. Out of this, they pay to the railroad transporting such mail an average per piece of only  $\frac{1}{8}$  of 1 cent, or about  $3\frac{1}{2}$  per cent of the postal revenue on this class of mail.

Railroads receive an additional  $\frac{1}{8}$  of 1 cent per piece as a rental charge for space in Railway Post Office cars. This space is used by Post Office employees for sorting and distributing mail while the train is en route.



# IN THE FAMILY

## Southern Division

*Harry L. Porter* has bid in position of assistant tariff clerk in the Sales Department in Bangor, and assumed his new duties on January 30. Porter was a clerk at the Northern Maine Junction Transfer House for 35 years.

The new under-pass under the Maine Central tracks at Northern Maine Junction has been completed and was ready for use January 29, Foreman *L. P. McLain* reports.

A newcomer to the Transportation Department is *Walter McCarty*, Salesman-Truck Driver-Freight Handler. He works out of the Transfer House at Northern Maine Junction in the Pick-up-and-Delivery service for the Bangor area.

Former Freight Handler (Trucker) *Ralph B. Higgins, Jr.*, at Northern Maine Junction Transfer House has taken the position of Second Salesman-Truck Driver-Freight Handler in the Pick-up-and-Delivery service for the Bangor area.

*Paul R. Robertson* Station Agent at Monson Junction, recently bid in the position of station agent at Greenville.

*Eddie Cyr* is now Agent at Monson Junction

Agent *L. S. Brackett* has transferred from Greenville to Milo. Permanent appointment as agent at Milo was effective January 23, although he had been covering the position since October, during the absence of *Guy Linnell*.

Operator *M. P. Horne* is now a telegraph operator in the Car Distributor's office at Northern Maine Junction.

Marine Pfc. *Neil H. MacNichol*,

## CONTRIBUTING CORRESPONDENTS

Bernice Bailey  
Arthur Lamson  
Eddie Lagassie  
Victor Vereault  
E. A. Wing  
G. F. Dow  
Byron Allen  
A. W. Simpson  
R. L. Rafford  
G. E. Chase  
H. A. Labbe  
Hercules Levesque  
Carro Davies  
P. L. O'Connell  
V. D. Constantine  
Gladys Goodwin  
R. A. Browne  
Chester Michaud  
C. A. Hamilton  
Merle E. Spaulding  
Helen Brissette  
M. A. Girvan  
Shirley F. Brewster  
J. E. Rogan

son of Clerk and Mrs. *Neil H. MacNichol*, Kenduskeag, returned to Camp Lejeune, N. C. in November, with the 6th Marine Regiment, after participating in fall NATO training maneuvers in the Mediterranean for the past three months.

During the exercises the Marines acted as a unit of the U. S. Sixth Fleet conducting amphibious landings on the Island of Crete and taking part in Operation Deepwater in Seros Nay, Turkey.

Neil visited his parents over the Christmas holidays.

Congratulations to Clerk and Mrs. *Boyd F. MacArthur*, Northern Maine Junction, on the birth of a daughter, *Nancy Jane MacArthur*, November 26 at the Eastern Maine General Hospital in Bangor. They now have three girls and two boys in their family.

Congratulations to Conductor and Mrs. *W. J. Willette* on the birth of their third daughter, *Barbara Mary*, at the Eastern Maine General Hospital, Bangor, December 3. The couple also have four sons.

## Northern Division

Operator *Robert L. Powell*, Caribou, has retired from railroad service. He was born in Moncton, N. B., Oct. 27, 1884 and started work for the BAR in 1906 as assistant agent in Easton. From 1923 to 1940 he was secretary and treasurer of the Aroostook Trust Co. He later rejoined the railroad. Mr. Powell is a life member of the IOOF and is married and has three children. His father was a railroad man and he has five brothers, all retired, who were railroad men. They represent, including Mr. Powell, 240 years service.

Mr. *Fred Gerard*, father of Assistant Agent *E. J. Gerard*, Van Buren, was honored at a surprise Christmas party at his home last month. The



Mr. and Mrs. *R. S. Palmer*, Bangor, have announced the engagement of their daughter, *Sarah*, to *Ronald J. Strout*, son of Executive Vice President and Mrs. *W. J. Strout*, Bangor. Strout is currently serving as a lieutenant in the Signal Corps and is stationed at Redstone Arsenal in Huntsville, Ala. He spent a two-week furlough during the holidays with his parents in Bangor.

occasion marked the retirement of Mr. Gerard from the Fraser Paper Company of Madawaska where he had worked for 34 years. The party was attended by members of the family who presented him with an electric bench saw.

Fireman *Thomas W. Lee* of Smyrna Mills, who has been hospitalized with the Asian Flu has recovered and has returned to work.

*Ken Sewell*, station agent at Oakfield, has a new 1958 V-8 Chevrolet.

## Accounting Department

A son was born to Mr. and Mrs. *Kenneth Zimmerman*, Jan. 8, at Sun

Valley, Idaho. Mrs. Zimmerman is the former *Roberta Grant*, daughter of *George N. Grant*, clerk in the office of the Comptroller.

Mr. and Mrs. *James Rogan*, Mr. and Mrs. *Robert Girvan* and Mr. and *George Grant* attended a birthday party in honor of *Maxine Tracey* at her home in Brewer January 4.

*Leo T. Matheson* has been assigned the position of rate clerk, formerly held by *George E. Deshane*. Before coming to the General Office, he was employed at Northern Maine Junction as an l.c.l. rate clerk at the Transfer House.

Mrs. *Mildred McNaughton* has transferred from the I.B.M. Bureau to the Car Service section, having previously worked in this section prior to the installation of machine accounting.

Mr. and Mrs. *Neil DeWitt* and children spent the Christmas holidays with Mr. DeWitt's mother, Mrs. *D. Harland DeWitt*.

*E. J. Cross* of the Car Service section has transferred to the General Accounts section to the position of statistical clerk, formerly filled by *Charles E. Day*, who is now the assistant bookkeeper.

Chief Clerk *Edwin Roberts*, Disbursements Section, presents gold pass to Invoice Clerk *Mildred Wallace*. Miss Wallace entered Bangor and Aroostook service Dec. 24, 1917 as stenographer and clerk. She was educated at Hampden Academy and Gilman Commercial College. Miss Wallace is a member of Dorothea Dix Rebekah Lodge No. 99, Hampden, and the OES. Chief Clerk *Charles Campbell*, right, Freight Accounting Section, also received his gold pass during the panel presentation. He was born in Bangor Feb. 9, 1899 and entered railroad service Dec. 10, 1917 as a clerk. He is married and makes his home in Bangor.



Mrs. *Lucy T. Goody*, stenographer, completed forty years continuous service with the Freight Claim section on January 7. Co-workers presented Mrs. Goody with a beautiful bouquet of red roses and heather in honor of the occasion. She was also presented with a gold pass.

Miss *Merle E. Spaulding* of the Freight Audit section spent Christmas with Commander and Mrs. *Emmett J. Corrigan* of South Portland, Maine.

*Bryce* and *Clifford Johnston*, sons of *Mervyn Johnston* of the Freight Audit section, have returned home from St. Joseph's Hospital after a tonsillectomy.

Mr. and Mrs. *Ralph E. Hickson*, *Merle E. Spaulding* and *Winifred L. Condon* spent the weekend of January 18 in Boston, doing some shopping and attending some of the shows.

Mrs. *Alice Titus*, who has been working for Machine Accounting, Inc., is now on the night shift for the BAR, replacing Key Punch Operator *Cora Pelkey*, who was transferred to the day shift.

On January 10 the Machine Bureau received a new calculator which has full counter capacity of thirty counters. This new machine has an additional feature of division, which the previous machine did not have.



Trackman *George W. Green*, left, receives his gold pass from Roadmaster *Herman Wright, Sr.*, for 40 years service. He was born in Houlton March 3, 1897 and started work for the Bangor and Aroostook April 21, 1917 as a trackman. He served as a private in the Coast Artillery during World War I and is a member of the American Legion and the Maintenance of Way Associates.



Trackman and Mrs. *E. A. McDonald*, of Sherman, have announced the engagement of their daughter, *Arlene Mary*, to *Gilbert Schoux* of Burlington, California.

Miss McDonald is a graduate of the Eastern Maine General Hospital School of Nursing and is currently employed as a staff nurse at a hospital in Santa Barbara, Calif.

Mr. Schoux was graduated from the College of San Mateo of California with an Associate of Arts Degree. He is in the U. S. Navy and stationed at Guam at the present time. A November wedding is planned.

### Engineering Department

Assistant Engineer and Mrs. *David Bartlett* entertained the following friends at a New Year's Eve party at their apartment in Houlton: Mr. and

Mrs. *Paul Wheeler*, Mr. and Mrs. *Dale Anthony*, Mr. and Mrs. *Richard Sprague*, Mr. and Mrs. *Vinal Welch*, and *Gordon Duncan*.

Friends of Trackman *Chester L. Drew* of Frankfort sympathize with him in the death of his father, *Clarence L. Drew*, which occurred December 28 at his home in Prospect. Mr. Drew, who retired in 1946, was a section foreman at Frankfort with 29 years of service with the BAR. Funeral services were held from the Foley Funeral Home in Winterport with the Rev. *Walter Evans* officiating.

Mrs. *Relland Jones*, wife of Bridge-water Trackman *Relland Jones*, was recently elected president of the Good Will Club of Mars Hill.

Friends of Chief *Donald Solomon* of the Maliceit Tribe of Fredericton, New Brunswick, who is employed as a B&B carpenter, will be sorry to learn that he had to re-enter the Victoria Public Hospital in that city for a fourth skin graft due to burns suffered in an accident at his home in October.

Mrs. *Lorraine Keslar*, stenographer in the Engineering Office in Houlton, and her husband *Walter*, enjoyed a two weeks' vacation with their parents in Pittsburgh, Pennsylvania.

*James A. Porter*, trackman at Washburn, is recovering satisfactorily from a heart attack suffered the latter part of December.

*David Wheeler*, son of Asst. Engineer and Mrs. *P. S. Wheeler* of Houlton, is among the midshipmen from Maine Maritime Academy at Castine who left January 21 on a three-month Caribbean cruise. On their return they will stop at Houston, Texas and Charleston, South Carolina.

B&B Superintendent and Mrs. *Robert Trickey, Sr.* of Houlton be-

came grandparents twice during December. Their son and daughter-in-law, B&B Painter and Mrs. *Robert Trickey, Jr.* became parents of a daughter December 19 at the Gallant Hospital in Milo, and their daughter and son-in-law, Mr. and Mrs. *I. G. Friscia* became the parents of a son December 30 in New York City. Mr. and Mrs. Trickey spent their Christmas vacation at the home of their daughter.

Friends of *Charles M. Buxton*, B&B Mechanic (Ret.) of Houlton, will be glad to know he is recovering satisfactorily at his home, following an attack of hepatitis.

Signalman and Mrs. *Paul Pratt* of Oakfield are the parents of a daughter, *Brenda Lougene*, born December 9 at the Aroostook Hospital in Houlton.

*Myles S. Oliver*, former B&B Painter in Houlton Shop, died suddenly at his home in Cary December 21. He was Town Clerk, Town Treasurer, and a member of the School Board of Cary. Funeral services were held from the Dunn Funeral Home in Houlton with the Rev. *John Goodhart* officiating.

Trackman and Mrs. *Erford A. McDonald* of Sherman Station have received word that their son, *John Arlan*, serving in the U. S. Army, has received a promotion. John is a graduate of Sherman High School, class of 1955. He was employed by the Great Northern at Millinocket and later by the BAR as a fireman. He enlisted in the Armed Services in May 1956 and received his basic training at Fort Dix, N. J. He also served at Fort Myers, Virginia doing clerical duties. At present he is serving overseas at Headquarters of Camp Zama, Japan in the Classified Section of the Administration Division, Office of the Engineer.



Mrs. Milford Savage

Miss *Elinor Jane Brooks*, R. N., daughter of B&B Carpenter and Mrs. *Carl W. Brooks*, of Island Falls, became the bride of *Milford Savage*, son of Mrs. *Leroy Savage*, of Island Falls, December 31 at the Whittier Congregational church in Island Falls.

The attendants were Mr. and Mrs. *Horace Johnstone*. Johnstone is a nephew of Mr. Savage and is employed in the Engineering Department during the summer months as a rodman.

Mrs. Savage is a graduate of Island Falls high school and the Eastern Maine General Hospital School of Nursing and is a member of the Eastern Maine General Hospital Alumni Association.

Mr. Savage is a graduate of Oakfield high school and served in the U. S. Army three years. He is a



SP/3 *Lawrence McDonald*, son of Truck Gang Foreman and Mrs. *Archie McDonald*, of Oakfield, who is now serving in the U. S. Army attached to the 3rd Armored Division in German, recently spent a five-day leave touring Holland. He will return home in June. He will have completed a three-year enlistment, two years of which were spent in Germany. He received his basic training in Fort Knox, Kentucky. Lawrence is a former BAR employee and worked as a Trackman at West Seboois and Oakfield.

member of the Island Falls Masonic Lodge, A. F. & A. M.

On January 8, the section crew at Shirley, had to battle a real old-fashioned snowstorm in order to report for work. Section Foreman

*Byron Allen* reported that one trackman had to walk a mile and a half through two-three feet of snow and another trackman hired an Oliver tractor to bring him the last two miles. Even the tractor got stuck in the drifts. Mr. Allen also reported there was five feet of snow on the railroad crossing at that point.

Mrs. *H. G. McCue*, wife of Truck Gang foreman of Oakfield, is recovering nicely at a Bangor hospital where she has been a patient since last fall.

Tie Agent and Mrs. *Guy Jackins* of Houlton spent a week in Boston and Warehouse Point, Connecticut in December visiting with their son and daughter-in-law, Mr. and Mrs. *Richard Jackins*. They returned to Derby December 24, where they spent Christmas with their oldest son, B&B Painter and Mrs. *Linwood Jackins* and family.

Trackman and Mrs. *Prescott Bartlett* of Houlton have announced the engagement of their daughter, *Gloria Ann* to *Henry Cone*, son of Mr. and Mrs. *Henry Cone* of Hodgdon. Miss Bartlett is a senior at Houlton High School. Mr. Cone is employed at Hogan and Smith's. No date has been set for the wedding.

Mrs. *Virginia McDonald* of Oakfield, wife of Truck Gang Foreman *Archie McDonald*, recently entertained the Woman's Club (W.S.C.S.) of the Smyrna Mills Methodist Church.

Construction Foreman *Joseph A. Allen* of Oakfield is convalescing at his home following surgery at the Milliken Hospital in Island Falls in December. Mr. Allen plans on returning to work in about two months.

Section Foreman *Charles T. Appleby* of Island Falls has returned to his duties after having been off duty several months due to a leg ailment.

Mrs. *Linwood Jackins* of Derby,

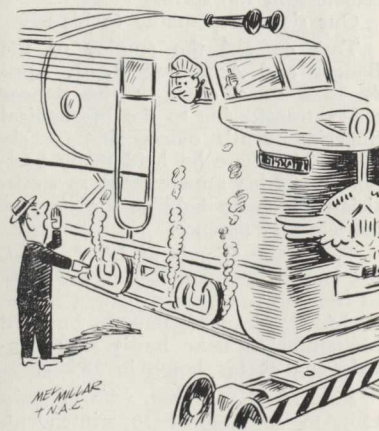
wife of B&B Painter, and four children have been guests of Tie Agent and Mrs. *Guy L. Jackins* in Houlton. Mrs. *Linwood Jackins* is convalescing from a recent illness and is greatly improved at this writing.

The following item of interest recently appeared in the Houlton Pioneer Times under the heading "Echoes of the Past—30 Years Ago."

"*Moses Burpee*, Chief Engineer of the Bangor and Aroostook Railroad here, has resigned and *Parker C. Newbegin*, also of Houlton, has been named to succeed him. Mr. Burpee has been employed with the railroad since 1891."

Fence Trackman *Fred Paradis*, Fort Kent, has retired from BAR service. He was born Aug. 14, 1892 and came with the railroad in 1937. He served in the army during WW I with the Co. G 315th Infantry in France. Mr. Paradis is married and has six children.

Trackman *Fred Nicknair*, Eagle Lake, retired Feb. 1 after 31 years service with the railroad. He was



"O'GRADY, Will you ever learn to make a two-application stop!"



Assistant Supervisor of Stores *Murray Littlefield* was host at a Christmas party for Stores Department employees. He served coffee cake, made by his sister, and coffee.

born Nov. 24, 1892 in Lewiston, Me., and entered railroad service in 1926 as a trackman. During WW I he served in the army and returned home from overseas in 1919. He is a member of the Catholic Order of Foresters and the American Legion. Mr. Nicknair is married and has nine children.

*Archie McDonald*, Truck Gang Foreman at Oakfield, has been elected secretary-treasurer of Lodge 1159 of the Brotherhood of Maintenance of Way employees, succeeding *H. L. Ewings*.

Section Foreman *Alton W. Simpson* has been installed as Financial Secretary of the Theodore Roosevelt Lodge, No. 14, Knights of Pythias, Mapleton.

*Dean Simpson*, son of Section Foreman and Mrs. *Weldon Simpson* of Mapleton has been a patient at the Presque Isle General Hospital.



### Purchasing and Stores Dept.

Congratulations and best wishes to Store Clerk *Harry W. Hamlin* who was married December 7. The wedding took place in Brewer with the Rev. *Charles E. Dartnell* officiating.

Store Employee *Jim McIntyre* is the first Purchases and Stores employee to win the silver dollar award for reciting the safety "Rule of the Month."

Stock Clerk *W. B. Scripture* is at home on sick leave for two weeks.

Assistant Supervisor of Stores and Mrs. *Murray Littlefield* recently spent a weekend skiing at Jackson, New Hampshire. They are planning a week of skiing in February at Jackson and other points.

Assistant Manager Purchases and Stores *Harold Bell* was recently elected President of the Derby Improvement Society.

Manager Purchases and Stores *Paul Day* and *Harold Bell*, attended Purchases and Stores night of the New England Railroad Club at the Hotel Vendome in Boston January 14.

Two IBM machines have been installed in the Purchases and Stores Department. A typewriter and printing card punch machine for ordering purposes is operated by *Walter S. Chase*, assistant to Supervisor of Stores. A printing card punch machine for receipt of material is operated by Accountant *Paul W. Nutter*.

*Jim McIntyre* has a new Plymouth "Fury."

### Mechanical Department

*Thomas N. Hopper*, Statistician, Derby, died suddenly in a Milo hospital Dec. 11. He was born at St. John, N. B., May 18, 1900. He was a member of Piscataquis Lodge No. 44, A. F. & A. M., of Milo, and Aldworth Chapter No. 39, O. E. S., of Milo. Funeral services were held at the Lary Funeral Home with the Rev. *Calvin T. Hayes* of the United Baptist Church officiating. Bearers were *J. L. Perry*, *L. F. Lewis*, *J. E. Rogan*, *N. E. Skoog*, *C. E. Heath*, *F. D. Murphy, Jr.* The Masons and Star attended the services in a body. Burial will be in the North Brewer cemetery in the spring.

Our sincere sympathy to his wife.

Tom entered the employ of the Bangor and Aroostook R. R. April 4, 1923 as a clerk in the Bangor office, transferring to the Mechanical Superintendent's office, Derby, Feb. 18, 1924, where he held many positions until his appointment as statistician which he held at the time of his leave of absence.

The many friends of *W. L. Paul*, blacksmith foreman, Derby, are sorry to hear he has been a patient in the E. M. G. Hospital, Bangor, but will be happy to hear he is now convalescing at his home in Derby.

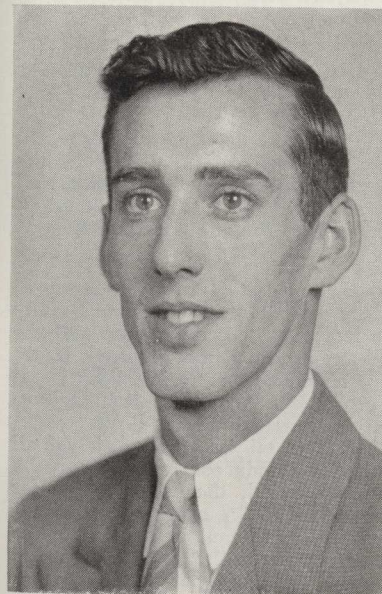
Mrs. *H. A. Monroe*, wife of assistant to mechanical superintendent, Derby, has just returned from a visit with their son *William* and family

at Burnt Hills, N. Y. While there she had the opportunity of making a tour of the New General Electric Building housing Radio Station WGY and TV Station WRGB. William is traffic supervisor at WRGB.

The many friends of Crane Operator *Leon E. Smith*, Derby, extend sincere sympathy on the death of his wife, Madeline.

The many friends of Sheet Metal

*Arno H. Shepardson*, was appointed as Assistant Engineer in the Mechanical Dept. at Derby. He was graduated from the U. of M. with a degree in Mechanical Engineering, June 15, 1949 and served in U. S. Army 1943-1946 as Rifleman—8th Armored Division. He resides at 50 Second Street with his wife and three children.



JANUARY-FEBRUARY, 1958



Congratulations and best wishes to Mr. and Mrs. *James Toner* who were married at the Houlton Armory Jan. 25. Mrs. Toner is the former *Leanne Ruth Hughes*, daughter of Conductor and Mrs. *Russell Hughes*, Houlton. Toner is the son of Mr. and Mrs. *Edward Toner, Sr.* The Rev. *Michale McGarrigle* officiated at the Nuptial Mass.

Worker *A. E. Lovell*, Derby, are glad to hear he is convalescing at his home in Milo, following surgery at the E. M. G. Hospital, Bangor.

Congratulations and best wishes to *Joanne Ladd Hamlin*, daughter of Mechanical Superintendent and Mrs. *V. L. Ladd*, Derby, and *Eben G. Dewitt*, son of Blacksmith and Mrs. *F. T. Dewitt*, Derby, who were married Nov. 27, 1957 by the Rev. *Charles Dartnell*, Brewer. Dewitt is a furloughed Bangor and Aroostook Operator, and is a junior at the Uni-

versity of Maine. They are making their home in Milo.

Freight Car Foreman *W. E. Hanscom*, Derby, is convalescing at his home in Milo, following medical treatment at the Gallant Hospital, Milo. His many friends wish him a speedy recovery.

Mr. and Mrs. *O. L. Dean*, (retired mechanical superintendent, Derby) accompanied by Mrs. Dean's sister *Agnes Sawyer*, left Jan. 14, 1958 for Santa Fe Springs, California for a visit with their daughter *Helen* and family.

A farewell party was held at the Derby Community Hall on Dec. 7 for *D. G. Merrill*, assistant engineer at Derby and his wife. The party was sponsored by the Derby Improvement Society and friends. The Merrills were presented a table, table lamp, and a purse of money. Refreshments of sandwiches, cakes and coffee were served. The Merrills have moved to Oakfield where he has accepted the position of Division Master Mechanic.

Clerk *S. D. Andrews*, Northern Maine Junction Car Department has transferred to clerk in the Diesel Shop, displacing *L. G. Johnson*.

*O. M. Henderson*, formerly employed as clerk, Van Buren, has

Organized safety education became a definite part of railway program in 1913. Since then the railroads have not only carried on a continuous safety campaign among their employees but they have devoted much time and expense to the education of motorists and pedestrians and school children. Moreover, the railroads have spent many millions of dollars on the installation and operation of safety devices, and crossing protection. What has been accomplished in the improvement of safety can be summed up in a few words. From 1913 to 1956 the passenger casualty rate (fatalities and injuries of all kinds) on the railroads of the United States was reduced from 45.0 to 9.8 per 100,000,000 passenger miles. In the same period, the casualty rate for railroad employees on duty was reduced from 31.0 to 7.7 per 1,000,000 man-hours. When the casualty rate for employees is considered in relation to the volume of freight and passenger traffic moved on the railroads, the reduction is still more striking—the 1956 rate being about 1/17 of what it was in 1913.

transferred to clerk in the Car Department, Northern Maine Junction.

Electrician *J. R. Viricel*, Northern Maine Junction, is the proud owner of a new 1958 Oldsmobile.

Machinist *T. D. Barker*, Northern Maine Junction, is a patient in the Gallant Hospital, Milo. His many friends wish him a speedy recovery.

### Highway Division

Miss *Ronnie Stather*, daughter of Furloughed Hostess Mrs. *Amy Stather*, spent the holidays at her parents' home on Webster Avenue in Bangor. Miss Stather is a sophomore at U. of M., majoring in home economics.

Furloughed Hostess *Roberta Whitmore* is employed at J. C. Penney Company in Caribou.

Hostess *Val Constantine* and Furloughed Hostess *Roberta Whitmore* spent the weekend of January 18 in Boston.

Furloughed Train Porter *Walter McCarty* recently made a trip to Boston with *Glen Ingraham* to see a hockey game.

Furloughed Chef *O. G. Patterson* has recovered from surgery at the Eastern Maine General Hospital and is employed at Oscar's Restaurant. He reports that he's feeling fine.

## FACTS AND FIGURES

	<i>Oct.-Nov. 1957</i>	<i>Oct.-Nov. 1956</i>
<b>We received from</b>		
Hauling Freight	\$1,955,958	\$1,883,105
Carrying Passengers	42,698	53,357
Baggage, Mail, Express	46,653	49,715
Other transportation services	41,059	41,127
Rent and miscellaneous income	280,608	293,618
	<hr/>	<hr/>
A total of	\$2,366,976	\$2,320,922
<b>We paid out or provided for</b>		
Keeping roadbed and structures in repair	\$ 435,466	\$ 410,344
Keeping locomotives, cars and other equipment in repair	526,029	545,742
Running trains	628,404	679,538
Selling our services to the public	71,277	76,050
Managing the business and keeping the records	152,808	157,256
Interest on borrowed money	156,401	165,638
Payroll taxes	76,088	72,895
Local and state taxes	148,663	126,281
Federal income taxes	(80,872)	(147,807)
Applied to sinking fund	149,791	192,151
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A total of	\$2,264,055	\$2,278,088
Our Net Income was	\$ 102,921	\$ 42,834

