

MAINE

MARCH - APRIL 1959

LINE





TALKING IT OVER

To My Fellow Employees:

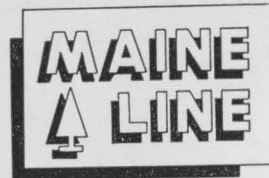
With the appointment of a Manager Piggyback Service the first step toward our goal of "one package" transportation for northern Maine shippers has been taken. One package transportation means that we can offer either door-to-door delivery with a sizeable payload, or carload rail delivery to suit the customer's needs.

We don't feel that we have scratched the surface of the one-package potential . . . the paper, frozen foods, lumber, petroleum and potatoes that are now being transported by expensive, wasteful highway transportation at considerable public expense. We are convinced that a large percentage of these commodities will eventually reach the markets on steel rails to the greater advantage of the shipping public and the taxpayer who builds and maintains the highways.

To be sure, there will be some regulatory problems as we explore new markets with the concept of one package transportation. But the principal beneficiary of competition is the public and I am confident that we must eventually be freed from the strangling, obsolete regulations that shackle the railroads on an economic treadmill. Wherever our railroad has entered a new phase of transportation in competition with the trucks, the result has been healthy for all users of the service.

Sincerely,

President



MAGAZINE



MARCH-APRIL
VOL. 7 NO. 3

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ABOUT OUR COVERS

On our front cover, Postmaster John Waterson, Blaine, presents popular Mars Hill station agent, Willie Green, right, with a "medal" inscribed "dependable." The medal came as a result of Willie's frequent railroad sales talks to his customers. For Willie's story see p. 4. On our back cover, I. to r., J. W. D. Hierlihy, mill manager; Aubrey Crabtree, Fraser president; and D. A. Forbes, chief engineer, watch ground-breaking for finishing room extension and train shed at their Madawaska plant.

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.

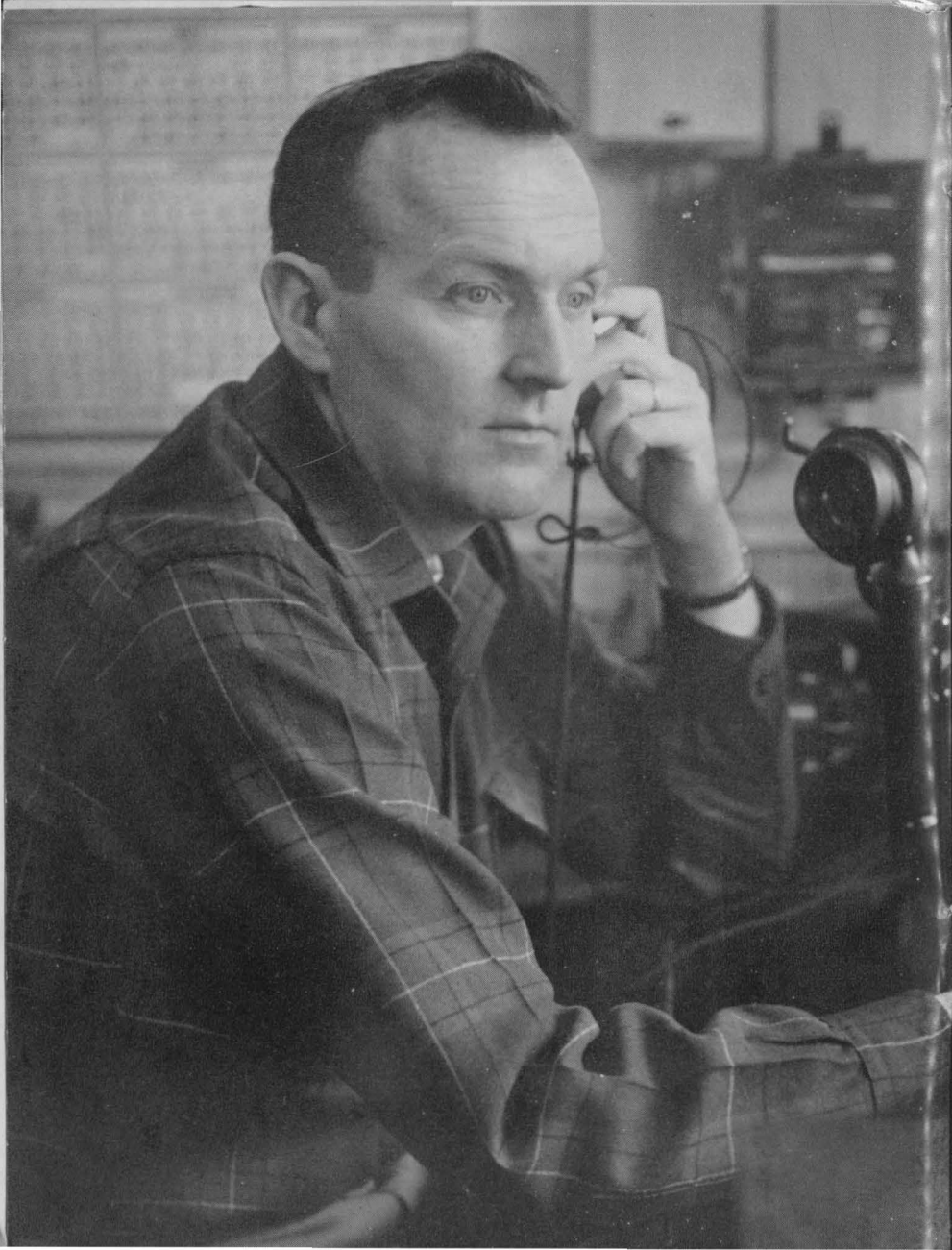
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The Man With the Plastic Heart

(The story of Dr. Charles A. Hufnagel and the device and operation he perfected appeared in the Aug. 30, 1958 issue of THE SATURDAY EVENING POST. "Spare Parts for Defective Hearts," by Ben Pearse, traces the development of this wonder plastic, nylon and steel lifesaver. The man in surgery in the pictures that illustrate this story is Station Agent Willie R. Green—Ed.)

To look at Willie Green, you would probably say that he looks much like any other healthy man of 37 . . . tall, a trim 150 pounds, a few lines in his face, perhaps, but a face tanned by a good deal of outdoor activity. No, you certainly wouldn't see much difference between Willie and other men his age. If anything he looks less soft than most men his age with a sedentary job.

But Willie should, by all mathematical odds, be dead.

Three years ago, doctors gave him two years to live. One he could spend "normally", able to get about by grasping objects and moving very slowly. His last year would be spent in a wheelchair. This month, just three years after he had heard his death sentence, Willie R. Green, station agent at Mars Hill, is as sound as the pre-war dollar.

Willie owes his life to an ingenious plastic, nylon and steel gadget and the wonder-



Station Agent Willie Green, Mars Hill, poses with his daughter for family snapshot before a fishing expedition. The photograph, made before his illness, shows him at a strapping 205 pounds.

fully-skilled surgeon who devised and "installed" it. Willie

Green has a heart, not of pure gold, but partly made of plastic and all indications are that it will serve him to a ripe old age.

But, to start at the beginning where every tale with such a happy ending should start, you would have to know his history.

Willie was born Sept. 6, 1921, attended Mars Hill schools and served in the Navy during WW II . . . an altogether normal, robust young man with a zest for the outdoors.

In the Navy from 1942-45, he served on the USS AUGUSTA and several LSTs as a quartermaster. He participated in the African invasion, Italy and France. Two LSTs were shot out from under him, one by a torpedo and one by artillery fire. He was also light heavyweight boxing champion of Flotilla 20, the amphibious force of the Atlantic Fleet. Hardly a background for heart disease, you might think, and you'd be quite right.

After the shooting, he married the former Lois Benjamin and settled down to what appeared to be a prosaic life in Mars Hill. He took a job as a student operator with the Bangor and Aroostook, became good at it and eventually

landed the station agent's slot in his home town. By 1956, he was just where he wanted to be . . . in a job he liked, the father of four fine children and enough leisure time to hunt and fish, two sports that fascinate him.

That was when the trouble started. It wasn't much at first, just a little shortness of breath. At that time, Willie weighed a strapping 205 pounds, did not smoke and was used to a good deal of outdoor exercise. Just slowing up a little, he told himself. But he really didn't believe it. The shortness of breath became worse and the pain started. Willie Green knew he was in trouble.

The last of April in 1956, his family doctor confirmed what Willie feared. He was in trouble and it was serious. Five days later, he was in Boston and heard what his doctor suspected confirmed. He was suffering from what the medical profession calls "aortic insufficiency" . . . a leaky heart valve to the layman, probably caused by rheumatic fever which sometimes damages the delicate leaves of the heart valves.

His case exhibited such classic symptoms that he appeared before a conference of 75 doctors, who questioned

him at length about his illness. At the end of his stay, thoroughly disheartened, he was referred to Dr. Charles A. Hufnagel, professor of surgery at Georgetown University Hospital, who was doing some wonderful work with the disease. Some called him the man with the golden hands.

"I was stunned," Willie recalls, "I tried to make plans but I couldn't because it seemed to me there was no future. I finally called Hufnagel and made an appointment."

Willie Green first met the man who was to save his life in Washington May 10, 1956. And to Willie Green it meant hope, for the first time in a year. Dr. Hufnagel explained the valve, which he devised, and the operation to him. The damaged valve was allowing blood to leak back into the ventricle after each heartbeat, giving an inadequate supply of blood and oxygen to all body tissues. It also made the heart work harder to make up for the slippage of the leaky valve.

In the operation, Dr. Hufnagel told Willie, the "Hufnagel valve," a plastic tube about an inch in diameter and an inch and a half long, is inserted in the aorta to pre-

vent most of the blood from flowing the wrong way. The plastic has a bulge in the center with a plastic ball in it to permit the blood to flow in only one direction.

No heart surgery can be called routine, but on the day he talked with Willie Green, Dr. Hufnagel had performed his 100th operation with the plastic valve. The doctor first performed the operation on a human being in September of 1951. A large Collie dog, who has the run of the hospital, has had a plastic valve for almost 10 years—proof of the doctor's skill and ingenuity. All conditions must be perfect for such an operation.

Willie went back to Mars Hill to wait. In the interval between his Boston hospitalization and his appointment with Hufnagel, he had lost 55 pounds, spent two more weeks in the Presque Isle hospital, took nitroglycerin tablets by the dozen and was on a strict diet. During the months that followed, he faced his bleak prospects stoically. Now, he had a fighting chance, but the odds were sobering. He had resigned himself, as much as possible under the circumstances, to the ordeal before him. But waiting was hard.

Willie Green, with his ready grin and ebullient personality,

was always popular with his customers and the people of the community. Twice, they presented him with gifts of \$500. The money was a god-send but, even more important, was the knowledge that his friends were with him.

Willie went to Washington four times after his first examination prepared to face the operation. And four times his physical condition would not permit it. Once he had gout in his toe. Once, in December of 1957, he was actually under anesthetic when his blood pressure dropped and the operation was called off.

"I woke up thinking it was all over and that I was alive," he says, smiling ruefully, "only to find out that I had to go through it again."

The operation was then scheduled for May 16, 1958, just two years after he had been given two years to live. Again the operation was cancelled because of a shortage in the blood bank of his rare blood type. Finally on June 14, conditions were just right and the operation took place. After six hours in surgery, the life-saving valve of nylon, plastic and stainless steel, was clicking steadily with his heartbeat. The \$121 valve and the skilled hands of a surgeon

gave Willie Green back his life.

He recuperated for two weeks at the home of his brother-in-law in New Jersey and then returned to Mars Hill. By August 18, he was back on his regular job.

Now, almost a year after his harrowing struggle, Willie Green looks like his robust self again . . . a trifle leaner but fit and active. Last fall, he made his regular hunting trip and another trip guiding out-of-state hunters. He does everything he did before his illness, but with moderation.

"You wake up in the morning and see the sun shining and say to yourself, 'this day is a gift and it's good to be alive,'" he says. "I'm prepared to live a normal life doing everything moderately. I used to get upset easily. Now I just won't let things bother me. I've gotten to know my family better, because I spend more time with them. You know, you can't realize how precious life is until something like this comes along."

It isn't often quiet in the busy station at Mars Hill. But when the telegraph instruments are stilled and the telephone is quiet, you find yourself listening for the muffled click of Willie's plastic valve.

Sometimes, when some of his customers ask, he'll pause, letting them listen to the steady click. With a big grin. Willie Green is a man with a real sense of values.

New Service For Loring

Loring Air Force Base and Fort Fairfield are receiving additional transportation services under the new Bangor and Aroostook highway divisions schedule according to Arnold J. Travis, manager of the Highway Division. The evening bus enters Loring Air Force Base on the way to Limestone, stopping at the Service Club seven days a week. Taxi service provides connections with all buses at Caribou for Fort Fairfield furnishing travellers with two additional trips available each day.

Travis pointed out that the evening bus serving Loring Air Force Base and Limestone arrives before midnight, the deadline for airmen reporting in from leave and passes.

Bus patrons in Fort Fairfield now have a choice of two trips north and two trips south each day instead of one in each direction under the old schedule. Taxi service connects with the railroad's buses at Caribou. He also said that the railroad's bus terminal at Fort Fairfield is now located at Russell's Restaurant. The terminal was formerly located in the Plymouth Hotel.

Under the new schedule, the railroad's early morning and late evening buses operate in Aroostook County seven days a week, instead of six days as under the old schedules, providing an additional bus trip each way on Sunday.

WHO GETS THE RAILROAD DOLLAR

Who gets the railroad dollar? The answer to this question will probably surprise many people.

Out of each dollar of total operating revenues in 1957, a total of 49.4 cents was paid as wages and salaries, not including payroll taxes which are solely for the benefit of the employees. These taxes amounted to an additional 3.3 cents.

Next on the list of expense items were payments for fuels, materials and supplies, which came to 20.4 cents.

Federal, state, and local governments came in for 6.9 cents, which they took in taxes. Depreciation accounted for 5.7 cents, and miscellaneous expenses ran to 5.5 cents.

After all these costs were met, the railroads had 8.8 cents left in the till out of each dollar they received for performing the basic transportation job that keeps this country running.

Of this remainder, 4.0 cents had to be used to meet interest charges on the railroad debt and for rent of leased roads and equipment. And the owners of the railroads, the stockholders, got approximately 4.8 cents, only about half as much as the government got in taxes and less than one-twelfth as much as the employees received in wages and health and welfare benefits.



Executive Profile—

The Keith Lilley Story

(The Keith Lilley story is the sixth in a series of profiles dealing with the Bangor and Aroostook's top management people; their jobs, their responsibilities, their training, and what they mean to the railroad and to their own employees.—Ed.)

D. Keith Lilley, the precise, energetic man who heads the Bangor and Aroostook's Transportation Department, comes from a railroading family. You might say he was born and grew up on the railroad. Both his father and his mother worked for the railroad. His sister, Ione was a car distributor at one time and he was born within earshot of the chatter of the telegraph key. Keith Lilley first saw the light of day in the railroad station at Eagle Lake where his father was agent. The family lived in an apartment over the station.

At the turn of the century in northern Maine, the railroad station agent was on duty most of the time, especially in the smaller stations. At that time, there were 94 open stations (there are presently 40) on the BAR system. The agent of that era oc-

cupied a unique position in the small community. He was a sort of unofficial mayor. Often, he was notary public, justice of the peace, along with several other offices and positions. The pay was \$30 a month and was considered good wages.

Keith Lilley grew up in such a family in that era. It was a close family, bound together by the rigorous demands of a busy rural station as well as by family affection. For the first 12 years of his life, his family was one of two English-speaking families in Eagle Lake. He learned to speak French in school as well as English. When he was eight, his father, Guy, a Bangor and Aroostook agent for 48 years, bought a learner's set and taught Keith and his sister telegraphy. As a youngster, he managed to find excuses to hang around listen-

ing to the fascinating music of the telegraph instruments in the busy station.

His name first appeared on the Bangor and Aroostook payroll in February of 1920 during the serious flu epidemic of that year. The sickness struck everywhere and soon thinned the ranks of regular operators and agents. Guy Lilley was agent at Sherman that year, and was holding the first trick while his wife took the second trick. When the regular third trick man fell ill, Keith, at 14, took over his duties.

"There was a straight stretch of track at Sherman," he explains, grinning at the memory, "and you could see a train coming miles away. Whenever there were orders, I would wake father. That was my first railroad job and it lasted for two months."

Later, when he was in high school at Bridgewater, he took over for the station agent at Littleton for a month in 1922 and again in 1923.

His father recognized the boy's talent for telegraphy and encouraged him. At 18, he was fast and accurate. But Guy Lilley also instilled in his son the veteran agent's respect for precision and detail, qualities that were to help

him reach the top executive spot in his department.

With such a background, it's hard to imagine Lilley in anything but a railroad career.

After high school he started work for the Northern Telegraph Company in 1924, a subsidiary of the railroad, as operator in Presque Isle, later becoming manager at Greenville. In the fall of 1926, Keith Lilley took his first railroad picture.

After eight years as a car distributor, he was sent to the Houlton dispatching office on temporary assignment for three months. The "temporary assignment" stretched into 23 years.

As a dispatcher at 28, his railroad career was cut out for him. The work was interesting, sometimes exciting. Guy Lilley followed Keith's progress, as he had from the day when he started teaching him telegraphy.

One night during a wild blizzard, Keith was handling the third trick alone, preoccupied with plow trains and regular railroad job as car distributor in Bangor. It was a demanding job for a young man of 20, but it taught him the basics of car supply and other important facets of the other problems that beset dis-

patchers at such times. The gale winds were shrieking around the corner of the dispatcher's office when the telegraph instrument began to click and Lilley recognized his father's fist.

"Father knew what a bad Aroostook blizzard could do," he says "and had started worrying. He walked a mile through that storm to telegraph and ask how things were going."

In 1935, he married the former Doris Davis, manager of the Postal Telegraph Service at Houlton, whose father was a B. & A. engineer for over 30 years. He spent the next 14 years learning the intricacies of moving trains. As a dispatcher, he became fascinated with the logic and precision involved in moving trains from one point to another . . . a phenomena apparent to the uninitiated when-

Chief Dispatcher Henry White, right, discusses day's work with Superintendent of Transportation D. Keith Lilley.



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ever two operating people meet.

In 1949, he was made chief dispatcher and a trainmaster in 1955. A year later, he became superintendent of transportation and found himself with from 350 to 450 men under his supervision.

As superintendent of transportation, Keith Lilley is charged with "the prompt and efficient movement of goods entrusted to the railroad for transport" . . . a deceptively inclusive mission, indeed. It would be a straightforward proposition of rules and logic if reduced to its simplest proportions. But moving trains is bound inseparably with human frailty, and with a profession that demands such precision, the human element is most important.

"As with any management job, I am mostly concerned with people," he explains. "It isn't simply a matter of writing train orders and moving trains from one point to another. It's a matter of getting people with emotions, and all the other human qualities, to accomplish this task smoothly and efficiently. What helps is experience. I think the man who has learned to be fair and impartial has made a long step in dealing successfully with people."

This busy man with the heavy responsibility of the railroad's primary mission squarely on his shoulders, believes strongly in the future of the railroad and in its basic soundness and economy.

"The railroads are much more efficient carriers than are their highway competitors," he declares. "Not only can we transport more freight farther at less cost, but we pay all our own bills. The public picks up no part of the tab for railroad operation as it does with our competition."

The Bangor and Aroostook's operating ratio, that all-important barometer of operating efficiency, has risen steadily in the past several years. It was third from the top in its class in 1957 and second from the top in 1958.

"This means," Lilley says, "that we're hauling heavier trains from point A to point B than was formerly possible and performing that service more efficiently, thanks to technology and modern methods. Rising costs have gobbled up some of our gains, but we're more than holding our own."

"The next step in increasing our competitive edge over the trucks is speed. We have already cut transit times between Aroostook and our con-

necting carriers from 20 to 25% in the past four years and we will do far better than that. We will eventually be in a position where we can equal the transit times of our competition at considerably less cost."

One might say that Keith Lilley's job is basic to the industry. On men like him fall much of the burden of providing the railroads with the decisive competitive edge over the competition.

WISER LIVING

By William B. Terhune, M.D.*

Author of "Emotional Problems and What You Can Do About Them"

It is wise to be ready for emergencies, for as we all know, the unexpected always happens.

The most frequent emergencies in life are psychological, not physical. Few people ever have to compress an artery, apply a tourniquet or give artificial respiration, yet everyone must meet psychological emergencies of the utmost importance to his associates and himself, emergencies upon which material and spiritual survival depend.

Meeting emergencies is the result of preparedness, and knowing that one is equipped to deal with eventualities gives confidence and reduces dread of the future. Thus when something goes wrong, there is less shock and more interest in meeting a situation not totally unforeseen. Psychological preparedness will help you do the right thing at the right time.

One essential in your first aid kit of psychological equipment to meet emergencies should be *absolute integrity*. To attain this integrity you may cut no corners, steal no bases, no matter how great the temptation. Your first step is to seek the truth about yourself, or about those you want to help, realizing the truth is elusive and must be sought out. Once you have found it, adhere to it firmly.

*Dr. William B. Terhune is medical director and founder of The Silver Hill Foundation, New Canaan, Conn., a psychotherapeutic unit for the treatment of psychoneuroses.

For each dollar's worth of fuel expended, trains move nearly twice as much weight as boats and barges on the inland waterways, nearly nine times as much as trucks and nearly one thousand times as much as airplanes.

Class I railroads in the Eastern District in September, 1958, had an estimated net income of \$20,000,000 compared with \$25,000,000 in 1957. In the first nine months of 1958, their estimated net income was \$60,000,000 compared with a net income of \$200,000,000 in the same period of 1957.

The first train to operate across the Isthmus of Panama from the Atlantic to the Pacific made the 48-mile trip on January 28, 1855.



Juvenile Trespassing— A Growing Problem

Children playing in railroad yards and on other railroad property have become a problem of major proportions to the railroad industry. And each year the railroads spend thousands of dollars on educational programs in the nation's schools to combat the dangerous pastime.

The BAR's safety and public relations departments have completed the first part of a school program on juvenile trespassing. Safety Supervisor John L. Babcock spoke to 1060 students in Van Buren

schools April 15, 16 and 17 and some 1500 students in Caribou schools on April 28 and 29. The children, from grades one through eight, also saw a color motion picture, "D a n g e r o u s Playground" which depicts the dangers to children playing in railroad yards.

Teacher's kits were furnished the school staffs and the children received several pamphlets in comic book form that carry a safety message supplied by the Association of American Railroads.

Safety Superintendent John L. Babcock leans over to answer boy's question during safety talk on juvenile trespassing at Van Buren. At left, he talks with pupils at Caribou's Teague Park school.



Children playing on Bangor and Aroostook property is a problem causing increasing concern, both to operating officials and the men who operate trains. In several instances, children playing in railroad yards have been seriously injured. Train crews are always alert for youngsters, but in many operations it's impossible to be sure of seeing them in time. Switching operations, for instance, demand full-time attention of the train crew. It's an easy matter for a child playing

around cars to escape notice. "We try to explain to the youngsters just how dangerous a playground a railroad yard can be," Babcock says. "After the film and a short talk we usually get as many questions as we can handle on subjects from safety to diesel locomotives.

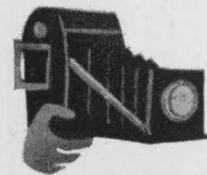
"We feel that by reaching the children in the schools, our message will carry weight. It will certainly be worth all the effort if it saves a single child from serious injury."

In three days at Van Buren, over a thousand students saw film, "Dangerous Playground," and heard safety talk. Below, Babcock speaks to students at Van Buren's Sacred Heart school.



MAINE LINE

Camera —



Earth-moving equipment prepares site for plant expansion at the Fraser Paper, Ltd. plant in Madawaska last month. The expansion, an extension to the finishing room and train shed, will provide about 40,000 square feet of additional space at the plant. Planned for later this year is construction of a building to house two paper machines. One new machine will be operational in 1960. (Photograph courtesy BANGOR DAILY NEWS)

The typically spring photograph at right was made near California Settlement three days after spring officially arrived. This Bangor and Aroostook freight became stuck in the 10-foot snow drifts after Aroostook was swept by snow and high winds. The train was freed of the drift in a few hours and continued on its run. Photograph courtesy of Kent Ward, Limestone LEADER.



H. D. Ulrich, president of the Maine League of Railroad men and Women, E. Spencer Miller, center, president of the MEC, and BAR president W. Gordon Robertson chat before they appear at a March hearing in Augusta on proposed changes in the state railroad excise tax.



Norman J. Tardif, Presque Isle, was named manager, piggyback service for the Bangor and Aroostook Railroad last month, according to Howard L. Cousins, Jr., director of marketing and public relations. Announcing Tardif's appointment, Cousins said that the 32-year-old Van Buren native will be responsible for all phases of the railroad's growing piggyback operation.

A car of lumber shipped by the Passamaquoddy Lumber Co. of Houlton represents new business for the Bangor and Aroostook. Lumber from this plant was formerly trucked.





Five carloads of Maine seed potatoes went from Aroostook County to the states of Idaho and Washington last month. Above, BAR Sales Supervisor J. Charles Hickson and Donald Umphrey, president of Aroostook Growers, Inc., inspect a car of Certified Blue Tag Kennebecs shipped by Aroostook Growers to a grower in Washington state. Below, T. E. Houghton, T. E. Houghton, Jr., Agent Ronald Clark, Fort Fairfield, and F. B. Lunt, pose before two cars of Rural Russetts bound for growers in Idaho, Maine's traditional competitor in the potato growing business. Ray Carter, Washburn, also shipped two cars of this variety to Idaho.



Above, impact tests are made with a tank trailer on a piggyback car to determine if tanks can be used in piggyback service. Preliminary tests were successful, observers said. Below, 13 cars of steel for the construction of a Snark launching site await unloading at Presque Isle. 65 of the 70 cars of steel for the site have already arrived.





Executive Vice President W. J. Strout, left, and Manager of Operations H. C. Duffy, right, watch as President W. Gordon Robertson presents Award of Merit to Mechanical Superintendent Vaughan L. Ladd and the employees of the Mechanical Department for a record of one year without an I.C.C. reportable accident.

Safety Awards Presented

Safety Superintendent John L. Babcock announced 1958 winners of interdepartmental safety awards last month. Top award winner was the Mechanical Department which completed the year without an ICC reportable accident. Mechanical Superintendent Vaughan L. Ladd accepted the award from President W. Gordon Robertson for his em-

ployees.

The two Superintendent of Transportations awards went to Southern Division Conductors and Trainmen and to the Northern Division Engineers and Firemen.

The two Chief Engineer's awards went to Roadmaster R. H. Tweedie and the employees of District 2 for the best record among the section

districts and to L. V. Levesque and his crew for the best record among B & B, S & C and Extra Gang crews. Honor Safety Awards were made Foremen E. R. Lewin and W. M. Norsworthy and their crews for a year without accidents. Honor Safety Awards were also made to thirteen section crews in District 1, 11 on District 2, 11 on District 3, and 11 on District 4.

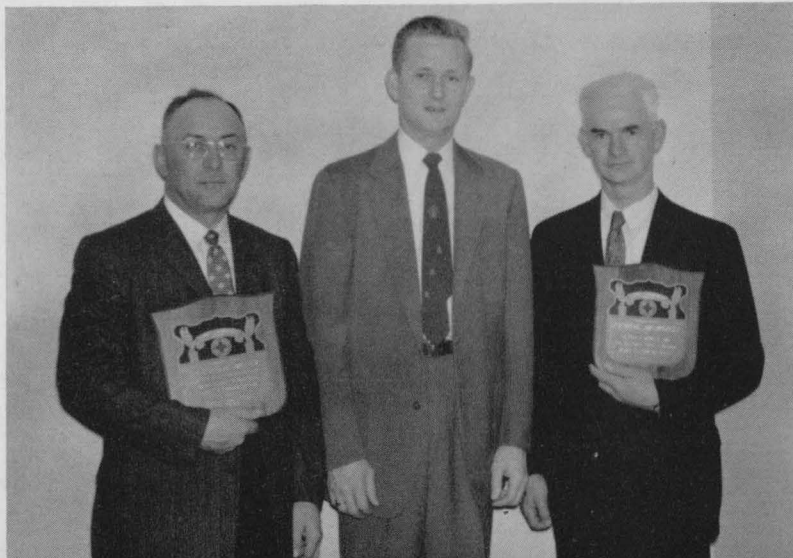
The two Mechanical Superintendent's Awards went to: V. J. Perry and the employees of the electrical section of the Mechanical Department for the best record among Mechanical Department crews at Derby; and Foreman C. S. Burgess and Mechanical Department employees at Millinocket for the best safety record among Mechanical Department crews outside of Derby.

Below, Francis D. Murphy, Jr., assistant mechanical superintendent, presents Mechanical Superintendent's Award to V. J. Perry, left, and employees of the electrical department for the best record among Derby Mechanical crews, and to Foreman C. S. Burgess and Mechanical Department employees at Millinocket for the best record among Mechanical crews outside of Derby.





Superintendent of Transportation Awards went to the Southern Division Conductors and Trainmen, and the Northern Division Engineers and Firemen. Pictured from left to right are: Asst. Superintendent of Transportation H. P. Lee and Trainmasters T. D. Larlee, L. S. Milton and M. E. Walls. Below, L. V. Levesque, left, and Roadmaster R. H. Tweedie receive Chief Engineer's Awards from Chief Engineer P. H. Swales.



The Suggestion System

By Liston F. Lewis

Nearly every day we are made aware of a new contest that has been created by one of the national firms. These contests offer prizes to the LUCKY WINNERS ranging from a new model car to a substantial cash prize. Did you ever enter such a contest? Probably at one time or another you have! They are made to sound so attractive that it is difficult to resist the appeal. Someone always wins and this gives us hope. In many of these national contests you might consider conservatively that you have one chance in a million—and, needless to say, these are pretty long odds. However, because each of us possesses that human element known as the desire to get something for nothing, we play these long odds.

Would you like to enter a contest that offers much better odds? We have been running such a contest continually for the past ten years and our statistics indicate that we have given cash prizes for one out of every five entries. 1 in

5 is somewhat different than 1 in 1,000,000 or even 1 in 1,000. 1 in 5 are the odds offered by the Employees' Suggestion Plan, a program designed to give you, the employee, a "say" in the management of the Company for which you work. Your ideas are welcome and the Company is willing to pay an attractive award for the suggestions contributed that can be adopted.

Many times we hear "the company" referred to as "they." It shouldn't be "they"—it should be *us*. The "company" is a group working together for a common purpose. It is no stronger than the weakest link.

There is a good deal of room for improvement in the railroad picture and on this railroad *you* could do something about it.

We must work as a team toward the goal of better and more economical service. *Your* ideas for improving service are vital. When you submit a good idea, you help yourself, for *you* are the company and the odds are in your favor.

IN THE FAMILY

Transportation Department

Just before presstime, Yardmaster and Mrs. *Frank Stark* received word that their daughter, *Theda*, had been chosen one of 12 finalists in the Miss University of Wyoming Pageant in Laramie, Wyo. Miss Stark is a junior at the University in the College of Arts and Sciences majoring in recreation.

She is a member of the Wesley Foundation for college students, the Women's Athletic Association, the University Choir and the Outing Club. Miss Stark was graduated from Winterport High School in 1956 and received the PTA scholarship.

Operator *J. C. Chasse*, Northern Maine Junction, spent his vacation in Philadelphia recently.

We were sorry to hear that Retired Station Agent *Maxime Chasse* has been ill. Mr. Chasse was admitted to the People's Benevolent Hospital in Fort Kent with a virus infection April 10. He celebrated his 77th birthday April 15.

Agent *Harold A. Labbe* and his family, Easton, were nearly driven from their home April 4 by flood waters. The local fire department was able to keep ahead of the water flowing into the cellar while Harold and members of the fire department dug ditches and trenches through the snow, which was about 4 feet deep, from 6 until 10:30 p. m. before the waters were diverted.

Station Agent *Hercules Levesque*, Frenchville, has been re-elected to the Frenchville School Board for the seventh consecutive term. He has been chairman of the board for the past four years. Levesque was also

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Hercules Levesque

G. M. Dionne

V. S. Bubar

Chester Michaud

C. A. Hamilton

J. E. Rogan

Margaret Girvan

Helen Brissette

Gladys Goodwin

R. E. Thompson

Bernice Bailey

Guy Jackins

Byron Allen

Arthur Lamson

re-elected a trustee of the Frenchville School District for the fourth consecutive three-year term. He has been treasurer-clerk of the district since it was formed in 1951.

Mr. and Mrs. *Gerard Levesque*, New Britain, Conn., visited Station agent and Mrs. *Hercules Levesque* at Easter, celebrating the 70th birthday of their father, *Vincent Levesque*, Upper Frenchville, with other members of the family. The family also observed the 25th anniversary in religious life of their sister, Sister *St. Vincent* of the Sisters of the Holy Rosary of Millinocket, Maine.

Mr. and Mrs. *Clovis Daigle* of Frenchville recently spent three weeks vacation in California visiting Mrs. Daigle's sister and husband, Mr. and Mrs. *Reno Marquis*. Mrs. Marquis is a former employee of the Bangor & Aroostook.

Mr. and Mrs. *Carl Blanchette* are the parents of a baby boy, *Daniel*, born April 4 at Loring AFB hospital. Mrs. Blanchette is the sister of Asst Agent *G. M. Dionne*.

Allen Ryan, son of Supervisory



A Hopper car stripped down to be built into a Piggy-back flat. An A. F. E. has been issued for 20 Piggy-back flats by converting our surplus 70 ton Hopper cars.

Agent and Mrs. *B. A. Ryan*, returned to school April 16, after spending a week with his parents. He is attending Ricker College in Houlton.

Purchasing and Stores Dept.

Friends of Mrs. *H. A. Thies*, wife of Asst. Supvr. of Stores-NM, are glad to learn that she has returned home after being a patient at the Eastern Maine General Hospital.

Mrs. *T. N. Hopper*, of Derby, was a recent guest of Retired Conductor and Mrs. *W. H. Hyler* at the Eastland Hotel in Portland, Maine

Printer and Mrs. *George C. Crabtree* are spending a week's vacation with their daughter and husband, Mr. and Mrs. *Ronald Johnson* and daughter *Morna*, in Hartford, Conn. While there they will attend the wedding of their nephew.

Asst. to Supvr. of Stores, *M. E. Littlefield*, gave out Safety Award

Pins to 33 employees as follows:
 No accidents: 1 year 2 years 3 years
 3 3 27

Mechanical Department

Recent patients at the Milliken Memorial Hospital at Island Falls have been: Mrs. *Marion Olson*, wife of Hostler *R. T. Olson*; Mrs. *Phyllis Crandall*, wife of Carman *R. J. Crandall*; and Mrs. *Annie Bryant*, wife of Engineer *Frank Bryant*.

Students from the University of Maine spending the recent holidays with their parents have been: *Margaret Swallow*, daughter of Carman Gang Leader and Mrs. *M. Swallow*; *Richard McGraw*, son of Mr. and Mrs. *William McGraw*; *Donald*

Boutilier, his wife and family, with Electrician and Mrs. *E. J. Boutilier*; and *Sandra Clark*, daughter of Carman and Mrs. *H. D. Clark* who is a student at Farmington State Teachers College, Farmington.

In the annual High School speaking contest April 9 at Oakfield, *Alca Clark*, daughter of Carman and Mrs. *H. D. Clark* won first place for girls, and *Mildred Brown*, daughter of Carman *M. Brown* and Mrs. *Brown*, won second place. First place for boys was won by *Wellington Estey*, and second place for boys was won by *Rodney McGraw*, son of Mr. and Mrs. *W. B. McGraw*.

Brenda Libby, daughter of Foreman and Mrs. *B. B. Libby* was chosen as queen recently to represent Oak-

field in the Katahdin Valley League Winter Carnival program which was held in Sherman.

Hostler *Bernal Clark* has returned from Washington, D. C. where he attended the annual reunion of his service branch, the 258th Engineers Combat Battalion.

Mr. and Mrs. *Charles Scanlon* enjoyed a two-week vacation which they spent visiting her nephew and family, Mr. and Mrs. *Lawrence Stanchfield* in Falls Church, Virginia. They also visited Washington, D. C. and attended the Cherry Blossom Festival.

Seven Bangor and Aroostook men were among the new officers installed at a semi-public installation of Piscataquis Lodge No. 44, A. F. & A. M. held at Milo, Feb. 20, 1959. Pictured, front row, left to right, are: *Edgar A. Chase*, senior deacon; *Paul F. Lewis*, junior deacon, (Electrician, Derby); *Herbert Foshay*, junior warden; *George C. Folsom*, worshipful master, (Electrician, Derby); *Lloyd J. Treworgy*, senior warden; *Vaughn M. Ricker*, junior steward. In the second row, left to right, are: *Alfred G. Weymouth, Jr.*, marshal, (Carman Helper, Derby); *Walter Luttrell*, secretary; *John M. Masterman*, installing chaplain; *Dana D. Lovell*, treasurer, (Freight Car Foreman, Derby); *Aubrey L. Burbank*, past grand master, installing officer; *Leland J. McManus*, senior steward, (Roadmaster, Derby); *Max E. Place*, installing marshal, (Chief Clerk, Mech. Supt. Office, Derby); *Fred M. Packard*, chaplain. Absent when the picture was taken were: *W. Cecil Worster*, tyler, (Section Foreman, Sebec) and *Eben Dewitt*, organist, (Furloughed Operator).



E. H. Tobin, Jr., machinist, Diesel Shop, Northern Maine Junction, was guest of honor at a retiring party Feb. 27, 1959 given by his fellow employees. He was presented a purse of money, the presentation being made by Diesel Supervisor, *H. P. Butler*. Mr. Tobin entered the service of the Bangor and Aroostook R. R. Sept. 11, 1923 as a machinist helper and held many jobs until he was made a machinist on Sept. 1, 1949. He retired on Feb. 28, 1959 after nearly 36 years service. He makes his home in Milo.





Marilyn Jean Towne, daughter of Machine Supervisor and Mrs. *E. W. Towne* has been named Valedictorian of the class of 1959 at Milo High School. Miss Towne is enrolled in the Commercial Course. She has been given awards in Language, Algebra and English during her high school career. The activities in which she has participated include: dramatics, county spelling contest, *Beacon* staff, Future Homemakers and the glee club. Her hobbies are reading, writing and music.

Following surgery at the Eastern Maine General Hospital, Bangor.

The many friends of Blacksmith *D. R. Stevens* and Machinist *C. H. Hoskins*, Derby, are very pleased to see them out again and hope to see them back on their jobs in the near future.

The many Derby friends of *O. L. Dean, Jr.*, extend congratulations on

his promotion as Manager Operations, Griffin Wheel Company, Chicago. Dean is the son of Mr. and Mrs. *O. L. Dean*, (ret. Mechanical Superintendent), Milo.

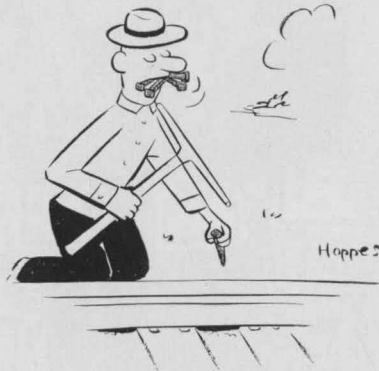
Mr. and Mrs. *Perry Clark* of Corpus Christi, Texas, are the parents of a son, *Randall Perry*, born Jan. 22, 1959. Mr. Clark is the son of Foreman Car Inspector and Mrs. *Hollis Clark* of Milo. Mrs. Clark is the former *Charlene Brown*, daughter of Blacksmith and Mrs. *Stanley Brown* of Derby.

The many friends of Mrs. *A. E. Ellis*, wife of *A. E. Ellis*, passenger car foreman, Derby, are glad to hear she is convalescing at her home following surgery at the Millinocket Community Hospital.

Freight Car Foreman *W. E. Hanscom* (Ret.) Milo, has been a patient in the Mayo Memorial Hospital, Dover-Foxcroft, but is on the mend and his many friends wish him a speedy recovery.

Congratulations to Mr. and Mrs. *Charles Dolan*, (nee *Marilyn Dewitt*) on the birth of a daughter April 12, 1959. The grandparents are Blacksmith and Mrs. *F. T. Dewitt*, Milo.

Freight Car Foreman *D. D. Lovell*,



MAINE LINE

Derby, is back in circulation again after being a surgical patient in the Gallant Hospital, Milo.

Our sympathy to Mr. and Mrs. *Hanford Burton* on the death of their infant son, also the grandparents AAR Car Acct. and Mrs. *R. D. Burton*, Derby, and Carman and Mrs. *O. P. Lyford*, Milo.

General Foreman *Charles S. Burgess*, Millinocket, has been appointed by the Millinocket Chamber of Commerce as chairman of their Fish and Game Committee for 1959.

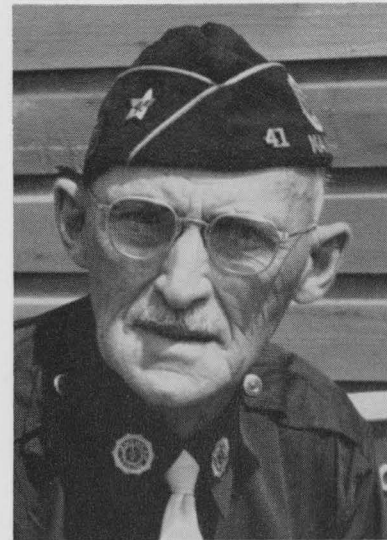
Inside Hostler *Milton P. Higgins*, Millinocket, returned to work April 3, after being out on account of sickness since December 23, 1958.

Carman Gang Leader *D. E. Helstrom*, Millinocket, reports that his parents, retired Yard Section Foreman and Mrs. *E. A. Helstrom*, are enjoying their stay in Florida. They left for Florida in November and are expected to return home in May.

Accounting Department

The women of the general office forces held a get-together luncheon at the Tarratine Club in Bangor on Tuesday evening, March 31. Attending were: *Elinor Prout*, *Mildred Wallace*, *Miriam Rounds*, *Christine Dewitt*, *Mildred McNaughton*, *Gladys Goodwin*, *Lucy Goody*, *Ouida Long*, *Nadine Cameron*, *Helen Brissette*, *Carro Davies*, *Mary Wood*, *Lola Eastman*, *Hilda Dakin*, *Helen Hickson*, *Merle Spaulding*, *Margaret Girvan*, *Dorothy Prout*, *Phyllis Leen*, *Gloria Cyr*, *Julia Laffey*, *Alicia Toole*, *Lucille Dougherty*, *Mary Sullivan* and *Margaret Billings*.

Mr. and Mrs. *Eugene E. Rice* spent the week of March 30 to April 3 visiting relatives in New Jersey. Rice is traveling auditor in the office of the



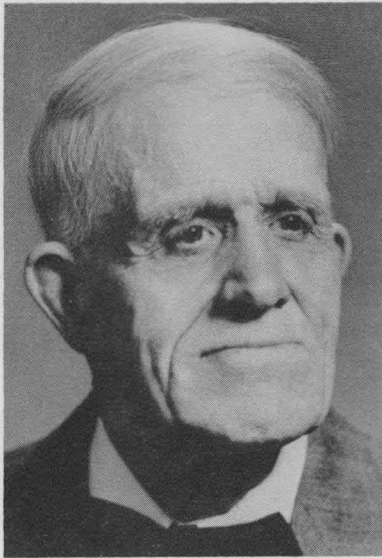
Trackman *Peter D. Dubey*, Brownville, has retired after 27 years service with the railroad. He was born Jan. 31, 1892 and entered railroad service in 1932. He is a member of the American Legion and the East Piscataquis Grange.

Comptroller and General Auditor.

Key Punch Operator *Frankie C. Brown*, Machine Bureau, president of Queen City Lodge No. 970, BRC, will attend the 50th annual meeting of the System Board of Adjustment, to be held in the Oval Room, Hotel Bradford, Boston, on Friday, April 17, as delegate.

Gladys C. Goodwin, clerk and stenographer, Freight Claim Section, will attend the meeting in Boston on April 17 as a guest.

Win Bracy, machine operator in the IBM Section, and family recently



We were sorry to hear of the death of *John Turner*, 87, April 7. Mr. Turner was a Bangor and Aroostook employee from the construction of the railroad until his retirement in 1946. He had 52 years service.

occupied their new home at 79 Palm Street, Bangor.

The Misses *Ouida Long*, *Lucille Dougherty* and *Mary Wood*, of the IBM Section, President's Office and Office of General Manager, respectively, spent the holiday weekend at the home of Ouida's brother, *Joseph Long*, in Worcester, Mass.

Miss *Merle Spaulding*, Clerk in the Freight Audit Section, completed forty-six years service with the company on March 31.

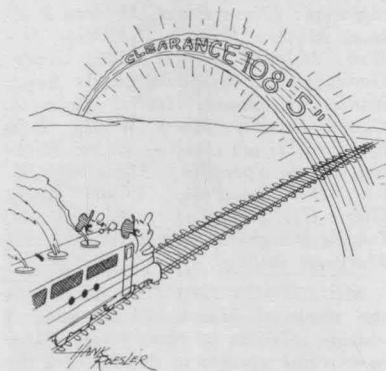
Robert E. Girvan, Capital Expendi-

tures Clerk in the General Accounts Section, was elected First Selectman of the Town of Kenduskeag at its Annual Town Meeting on March 2.

On the evening of March 14 a group from the Accounting Department held a party at the Old Town Youth Center in observance of the birthday anniversary of Mrs. *Robert Girvan*. After a social hour, a baked bean, hotdog and spaghetti dinner was served. Dessert, consisting of birthday cake and coffee, followed the dinner, after which various games and dancing was enjoyed. Those attending were: Mr. and Mrs. *George Mossey*, *Margaret Girvan*, *Keith Patterson*, Mr. and Mrs. *James Rogan*, Mr. and Mrs. *Robert Girvan*, Mr. and Mrs. *Joseph Cross*, Mr. and Mrs. *George Grant*, Mr. and Mrs. *Owen Gould*, Miss *Elinor Prout*, Mr. and Mrs. *Mervyn Johnson*, *Richard Shaughnessy*, Miss *Charlotte Soucy*, and Mr. and Mrs. *Liston Lewis*.

Joe Cross and *Owen Gould* are both driving new cars this spring.

Mrs. *Dorothy Geroux*, secretary to the Comptroller, was a surgical patient at St. Joseph's Hospital in Bangor March 30 and is now convalescing at her home in Old Town.



Mr. *Roy D. Plumley*, comptroller and general auditor, was called to Rutland, Vermont on April 6 due to the illness of his mother, Mrs. *R. A. Plumley*, who is now resting at Smith's Convalescent Home in Rutland.

Sales Department

Sales Supervisor *J. Charles Hickson*, a trustee of Maine Maritime Academy, and his wife visited Portland recently. They accompanied the State of Maine Training Ship to Castine on its return voyage from the Carribean. *Dale Libby*, a nephew of Mrs. *Hazel Bonney*, secretary at the Northern Maine Sales office, was a midshipman on the cruise.

F. B. Lunt, Regional Vice-President-Sales, was elected treasurer of Presque Isle Chamber of Commerce for 1959.

Saunders Siding has now become active at the property which was leased to Cianchette last fall by receiving of 30 carloads of steel for construction work at Presque Isle AFB. We received one of our first piggyback movements from General Services Administration for Loring AFB, Presque Isle AFB, 3080th, etc., week of April 4th.

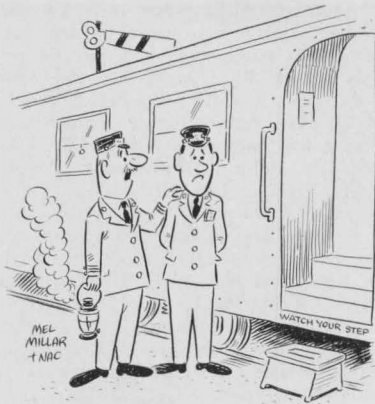
Shirley and *Charles Brewster* are receiving congratulations on the birth of their first son, *Gary Wayne*, born March 22 at the Eastern Maine General Hospital in Bangor.

Mr. and Mrs. *J. C. Hickson*, Presque Isle, are the parents of a daughter, *Johanna Cecelia*, born January 6.

The Northern Maine Sales Office has a new secretary, Mrs. *Hazel E. Bonney*, whose husband is stationed at Presque Isle AFB. They have a fourteen-year-old daughter *Dawn*.



Chief Clerk *Burton A. Sawyer*, center, freight claims section of the Accounting Department, was elected president of the Bangor Toastmasters Club last month. In the past three years, Sawyer has won 12 weekly speaking contests and two area contests. With him, from left to right, are: *Edward Dodge*, *Norman Drew*, (*Sawyer*), *Howard Judkins* and *Robert Hall*.



"Okay next stop we make, you can yell 'all aboard!'"

Engineering Department

Friends of Trackman *Leland Blake* of Searsport were sorry to learn of his confinement in the Knox County General Hospital in Rockland following surgery. His friends wish him a speedy recovery.

Trackman *Arthur E. Lamson*, of West Seboois, spent his annual spring vacation in Boston and North Falmouth, Massachusetts, and while away attended the New England School Boy Championship Basketball games.

Friends of Section Foreman *Avon A. Chambers* (Ret.), of Smyrna Mills sympathize with him in the death of his wife, Mrs. *Sophie Chambers*, who died February 28 at an Island Falls Hospital after a long illness. Funeral services were held from the Smyrna Mills Methodist Church with the Rev. *Gordon Buzza* of Houlton officiating.

Friends of B&B Clerk *W. A. Daly* (Ret.), of Houlton, will be sorry to learn he is a pneumonia patient at the Madigan Memorial Hospital.

Section Foreman and Mrs. *Nathan*

Lewin were guests of honor at a surprise open house celebrating their 25th wedding anniversary on Wednesday evening, March 11, at their home in Perham. The couple was presented a silver Paul Revere bowl by their children, Mr. and Mrs. *Ralph Prince*, *Myrna* and *Bryant Lewin*. The bowl contained silver dollars given by friends and relatives to be used for a trip to Washington, D. C. They also received many cards and other gifts. B&B Mechanic and Mrs. *Harry Lewin* and daughter *Roberta*, and Section Foreman *Laurel Lewin* of Houlton were among the many guests who attended the affair.

Mrs. *W. N. Bell*, wife of Section Foreman *Bell* of Patten, has been a patient at the Milliken Memorial Hospital in Island Falls. Her many friends wish her a speedy recovery.

Trackman and Mrs. *John Turner* of Dover-Foxcroft are receiving congratulations on the birth of an 8 lb. 12 oz. son, *Eric Lee*, born April 8, at the Mayo Memorial Hospital in that town.

Trackman *Lester Ewings* of Millinocket is convalescing at his home



"Is this all the baggage you have?"

after having been hospitalized at the Community Hospital at Millinocket with pneumonia.

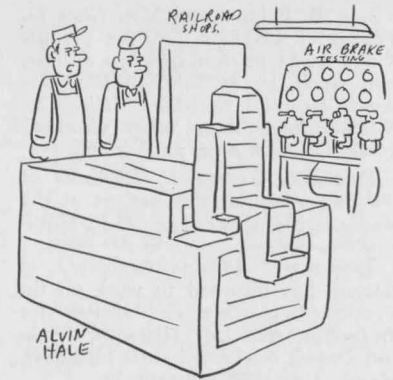
Friends of Trackmen *George* and *James Richards*, of Oakfield, S&C Helper *Walter Richards* of Oakfield, and Trackman *Clayton Richards* of Smyrna Mills were sorry to hear of the death of their father, *George A. Richards*, March 25 at a Houlton Hospital. Mr. Richards was also the father of Mrs. *L. A. Morton*, wife of Trackman *Morton* of Masardis. Funeral services were held at the Universalist Church in Oakfield with the Rev. *Arthur Heeb* officiating. Interment will be at Oakfield cemetery in the spring.

B&B Painter and Mrs. *L. G. Jackins* and sons, *Mark* and *Ashley*, of Derby, enjoyed a two-week visit with Mrs. *Jackins'* parents, Mr. and Mrs. *Luther Ingram* in Danville, Virginia recently. Their daughter *Sherry* and youngest son, *Kevin*, visited their paternal grandparents, Tie Agent and Mrs. *G. L. Jackins* of Houlton during their parents' vacation.

Friends of B&B Mechanic and Mrs. *Benjamin Sweet* of Houlton sympathize with them in the death of their son, *Eugene*, April 21 in Houlton. Funeral services were held from the



"Here comes that Engineer from the Middle East with a string of empties."



"It's the man they sent to show us the operation of the new cylinder honing machine."

Dunn Funeral Home in Houlton with the Rev. *Gordon Buzza* officiating.

A/3c *Parker B. Swett*, son of Supt. of Tract and Work Equipment and Mrs. *Graden L. Swett*, of Houlton, who had been stationed at Kessler Air Force Base, Mississippi, recently enjoyed a furlough at the home of his parents before reporting to his new assignment at Dow AFB in Bangor.

The many friends of Tract and Mrs. *John Bell* of Smyrna Mills, sympathize with them in the recent deaths of Mrs. *Bell's* parents, Mr. and Mrs. *Andrew Scott*.

Trackman *Philip Cole*, of West Seboois, has bought the section house at Norcross and is tearing it down and will use part of the lumber to build a camp at Schoodic Lake.

Trackman and Mrs. *Arthur Richards* of Millinocket and Trackman and Mrs. *Cecil Richards* of East Millinocket attended funeral services in Oakfield for their uncle, *George A. Richards*.

Trackman *J. L. Burton* of Oakfield is the owner of a new 1959 Chevrolet.

B. & B. Painter and Mrs. *Clair O. Wilmot* of Oakfield are the parents of a 7 lb. 11 oz. son, *Stephen Arthur*, born April 14 at the Milliken Memorial Hospital in Island Falls. The Wilmots have three other children, *Richard, Carol Ann,* and *Brian*.

Trackman *George E. Richards* of Oakfield was a recent patient at the Madigan Memorial Hospital in Houlton.

Trackman *Adrian Lapointe*, of Easton, has returned to work on the section after other employment for the winter months. His sons, *James* and *David*, celebrated their birthdays, March 7 and 28 respectively.

Stenographer *Lorraine J. Keslar* of Houlton resigned her position

March 18 and returned to Pennsylvania with her husband, *Walter*. Mr. Keslar who is employed as a Hotel Manager with American Hotels Corp., received a new assignment. Before reporting for duty, the Keslars are vacationing in Biloxi, Mississippi and Hialeah, Florida. Mrs. Keslar has been replaced by Miss *Faye Albert* of Houlton, daughter of B. & B. Cook and Mrs. *Fred Albert*. Miss Albert was formerly employed by Gentle's Insurance Agency in Houlton.

Tie Agent and Mrs. *G. L. Jackins* of Houlton entertained their son and daughter-in-law, Mr. and Mrs. *Richard Jackins* and daughter, *Tamra Joy*, of Warehouse Point, Conn., during the Easter holidays.

DIRECTORS RE-ELECTED

Stockholders of the Bangor and Aroostook railroad re-elected five members of the present Board of Directors at the railroad's annual meeting of stockholders at the B. and A. Building April 21.

Re-elected for three years were: Thomas E. Houghton, Fort Fairfield, a director since 1951; Lorne F. Parent, Van Buren, a director since 1956; Edwin E. Parkhurst, Presque Isle, a director since 1947; Arthur S. Pierce, Orrington, a director since 1950; and W. Gordon Robertson, Bangor, a director since 1953.

RAILROADS CARRY THE MAIL

How much of the United States mail moves by rail?

Notwithstanding all the subsidies which the Federal Government has been pouring into air transportation, and in spite of all the public assistance, exemptions and advantages which highway operators enjoy, the privately-owned and tax-paying railroads still carry three-fourths of all the inter-city mail in this country.

There are nearly 3,000 counties in the United States which are served directly by railroads. These counties have more than 99 per cent of the nation's population. Less than one per cent of the nation's population lives in counties which have no railroads.

But these few counties without railroads use and benefit from railroad mail service because, except for local pick-up and delivery, most of their non-local letters and packages travel by rail over some part of their trip.

Thus it can be said that every city, town and farming community in the United States is served by railway mail service—either by railroads direct or by railroads in combination with other forms of transportation.

FACTS AND FIGURES

	Jan.-Feb. 1959	Nov.-Dec. 1958
We received from		
Hauling freight	\$2,779,298	\$3,161,534
Carrying passengers	47,222	51,811
Baggage, mail, express	46,103	35,983
Other transportation services	19,466	30,549
Rent and miscellaneous income	90,787	(2,731)
A total of	\$2,982,876	\$3,277,146
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 735,296	\$ 791,807
Keeping locomotives, cars and other equipment in repair	567,397	\$ 578,840
Running trains	854,424	884,666
Selling our services to the public	60,310	66,096
Managing the business and keeping records	158,147	156,851
Interest on borrowed money	190,175	190,619
Payroll taxes	72,686	85,728
Local and state taxes	123,833	132,464
Federal income taxes	2,142	36,717
Tax deferrals	103,766	146,790
A total of	\$2,868,176	\$3,070,578
Our Net Income was	\$ 114,700	\$ 206,568

