

MAINE

NOV.-DEC. 1959

LINE 1





TALKING IT OVER

To My Fellow Employees:

As you know by the newspapers, the railroads are engaged in a desperate struggle for more efficient work rules that take advantage of technological advances of the past 20 years. New work practices are tremendously important to our future; they may well chart the course of the railroad in the next few years.

This is just another way of saying that, as each of us earns more, he

must produce more, or, by simple arithmetic there will be fewer employees to do the work. For example, a 3¢ an hour cost-of-living increase went into effect Nov. 1. It will cost the railroad an additional \$90,000 a year, for which it will receive no compensating income. And, unless each of us works just a little harder to produce an additional \$90,000 worth of new business, we will have to find ways of cutting our expenses by that amount. Last spring, a similar increase cost \$30,000.

I am all in favor of high wages for all of us. But I am gravely concerned about productivity. Unless we produce more in relation to our increased expenses, we are chipping away at the strength of the railroad and, ultimately, at the security of our jobs. Efficient work rules will help us do that.

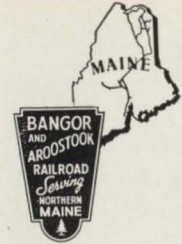
Mr. Khrushchev recently boasted that Russia will soon pass us in productivity per capita. This is frightening because it is our productivity that helps keep us great.

We are living in an age where leisure and ease are considered as important as education and other really basic values. The truth is that we need to put more emphasis on old-fashioned work. We must give honest work the dignity and value it deserves. Nothing worthwhile was ever accomplished without it.

Sincerely,



MAGAZINE



NOVEMBER-DECEMBER
VOL. 7 NO. 7

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ABOUT OUR COVERS

On our front cover Conductor V. L. Terrio checks reading of Impact-O-Graph after coupling during tests of new instrument at East Millinocket (see story p. 12). The new device will be used for training purposes. On our back cover, crane loads White House Christmas Tree on BAR flatcars at Presque Isle (see p. 9).

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 10¢ per copy or for 50¢ per year.

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President W. Gordon Robertson addresses audience of Boston produce dealers at Maine Potato dinner in Boston Nov. 9. With him, from left to right, are: Leo Daigle, Herbert H. Harwood, executive representative, New York Central; E. Perrin Edmunds, president, National Potato Council; Patrick B. McGinnis, president, Boston and Maine; Robertson; George Alpert, president, New Haven; E. L. Newdick, Maine Commissioner of Agriculture; and Herschel Smith, president, Maine Potato Council.

Rail Service—A New Look

Fast-moving developments of the past six weeks have rolled up an impressive list of new rail services and new objectives. Free weekend diversion, free stop-off for loading of potato cars, reduced potato rates into the Southern Territory, and newsprint tariffs providing for drayage are

now part of the picture for the northern Maine rail patron. President W. Gordon Robertson called the new services "stepping stones toward our ultimate goal of a truly integrated transportation service that meets every need of our shippers.

The accent was not entirely

on service, however. Sales promotion and industry-wide marketing came in for attention. At a Maine Potato dinner in Boston Nov. 9, President Robertson told an audience of Boston potato dealers that the "railroads are no longer watching while highway competition slices the choice cuts from our business," and that the railroad expects to increase its shipments of potatoes by about 20% this year. At presstime, potato shipments were 28% ahead of the corresponding date last year.

Robertson also announced the establishment of a Maine Potato Fund by the railroad.

"As evidence of our faith in the Maine potato industry and of our optimism," he said, "we are establishing a Maine Potato Fund to be devoted exclusively toward research and promotion of the Maine potato. For every carload of potatoes we ship over 28,000 carloads, we will earmark \$5 for the fund. The amount could conceivably be as much as \$50,000 per year."

Robertson added that the railroad has long contributed to worthwhile projects of the industry on a part-time basis, and emphasized that the Maine Potato Fund will insure from the Bangor and

Aroostook a sustained promotion and research program for potatoes.

Potatoes accounted for 39% of the railroad's revenue last year, Robertson told the group, and added that the railroad needs the potato traffic, not only to remain a financially strong organization but in order to grow.

"There are those who feel that the railroads are obsolete," he said, "but without them, the potato crop could simply not reach the markets. The competition cannot transport the volume of it. The rails contribute to stability in rates and sets the standards of quality."

With Robertson and Maine Commissioner of Agriculture E. L. Newdick at the Maine Potato Dinner were chief executives of two other New England railroads, Patrick B. McGinnis, Boston and Maine railroad, and George Alpert, New Haven railroad.

A "First" in Newsprint Tariffs

The Bangor and Aroostook, Maine Central, Boston and Maine, New Haven and Rutland railroads are participating in a first-of-its-kind tariff provision on newsprint which includes drayage at no cost to the receiver. The provision becomes effective Jan. 18, 1960.

Vice President-Traffic T. J. Clark said the provision is believed to be the first of its kind to be filed on newsprint in the United States. It will cover seven points in New England: Bridgeport, Conn.; Bristol, Conn.; New Haven, Conn.; New London, Conn.; Brockton, Mass.; Newport, R. I.; and Burlington, Vt. The railroads involved were working on further points at presstime.

Clark said the points initially covered in the tariff are potentially heavy trucking points. In recent years, rising costs and the reluctance of newspapers to keep much inventory of newsprint, combined to produce a sizeable truck movement in newsprint. Speeded up train service provided part of the answer, but drayage costs for off-track delivery was a stumbling block to getting the newsprint back on the rails.

"The new provision," Clark said, "should be an important factor in our railroad's newsprint traffic. It means that, in addition to volume shipments and the attendant economy, rail transportation can now supply drayage at no extra cost to the receiver."

A tariff provision covering Maine points in Portland,

Lewiston and Waterville went into effect earlier in the month.

Free Diversion

A new marketing and service aid for potato shippers, the first of its kind to be offered in Maine, was announced Nov. 17. The railroad began offering free diversion, or reconsignment, of potato cars at Northern Maine Junction on weekends effective Nov. 27. The weekend diversion is considered to be a marketing advantage by shippers.

"The diversion means," said T. J. Clark, vice president-traffic, "that an Aroostook County shipper can bill a car on a Friday or Saturday to Northern Maine Junction for reconsignment. If the reconsignment order is placed before 4 p. m. the succeeding Monday, there is no charge for the diversion."

Diversion, or reconsignments, where cars were held at Northern Maine Junction as covered by the tariff were formerly charged at the rate of \$18.95 per car.

Railroad sales officials feel that free diversion will mean a marketing advantage for the Aroostook potato shipper, allowing him to have a car centrally located for shipment on Monday when the market

opens. Free diversion also permits better utilization of potato house crews who work a six-day week.

"The new weekend diversion and reconsignment service will enable potato shippers to keep their packing crews employed on more of a full-time basis with a resultant economy in their operation," according to Howard L. Cousins, Jr., director of marketing. "Our whole program is aimed toward this end so that the markets for Maine potatoes may become stronger and Maine potatoes more competitive in all areas. By holding carloads of potatoes at Northern Maine Junction, the Aroostook potato shippers will have a prepared supply of their produce closer to the major markets and thus save time in supplying orders from the consuming areas."

Free Stop-off for Potato Loadings

A new tariff permitting free stop-off to complete loadings of potato cars went into effect Dec. 2. It is effective only on Bangor and Aroostook lines, according to Vice President-Traffic T. J. Clark, and permits one free stop-off en route to destination to complete loading of potatoes. It is the first time the Bangor

and Aroostook has filed such a tariff.

"The free stop-off is another in a growing list of services we are offering to better serve the potato industry," Howard Cousins, Jr., director of marketing said. "The service is available to all potato shippers, of course, but we expect it to be of greatest value to shippers of seed potatoes. Frequently, seed shippers transport more than one variety in a car and, often, the potatoes are available at widely separated sources."

Southern Rates Reductions

September saw the culmination of three years of intensive effort when potato rate reductions went into effect in the Southern Territory, generally east of the Mississippi River and south of the Mason-Dixon line. The reductions are the part of the 50,000 rate that went into effect two years ago.

The recent potato rate reductions into the Southern Territory are the third and final phase of a broad program of rates reductions started in 1956. It was just three years ago that the Bangor and Aroostook initiated proposals for widespread reduction of potato rates before

the Traffic Executives Association, highest railroad rate-making authority. In a three-month campaign before the rate-making body acted on the first proposal. T. J. Clark and President Robertson personally visited the presidents and traffic executives of the eastern railroads to gain support for their proposal.

Since the first reduction that covered Official Territory points, the rates have gone into effect in New England extending the market area for Maine potatoes and saving considerable sums in transportation costs for Maine rail patrons.

The rate reduction is expected to boost rail seed and table stock shipments into the south. The northbound movement to the potato shipping areas is largely citrus fruits.

North Star Service Starts

The NORTH STAR, crack express freight train from Northern Maine to Boston, started operation Dec. 6, leaving Caribou at 9:30 a. m. The NORTH STAR, a cooperative effort of the Bangor and Aroostook, Maine Central and Boston and Maine railroads, was inaugurated during the 1958-59 potato shipping season.

Executive Vice President

W. J. Strout said the NORTH STAR schedule is slightly advanced this year to insure arrival of freight car in Boston at 3:30 a. m. the morning after shipment. Overnight service to Boston for northern Maine potato shippers places one of the major markets for Maine potatoes only one day away.

The schedule for the NORTH STAR is:

Leave Caribou	9:30 a.m.
Leave Presque Isle	10:15 a.m.
Leave Mars Hill	11:00 a.m.
Leave Houlton	12:00 noon
Arrive Boston	3:30 a.m.

The express freight service is available for commodities other than potatoes and was used last season by Maine newsprint shippers for overnight delivery to Boston.

Pullman Service Discontinued

Pullman service on the Bangor and Aroostook was discontinued Oct. 24. Suspension of sleeping car service resulted from the decision of all connecting railroads not to handle Pullman cars on their lines, according to Howard L. Cousins, Jr., assistant to the president-public relations.

The Bangor and Aroostook and Maine Central maintained a Pullman service from Van Buren to Portland from July 13, when the Boston and

President Eisenhower's White House Christmas tree is loaded onto two Bangor and Aroostook flatcars at Presque Isle. The 70-foot tree, from the farm of Miss Alice Kimball, Presque Isle, is the gift of the Presque Isle Chamber of Commerce to the President. Transportation was given by the Bangor and Aroostook, Maine Central, Boston and Maine, Delaware and Hudson and Pennsylvania railroads.



Maine railroad substituted self-propelled diesel cars between Portland and Boston, until Oct. 24. The diesel cars will not handle Pullman equipment. Northbound Pullman service from Boston was maintained until Oct. 23.

The cars in service at the time of the discontinuance were owned by the Bangor and Aroostook and were purchased new in 1954 at a cost of \$380,000 in an effort to bolster ebbing passenger business. The railroad later started a system of credit cards for Pullman patrons

and was the first American railroad to serve free breakfasts to Pullman passengers. The two ultra-modern cars were the first of their type to be built in New England.

Railroads Transport White House Christmas Trees

President Eisenhower's White House Christmas tree was loaded onto two Bangor and Aroostook flatcars in Presque Isle Nov. 30. It was the first national Christmas tree ever to come from East of the Mississippi River and

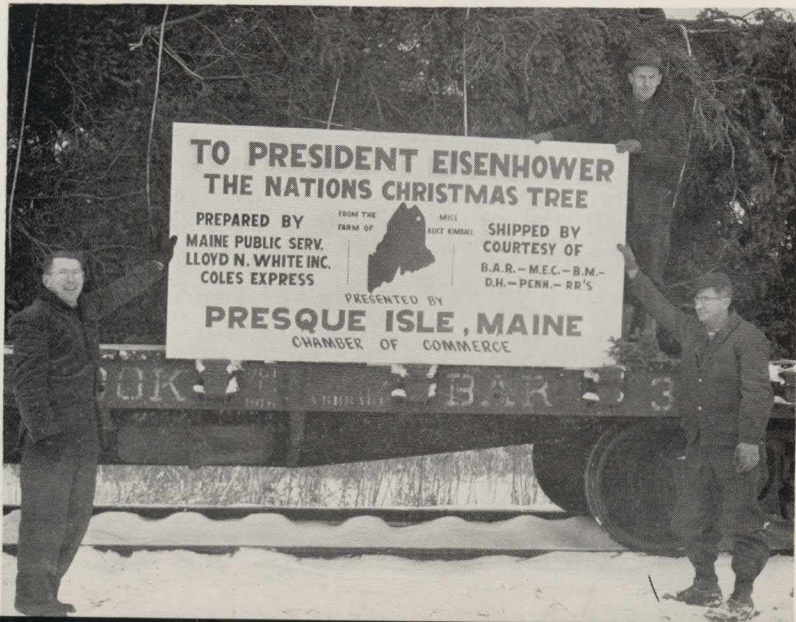
the first to come from a private citizen.

The project began two years ago when Carleton J. Corliss, then manager of the public section of the Association of American Railroads and a native of Crystal, Maine, suggested bidding for the privilege of presenting the national Christmas tree to President Eisenhower. After the bid was accepted in March of 1958, some 500 trees were screened before the 70-foot white spruce on the farm of

Miss Alice Kimball, Presque Isle, was chosen. The tree was 22 inches around the base and was estimated to weigh three tons.

The tree was chosen, cut and transported to Washington through the efforts of many organizations, including the Bangor and Aroostook. A. B. Nadeau, sales supervisor for the railroad, helped locate the tree and designed the loading platform which held the tree on its trip to Washington. F. B. Lunt, regional

Bangor and Aroostook men pose with sign which accompanied the national Christmas tree on its trip to Washington. Pictured, are: D. G. Merrill, left, division master mechanic; A. B. Nadeau, on car, sales supervisor; and Gordon R. Somers, Mechanical Department foreman at Caribou. Nadeau helped the committee of the Presque Isle Chamber of Commerce in choosing a tree. Some 500 trees were screened before the final choice was made.



vice president-sales, served on the Chamber of Commerce's National Christmas Tree Project Committee and coordinated the railroad's efforts. The railroad also filmed the event for Movietone News.

Transportation of the tree was donated by the Bangor and Aroostook, the Maine Central, Boston and Maine,

Delaware and Hudson, and Pennsylvania railroads.

The Presque Isle tree is the national tree in the Pageant of Peace which expresses the theme "Peace on earth, goodwill toward men." President Eisenhower opens the pageant on the south lawn of the White House Dec. 23.

A SPECIAL THANK YOU

The 1960 Bangor-Brewer United Fund Campaign has ended successfully and I am proud of the excellent participation of Bangor and Aroostook employees. It is heartening to see how many in our railroad family care enough about the welfare of the community and of the less-fortunate in it to make sacrifices for them.

The employees of the general offices reflect great credit on all of us. Their generosity to the United Fund has brought the "Fair Share Firm" seal to us, an accomplishment that is gratifying to me and others in the railroad family who have devoted time and energy to the campaign. To be a "Fair Share" company, 85% of the total work force who reside within the Bangor-Brewer area must contribute, and of that number two-thirds must give fair share based on their actual take-home pay.

I want to thank everyone who has worked on the campaign, as well as those who have contributed—especially those who have seen fit to make their gift on a fair share basis.

It will be a pleasure next year to extend our Fair Share coverage to include Bangor and Aroostook installations at Northern Maine Junction. With the interest of Bangor-Brewer residents who are headquartered there, I am confident this can be accomplished.

I shall continue to consider our organization tops in the area and I know that community service is not the least of its accomplishments.

—W. Gordon Robertson



Trainmaster Frank Larlee attaches Impact-O-Graph to measure impacts to paper car at East Millinocket as Traffic Manager Frank Keenan, Great Northern Paper Company, center, and Trainmaster L. S. Milton watch. The Impact-O-Graph is a training instrument for train crews in careful handling of paper.

New Safe-handling Tool

Oct. 27 was a cold, gusty day at East Millinocket but the knot of men gathered about a small instrument attached to a paper car in the yards near the Great Northern Paper Company's plant were oblivious to the chill wind. The device undergoing tests was the Impact-O-Graph, an ingenious and inexpensive instrument that measures im-

pact of coupling in miles per hour.

Rolls of newsprint in box-cars are susceptible to flattening from the impact of coupling and the flattening of the rolls leads to malfunctions when used in high speed newspaper presses. Both the railroad and the Great Northern are vitally interested in the careful handling of news-

print and the railroad has a continuing program of damage prevention for this important commodity.

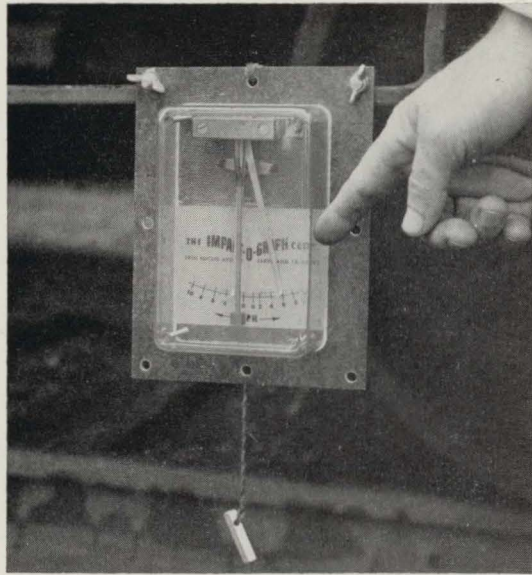
Impact recorders with tape and time clock for showing time and date of shocks are regularly placed in cars. The Impact-O-Graph is a much simpler instrument that operates on the pendulum principle. It will be used to demonstrate safe coupling speeds to train crews.

"The Impact-O-Graph is a

training aid only," Superintendent D. Keith Lilley explained, "and its purpose is educational only. We will use it to train our people in this aspect of damage prevention. Our tests indicated that it is as accurate as our large recorders; the big difference is that it does not indicate time and date of the shock. It's just another of the many tools we are using to insure the best handling of the products entrusted to us."



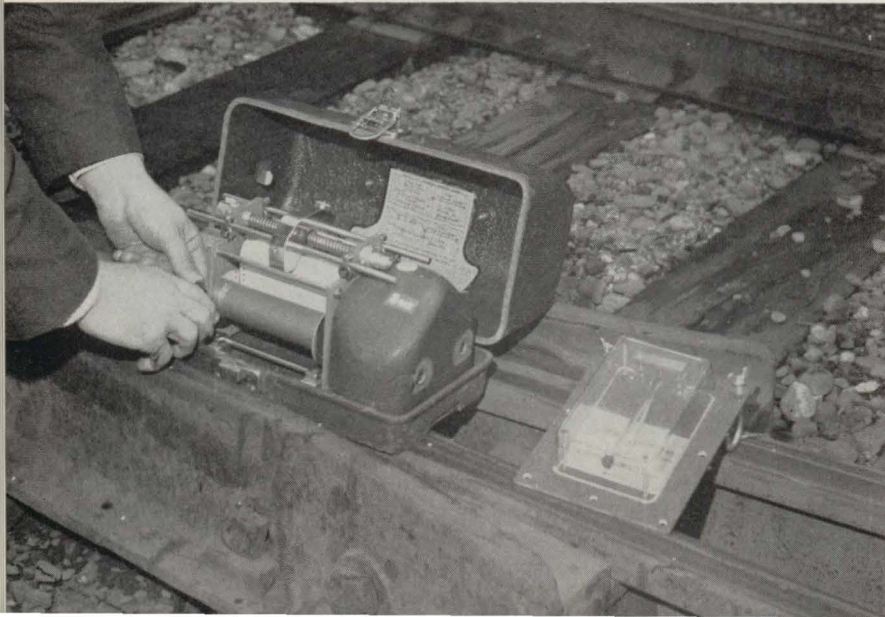
Superintendent D. Keith Lilley, left, and Traffic Manager Frank Keenan, Great Northern, compare test readings from a regular impact recorder and less expensive Impact-O-Graph.

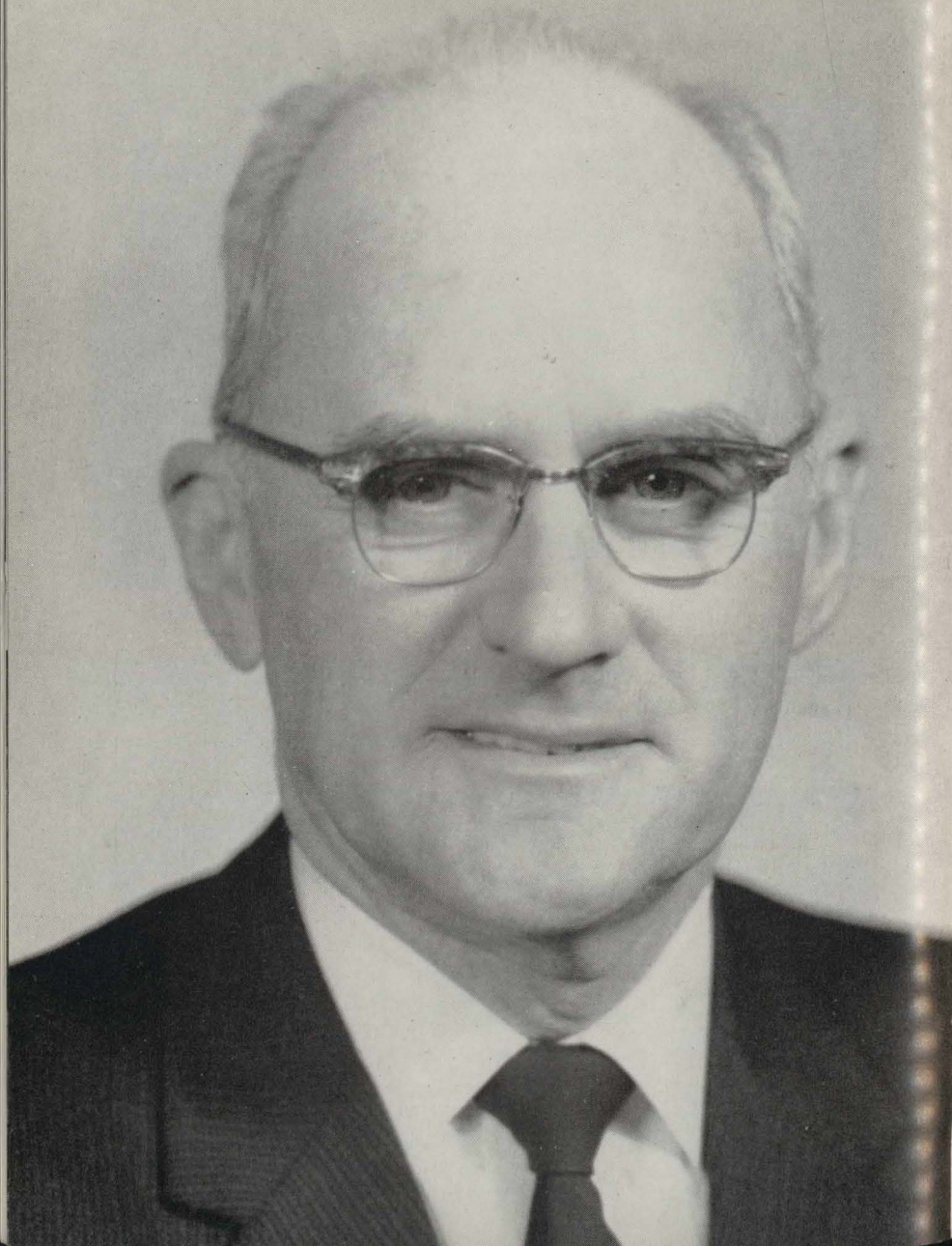


Closeup of training instrument that measured shocks to car under controlled conditions shows indicator which operates on pendulum principle. Below, a regular impact recorder and training instrument show identical readings from the same test. The regular impact recorder with clock indicates time and date of shocks while the training aid Impact - O - Graph only indicates the intensity of impact in miles per hour.



Examining training aid with Lilley and Keenan are Great Northern officials James McLain, manufacturing coordinator and Warren Spearin, assistant foreman-finishing. Below, Conductor V. L. Terrio explains Impact-O-Graph to crew at Millinocket. Pictured from left to right, are: Brakeman L. S. Welch, Brakeman K. A. Sloat, Engineer E. B. Waters, Fireman E. B. Campbell, and Terrio.





Executive Profile—

The Vaughn Ladd Story

(The Vaughan L. Ladd story is the ninth 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 people.—Ed.)

Vaughan Loring Ladd is a tough, sharp railroad man. This is not conjecture; rather, it is the consensus of the people who know him. As mechanical superintendent, he is responsible for the maintenance of every piece of the BAR's equipment that moves on wheels and some that doesn't. It's a big job, one that can take over a man's life and dominate it 24 hours a day.

To do his job, Ladd spends something like two million dollars a year and employs about 250 men and women at installations scattered from Searsport to Fort Kent. He visits and talks with his people at each of the outlying points every month.

"I want my people to know they're still working for the railroad," he explains. "It's easy to feel isolated when a man is working 150 or 200 miles away from his headquarters. Most contact is by

mail or phone and misunderstandings are easy under such circumstances. When I make the trips every month, I feel that it helps me to get closer to the problems of the employee outside Derby. More important, he knows that he isn't a forgotten man."

Since he became mechanical superintendent, he has made a long-range operational plan for maintenance. He knows how much work must be done each year to keep the car fleet diesels other equipment in top condition. If money isn't available to carry out all the projects planned for a year, the formula is adjustable for the most urgent work.

"In this way," he says, "we have a pretty good picture of our broad maintenance obligations. It's a helpful device when expenditures have to be adjusted to revenue dips."

Ladd believes that productivity is directly proportional

to employee morale and devotes much of his time and energy to this end. He wants the shops neat because good housekeeping is important to safety and morale. A level work force without large-scale layoffs is a goal and an important morale factor. The grit blast and paint spray facility built last year was aimed at year-round painting of cars and a stable work force.

Keeping his people aware of decisions that affect them is another of his goals.

"I intend to keep my people informed," he says. "We do this through staff meetings throughout the department and by personal contact. I think it's very important."

To accomplish these broad objectives, Ladd is usually on the job from 7 a. m. until after 5 p. m.

His friends and employees characterize him as an intense man with a compulsion for work. For this blunt, capable man, one sometimes feels that the long hours and concentration he puts into his job are not a means to an end but the end itself. One feels that, if under some ideal circumstances, his job were to become a 9 to 3 pushbutton operation, he would be an unhappy man indeed.

His early years are a clue to the man's drive and perseverance. He was born on a rocky Sebec farm 56 years ago of sturdy New England stock. His maternal ancestors were clergy who lived by the stern Calvinist doctrines. To them, an idle mind was truly the devil's workshop and waste and extravagance were almost mortal sin. Vaughan Ladd's heritage was a stern, disciplined one not greatly different from that of thousands of farm boys of that era in rural New England. It has been said that the spartan training sowed seeds of success in many men of that generation and one suspects that the idea is entirely reasonable.

The elder Ladd was variously a farmer, superintendent of schools and a member of the state police. Ladd was to inherit from his parent much of his perseverance and his rigid sense of fair play. As a youngster on a homestead farm, he learned that the land was a hard teacher and a more exacting master. At best, there was only a wary truce between the land and the man who made it fruitful. He was expected, like farm-boys everywhere, to do his share of the work after returning home from the one-

room schoolhouse where he acquired his elementary education. During the winter months, he went into the woods, when he was not in school, and helped with the cutting of logs, an important cash crop for the farmer. The hard physical work and discipline shaped his character, toughening both physical and intellectual sinews.

By the time he was 16, he was a freshman at the University of Maine studying mechanical engineering. From 1920-24, he studied and helped support himself by any work he could find, from waiting on tables to working in a sawmill.

The week after he received his BS degree, he was working for the Bangor and Aroostook as a special apprentice. The job meant that he worked as an apprentice in each section of the Mechanical Department, not as a non-producing observer, but as a man who got his hands dirty and who was expected to turn out a product. Vaughan Ladd loved it. It suited his talents and his lively curiosity about machinery perfectly. In the job, he could himself put into practice the theory he had learned in the laboratory.

"I have often thought," he muses with a characteristic

half smile, "that I was perfectly suited for a shop job. I like production. I like to be able to see the work that's done at the end of a day. In an executive job, it's not always possible to do that."

Later steps to the superintendent's chair included new jobs . . . bonus supervisor, general inspector of motive power, mechanical engineer, superintendent of shops, and manager of contract work.

Throughout his career, from an apprentice to the top job in his department, Vaughan Ladd lived by his own simple code: loyalty, both up and down, and honesty. No one has ever said of him that he forgot a friend or betrayed a confidence.

His blunt honesty has been a mixed blessing for this quick, direct executive. It is psychologically impossible for him to pretend to an idea in which he does not believe, or express interest in a project that he believes will not work. This is not to say that he will not listen to a new idea. His employees know him as a man who will hear all sides of a question before making a decision. He is, however, without sham or pretense.

For Vaughan Ladd, there is only one way to get a job done: to approach it head on,

and finish it in the shortest time possible consistent with craftsmanship. Because of this quality, he has sometimes stepped on highly-placed toes . . . and survived it. As a consequence, he has acquired a reputation as an outspoken, hardboiled, highly-competent executive.

Most of the reputation is deserved. But those who know him best will tell you that, although he is not a soft touch, he is a fair person and a kind human being. He is direct, blunt if you will, because it is the only way he knows to deal with problems. It is the product of environment and training.

"He would not hesitate to tell you that you had made a botch of an assignment," one member of his staff explains, "but he would not do it in a

way that would be humiliating. You always know where you stand with a man like Vaughan Ladd."

Another says of him: "If he tells you something, you can believe it no matter what happens. Make a decision for him in his absence (when you're authorized) and you can be sure he'll back you up. He may tell you later that he doesn't agree with the way you handled the matter and will indicate how he wishes it done in the future. But you know that he'll stand behind you even if you've made a mistake."

How does he regard his role in the corporate picture?

"The two most essential qualities for this job," he quips in his modest way, "are a thick skin and a strong constitution."

Surplus Silver Available to Employees

Surplus dining car silverware will be available on a first-come, first-served basis to Bangor and Aroostook employees through the Public Relations Department. The supply is limited so employees wishing silver for souvenirs should get orders in promptly. Prices are:

Place setting, knife, fork, spoon.....	\$1.50
Dessert spoon50
Serving spoon60
Fork35
Knife85



Harold Grinnell, budget clerk in the Mechanical Department, rakes lawn of his new home in Derby while daughter, Lynn, 2, watches. For Grinnell, who has been married three years, this attractive six-room home with oil heat was a bargain at \$4200. Where else, he says, could I get as much value for my housing dollar?

Derby Houses—A Good Buy

The railroad's decision to sell its houses at Derby early this year made available to employees in the area some of the most spectacular housing buys of the past two decades. Six-room houses with oil heat and 60x120 lots are selling from \$4,000 to \$4,400.

First opportunity to buy was given to occupants renting the homes, then to other

BAR employees. After selling 33 homes to employees, the remainder are now being offered to the general public at the same low prices.

The first of the houses were built in 1906 and 1907 to house employees of the new Derby Shops. At that time, there was a work force of from 300 to 350 men and there was always a waiting

list for the houses. In recent years, a smaller work force and the cost of maintenance made the railroad decide to sell the sturdy homes.

The record of longevity at Derby is held by the late A. K. Huse, boilermaker inspector, and Mrs. Huse, who lived at 46 Second street, Derby. He moved in during November 1906, just after the house was finished. His widow continued to occupy the house after his death, vacating in August 1956, or within a month of 50 years of occupancy.

Young people, like the Harold Grinnells are finding that the Derby houses offer a rare opportunity for them to own a substantial home that has been kept in good repair years before they could otherwise afford it. Derby also offers a fine investment for the retired couple looking for a pleasant, rural community with low cost housing and living. Inquiries may be made through Bradford Real Estate Agency, Orono, or C. C. Morris, Bangor and Aroostook railroad.

The Grinnell family relaxes in the attractive living room of their new home. Lynn listens intently to a story while brother Michael, one year, examines new surroundings.

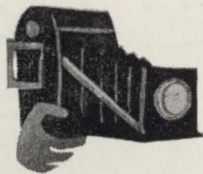


Derby houses are a unique buy for young people or retired people looking for a sturdy, inexpensive home in a pleasant rural community. Of the 62 houses in Derby, 33 have been contracted for purchase. The remainder are now for sale to the general public. Average price is \$4409.85, an unusually good value in housing. Below, houses face several acres of lawn, shade trees and large pond.

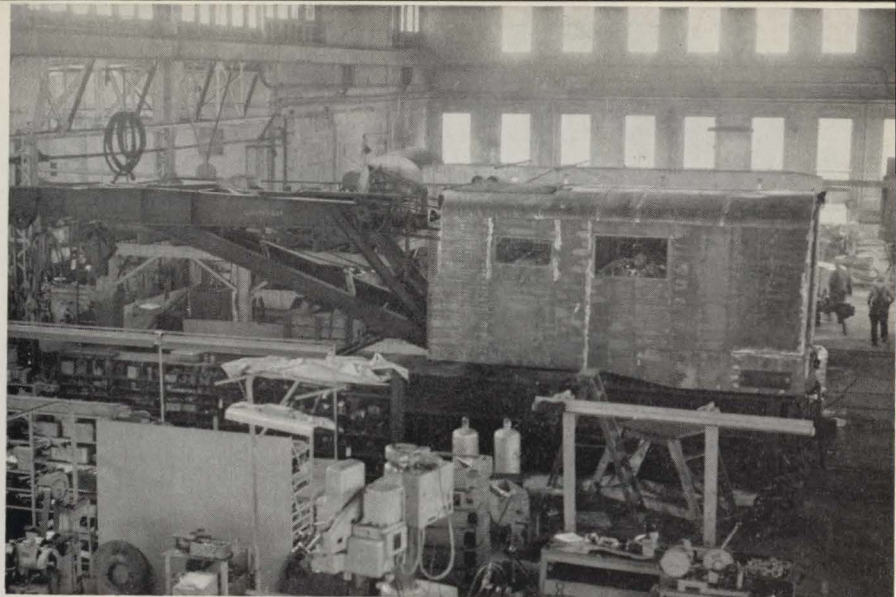


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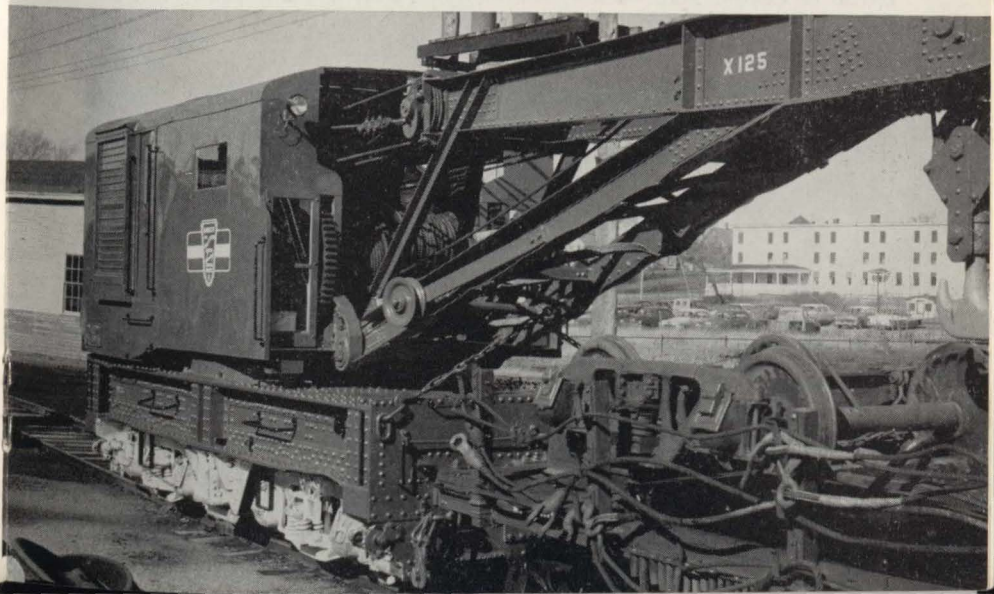
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Ralph Clark, director of the Port O' Rockland Drum and Bugle Corps presents certificates of commendation to Assistant to the Manager Highway Division R. E. McDonald, Manager A. J. Travis, and Drivers Paul E. Foss and Ronald C. Bailey. Foss and Bailey drove the group to the VFW national convention in Los Angeles in August where they competed for national honors. It was the longest charter the Highway Division has had. Tentative arrangements are being made for the railroad to take the group to a similar convention in Detroit next year.



Above photograph shows wrecking crane undergoing a facelifting at Derby Shops. The big hook is the last piece of steam equipment owned by the railroad to be dieselized. Below, hook is resplendent in new, red paint, completely dieselized and renovated.





President W. Gordon Robertson, second from left, presents New Haven railroad agent J. L. Thibodeau, left, silver anvil award of Eastern Railroad President's Conference for best community committee public relations program for transportation and travel. Herbert H. Harwood, right, executive representative for the New York Central presents golden spike to Francis J. Stipek, NYC trainmaster, for his work as chairman of the Railroad Community Committee of Central Mass. Below, newly recruited U. S. Army Missilemen receive BAR travel bags from Regional Vice President F. B. Lunt before boarding BAR bus on the way to basic training installation.

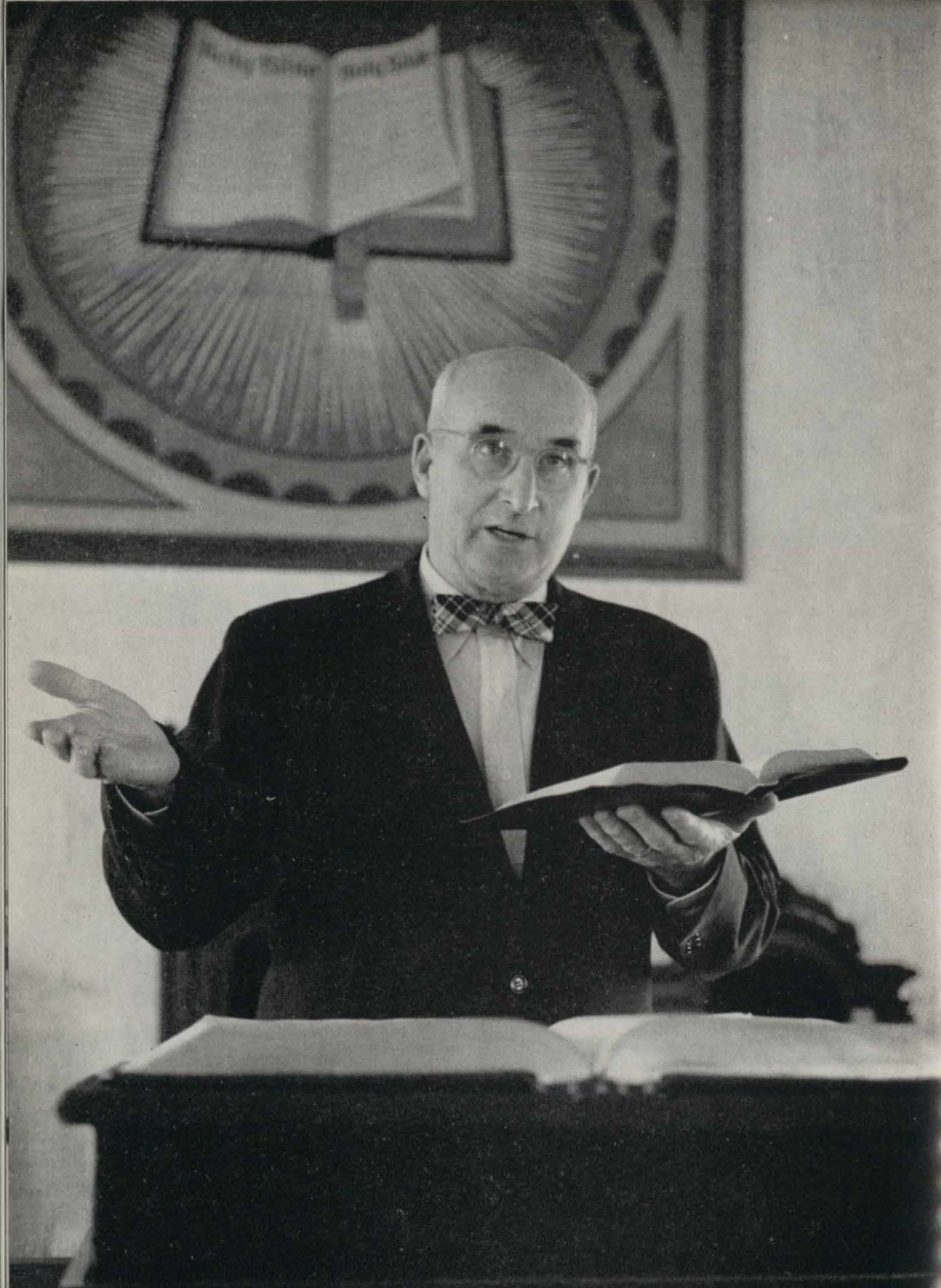


Byron A. Ryan, former agent at Limestone, has been appointed supervisory agent at Limestone to succeed R. L. Rafford who retired Nov. 30. He was born at Fredericton, N. B. and entered railroad service as an operator in 1930. He has worked variously at Fort Kent, Eagle Lake, and Limestone. Ryan is a past president of the Limestone Rotary Club, past master of the Limestone Masonic Lodge, a member of the Chamber of Commerce, chairman of the town's Scout Committee and treasurer of the Episcopal church of Limestone.



Richard B. Baldwin, left, coordinator of new methods, has been granted a leave of absence effective Jan. 1, 1960. Baldwin, a lieutenant colonel in the U. S. Army Reserve, has accepted an appointment with the International Cooperation Administration of the U. S. State Department in Seoul, Korea for 30 months.

Baldwin will be assigned to the staff of the Economic Coordinator as transportation advisor. The ICA, Baldwin said, is a semi-autonomous agency of the State Department which administers the foreign aid program. As transportation advisor, Baldwin will act as liaison with the Korean Government Railroad on matters of technical and economic assistance as well as U. S. Government interests.



Railroad Lore—Night of Fear

(Veteran BAR Station agent Neill A. Robertson swapped his telegraph key for a pulpit at the Parkman, Me., Baptist Church when he retired two years ago. I sort of made a promise to the Lord, he says, that if I had my health when I retired I'd find a small church that couldn't afford a full-time pastor and help out. Neill is a colorful man with an instinct for being where things happen and, since his heart is still close to the railroad, he writes us periodically of his experiences when the Bangor and Aroostook was young. The tale that follows is a graphic word picture of that nightmare of railroadmen everywhere . . . a head-on. Modern signal devices, radio telephone communication and new traffic patterns virtually preclude such a happening in 1959, but there was a day when it could happen. This is the true story of such a drama.—Ed.)

By Neill A. Robertson

I fear that the old gentleman with the scythe has removed from the scene of earthly activities most of the folks of the Bangor and Aroostook who would remember Johnny Frost, Joe Young and Doc Hurd.

Pat Gillen, the other member of the quartette that was involved in this story, will be remembered by some who are now working.

Pat was conductor and Joe Young the engineer of train First 36. Johnny Frost was conductor and Doc Hurd the engineer of Train 45, the other train in this story that

Left, Neill Robertson in the pulpit of his church in Parkman, Maine. The former agent became pastor of the church after his retirement from the railroad.

happened one memorable night in February. I think the year was 1911.

Those were the days when the railroad ran many trains, almost all of them timetable scheduled and often in several sections.

I was working the third trick at Millinocket at the time. Joe Curtis was the third trick dispatcher who shared the experience with me.

Joe called me on the wire and asked me to let him know as soon as I could, when No. 45 would be ready since they were a little behind schedule and needed some help on No. 36 headed south which, as all B & A folks know, is the superior direction on our railroad.

For the background of this

tale, the 170 class engines were the largest we had in those days, I believe, and Doc Hurd was about in the class of a later engineer, Sam Wyman, who could really get the most out of an engine.

After Joe had called me about No. 45, he called Sherman, "MS", who answered immediately.

"I think I'm going to want First 36 for an order," Joe said. "Will let you know as soon as I find out from 'MK' how 45 is making out."

Sherman said "O.K."

It usually took No. 45 about the same time to set off, pick up, take water and try the air.

I stepped into the yard office after Joe had called to find out how soon No. 45 would be ready and to tell Yardmaster Libby what the dispatcher wanted. About 10 minutes before they had finished their work, Libby came in and told me.

I passed that information on to Joe and he replied: "31, copy 3 north." I put out my train order signal and gave "SD."

Then Joe called Sherman who again answered immediately. Joe said to him: "31 copy 3 south". Back came the usual "SD south". Then the

dispatcher put out an order for First 36 to meet No. 45 at Grindstone. "MS" repeated first, having the superior train, and I repeated last.

"In the meantime, Johnny Frost and Doc Hurd had both come into the waiting room and were waiting at my office window. I passed them the order and, after the customary repeating of the order aloud, they signed. I gave the signatures, along with mine, and Joe gave the "Complete." In a couple of minutes, No. 45 was on its way.

Up to this point, it had been strictly a routine night. Then, within three minutes after 45's departure, Sherman came on the wire with news that shattered the orderly routine of the evening: "First 36 got by without that order."

The operator had been asleep when the click of the telegraph instrument sounding the dispatcher's first call telling him to expect a call for an order snapped him awake. It was almost 45 minutes from that time until Joe called him again to actually put out the order. Apparently he had dropped off to sleep again and first 36 had passed his station and was speeding toward a head-on collision with No. 45 in the wilderness

between Sherman and Millinocket

I'll say this for Joe Curtis, he didn't waste a minute bawling him out.

"MK", he sent, "see if you can get an engine and send it after No. 45 quickly!"

I made the trip into the yard office in a second less than nothing and explained the situation to Libby. He called the engine house but, for some reason I cannot now remember, was unable to get an engine with a crew, or at least, an engineer. Then Libby grabbed a lantern and started running up the track in the black night.

I came back into the office and told Joe what had been done. In a minute or so I saw a headlight coming south and the train stopped in front of the office. Engineer Ed Leonard walked in and I am quite sure he was using his old standby engine, No. 67.

I explained what had happened, which he already knew something from Libby, but he thought he would have to get some orders or at least something to let him by that red board. I told him to get after 45 quick because there were too many lives at stake to take time to get orders.

And that's what Ed did! He scrambled onto that en-

gine with no train order authority nor clearance and started after the two trains bearing down on each other in the dark night. A car-knocker named Page, a brother of Conductor George Page, later told me that Ed, running the engine backwards, went by him so fast that he was only aware of the swish of the engine as it flashed by.

Well, after we had done everything we could, Joe and I were speculating over the wire where they would meet. We were both convinced that Ed Leonard's light engine didn't stand a Chinaman's chance of catching 45 and that it was bound to hit First 36 head-on.

I can't describe my feelings during that terrible wait. I prayed, as the seconds ticked by, that something might happen to prevent the head-on collision that seemed so certain.

In the years that have passed, I have thought many times of a Bible passage that says, "Before you call, I will answer you." Through all our frantic efforts, First 36, after getting by the operator at Sherman, had stopped for 18 minutes at Stacyville to work on a hot box. But, even with this delay, it was still nip and tuck.

Well, Engine 67 was on her way with a brakeman on the north end of the engine with fuses burning and red lanterns shining. They saw the tail lights of No. 45 just a short distance south of Grindstone and Ed Leonard leaned on the whistle cord while the boys with the red lanterns gave the big "washout" signal. They watched the light reflection in the caboose door window, hoping to see it open but, for some reason I never did learn, it didn't open quickly. The fellows on the engine had just about decided they would have to take the dangerous chance of speeding up and coupling onto the rear of the caboose when the door opened and Conductor Johnny Frost and his rear end man stepped out.

When Johnny saw the red fireworks and the red-light stop signals being given by the boys on Engine 67, he soon got the idea that all was not well in Denmark. Then Engine 67 slowed down as Johnny pulled the air and got No. 45 stopped.

The crew on 67 rushed up and explained the situation to Johnny and his rear end man. It was pretty cold and Johnny

closed his overcoat around his neck and said to his brakeman, "Well, sonny, you better get up to the head end AND YOU BETTER GET THERE DAMN QUICK!"

In this day of railroading, talking with an engineer from the caboose is simply a matter of picking up the radio telephone, but at that time, it meant climbing over boxcars, flats and gondolas since the snow was piled high on both sides of the track. You climbed up, over and down.

As the story came to us, the brakeman climbed on the engine and was telling his story to Doc Hurd when they looked up and saw the headlight of First 36 streaming through the darkness. Joe Young, engineer of First 36, never did have a reputation for dragging his feet. Well, Doc started pulling the whistle cord while a barrage of red lanterns and fuses lit up the track ahead.

First 36 got stopped, of course, but, as the story came to me, the two engines were so close to each other when Joe finally ground to a stop that he and Doc could almost shake hands without getting off their engines.

The fastest passenger train schedule between New York and Chicago in 1880 was 33½ hours. Today passenger trains make the run in 15½ hours.



Electrician Irwin W. Pike, newest member of the Wise Owl club, receives his certificate from Assistant Mechanical Superintendent F. D. Murphy, Jr. Pike was inserting a coin in a candy machine. When he pressed the lever, it broke and a piece flew up hitting the left lens of his safety glasses shattering it. Had it not been for his safety glasses Irwin would have had a serious eye injury.

Safety is a Full-time Job

Safety is a habit; or, better still, safety is a state of mind. It should be so much in our minds that it becomes second nature to us. The Bangor and Aroostook, like most companies that employ many people, spends a good deal of time and money toward promoting on-the-job safety. Actually, safety is a full-time job. It isn't some-

thing one turns on when he goes to work and switches off when he leaves the job.

The habit of personal safety, as compared with safety that we practice on the job, is a habit that we must cultivate. According to the National Safety Council, only 20% of the accidents that take place in this country occur while we are working

at our full-time employment. The other 80% take place while we are driving home from work, putting on our storm windows, painting our houses, or any of the hundreds of other routine things we do around our homes.

It just doesn't make sense to be careful for eight hours out of 24 and ignore basic safety rules for the remaining 8 hours that aren't devoted to sleep. We should be as careful of the hazardous jobs around our homes and automobiles as we are at our railroad jobs.

The possibilities for safe play and work habits around home are endless. Water safety is particularly important. Home machinery involves the same hazards as industrial machinery. Driving safety is so important that it should be considered as a separate subject. The same principles

apply to home safety as to on-the-job safety. Don't hurry; keep tools picked up when working on a home project as you would on the job; don't lift loads too heavy for you; wear safety glasses around machinery, especially power lawnmowers. These are a start. The rules of safety are the same off the job as at work.

Why is the railroad interested in home safety? It's certainly a personal thing. True. But the same reasons apply as for on-the-job safety. First, no company wants members of its family to have to bear the pain and financial loss caused by injury; and, secondly, the loss of a skilled worker is costly whether he's injured at home or at his place of work.

Remember, safety is a full-time job. Practice it.

—C. E. G.

OUR SAFETY SCORE BOARD

First 10 Months 1959

EMPLOYEES INJURED	TOTAL MAN HOURS WORKED	CASUALTY RATE
12	2,150,464	5.58
	Same Period Last Year	
6	2,355,119	2.55

SAFETY IS FOR ONLY TWO PEOPLE—YOU AND ME!

IN THE FAMILY

Engineering Department

The Maintenance of Way Associates recently elected B. and B. Mechanic *Harry A. Lewin* director-at-large for a three-year period and named Tie Agent *Guy L. Jackins* director of District 3 for the same period.

Retired Section Foreman *Avon Chambers*, Smyrna Mills, has been a patient at the Milliken Memorial Hospital, Island Falls.

Friends of Mrs. *George Mitchell*, wife of the late *George Mitchell*, trackman from Smyrna Mills, were sorry to learn that she has been a patient at the Milliken Memorial Hospital.

Miss *Ruth Evie Stewart*, daughter of Mr. and Mrs. *Ora B. Stewart* of Haynesville became the bride of *Allison Earl Ewings*, son of Section Foreman and Mrs. *Harry L. Ewings* of Houlton at the United Baptist Church of Haynesville Sept. 4. The Rev. *John W. Blake* officiated at the double ring ceremony.

Miss *Shirley May Genthner*, daughter of Trackman (Sec. 111) and Mrs. *Sanford Genthner*, of Milo and *Laurel D. Russell* of Medford were married at the Park St. Methodist Church in Milo, on Oct. 24.

Freight Foreman and Mrs. *Willis Saunders* of Houlton are receiving congratulations on the birth of a son, *Allan Willis*, at the Aroostook General Hospital on Oct. 9.

Our sympathy is extended to the family of *Thos. W. Green*, who died Nov. 1, in a Bangor hospital after a short illness. He was a retired B. and B. carpenter with 35 years BAR service. Masonic services were conducted in Island Falls.

CONTRIBUTING CORRESPONDENTS

Bernice Bailey
G. L. Jackins
Archie McDonald
A. E. Lamson
T. O. Kelley
J. E. Rogan
R. E. Thompson
M. E. Spaulding
G. C. Goodwin
M. A. Girvan
R. P. Shaughnessy
H. A. Labbe
W. S. Cook, Jr.
Chester Michaud
V. S. Bubar
C. A. Hamilton

Our sympathy is extended to the family of *Wm. L. Gilpatrick* who died in Houlton Sept. 2. Mr. Gilpatrick was a member of the Masonic Lodge in Ashland and had been employed by the BAR as section foreman at Portage for about 30 years.

Mrs. *Richard Jackins* and daughter *Tamra*, of Warehouse Point, Conn. have been guests of her husband's parents, Mr. and Mrs. *Guy Jackins* and her mother, Mrs. *Dennis Bernier*. Mrs. Jackins was joined by her husband Labor Day weekend, following National Guard Training at

Camp Drum, N. Y. Mr. Jackins also spent a week with his parents.

Our sympathy to Lift Foreman *Leo V. Levesque* whose father, *Vetal Levesque* died at Fort Kent on Sept. 2. Funeral services were held from St. Louis Catholic Church at Fort Kent, Sept. 5, with the Very Rev. *Adrian Parady* officiating.

Trackman *Lloyd Connors*, West Seboois, and his brother, *Harold*, recently enjoyed a hunting trip in the Seboois and Endless Lake area. Harold was formerly a section foreman for the BAR and now lives in Indiana.



Manager Purchasing and Stores *Paul H. Day*, left, receives gold pass for 40 years service from Executive Vice President *W. J. Strout*. Day was born in Wesley, June 17, 1898 and started his railroad service Oct. 2, 1919 as a stock clerk. Prior to that time, he worked variously as woods clerk for the Great Northern Paper Co., a mechanic and stock clerk, and as a fire warden and scaler. He later worked as chief clerk, store foreman, general foreman, material inspector, assistant to the purchasing agent, assistant purchasing agent and general storekeeper, and assistant manager, purchasing and stores.

Car Service Department

Traveling Car Service Agent *W. W. Clark* spent two weeks' vacation at home.

Operator *Omar E. Ingerson* returned to work Oct. 20 after major surgery.

While Operator Ingerson was on sick leave, his job was covered by Operators *Jack Horne* and *Phil Howard*.

Accounting Department

Mr. and Mrs. *James Rogan* attended the wedding of *Sharon Morrill* and *Albert Hackett* at Milo on September 5.

A group from the General Offices in Bangor held a party at Camp Rest-A-While, Chemo Pond, Oct. 3. A



Station Agent *Harold D. Marble*, Patten, has been awarded a gold pass for 40 years service. He was born in Shirley, March 26, 1896 and entered railroad service May 30, 1917 as assistant agent. He later worked in the Derby Store Dept., and as operator-clerk at Davidson and Sherman. Marble served in the Army during WW I. He was educated in Shirley schools, Foxcroft Academy and Bliss Business College. Marble is married and has two sons. He is a Mason and a member of the Sherman Station Community Club.



Chief Clerk *Linwood W. Littlefield*, left, is installed as noble grand of Triumph Lodge, IOOF, Hermon, by *Harold E. Batcher*, deputy grand master. Another railroad man, *Forest Bragg*, was installed as treasurer.

spaghetti supper was served, after which the group enjoyed games and dancing. Attending were: Mr. and Mrs. *Joseph Cross*, Mr. and Mrs. *Liston Lewis*, Mr. and Mrs. *James Rogan*, Mr. and Mrs. *Robert Girvan*, Mr. and Mrs. *George Grant*, Mr. and Mrs. *George Mossey*, *Charlotte Soucie*, *Richard Shaughnessy*, *Margaret Girvan*, *Keith Patterson* and Mr. and Mrs. *John Tracy*.



Roderick A. Burton, son of AAR Car Accountant and Mrs. R. D. Burton, Derby, and Carolyn Farrer, daughter of Mr. and Mrs. Archie Farrer of Brownville Jct., were married at the Methodist Church Oct. 24. They will reside on Clinton Street, Milo, Maine.

Mr. and Mrs. James Rogan and Mr. and Mrs. Liston Lewis attended an oyster stew supper held at the cottage of Mechanical Supt. and Mrs. Vaughn Ladd at Sebec Lake Oct. 9.

Mrs. George Ashlock and children, Ernest and Gail, of Kelso, Washington spent two months recently with her parents, Asst. Treasurer and Mrs. Lewis Neal.

Assistant Comptroller Earle Kelley attended the wedding of Miss Lois Cochrane in Wayland, Massachusetts, Oct. 3.

Mrs. Alice Plumley, mother of

Comptroller Roy D. Plumley, died in Rutland, Vt., Oct. 20.

Mr. and Mrs. Joseph Cross entertained a group of friends on Oct. 24 at Chemo Pond. Breakfast was served at 2:00 a.m. Sunday, at the end of daylight saving time. Those attending were Mr. and Mrs. James Rogan, Mr. and Mrs. Louis Neal, Mr. and Mrs. George Grant, Mr. and Mrs. Liston Lewis, and Mr. and Mrs. John Tracy.

Irving H. King, son of Mrs. Neil King and the late Neil King, boiler-maker at Derby shops, started advanced studies in history and government this fall at the University of Maine under a \$6,000 National Defense Education Act fellowship. King was graduated with distinction in June. He is a former governor of Dirigo Boys' State, a member of the Sophomore Owls, Senior Skulls, and was president of his class and of his fraternity in his junior year.



MAINE LINE

Carroll L. Earle, invoice clerk in the Disbursement Section, resigned from service on Sept. 4. George E. Mossey, formerly claims and miscellaneous clerk in the Freight Audit Section, has been assigned to the position previously held by Mr. Earle.

Clerk Donald F. Breen and family of the Disbursements Section spent a week early in September visiting his parents in Northern New York State.

Miriam C. Rounds, clerk in the Passenger Accounts Section, spent a week in late October visiting her niece in Ithaca, N. Y.

Clerk Helen A. Hickson and Mr.

Hickson enjoyed three weeks' vacation early in October, motoring to Miami, Florida, where they spent eleven days at the Fountainhead Motel.

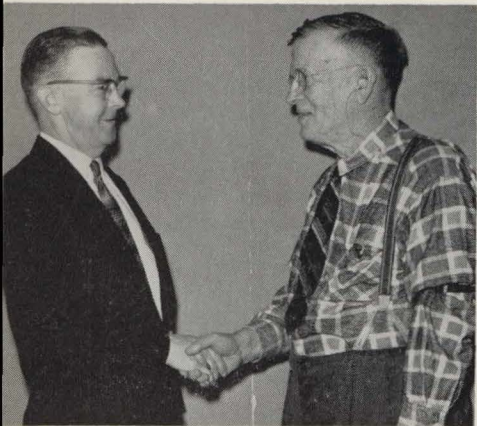
Clerk Kenneth H. Redman of the Freight Audit Section has been on sick leave since September first. He is now convalescing at his home in Bangor and all his friends hope for a speedy recovery.

Clerk and Mrs. Ward L. Shaw and children Cookie, Bruce and Dickie spent a week's vacation in New York City during October.

J. Gregg Beckett, Chief Claim Ad-



Supervisor of Stores W. F. Alexander, left, receives his gold pass from Manager Purchasing and Stores Paul H. Day. Alexander was born June 6, 1896 in Woodstock, N. B. and came with the railroad Oct. 1, 1919 as a store man. He later worked as store clerk, clerk, chief clerk, reclamation foreman, general foreman and division storekeeper. He served in the U. S. Army during World War I with Co. A, 1st Engineers, 1st Division. He was awarded the Verdun Medal, Silver Star, Purple Heart and Service Medal with five bars. Alexander attended Milo schools and the U. S. Army Civil Engineer Trade School. He is married and has one son.



Trainmaster *M. E. Walls* congratulates Yard Clerk *William J. Mahaney*, right, on his retirement Oct. 31. Mahaney was born in Bangor March 27, 1886 and first worked for the railroad in 1910 as yard clerk. He was later an operator and agent. He was also employed by the Maine Central railroad. Mahaney is married and has one son.



juster in the Freight Claim Section attended the Eastern Claim Conference in New York City on Oct. 28-29.

Victor Vereault, demurrage clerk in the Car Accounting Section, is now convalescing following an operation at the Eastern Maine General Hospital in mid-September.

Christine B. DeWitt, miscellaneous clerk, Car Accounting, was furloughed on Oct. 30. She was presented with a gift from fellow employees and was honored by the BAR women at a farewell luncheon at the Tarratine Club during the evening. Attending were: *Merle Spaulding, Hilda Dakin, Helen Hickson, Lola Eastman, Margaret Girvan, Ouida Long, Nadine Cameron, Helen Brissette, Frankie Brown, Gladys Goodwin, Lucy Goody, Mildred McNaughton, Mary Dailey, Dorothy Prout, Phyllis Leen, Marion Foster, Roberta Lewis, Margaret Billings, Mary Wood, Julia Laffey, Alicia Toole, Gloria Cyr, Mary Sullivan, Lucille Dougherty* and Mrs. DeWitt.

Louis Kitchen, assistant traveling auditor, has returned to the Accounting Department after spending the summer on various foreign roads checking refrigerator cars for the Car Service Department.

Freight Car Foreman *O. Manley Wood*, Derby, receives gold pass from General Fireman *Julian Perry*. He was born Feb. 6, 1899 at Elliottsville Plantation and started his railroad career Sept. 15, 1919 as a clerk. Wood later worked as piece work inspector and foreman car inspector. He served in the U. S. Army during WW I. Wood attended Milo High school and is a member of the Masonic order. He is married and has one daughter.

Transportation Department

Harold A. Labbe has recently transferred from Station Agent at Easton, to Station Agent at Mars Hill, having bid off that position.

Ronald T. Clark, Jr. bid off the Station Agent's position at Easton in September, and is now at that station.

Children of *Harold A. Labbe*, Station Agent, Mars Hill, recently celebrated birthdays: *Trudy Ann*, six years old August 26; *Brenda Joyce*, 13 years old September 24; *Eugene P. Labbe*, 17 years old September 30. Harold and his wife celebrated their birthdays together November 25 and 26.

Assistant Agent and Mrs. *Everett*

Gerard, Van Buren, are receiving congratulations on the birth of a daughter, *Denise*, at Fort Kent, Oct. 18. Denise was baptized at St. Bruno Catholic Church with *Danny* and *Pamela Gerard*, son and daughter of Mr. and Mrs. Gerard, as sponsors.

Elbridge Dumond of Soldier Pond, Trackman at Eagle Lake, conducted his eighth Annual Banquet and Dance for the Wallagrass Catholic Order of Foresters with 172 members attending. Dumond is the Chief Ranger.

Leo Blanchette, trackman at Wallagrass, *Elbridge Dumond*, trackman at Eagle Lake, and *Lionel Pelletier*, Section Foreman at Wallagrass, are attending a school for volunteer firemen for their community.

Mr. and Mrs. *Leland Labbe* are



Station Agent *Fred M. McDonald*, right, receives his gold pass from Superintendent *D. Keith Lilley*. He was born May 3, 1900 at Charlottetown, PEI, and entered BAR service Oct. 3, 1919 as a telegraph operator. He later worked as assistant and relief dispatcher before becoming a station agent. McDonald served in the army signal corps during World War I. He is married and has four children. One son, *Robert*, is also employed by the railroad.



D. Keith Lilley presents gold pass to the late Eric R. Hopper, locomotive engineer at Millinocket. Mr. Hopper died shortly after his retirement. He was born July 4, 1893 at Synton, Alberta, Canada and started work for the railroad July 16, 1919 as a sectionman at Millinocket. He later worked as fireman and engineer. Mr Hopper leaves his widow, *Nellie A. Hopper*, one son, *Lawrence*, and two daughters, *Mrs. Laura Bochmler*, and *Colleen Hopper*.



receiving congratulations on the birth of their 10th child, a son, *Daniel Delphis Labbe*, born October 1. Leland is Station Agent at Eagle Lake. Mr. and Mrs. *Delphis Roberge* of Salmon Falls, N. B. were God-parents. The boy was baptized by Rev. *Father Bette* of St. Mary's Catholic Church in Eagle Lake, and was named after his grandfather, *Daniel Labbe*, who is Supervisory Agent at Fort Kent, and his God-father, *Delphis Robert*.

Station Agent *Leland Labbe*, Eagle Lake, was appointed Chairman for the Boy Scout Fund Drive in Eagle Lake for 1959.

Telegraph Operator *Charles R. Bowley*, 74, died October 6 in a Portland hospital after being stricken with a sudden illness in Cumberland.

A former resident of Old Town, Mr. Bowley was born in Alton, October 17, 1885, the son of *Frank* and *Elsie (Spencer) Bowley*. He formerly resided on Fifth Street in Old Town. His wife, Mrs. *Pearl Bowley*, died in March, 1953, in South LAGRANGE.

Mr. Bowley attended Alton schools, Higgins Classical Institute, Charleston, and Shaw Business College, Bangor. He had been employed as a station agent and operator at South LAGRANGE for the past 15 years and had not retired from active work at the time of his death. He had been previously employed with the Maine

Engineer *Earl C. Parker*, left, receives gold pass from Superintendent *D. K. Lilley*. He was born April 23, 1897 at Sebec and attended Bangor schools. Parker entered railroad service as a fireman Sept. 22, 1919. During World War I, he served as Engineman 2/c in the U. S. Navy. He is married and has two children. He is a member of the American Legion, and the Masonic orders.

Central Railroad in the same capacity at Old Town and Thorndike.

A member and past master of Unity Lodge, A. F. and A. M. of Thorndike, he was also a member of the Eastern Star Lodge of Thorndike, the Elks Lodge of Millinocket, and the Order of Railroad Telegraphers. He was a former member of the Odd Fellows Lodge of Unity, and of Anah Temple, Order of the Mystic Shrine of Bangor.

Surviving are two sons, *Edmond H.*, of Old Town, and *Charles R. Jr.*, of Millinocket; one daughter, Mrs. *Maxine Cook*, East Millinocket; one sister, Mrs. *Laura Avery*, Milo; seven grandchildren and several nieces, nephews and cousins.

Funeral services were held in Old Town, Oct. 8.



Three members of what is believed to be the first four-generation group at the University of Maine, *Robert H. Ludden*, '63, center, is pictured with his grandfather, *Avery C. Hammond*, '11, and his father, *Kenneth S. Ludden*, '32, assistant director of Public Relations for the railroad. Bob's great-grandmother, the late Mrs. *Charles I. Hammond*, '81, was the first member of the family to attend the University.

Purchasing & Stores Department

We were sorry to hear of the death of *Bert W. Perkins*, (Ret.) store clerk, Derby, at his home in Brownville. Mr. Perkins entered the service of the Bangor and Aroostook Oct. 8, 1906 and retired December 31, 1938.

Mrs. *Joseph A. Harrison* and Miss *Barbara Larsen*, of Springfield, Mass. were recent guests of Mrs. *T. N. Hopper*.

Executive Vice President *W. J. Strout* presents gold pass for 40 years' service to *Paul H. Day*, manager Purchases and Stores for the railroad. Day was born June 17, 1898 and entered railroad service as Clerk October 2, 1919. He later served as Chief Clerk and General Foreman. He is married and lives in Milo.



Engineer *Perley A. Duplisea*, left, receives his gold pass from Superintendent of Transportation *D. Keith Lilley*. He was born at Crystal, Jan. 31, 1898 and entered BAR service Oct. 27, 1919 as a fireman. He is a member of the Masonic orders and Anah Temple Shrine. Duplisea is married and has two children. His son, *Wayne*, and a brother, *Emerald*, are both employed by the railroad.



Manager Purchases and Stores *P. H. Day* presents gold pass for 40 years' service to *W. F. Alexander*, Supervisor of Stores for the railroad. Alexander was born June 6, 1898 and entered railroad service as Storeman October 1, 1919. He later served as Division Storekeeper, Houlton, and was later transferred to Derby as General Foreman, January, 1950. Mr. Alexander is married and has one son.

Parker Willinski, son of Storekeeper *V. J. Willinski*, shot his first deer Oct. 28.

Assistant to Supervisor Stores *W. S. Chase* was elected local chairman of A. F. of L. Brotherhood of Railway Clerks to fill the unexpired term of *W. J. Mahaney* who retired October 31.

Mechanical Department

Miss *Florence Brownlow*, daughter of Engineer and Mrs. *Stanley Brownlow*, of Oakfield, became the bride of *Carl C. Grant*, son of Mrs. *Celia Grant* and the late *Wallace Grant*, conductor, also of Oakfield, Aug. 21. Mr. Grant is employed by the Bangor and Aroostook in the Engineering Department.

Supervisory Agent *Hugh J. Avery*, left, receives his gold pass from Superintendent *D. Keith Lilley*. Avery was born in Brewer, Oct. 6, 1899 and entered railroad service as freight porter at Northern Maine Junction in 1918. He later became assistant agent at East Millinocket, agent at Adams, West Seboois and Greenville before coming to Millinocket. He attended Newburg schools and Hampden Academy. He is a member of the Masonic orders, Kiwanis, Millinocket Chamber of Commerce, and the Congregational Church.

General Foreman *H. H. Dwyer*, Hostler *R. T. Olson* and *H. H. Dwyer's* son-in-law *Leon Kendrick*, and son, of Brockton, Mass., have returned from a successful hunting trip at Griswold.

Assistant Traveling Engineer *Leo E. Downie* and Mrs. *Downie* spent their vacation visiting relatives and friends in Massachusetts, New York and Virginia.

The following Car Inspectors are enjoying vacations during the hunting season: *R. J. Crandall* and *F. M. Shields*.

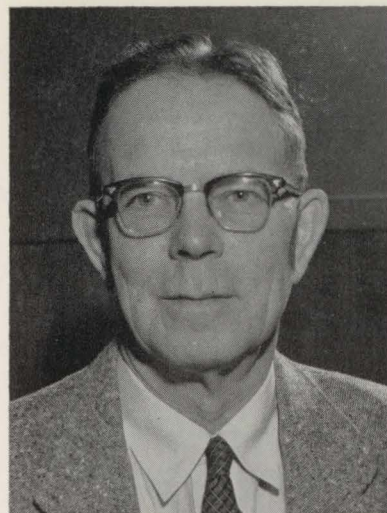
The many friends of Machinist *Leo W. Ellis*, Oakfield, were sorry to learn of his death at his home on October 10, 1959. He entered the service of the railroad on November 15, 1906. Among the railroad employees who attended his funeral in Houlton were: Master Mechanic *D. G. Merrill*, General Foreman *H. H. Dwyer*, Foreman *B. B. Libby*, Hostlers *R. T. Olson* and *W. L. Hammond*, Electricians *E. J. Boutilier*, Asst. Supt. *H. P. Lee*, Timekeeper *G. L. Kearney*, Retired Asst. Mech. Supt. *F. E. Baker* and Retired General Car Inspector *R. B. Crandall*.

Carman Gang Leader *M. Swallow* and Mrs. *Swallow* have returned to their home in Oakfield after spending several days in Ohio visiting with friends.

The many friends of Ret. Blacksmith *Onzey Campbell*, Milo, were sorry to hear he was a patient in the Eastern Maine General Hospital, Bangor, but wish him a speedy recovery.

Blacksmith *S. M. Brown*, Derby, is on sick leave. His many friends wish him a speedy recovery.

Among the pensioners who have visited the Derby Shops lately are *Harry Bell* and *Harry Lee*, both of Dover-Foxcroft, and *Forrest E. Smith* of Brewer.



Supervisory Agent *Ray L. Rafford*, Presque Isle, retired Nov. 30 after 46 years service with the railroad. He was born in Ashland Nov. 11, 1894 and entered service as assistant agent in 1913. He is a member of the Rotary Club, Chamber of Commerce and the Masonic Lodge. A party in his honor was held in Presque Isle Dec. 2.

Car Repairer *Daniel J. Budreau*, Millinocket, is convalescing at his home after an appendectomy at the Lincoln Hospital.

The many friends of retired Car Foreman, *W. C. Hackett*, Derby, were sorry to hear of his death in Derby after a long period of failing health. Mr. Hackett entered the railroad service Nov. 15, 1914 and retired on Jan. 18, 1952.

The clerks in the Mechanical Department held their annual oyster stew supper and beano game at Me-



Sharon I. Morrill, daughter of Mr. and Mrs. Frank W. Morrill, Milo, became the bride of Albert F. Hackett, son of Mr. and Mrs. Edward Hackett, Sr., in Milo, Sept. 10. The couple are at home at 17 Stoddard street in Milo. Mr. Hackett, Sr. is night watchman-janitor for the Stores Department at Derby.

Railroad Advancement Club Meets

The Railroad Advancement Club held its fall meeting at Martin's sporting camps in September, paying tribute to Supervisory Agent Ray Rafford, who retired Nov. 30. Speaker for the evening was Superintendent D. Keith Lilley, who talked about safety, public relations and loyalty. A social hour for wives and members was held before the buffet, which featured on the menu, salmon, chicken and steak.

chanical Superintendent Ladd's cottage at Sebec Lake, Oct. 9. The following were present: Mr. and Mrs. V. L. Ladd, Mr. and Mrs. H. A. Monroe, Mr. and Mrs. M. E. Place, Mr. and Mrs. H. I. Grinnell, Mr. and Mrs. J. L. Perry, Mr. and Mrs. Dana Lovell, Mr. and Mrs. Frank Morris, Mr. and Mrs. F. F. Gould, Mr. and Mrs. Merle Leonard, Mr. and Mrs. Charles Scanlon, Mr. and Mrs. H. H. Hanson, Mr. and Mrs. E. J. Berry, Mr. and Mrs. A. W. Shepardson, Mr. and Mrs. Liston Lewis, Mr. and Mrs. F. E. Baker, James Rogan, Chester Heath and Richard Foster and special guests Colonel and Mrs. W. G. Knight.

The stew was made by Chefs Chester Heath and Richard Foster.

Florentino Dizon, his daughter, Marisa Dizon and a friend, Betty Uy, from Manilla, Philippine Islands, have been recent weekend guests of Mr. and Mrs. Charles Scanlon. Mr. Dizon was sent to the Bangor and Aroostook by the Manila Railroad in 1930 to study the Bangor and Aroostook methods. He was a young Mechanical Engineer at that time. He has now brought his daughter here to study for her master's degree in Chemistry from Boston College. Mrs. Scanlon is Secretary in the Mechanical Superintendent's office, Derby.

FACTS AND FIGURES

	July-August 1959	July-August 1958
We received from		
Hauling freight	\$1,278,459	\$1,250,616
Carrying passengers	54,373	50,347
Baggage, mail, express	49,303	37,039
Other transportation services	27,388	34,562
Rent and miscellaneous income	597,747	594,657
A total of	\$2,007,270	\$1,967,221
We paid out or provided for		
Keeping roadbed and structures in repair	\$ 311,193	\$ 239,862
Keeping locomotives, cars and other equipment in repair	511,908	550,208
Running trains	565,132	562,041
Selling our services to the public	70,857	63,909
Managing the business and keeping records	167,091	172,038
Interest on borrowed money	185,666	188,286
Payroll taxes	105,191	85,811
Local and state taxes	123,780	131,349
Federal income taxes	(87,963)	(137,589)
Tax deferrals	66,096	103,723
A total of	\$2,018,951	\$1,959,638
Our Net Income was	(\$ 11,681)	\$ 7,583

