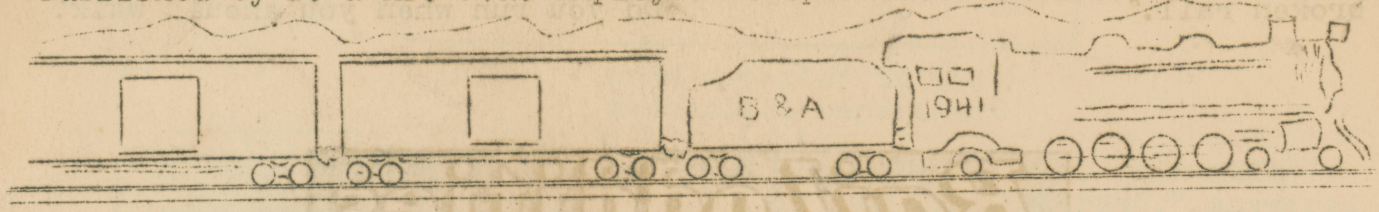
BOOSTER

Published by B. & Ar. R.R. Employes Co-operative Committee --



VOL. II June-July, 1941 NO. 6

THIS TOPS THEM ALL !!

CITY DEMANDS SUPPLIES BE SENT BY RAIL

Major A. J. Russell, of Eureka Springs, Ark., a city of some seven thousand population, writes as follows:

"Since we receive taxes from the railroad company and receive nothing from the trucks except the wearing out of our streets and the congesting of our traffic, the Commissioners of Eureka Springs felt that we should require goods purchased by the city to be delivered here by rail. We have a stamp which we place on all orders sent out by the city and which I show below:

'THIS ORDER WILL NOT BE ACCEPTED UNLESS THE GOODS ARRIVE IN EUREKA SPRINGS BY RAILROAD.'"

SOUNDS LOGICAL TO US TOO!

COMMENDATORY NOTATION=ENG. L H SCOTT

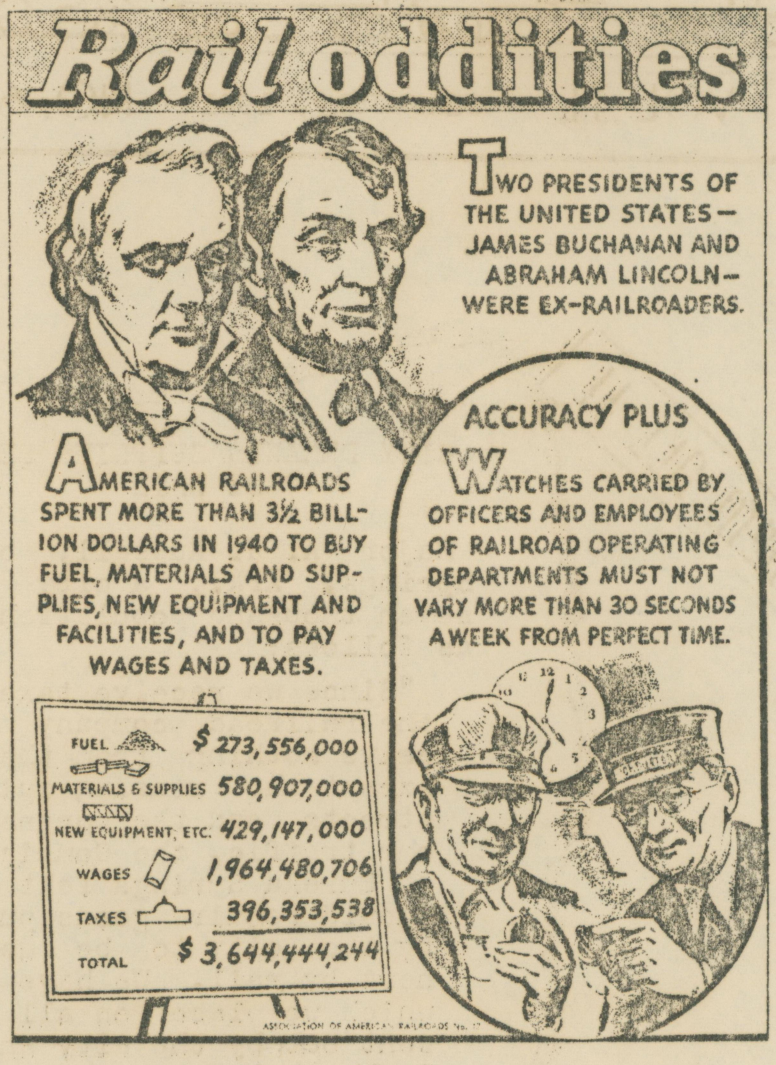
"While engineer of Train 57, June 3, reported from South Lagrange that he struck something between bridge and south switch at Glenburn. Investigation developed broken rail."

Congratulations, Brother Scott: BOOSTER adds its word of appreciation for your prompt action!

- - - - -

SAFETY FIRST

Do you run when you should walk?



THAT IS THE SIDE IT IS BUTTERED ON TOO!

Officials in the Engineering Department head office have demonstrated their railroad loyalty beyond any reason of doubt. Just scan their car purchases. --

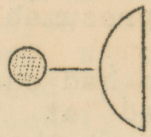
In 1939 J. W. Wiggins, Principal Assistant Engineer, purchased a new Chevrolet.

In 1940 R. H. Morrison and G. A. Noyes purchased new chevrolets.

This year Chief Engineer W. J. Strout purchased a new Dodge.

All four cars were purchased from dealers who have their cars come in via B. & A.!

After all it is fair to "patronize people who patronize us", is it not?



BE BRIEF - Politely
BE AGGRESSIVE - Tactfully
BE EMPHATIC - Pleasantly
BE POSITIVE - Diplomatically
BE RIGHT - Graciously

From a poster in the
Mechanical Department

REGRETS & CONGRATS FROM
The Highway Division

Our apologies to everyone concerned for the omission of big news which occurred on Feb. 11.

Congratulations are due to Bus Operator Rex F. Lee who became the proud father of a son the day before Abe Lincoln's natal day. Those familiar with Lee's usual chest measurement assert that the expansion due to this February happening is disappearing very slowly, especially since the baby "nearly outweighed him".

We are exceedingly sorry that our reporter fell down and didn't get the name of this young fellow --and we hazard a guess this fact is going to be discomforting to Mr. and Mrs. Lee, to say nothing of Baby Lee. Here's an infant who has gone to all the trouble of being born and he doesn't get reported in the BOOSTER until four whole months later--and then they leave out his name! Pretty discouraging start.

Our correspondent, however, did get a "human interest angle". This is what an old lady is said to have remarked when she met the "family" not long ago. "Mr. Lee, you have a very cute son--a lovely baby--look's just like you." But then, looking up at proud father, she added quickly, "It is too bad!"

- - - - - - -

Stranger: "What will you take for that fine Jersey cow of yours?"

Farmer: "That depends upon who ye be. Be ye the tax collector or has she been killed by the railroad?"

--PUNCH BROADCAST

"What do you call your mule?"

"I call him Railroad," answered the old negro.

"How did you come to give him such a name?"

"From studyin' de animal and readin' de papahs. Dat mule get more blame and abuse dan anythin in de township, an' goes ahead doin' his work just de same."

--THE S. & A. LINE

INTRODUCING

Donald H. Wheaton was employed as freight porter at Millinocket on March 29. Mr. and Mrs. Wheaton reside in Millinocket, 214 Highland Ave., and have a son named Ronald.

Kenneth H. Thayer of Hermon was employed in the transfer house at Northern Maine Junction effective April 17. Kenneth is 17 and this is his first job. He is the son of Mr. and Mrs. Charles C. Thayer.

Bruce B. McLain of Hermon was also employed as freight handler at the Northern Maine transfer house effective April 14. Bruce began shoveling snow in 1938 for the B&A and has also worked a little for the Eastman Car. Co. He is 18 and the son of Mr. and Mrs. Bruce R. McLain.

William J. Gagnon was employed as freight handler at the Transfer house on April 26. Mr. and Mrs. Gagnon live in Hampden Highlands. They have two sons, Wm. J. Gagnon, Jr., and David H.

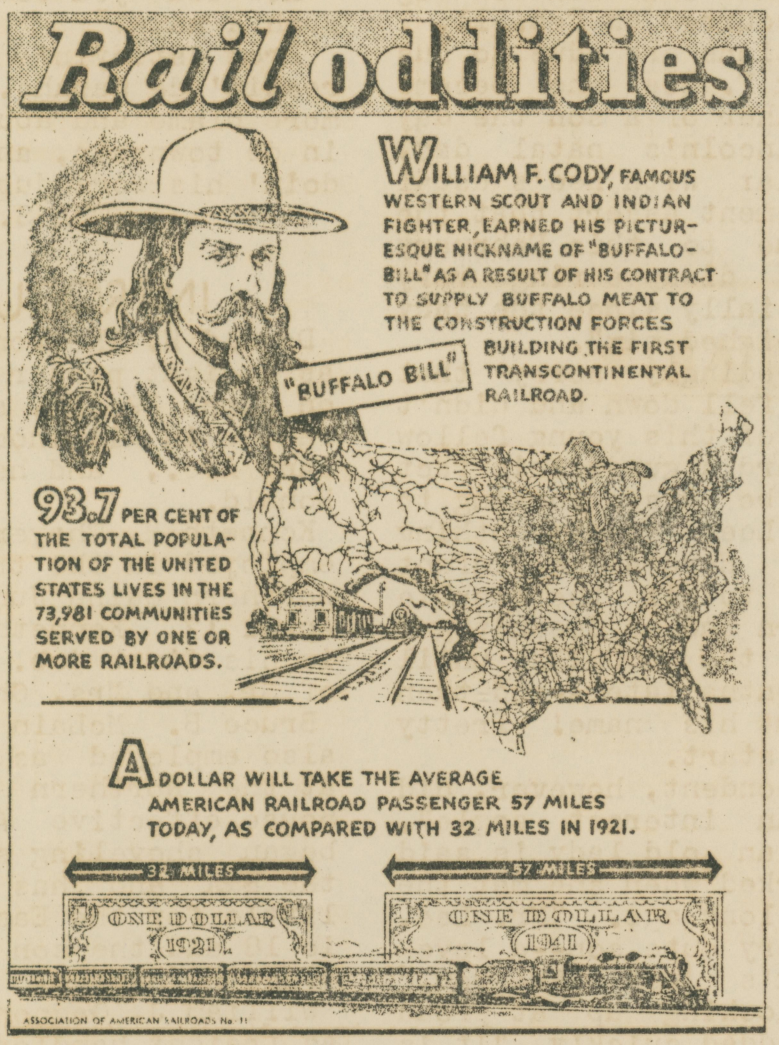
Bertrand B. Bryer came to work for us at Northern Maine Junction on April 29. He and Mrs. Bryer reside in Hampden and have a boy and girl, Bertrand A. and Sandra L. Bryer.

"Enthusiasm gives you a decided "edge" over the fellow who lacks it!"

MORE DERBY HISTORY

An interesting fact connected with the original construction and commissioning of Derby Shops came to light recently when Secretary H. A. Monroe of Derby was informed by Mrs. Nellie Spearing of Milo that she had the honor of being the first one actually to turn the turntable after installation was completed when the shops were built, presumably some time in 1906.

The contractor who had charge of construction boarded at the old Milo Hotel, which at that time was operated by Mr. and Mrs. (Fred) Spearing. When the turntable was all ready for use, the contractor invited Mrs. Spearing to come down and start its career



--which she did.

Mrs. Spearing, now in her late seventies, commented on the many changes that have been made since the work of building the shops started and always enjoys a ride down through the little settlement at Derby and which with its neat homes, tidy lawns and well maintained plant always gives her a thrill when she sees them where the early days of building, etc. were so closely associated with her own early life.

BOOSTER extends congratulations to Mrs. Spearing and appreciates her thoughtfulness in giving us this interesting commentary on part of our B&A's background.

- - - -

No Trespassing

Some of the mid-western railroads furnish cards to their officers and employes to be handed to trespassers as they are accosted on railroad property. Children are courteously requested to take the card home to their parents.

One of the cards reads like this:

A Friendly Warning

In the interest of your safety and the welfare of your family, we believe you should know that every year about 5,000 persons are killed or seriously injured while frequenting railroad property, as you are now doing.

We are interested in you and want you to remain whole and hearty. Won't you please help us in our effort to discourage trespassing upon our property?

OBITUARY

J. W. Steen

John W. Steen, Locomotive Engineer, died at his home in Patten on May 28, as result of pneumonia.

Mr. Steen was born on May 16, 1894, at Hersey, Maine. He commenced work as Locomotive Fireman on the Northern Division on Sept. 12, 1922, being promoted to engineer on Jan. 31, 1928.

Our sympathy is extended in behalf of all B. & A. employes.

- - - - - - - - -

SOME QUOTATIONS

The world spins because men have belief in themselves and in what can be done.

. .

Worry is a mental weed that crowds out intelligent thinking.

. .

"So your son got his BA. and MA?"
"Yes, but his P.A. still supports him."

. .

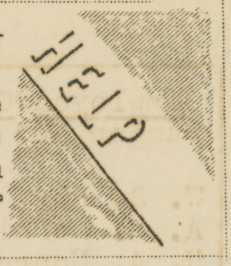
Take the blame and pass the praise.

. .

Ship by rail.

HELP—HELP—HELP—help—

The New Employee



TEACH him the safety tricks of the trade. You may save a life or prevent a serious injury. The new man will appreciate your friendly interest

OUR PENSIONERS

Our growing list of pensioners has three new names, vz:

Edgar Seth Russell, 14 Bowdoin Street, Houlton, Laborer in the Stores Department.

Guy Eugene Lawrence, Stockton Springs, Station Agent.

Charles Batchelder Gould, Etna, Maine, Car Inspector and Repairer.

These men received notice from the Railroad Retirement Board during the past month that they had been awarded an annuity.

Our good wishes, brother railroaders!

QUESTIONS AND ANSWERS

Q. What Age Must I Be Before I can Receive An Annuity?

A. (1) If you have less than 30 years of service, and are not totally and permanently disabled for regular employment for hire, you must be at least 65 years of age.

(2) (a) If you have 30 years of service and are not totally and permanently disabled for regular employment for hire, you must be at least 60 years of age.

(b) If you have less than 30 years of service and are totally and permanently disabled for regular employment for hire, you must be at least 60 years of age.

(3) If you have 30 years of service and are totally and permanently disabled for regular employment for hire, there is no specific age requirement.

Employes Cooperative Committee
Bangor and Aroostook Railroad Co.

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A. M. McNair, Milo — Treasurer
H. A. Monroe, Derby — Secretary

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J. T. West, Houlton
And the officers above.

Vol. II — No. 6

THE BOOSTER

June - July 1941

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Iola Wise — Derby
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Send your dispatches, cartoons, and whatnot, to THE BOOSTER, at Room 22, Graham Bldg., Bangor.

ADVERTISING RATES

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Annual rates: (Payable quarterly in advance):

Full page	$96.00
Half page	51.00
Quarter page	27.00

Write us if you know of someone who wants to contact the railroad public.

-* NEWZETTS *-

Hilda Dakin, of Bangor Office, recently returned from Florida after having spent three days in the sunny south.

--

Merle Spaulding, Ella Leavitt and Annie Blake, all of Bangor office, are completing plans for an extensive vacation tour to many different points in New England.

We trust they will have fine weather and a very enjoyable trip.

--

Albert Martini is again extending a general invitation to all and sundry to visit his flower gardens at 5 Willow Street. He wisely suggests that you keep in touch with him and learn when the monstrous rose bushes are in full bloom. He will be at home both Saturday and Sunday to welcome his friends while these bushes are at their best.

--

MANN GIVES BELLE A RING

Our genial sports editor is engaged to marry Miss Glennice Pauline Mitchell, of Howland.

Our felicits, Miss Mitchell.

Congrats, Jack.

--



National Acceptance

TWENTY REASONS WHY

SUN LIFE ASSURANCE COMPANY OF CANADA

SALARY SAVINGS PLAN

Available to All Employees of the Bangor & Aroostook Railroad Company.

Why Not Become a Member of the Sun Life Family Today?

Consult

C. H. MacDONALD, Supervisor, Room 625 Graham Bldg., Phone 8192, Bangor, Me.

SUN LIFE ASSURANCE COMPANY *of* CANADA

ESTABLISHED 1865

HEAD OFFICE MONTREAL

TWENTY REASONS WHY

1. Established in 1865, the Sun Life of Canada began business in 1871 and is now one of the leading life insurance companies on the North American Continent.

Over seventy years of practical service to the public.

2. Since organization the Company has disbursed in benefits over one billion, three hundred and eighty million dollars. Annual disbursements now exceed ninety million dollars.

More than one million Sun Life policies and group certificates protect the homes of the people.

3. The Sun Life commenced business in the United States in 1895 and today its U. S. business in force exceeds $1,300,000,000. Payments to American policyholders and beneficiaries since entry into the United States are over $430,000,000.

Sun Life's U. S. Business, if regarded as a separate company, would rank 14th among the more than 300 legal-reserve life insurance companies operating in the United States.

4. As required by law, the Company maintains permanent and irrevocable Trusts for the sole protection of its United States policyholders and beneficiaries. These Trusts are within the United States and are held by outstanding Banks and Trust Companies and they cannot be terminated or removed so long as there is one United States policy outstanding. Even then the approval of State insurance authorities would have to be obtained. (No government outside the United States has any power whatever over these deposits.)

The Sun Life has invested in securities of the United States an amount substantially larger than is represented by its liabilities to United States policyholders.

5. The proceeds of policies written in the United States in United States currency are paid by the Company to policyholders or beneficiaries in United States dollars as provided in the contracts.

Like all Sun Life policy guarantees — clear and unambiguous.

6. Policy Claims, Maturities and other payments are made at the branch office through which the policy was written or at such other branch in the United States as may best suit the convenience of policyholder or beneficiary, and by check or draft on an American bank.

Branch offices in 39 States, the District of Columbia and the territory of Hawaii serve hundreds of thousands of Sun Life policyholders in the United States.

7. Checks in settlement of claims are mailed from Head Office within twenty-four hours after satisfactory proofs and title are received by the Company.

Prompt settlement of claims is one of the chief aims of the Company's management.

8. Of the distributable profits of the Company's participating branch, 97½% is credited to participating policyholders and only 2½% may be credited to shareholders.

Participating policyholders thus have the advantage of practical mutuality, and the safety factors of joint shareholder and policyholder management and capital responsibility.

9. At least one-third of the Company's directorate is elected by the policyholders from among themselves.

Representation of the policyholders on the Board of Directors exemplifies the unity of interest which exists between the Company and its policyholders.

10. The Sun Life operates under the rigid supervision of the Department of Insurance of the Dominion of Canada. Furthermore, comprehensive statements showing the Company's business and affairs are furnished each year to the Insurance Department of each State where the Company operates in the United States.

No policyholder or beneficiary holding a policy issued by a Canadian life insurance company operating under Dominion of Canada license has ever failed to receive at death, or at the maturity of the contract, every dollar guaranteed.

11. The Sun Life of Canada was the first company in the world to issue "unconditional" policies, and this broad outlook of many years ago is still evident today in the liberal privileges and conditions of its policy contracts.

The Company has always been a recognized leader in initiating features and benefits to the advantage of the insuring public.

12. In most States (wherever insurance laws permit) the Company's policies include the privilege of reinstatement without evidence of insurability, within two years of default of premium, if the policy is still in force under the automatic extended term insurance feature.

Facilities, not restrictions — privileges, not prohibitions.

13. When a settlement is made with the application form the Company's interim receipt gives immediate protection if death should occur before policy is issued, provided that the risk proves to be one which would have been approved for insurance by Head Office without any further inquiry by the Company as to insurability.

Another example of the Company's desire to give the utmost service to the insuring public.

14. The Company's cash loan and surrender values can be drawn upon as soon as they are available, except under a few special plans where the privilege is obviously not appropriate.

Emergency needs are not aggravated by troublesome delays.

15. In claim settlements the Sun Life waives the deduction of deferred premiums — monthly, quarterly, or half-yearly — of the current policy year.

Death brings enough debts without adding to the burden.

16. In most cases, wherever State insurance laws permit, the Sun Life's conservation plan allows the revival of lapsed policies with credit adjustments for premiums previously paid whenever the automatic non-forfeiture feature does not apply.

Further evidence of the Company's aim to extend privileges beyond those already granted under the terms of its policies.

17. In Sun Life policies now issued with the Double Indemnity Accident Benefit and the Disability provision, the former is not terminated if the latter comes into operation. The Double Indemnity Accident Benefit covers death from flying as a fare-paying passenger on regular air lines.

The most protection when needed the most.

18. The Company's Endowment policies which participate in dividends include a valuable Paid-up Life option available without evidence of insurability.

This option, which must be exercised at least two years before maturity, gives an opportunity to adapt protection to changing needs.

19. By the various Alternative Methods of Settlement included in all the Company's standard plans incomes can be guaranteed to policyholders or beneficiaries as their circumstances may dictate.

Investment anxieties and responsibilities removed; capital available for dependents secured against reduction or loss.

20. Through the medium of a broad range of plans, many of them quite distinctive, the Sun Life of Canada serves the individual needs of men and women of widely differing circumstances.

A policy for every need — A plan to solve any problem — All that liberal and scientific life insurance can perform.

D. 46396 (AZM-2-41) 23877

Printed in U. S. A.

A TRY AT TRAPPING TRICKY TROUT

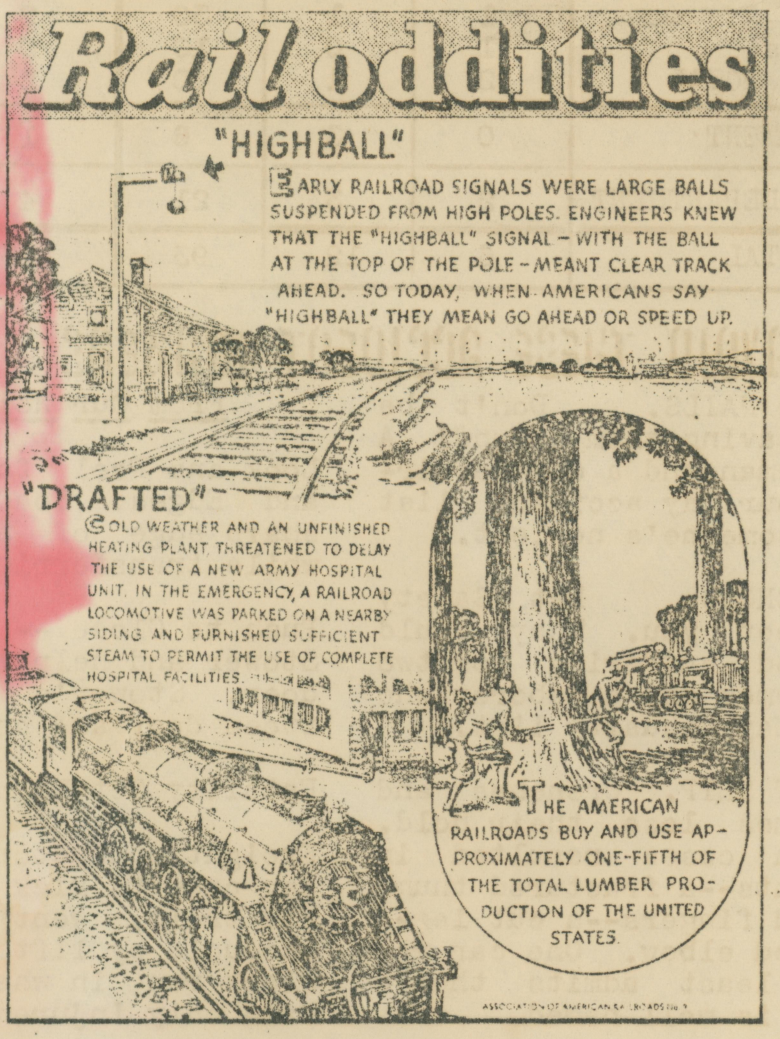
T N Hopper and Harry Hamlin, of Derby, H P Hinckley and BOOSTER Sports Editor Mann, of Bangor, together with a guest, C C Farrow of Portland, enjoyed a bang up fishing trip at Little Lyford Pond Camps, May 22 to 24.

Space will not allow the printing of the whole story but if you have several hours to spare, any one of these boys can tell you briefly of their trip--which included such highlights as throwing back many 9½" trout, and then having all the fish stop biting--lounging around camp and indulging in a little "close" harmony in the evening--a walk and wade down the west branch of Pleasant River to the "Gulf"--a stop at Lloyd Lake where several nice ones were snared, etc.

Their high catch was 16 in 20 minutes; their low was zero in two hours--and those the proverbial best two hours of the day for fishing.

Their experiences result in the conclusion: If you want beauty, sport, and fresh air, get out "In the Maine Woods".

- - - - -



If you're out of "Ship By Rail" stickers or if you are in need of "Tip Cards", write BOOSTER at once!

2026.098

PERSONAL INJURIES	First Four Months 1941 Number of Employes			First Four Months 1940 Number of Employes		
	Lost 3 Days or More	Lost 1 day Only	Lost no Time	Lost 3 Days or More	Lost 1 day only	Lost no Time
OPERATING DEPARTMENT:						
Southern Division	1	3	18	3	0	14
Northern Division	1	2	8	2	0	6
TOTAL	2	5	26	5	0	20
MECHANICAL DEPARTMENT:						
Derby	1	1	30	2	3	37
Other points	1	0	10	0	1	14
TOTAL	2	1	40	2	4	51
STORE DEPARTMENT:	0	3	6	1	0	3
ENGINEERING DEPARTMENT	2	3	21	4	4	22
GRAND TOTAL	6	12	93	13	8	96

AVOID THESE ACCIDENT MAKERS

PROTRUDING NAILS. Don't be guilty of leaving them around! A section foreman and a car repairer are on our May accident list because of someone's neglect.

ORDINARY SHOES. Let Safety Shoes protect you. They could have avoided suffering for two section foremen and a laborer, who are on our May casualty list.

TOOLS THAT SLIP. Wrenches and bars sometimes lose their hold. In May such cases resulted in five accidents--a fractured thumb --two jammed fingers--a cut leg-- and a bruised elbow. One car repairer at least admits that a "pinch bar" is well named.

From Our Neighbor Roads

Look and Feel for Sharp Points and Edges: Loader cut hand on sharp edge of a heavy machine while transferring from car.

Push to Close -- Pull to Open: Stower and helper closing box car door. Stower's thumb jammed between door and post.

Fatality Set-Up --

Freight conductor after instructing crew to kick a coal car in on his train, went between cars to uncouple by lifting pin by hand. Slack ran in when coal car hit. Hand only injured. The lucky guy!

FROM THE MISTAKES OF OTHERS A WISE MAN CORRECTS HIS OWN

BOOSTER SAFETY NEWS

SAVING TIME AT THE EXPENSE OF YOUR SAFETY DOESN'T MAKE SENSE!