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## Bangor Hydro Electric News: January 1935, Volume 4, No.1

Bangor Hydro Electric Company

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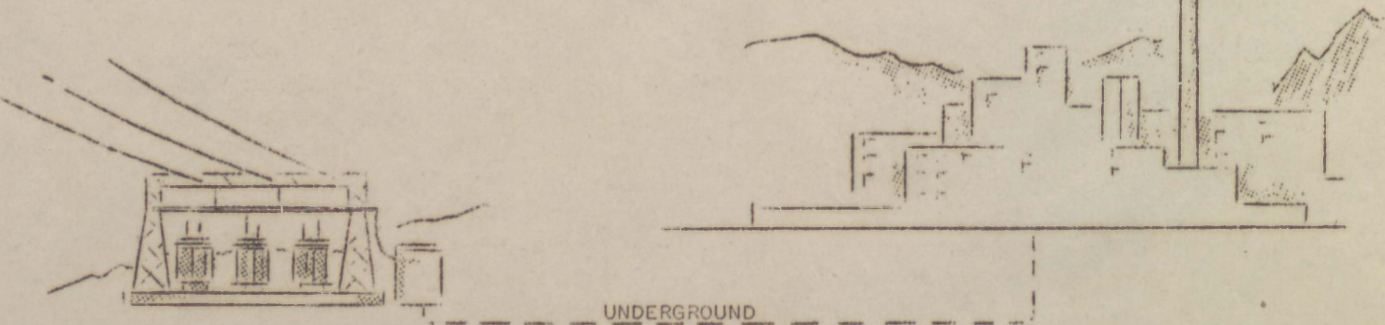
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# THE BANGOR HYDRO-NEWS-ELECTRIC

VOL. 4, No. 1      JANUARY, 1935      BANGOR, ME.



## HYDRO FURNISHES POWER FOR THE GREAT NORTHERN

Conversations between the management of the Great Northern Paper Company and that of the Bangor Hydro-Electric Co., with a view to furnishing power to the East Millinocket Paper Mill for pulp grinding, came to a head the latter part of last September. A combination of business conditions and water conditions on the west branch of the Penobscot made speed in completing the job imperative. Considering the conditions to be met, an excellent record was achieved by the manufacturers and by our Operating Department in building the new equipment and putting it in service.

As soon as the final decision was made events moved rapidly. While negotiations were in process, the loss of a transformer at Veazie suggested an economical solution of two problems, whereby the two good remaining transformers formerly in service on the Ellsworth-Veazie line were released for use at East Millinocket, and an entirely new bank of 7,500 KVA capacity was ordered for the Ellsworth line at Veazie. The order for the new transformers was placed on October 25 with shipment promised on November 29. The General

Electric Company kept their promise on the dot and two carloads of transformers rolled into the railroad yards at Bangor, December 2.

In the meantime, necessary switch-gear, underground conduits, cable and bus work were purchased and installed at Veazie to connect the new transformers to the 13.2 KV bus. Monday morning, December 3, unloading was commenced and the old Ellsworth-Veazie transformers cut out of service. In spite of the difficulties in moving 25,000 pound units over a muddy road and a recently opened trench, the two 2,000 KVA transformers were started for East Millinocket December 6. The new units were inspected, bushings and conservators installed, and the installation at Veazie placed in regular service December 8.

While these changes were being made at Veazie, the Line Department made short work of a two mile 44 KV line extension from Medway to East Millinocket on private right-of-way. This extension, which has been designated Line 51, follows north along the shore of the river, perhaps a quarter of a

(CONTINUED NEXT PAGE)



mile to the right-of-way of the Bangor & Aroostook Railroad. It then follows between the railroad and the state highway to the East Millinocket mill.

The 13.2 KVA circuit to Millinocket, which formerly ran on the poles of Maine Public Service Company between East Millinocket and Hedway, and picked up a lot of radio interference in so doing, has been transferred to the new poles with Line 51.

While the line was being built, the mill crew were installing a concrete foundation for the new substation at East Millinocket. A steel superstructure, formerly used at Ellsworth and held in storage since 1929, was moved to East Millinocket and reassembled. Through the cooperation of all concerned, the transformers which left Veazie December 6 were energized in their new location December 10, one day in advance of the completion of the inside work at the Great Northern mill.

The morning of December 11, the Great Northern turned over their 60 cycle grinder motor for the first time, and at 3:30 P.M. the same day the construction men released it for normal service in the production of wood pulp. The motor was formerly a 40 cycle machine but was rebuilt in the field by the General Electric Company, for operation at 60 cycles. After a few days' successful operation of the first 60 cycle motor, the Great Northern began rebuilding a second motor which went on the line December 22. We have since ordered a third transformer to replace the unit burned out at Veazie, and to complete the bank now in service at East Millinocket.

The Great Northern Paper Company have at the East Millinocket mill six lines of grinders, each driven by a water wheel on one end of the shaft, and an electric motor on the other. The power supply system at both Millinocket and East Millinocket mills is 40 cycles, and the grinder motors are rated 1,500 h.p. each.

Water power is applied directly to the grinders as far as it is available, and it is supplemented by sufficient electric power to make up the deficiency in production requirements. The two motors which have been rebuilt are now each rated at 2,100 h.p., 60 cycles and are being used to supplement the 40 cycles and hydraulic grinding capacity. They are taking from 3,000 to 3,400 KW from the Hydro System on a surplus power basis when we have the power available. The new load results in a redistribution of loads along the Lincoln line and has worked out very satisfactorily so far.

The changes at Veazie now bring power from Ellsworth direct to the 13.2 KV bus rather than through a double transformation as formerly. This condition results in more flexible system operation and better voltage control. It replaces a sixteen-year old transformer bank on one of our most important connections with a thoroughly modern bank, of capacity and electrical characteristics better adapted to our needs. In the specification and design of these transformers, due consideration has been given to their future usefulness, when change of system conditions shall have made them obsolete in their present location.

H. W. Coffin  
Planning Engineer

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#### DATES OF WORLD TRAGEDIES

The saxophone was invented in 1846.  
The World war began in 1914.  
Mae West was born in 1899.  
Jazz started in 1915.  
Short skirts dated from 1922.  
Radio crooning broke loose in 1926.  
The Wall Street crash was in 1929.  
The great drought was in 1934.

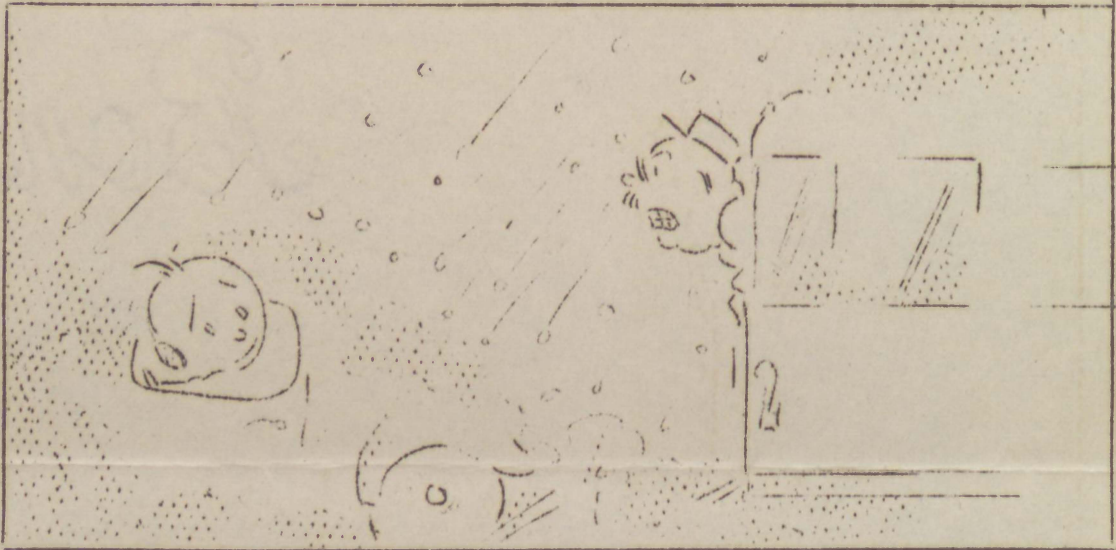
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## ELECTRIC CARS AND THE SNOW STORM BY C.F. JOHNSON, SUPT. OF RAILWAY DEPT.

1935 made a good start with a snow storm. In order to keep up with old man weather, the Railway department started the plows out with the first flakes of snow, which did not look serious. As the storm progressed however, it grew into a real old fashioned blizzard and made plenty of work for men on the plows.

Finally after two days of storm, we were able to get on our regular schedule again and completed the work of hauling away the snow in the business section of city streets. With this work completed along came old man weather again, this time with mild weather and rain storm, just to show how fast snow can be removed with the proper tools.



This situation would not have been difficult for our crews had it not been for other traffic. The streets were plugged with automobiles most of which followed our tracks or tried to follow them and found great difficulty in getting out of them to let the plows thru.

These delays on all of our lines slowed down the work of the plows and made it impossible for us to keep up with the storm so that it was necessary for us to bring out other cars and use them as "pushers" for the plows, the first time in six years that this has been necessary. Still the automobiles continued to use the tracks.

On the Old Town division, the traffic problem continued to be difficult because of the drifting snow. Automobiles used the tracks to pass the drifts and had great difficulty in getting out of the tracks again, so that in many instances it became necessary for us to transfer passengers around the traffic jams.

## CAR HOUSE NEWS ITEMS

Mr. C.O. Honnossy is back at work after a short illness. He has some job keeping us clean and warm during the winter months.

Mr. Blake and Mr. Green, painters, are a little uneasy because we cannot give them a car to paint, so they have to use a broom and scrub brush.

Mr. Edward Burns and a few others are eating four meals a day to keep fit for emergencies.

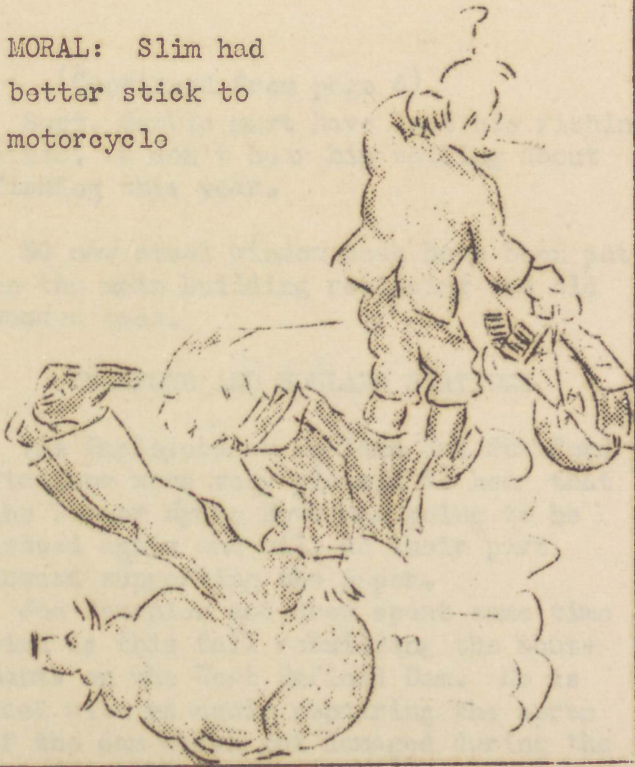
Everybody is pulling together to keep everybody happy at our shop and garage. Would like to inquire why one of our car painters and stock clerk go home by way of Exchange Street every Saturday noon.

Edward Burns and Harold Withee, "The Hungry Twins," are on call at any time to challenge anyone in our eating contest. We will accommodate either amateur or professional contestants.

By- W.L. Ellis



MORAL: Slim had better stick to motorcycle



#### BAR HARBOR NEWS FLASHES

"Slim" Hazelton has just purchased a new motorcycle, and took his first ride yesterday. In the Spring he intends to trade it in for a couple of pigs. We hope that nothing will happen, to Slim or the motorcycle before that time, to hinder the transaction.

Alvah Abbott and Lloyd Buzzell went to Islesford the other day, and due to the cold weather and rough sea, it is the sincere wish of Mr. Abbott that there will be no further trouble on Islesford until the weather becomes milder and the sea calmer.

The first half of the Major League Bowling Team ended with the Bangor Hydro team in sixth place. Not Too Bad!, as there were five or six teams behind them. There seems to be some discussion and disagreement as to the outcome of the last half. Lawrence Abbott says the Bangor Hydro will take first place, but Jeff Cosseboom isn't quite so sure. Here's hoping Lawrence is right. (He Usually is.)

Miss Sylvia Austin is having her annual vacation from her duties as Cashier of the Bar Harbor Division.

Mrs. Marguerite Sprague, a former employee of the Company, has been back with us for a few days helping with special work pertaining to the New Rates.

Mr. Gerard Austin, Miss Sylvia Austin, Mrs. Gladys Shaw, Lawrence Abbott, Fred Wellington, Alvah Abbott, Leonard Hazelton, Fred Grindle, Ralph Fickett and Alvah Abbott, Jr., representing the office force and line crew, went to Northeast Harbor Wednesday to attend the funeral of John Pedder.

Several comments were heard during the Christmas Season on the excellent decorating work performed at our office by Mr. White and Mr. Hammons of Bangor.

Just a reminder for Mr. Austin----- Don't forget to wear your Lions Club Pin.

#### VEAZIE STATION NEWS

Let's have more than one or two issues of the Employee's Publication, "The Bangor Hydro News". Let's keep the paper going. Come on reporters, sit down once a month and give the paper news. Let's get together through the news and tell what's going on here and there.

A new T S C 5000 KVA 900 rpm 6900 V 3 phase 60 cycle Synchronous Condenser, also a new 700 Kw Generator, taking the place of old No. 1, have been installed since the last "News." You can find a lot of news.

Herman Mutch of the repair crew has been to Graham Lake ice fishing, got a good catch I hear.

Frank Turner, Asst. Supt. has been sick for several weeks. Let's hope we see him back soon.

(Veazie Items Continued Next Page)



(Continued from page 4)

Supt. Gamble must have lost his fishing lines, we don't hear him talking about fishing this year.

30 new steel window sash have been put in the main building replacing the old wooden ones.

#### STANFORD AND HOWLAND STATIONS

The Employees at Howland and Stanford Stations were very pleased to hear that the Bangor Hydro News was going to be issued again and will do their part toward supporting the paper.

Joe Fournier and Crew spent some time with us this fall rebuilding the abutments on the West Enfield Dam. He is back with us again repairing the apron of the dam which got damaged during the freshet last spring. Joe is eagerly waiting for the ice to leave Cold Stream Pond so he can take his annual bath.

George Dow and Crew are at Stanford Station for inspection of water wheels. George says he hopes the Ellsworth line will stay in until he gets the job done. George had the gates thawed and down on No. 2 Generator last week, but owing to trouble on the Ellsworth line had to raise them so the machine could be put into service.

The crew at Stanford have been kept quite busy this winter trying to keep ahead of the ice. The ice in the canal at Stanford Station jammed and held the water back making it necessary to dynamite and sluice it. This work was done over the weekend of December 30th.

The Advance Bag and Paper Co. Mill at Howland started December 17th. This mill has been practically down flat for about four years. They are working four shifts at the mill, employing about two hundred men and women.

George Dow's and Joe Fournier's Crews are boarding at Tom Graham's and I understand there is a right smart Bridge game taking place every evening. Would suggest that Mr. Brown have these crews board at different places in order to prevent

bloodshed.

Tom Graham, operator at the Howland Station, has recently been made a Grandfather. Boy, is that man puffed up!

#### LINCOLN NEWS

Gertrude M. Drew, Cashier at Lincoln Office has been a patient at the Aroostook Hospital for the past few weeks. Last reports were that she was better.

Pearl Fiske of Lincoln is acting Cashier in the absence of Miss Drew.

Minnie Hanscom is assisting Pearl Fiske at the Lincoln office for a few weeks.

Mr. Pierce, local salesman, reports that he is out after the first prize in the Washer and Ironer Campaign. From reports of his progress during his short time with the Company this should be an easy task. During the year 1934 the Lincoln Division sold in the vicinity of 50 washers and the same number of refrigerators. Look for Lincoln standings February 28th.

The Lincoln crew has just completed a Thawing Device and is now ready for thawing out water pipes.

R.N. Haskoll, Vice President, was a recent guest of the Lincoln Lions Club. He gave a very interesting talk on Rates which was appreciated by all.

Should you desire any information on the new rates ask the Clerk in the Lincoln Office and she will be ready to give you the desired information. We all are used to complaints of all kinds.

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It takes years to become a skilled workman. But one careless moment can make you a helpless cripple.

\* \* \* \* \*

Teacher: Where is the capital of the United States?

Smart Student: All over the world.



## NEWS ITEMS - FROM HARRINGTON

Mr. S.A. "Sam" Anderson, who has been unable to work for the past few days, due to spraining his back while unloading a washing machine at Columbia Falls, is now back to work, and reports a lot of good prospects for the Washer Campaign.

Mr. Bertram "Shorty" Bowker, went to Bangor Tuesday, January 1st, to bring back one of the Bangor Hydro-Electric Company Trucks which had been in Bangor for repairs, and the heavy snow made it almost impossible to get back to Harrington, however, after a period of almost eight hours enroute, "Shorty" arrived.

Mr. Hammons, and Mr. White, the expert window trimmers, from Bangor have received many compliments on their fine work in decorating the Harrington Store for Xmas.

Mr. Lowell Vose, meter reader for the Harrington and Machias Divisions, is in Machias this week.

Miss Vera McEacharn was in Bangor a day recently.

Mr. Cushing, "Joe" Sproul, and "Shorty" Bowker, have been kept busy since New Years, repairing broken poles. New Year's Eve, one pole was broken in Cherryfield by a car coming from the New Year's Ball at Millbridge, and another was broken at Columbia Falls, during the bad storm of Wednesday the 2nd.

Mr. and Mrs. Cushing, and Mrs. Lowell Vose, were in Ellsworth and Bangor during Xmas week.

## ELLSWORTH BRIEFS

One of the Ellsworth linemen, having received Christmas presents from only six young ladies this past year, feels that he is "slipping", and would like to add one or two more to his list of prospects. If anyone reading this paper is interested in the proposition, or has friends who might be, he would appreciate hearing from them. Birthday presents will be received with appreciation any time during the year. Send replies to Church Street office in Ellsworth.

During the storm of January 1st the whole crew was kept up all night patrolling high tension lines and maintaining service, and the greatest difficulty was experienced in patrolling some of the lines through the woods, where the snow was so light that neither snow-shoes or skis were of any use. On the following night we received the assistance of three linemen from Bar Harbor, who kindly came up to "spell" our boys, while they got some much needed rest.

We are pleased to report that three of our Ellsworth Employees have recently bought new homes. Clarence Hatt has bought a nice home on Church Street, and has moved his family here from Machias. Raymond Spillane purchased a nice little bungalow on High Street; while Ames Smith found his house too small for his growing family, and so he bought a larger house for himself on the Surry road.

## GENERAL OFFICE

After several weeks illness Mr. P.L. Sprague, Asst. Treasurer, has returned to take up his duties.

Mr. George B. Baker, Meter Reader, left to return to school.

Mr. Caryl P. Baldwin, Meter Reader, has left the employ of the Company to attend a Radio School at Ft. Arthur College, Ft. Arthur, Texas.

Mr. Kenneth Cosseboom, our Field Engineer has resumed his activities after being ill for several weeks.

Five of the Stone & Webster Appraisal Crew left Bangor for Boston, Saturday, January 12th. Mr. L. Kerr, Mr. R. A. Grammer, Mr. C.A. Culhane, Mr. A. Robb Jr. and Miss Anna McFallen.

Mrs. Henry Ryder, wife of our night Telephone Operator at the General Office is now recovering from an operation for appendicitis at the Eastern Maine General Hospital. We wish her a speedy recovery.

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Have we your correct home address?



## MERCHANDISE DEPARTMENT

The Merchandise Department closed the 1934 year with a 38.5% increase over 1933. A total of 1062 large appliances (314 ranges, 226 water heaters and 522 refrigerators) were installed in customers' homes during the year. Lincoln and Bar Harbor were the two leading stores each with 158% of quota, followed by Machias with 151% of quota. Jack Warren lead the salesmen for the year with Foss of Millinocket in second place and Wellington of Bar Harbor in third.

Two hundred and thirty-six of the Tips turned in by employees resulted in sales, and a total of \$428.75 was received as bonus earnings by the employees turning in these successful leads.

Employees purchased 123 of our load building devices for their own use during the year so that between Tips turned in and by direct purchase, our employee group has accounted for over 33% of our total business for the year.

Our Campaign for the months of January and February is built around Universal Washers and Ironers and very substantial prizes are being offered to the first six men leading the group at the end of the Campaign. We are anxious to see who the lucky man will be who wins the first prize of \$60.00.

Miss W. L. Boober

## UNIVERSITY OF MAINE

## STUDENT SURVEY WORK

During the Christmas holidays a group of University of Maine students, under Dean Cloke, with headquarters at our 31 Main Street building, were given employment by a special FERA appropriation making a power survey of Bangor and Brewer. These students called at about 200 homes collecting information relative to the use of electricity by the consumer. Similar surveys were conducted by students all over the country during the Christmas recess.

## COOMBS-MORGAN, ENGAGED TO WED

Ex-Mayor and Mrs. Charles R. Coombs announced the engagement of their daughter, Miss Alice Coombs, to Fullerton Newton Morgan of Bangor at a delightful dinner party on January 6, held in honor of Miss Coombs' 23d birthday. Those present besides Mr. Morgan and the family were Mr. and Mrs. Fullerton Merrill, Mrs. Frederick Ryder, Mrs. Llewellyn Sleeper, Miss Maude Mathews and Ellston Eaton.

Miss Coombs, the only daughter of Mr. and Mrs. Charles R. Coombs, was graduated from Crosby High School in 1929 and has since then remained at home.

Mr. Morgan, the son of Mrs. Fred C. Morgan and the late Mr. Morgan of St. Petersburg, Florida, has been employed by the Bangor Hydro-Electric Company for the past year and a half, working principally in the Field Engineering Department.

No date for the wedding has been announced.

## A SAFETY MESSAGE

by H. W. Daggott, Asst. Gen. Mgr.

During the year just passed, we have all been greatly interested in the safety of the employees of the Company, and have made a fairly good record for ourselves.

In the twelve months' period we have had eight lost time accidents due to injuries while the employees were performing their regular duties. These were as follows: One accident in the Bangor office; one in the Electrical Department at Veazie; two in the Line Department at Bangor; one in the Construction Crew at Modway; one in the Commercial Department, Main Street, Bangor; one in the Railway Department at the Car House, and our last accident was at Harrington, on December 29. Although we have had eight lost time accidents, we have actually lost only one hundred seventy-one days' time.



## SAFETY (cont'd from page 7)

The Line Department is certainly deserving of praise. There are approximately 70 men in this department who have had to work on many hazardous jobs, and are out working on our lines during all kinds of storms. This Department has had two lost time accidents and have actually lost only thirteon days' time.

We have entered another State Contest with the other Utilities in Maine as contestants, which began January 1, of this year. The Contest is for a six months' period, and the winners of the Contest will be awarded a State Safety Trophy.

Our Railway Department won this Trophy in 1934, and I understand that some of the Contestants in the western part of the State stated that it was only by a lot of luck that we won this past year, and that we could not do it again. I personally know that it was only through the cooperation of every employee in the Railway Department that we won in the last contest, and I also believe that if we exert ourselves just a little more that we can this year bring home both of the Trophys.

It was very gratifying to us to have the thirty calendars that we have in the various Departments of the Company returned to us for the month of December with only one red star on them, and that red star only represented two days' lost time. We are starting this now year without a single employee away from his work on account of an accident.

Statistics tell us that for every industrial accident there are five accidents on the highways, or in the homes. For the coming year let us not only talk and think Safety while at our work, but take it with us in our automobiles when we are starting for home, and also take it to our families.

## GENERAL OFFICE - ACCOUNTING DEPT. NEWS

Mrs. Lottie Brown, Asst. Cashier, is at home sick.

L. E. Grant is in Philadelphia, called there by the illness of his brother, Dr. Harold Grant.

Miss Alice Grant is also away from her work, due to the illness of her brother.

Miss Ruth Brown, billing clerk of the accounting department, has recently returned to the habits of her childhood days. She appears each morning with a brightly hued ribbon tied around her hair!

Several mornings ago an employee of the General Office, who is in the habit of starting for work with one arm in the sleeve of his coat and a glass of orange juice in the other hand, on leaving his house slipped and slid the length of the steps, which were wet and icy. When he arrived at the office telling of his experience, he was asked if he was hurt. This young man said, "Not much, but I sure got the back of my lap wet."

## LEONARD RACK RAKE TO BE USED AT NEW PLANT AT NORTH TWIN DAM

The Great Northern Paper Co. have ordered from the S. Morgan Smith Co. of York, Pa., a Leonard Rack Rake for use at the new power house they are constructing about three miles above Millinocket.

This plant will have eventually a capacity of about 8000 KW. The apparatus, including I.P. Morris turbines and General Electric Generators is the last word in modern and efficient equipment.

The Rake will be similar to the one used so successfully at our Medway plant, with a slightly different arrangement of trash car due to local conditions.

This plant was designed and is being constructed under the direction of Mr. Frank Bowler, Engineer of the Great Northern Paper Company.



## JOHN C. PEDDER

In the death of John Charles Pedder, on December 31, 1934, the Island loses a good citizen, and one who held a high place everywhere. Mr. Pedder was but 64 years of age, his birthday coming on January 10. Death came at the Mount Desert Island Hospital where he was having treatment for heart trouble.

Mr. Pedder was born in Augusta, the son of the late Elbridge and Helen Heath Pedder. He was educated in the public schools and in 1899 came to Ellsworth where he became connected with the Bar Harbor Union River Power Company, now the Bangor Hydro-Electric Co. He came to Northeast Harbor in 1903 and has resided there ever since, having a position with the same company and fulfilling his duties through the years with fidelity and efficiency which were characteristic of the man and which won for him the liking of patrons and the respect of his colleagues and superiors in the well-known public utility corporation.

Mr. Pedder married in October, 1896, and is survived by his wife and a son, Elbridge Pedder. He leaves also three sisters, Mrs. Harry Smith, Mrs. Annie Pratt of Augusta, Mrs. Eva Savage of Cambridge, Mass., and a brother, Harry Pedder of Augusta.

Mr. Pedder's work as fire chief of Northeast Harbor more than proved the wisdom of those who elected him to the office. He never failed in the performance of his duty. He stood high in Masonic circles and in every community interest his aid and his counsel were of value.

A man of kindly nature, devoted to his family, a thoughtful neighbor and a good friend, Mr. Pedder had the affection and the respect of all with whom he came in contact, and his death brings great loss, while the sympathy of all goes out to the family which mourns him.

Funeral services were held at the Union Church on Wednesday. There were a great many friends in attendance and the many beautiful flowers expressed the thought of many out of town friends as well as of those in the vicinity. Rev. Ellsworth M. Smith of the Mount Desert Larger Parish preached the funeral sermon, paying fine tribute to Mr. Pedder. The burial was in the family lot in Seal Harbor,



A THOUGHT  
IN TIME

EVERY

Bangor Hydro-Electric  
Safety Record

— 1935 —

100%

To Lead  
State of Maine  
Safety Contest!

TIME

THAT'S SAFETY