

6-1928

## Bangor Hydro Electric News: June 1928, Volume 1, No.7 -- Railway Issue

Bangor Hydro Electric Company

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# THE BANGOR HYDRO - NEWS - ELECTRIC

Vol. 1, No. 7

June 16, 1928

Bangor, Maine

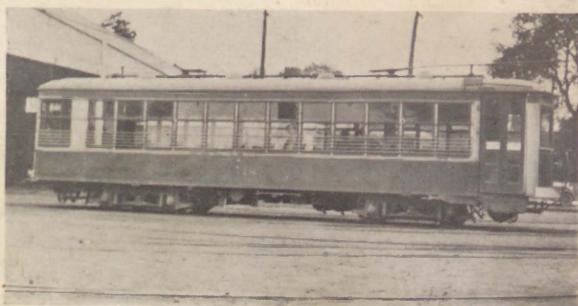
## "RAILWAY" NUMBER



1893

BANGOR STREET RAILWAY

AND



1928

BANGOR  
HYDRO-ELECTRIC COMPANY



RAILWAY DEPARTMENT HEADS

MR. CHARLES JOHNSON

Superintendent  
Of  
Transportation

MR. WILLIAM ELLIS

Assistant  
Master  
Mechanic

MR. HORACE B. BALDWIN

Master  
Mechanic



# BANGOR HYDRO-ELECTRIC NEWS

PUBLISHED EVERY MONTH  
FOR AND BY EMPLOYEES OF

THE BANGOR HYDRO-ELECTRIC COMPANY

Vol. 1

Bangor, Maine, June 16, 1928

No. 7

Chief Ed., G. M. Stetson

Mng. Ed., H. C. Dearborn

News Ed., P. H. Mann

## ✧ Editorials ✧

### Another Word On Co-operation

In a Company such as ours, that serves sixty communities with electricity, ten with street railways; that has offices in seven towns and power stations in seven others, and construction going on everywhere, it is necessary that there should be a number of different divisions and departments within those divisions.

We know that all of us believe that our Department and Division is the best one in the whole Company and the most necessary to its continued welfare. It is natural and right that we should all think so. It would be strange if we did not. At the same time it is equally true that we do not do our whole duty to the Company we are all interested in, if we regard only the welfare of our particular part of it.

Whenever we can help any other division or department, we should do so, not only when we are called upon but whenever the occasion arises. We can all be of help to the Commercial Department in their endeavors to increase the use of electric service. We can all be of help in noting any defective equipment or anything that might cause any interruptions of service or danger to the public. We can all be of help to every department of our Company, and they in turn can help us.

Let us therefore remember that although our own department is our chief interest, that it is only a part of the whole Company, and that the whole Company is the sum of and more important than any one of its parts.



### Our Railway

This issue of the Bangor Hydro-Electric News is dedicated to our Railway Department. It is therefore fitting and proper that we should comment upon the place and importance of our Railway in the communities which it serves.

In this day when it seems that everybody in the world has an automobile and that motorized transportation is well nigh universal, it is well to point out that our Railway was the second street railway to be established in the United States. The first car was operated in April, 1889. Service has continued from that time on. At the present time our Railway carries over four million passengers a year. Our cars travel over a million miles a year in the performance of their services, and it takes them more than one hundred and twenty thousand hours in service to maintain their schedules.

As is the case with all forms of public utility service, the Railway must give standard service under the worst operating conditions. During winter when streets and highways are blocked with snow the cars must run on time so that the business and social life of the territory need not be disturbed. To do this takes courage and operating skill of the highest order.

Street railroads everywhere are faced by changing conditions which give rise to new problems. Some are solved easily and some require much study. There are none too great, however, for a railway such as ours that constantly strives to give safe, prompt, and adequate transportation.

### Emergency Tie-In at Lubec

As reported in our monthly paper sometime ago, the Commercial Department had completed the preliminary arrangements with the Lubec Electric Company whereby this Company is to supply power to this municipally-owned company.

With our substation construction hardly under way, the single generating unit that now supplies the town of Lubec lost a bearing during the afternoon of June 13th, and within eighteen hours our substation was temporarily connected to give the town of Lubec emergency service until their unit was repaired.

We think that service of this nature exactly typifies the spirit in which our organization is always willing to assist in any effort to keep its customers or those of its neighbors supplied with electric energy.

### New Extension

#### Activities Announced

Several small extensions of our electric system have been announced during the last month, including considerable construction at Lucerne-in-Maine, the extension from East Machias along the Whiting road to serve a community including the Graham Camps, an extension into Hall's Mills near Indian Lake, and a power extension to serve a power load at Gilbert Siding in the Millinocket Division.

### Electric Cooking and Refrigeration in Stearns' High School at Millinocket

Through the efforts of Mr. Gardner, our Millinocket Manager, we have placed in the domestic science rooms of the modern Stearns' High school at Millinocket, a new General Electric refrigerator and a Hot Point range.

The refrigerator replaces the obsolete ice box and the range is equipment additional to the existing gas cooking that Mr. Gardner found in the school.

Such sales activities as this are commended to the attention of all our employees, and we cannot but point out the value of electrical equipment placed as these appliances are.

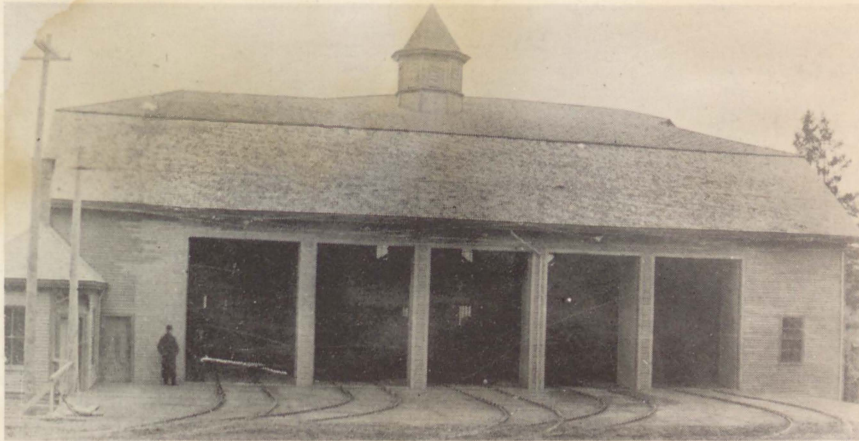
### Harrington Office Remodeling Completed

Mr. Fernald, District Manager of our Harrington District, reports that his office remodeling is completed, and he will take great pride in showing visitors his new quarters.

Mr. Fernald has re-arranged the accounting office, installed new office furniture and constructed a commercial display room that is as attractive as any of our offices.



## HISTORY OF THE CAR BARN



CAR 1895 HOUSE



CAR 1928 HOUSE

### History of the Car Barn

In the street railway business, as in all other branches of industry, there have been numerous changes within the last 25 or 30 years. According to records available the Bangor Street Railway was the second successful electric street railway in the United States. The rails for the first street railway in Bangor were laid in September 1888, and the cars started running in the spring of 1889.

The following paragraphs that are dated are taken from old newspaper clippings from what is now the Bangor Daily Commercial.

The first shovelful of dirt starting the construction of the Bangor Street Railway was turned by Hon. F. M. Laughton at the East Hampden line at 6:30 A. M. on Thursday, August 16, 1888.

Contractors, Gore and Woodard of Boston. Foreman of construction, Wm. McGawley.

On April 29, 1889, at about 12 o'clock at night the first trial trip was made over the electric railway, and everything worked to the apparent satisfaction of the Managers. It was rumored Saturday night, and many were about the street anxious

to see the first car move over the road. Yesterday the new engine at the station was started up and as everything worked well, it was decided to make a trial trip at night when the street would be free from teams. Mr. Laughton, Mr. J. E. Winslow, an expert from the Thomson-Houston Company, and those who are to have charge of the road after the cars are running, met at the car barn on the Hampden road and waited for the power to be turned. The car used was No. 12 which weighs 11250 lbs. When the current was put on the line the car was started and moved smoothly, reaching Cedar street in about ten minutes. No trouble was experienced from the curves. When Washington street was reached and the car had nearly gone around the curve from Exchange street, the power failed and the car stopped. It was learned that the driving belt in the station had slipped off the pulley. The current was soon on again and the car moved over the whole distance to Pearl street, three miles, in about thirty minutes. The return trip was made without difficulty. Few people were about at that late hour and the novel sight was therefore enjoyed by only a limited number, but now that the

first trial trip has been made, everybody will be on the lookout for the cars to commence running regularly in the daytime. No definite time has been set for the opening of the road but it is expected that unless some unforeseen difficulty arises, the machinery will be in good working order and the cars will be started tomorrow or Wednesday.

April 30, 1889.

#### DESCRIPTION OF FIRST CAR RUN

Car No. 12—16 feet long over corner posts. Manufactured by Newburyport Car Company, (Mass.). Weight 11250 pounds. Electrical equipment, 2-F 30 motors, T-H Co., double reduction gear; rheostatic control type 51; wooden trolley poles, made of two grooved pieces of hard wood wired together. No. 4 wire in center.

Trolley wheel oiled each trip. Once a week the town wagon went over the trolley wire, and greased it with petroleum jelly.

May 4, 1889

The electric cars were given another trial today and a large number of people were on the street to see them go over the road. Another car is in readiness for running and this



afternoon both cars Nos. 11 and 12 were out. An invitation having been extended to the members of the City Government to witness the trial, a large number of the members of that body and other invited gentlemen took a ride on the car. Everything worked finely. There seemed to be nothing in the way now of the cars being started on regular trips for the accommodation of travel. The wet weather has caused the rails to sink down into the mud. In dry weather this will not happen.

May 28, 1889

It behooves people who transport powder through our streets to keep at a safe distance from the electric cars. The stream of fire which follows the cars some of the time would prove a serious obstacle in the way of a cartload of powder. This is only a suggestion but there will be money in the pockets of those who heed it.

July 11, 1889

The electric cars are running on a time schedule now and a printed time table will soon be issued.

July 31, 1889

It is noticed that the electric cars make much better time after sundown than at other times in the day. This is on account of the fact that the air is full of dampness at that time which allows a greater amount of electric power on the line.

Two more open cars arrived today.

November 4, 1889

The cars were run on 15 minute time today for the first time. Whether this schedule can be maintained on a busy day or not remains to be seen.

It soon became necessary to have a house for the cars, with a repair shop, and the lot on Main street op-

posite Dillingham street was secured for the site. This old structure was first built with one entrance. It was an elaborate affair for those days and was equipped to handle the cars inside the shop, with a wooden turntable operated by hand levers. The railway's business, however, increased so rapidly that within the next few years it became necessary to enlarge this building and the picture shown above is of the enlarged barn. The enlargement of the car barn did away with the inside turntable and added four new entrances to the front of the building. During the year 1905 the present car house was built, at which time the old building was abandoned.

By 1905 the capacity and equipment of the old barn was entirely inadequate to take care of either the cars or the work that was necessary to be done on them, and a new lot was procured near the location of the old one and a new structure put up.

When this new building was built it was believed to be one of the best equipped and most modern of car barns and was probably one of the first concrete structures of the kind in this part of the country. Numerous changes were made in both the handling of cars and the handling of repair work on them. Cranes and other equipment were installed to make the work easier and the machine shop was tremendously improved. Much work which had formerly been done by the Union Iron Works was now done in the car barn, such as the pressing on and off of wheels and turning down the steel wheels. A machine for grinding out flats from the cast iron wheels was also installed.

It would be interesting to recall some of the men who are now with the company who were either operators or workmen in the old days. Among these are Charles H. Johnson, Edson Comins, Harry Sanborn and Edward Carvel as well as a large number of the present car operators.

Of course along with other changes came changes in the personnel of the organization. When the equipment was moved into the new quarters a much larger force was needed to operate the machine shop and the work became more specialized. A carpenter shop was added and from time to time as changes came, other buildings were added for store rooms and after the coming of the automobile a repair shop for the company's automobiles was put in.

The personnel at the car barn at the present time is practically the same as then, with Horace B. Baldwin as Master Mechanic and William Ellis, Assistant Master Mechanic. The uses and business at the car barn are continually changing. Where a relief is obtained by the falling off in some line of business, it is found that new departments are opened, and where formerly there was very little line material or equipment cared for at the barn, now there is a very large amount and a large part of the space is taken up by material which is not used for the Railway Department. In addition to the barn itself, the yard has been equipped with tracks, cranes and derricks for the handling of all equipment, both of the Railway Department or the Light and Power Department, and the car barn is now really the main store room for a large amount of material in addition to cars and railway equipment.



**Edson E. Comins**

**Ass't. Supt. of Transportation**

(By H. C. Dearborn)

There are some men that just seem naturally to be a part of an organ-

ization. That may be due to one of two things, but is more likely to be because of both of them. This is the case with Edson Comins our Assistant Superintendent of Transportation. He fits well and has had a long experience. Perhaps it is the long experience that makes Ed fit so well. At any rate he got started on the right road, right, for when he began work as a conductor April 3rd, 1898 he had for an instructor another conductor by the name of Charlie Johnson and Ed was an apt pupil.

In those days Brewer was really just as much a part of Bangor as it is now except that each city had its own street railway system and the only time one of the cars crossed the bridge was when it was delivered and put into service on that bank of the river.

For about five years Ed was pretty much the whole show on the Brewer side of the river so far as street railways were concerned. It seems that Edson and Wallace Puffer had a monopoly on this railway system. They were the car crew, repair crew, and the whole works. They had a fair weather car and a rainy day car, and as long as things moved well they could use the car that fitted the weather. So far as the motorman was concerned, however, it made no difference which car was used he was

on the outside looking out, anyway. Motormen on these cars developed a wonderful vocabulary it is claimed, so when Edson was recalled to more important duties at the car barn, he accepted. In the meantime it became necessary to rebuild the bridge and the two cities were united with electric car service and they have lived happily together almost ever since.

Edson Comins knows both ends of a car and after his experiences in Brewer and at the car barn, where he became foreman, he knew both ends and the middle. In the year 1919 he was made Assistant Superintendent. Edson refuses to pass any opinion as to which of the two cities is the better and is content with the statement "they are both pretty fair."

He says that he may not have seen the first car cross the bridge but at any rate he has seen them go over before the rails were put down and he is sure that the horsepower used was not more than six,—less than that if there were any balky ones in the team.

#### THE LIGHT THAT FAILED

"What does 'estic' mean, papa?"

"It means 'Hotel Majestic' when all the bulbs ain't working on the electric sign."—N. Y. Evening Journal.



## Another Word

### On Co-operation

In a Company such as ours, that serves sixty communities with electricity, ten with street railways; that has offices in seven towns and power stations in seven others, and construction going on everywhere, it is necessary that there should be a number of different divisions and departments within those divisions.

We know that all of us believe that our Department and Division is the best one in the whole Company and the most necessary to its continued welfare. It is natural and right that we should all think so. It would be strange if we did. At the same time it is equally true that we do not do our whole duty to the Company we are all interested in, if we regard

only the welfare of our particular part of it.

Whenever we can help any other division or department, we should do so, not only when we are called upon but whenever the occasion arises. We can all be of help to the Commercial Department in their endeavors to increase the use of electric service. We can all be of help in noting any defective equipment or anything that might cause any interruptions of service or danger to the public. We can all be of help to every department of our Company, and they in their turn can help us.

Let us therefore remember that although our own department is our chief interest, that it is only a part of the whole Company, and that the whole Company is the sum of and more important than any one of its parts.

## Mr. Bean Returns to Our Company at Millinocket

Mr. Forrest W. Bean who formerly worked in our sales organization of the Bangor Division and later with the Machias Division has returned to the Commercial Department as the Millinocket salesman.

We extend to Mr. Bean a courteous welcome in his return to our organization and wish him success in his new territory.

## Mrs. Nellie Longfellow In Bangor Hospital

Mrs. Nellie Longfellow, Cashier at the Machias office, was operated on at the Paine Hospital in Bangor recently, and is reported to be rapidly recovering.

# DEPARTMENT NEWS

## Millinocket News

(M. L. Witham, Reporter)

Miss Gladys Stetson and Mr. Robert N. Haskell were visitors in Millinocket a few days ago.

Mr. Blake and Mr. Cosseboom were in Millinocket on business during the past month.

Miss Alta Edgecomb made a short visit in Millinocket a few days ago.

Miss Helen B. Aitken of Chicago, gave a demonstration of the Hotpoint Range at the I. O. O. F. Hall in Millinocket, May 25th.

During the past month our foreman, Mr. J. L. Murray underwent a serious operation on his throat. (Had his tonsils removed).

Mr. F. E. Daisey, better known as "Dutch" left our employ last month. His cheery presence is missed by all.

We have a new addition to our force, Mr. Forrest W. Bean, salesman.

Mr. L. A. Gardner, manager, and Mrs. M. L. Witham, cashier, were in Bangor on business since the last issue of this paper.

## Old Town Division

(By Mrs. O'Connor, Reporter)

L. A. Gardner, manager of the Millinocket District, called at the Old Town office, Wednesday afternoon, June 6th.

Superintendent F. G. Cary has moved his family into the house formerly occupied by Mr. Cosseboom.

The Chapman Fibre Company started one line of grinders May 6th after being idle for two or three weeks.

The lawn at Milford Station has been newly graded and enlarged, adding much to the attractiveness of the plant.

A. L. Sawyer, our ingenious machinist, tried his luck (and skill) on Pollard Brook last Sunday. Same old line (of excuses).

## Missing— Machias Eastport

### Lincoln Division

(Kenneth Stetson, Reporter)

Mr. Coffin and Mr. Webster were in town recently.

Mr. Clark and Earl Jipson were in Bangor on business last week.

The high water which has been delaying the construction crew at West Enfield has gone down, and the work has been started once more.

Mr. Kenneth Cosseboom and Charles Cosseboom were called to Washington County recently by the death of a relative.

The Lincoln crew went to Ellsworth last week-end. We wonder if the snores of Earl Jipson disturbed anyone else besides the Lincoln boys who stayed at the same house with Jip.

Work on the new bridge at Mattawamkeag is progressing rapidly at this writing.

Miss Evelyn Pinkham was a recent caller in Bangor and Old Town.

Miss Helen B. Aitken of the Edison Appliance Company, Boston, Miss Stetson and Mr. Haskell passed through town recently enroute to Millinocket.

## Commercial Department

(E. M. Woodcock, Reporter)

Earl Parkhurst has bought a farm on Elizabeth Avenue. Anyone wanting carrots, turnips and small garden truck, please apply to "Parky" in person.

The boys selling Easy Washers are striving hard for the bonus. Last month the boys came within one of the required number and this month they are determined to go over the top.

Jack Warren has just returned from a visit in Washington County and reports good business.

L. A. Gardner, manager of the Millinocket store, was in Bangor on business Thursday.

Roy Braley is on a diet. He is not allowed to drink over six chocolate milk shakes daily.

Bill Wray's Robert, Parkhurst's Bruce and Mansur's Florence were all baptized by Rev. Ashley Smith last Sunday. According to the radio, they all behaved beautifully and added great interest to the Sunday services.

General Electric refrigerators are going big. The demand is greater than the supply just now but an early shipment is expected to correct this condition. The refrigerators are very popular and great interest is being shown by the public in this new product.

Mr. Wm. Wray spent several days last week at New Britain, Connecticut, visiting Landers, Frary & Clark's factory looking over new "Universal" products.

Doc Woodcock was seen crossing Brewer bridge with a peach colored georgette dress over his arm Thursday P. M.—Mystery solved—Miss Treworgy went to a party last night. Moral—Don't put your clothes in hock.

Mr. Joslin has joined the service department, making a much needed addition to the service crew, owing to the increase of appliances in use.

## Ellsworth Items

(S. E. Fields, Reporter)

Donald Jordan, an employee of the Bangor Hydro-Electric Company for the past two years, has accepted a position with his father. The employees regret to see Mr. Jordan leave, but wish him the best of success in his new business.

Mr. and Mrs. Leach who have spent the winter at Long Beach, California, have returned to their summer home at Lamaine; they motored across the continent in about sixteen days, reporting a most delightful trip.



Miss Marion Allen, an employee at the Ellsworth office, has resigned and Miss Virginia Campbell, who is a graduate from the Commercial Department of the Ellsworth High school has accepted the position in our office.

Mr. George Sinclair has a crew of men at the Ellsworth Power House constructing a cement platform for the new Transformer for the separation of the Bar Harbor and Washington County lines.

The replanking of the Inspection Walk at the Ellsworth Power House is practically completed.

Fred Springer of Ellsworth has recently joined this department as a meter reader for the Shore Line Electric Company.

Augustus Bragdon (Gus) employed at the Ellsworth Power House, has recently purchased a new Nash car and has made entry for the auto race to be held in the near future.

## Harrington News Items

(R. A. Fernald, Reporter)

Mr. Robert N. Haskell, Vice President; Mr. William R. Wray, Commercial Manager, and Mr. Philip Reynolds, Salesman, were recent callers in Harrington.

Work of rebuilding the Harrington office is all completed. The office has been newly painted, counter added and new furniture, also a window display platform, which gives us ample room to show appliances.

Alfred Sawyer, formerly meter reader in Bangor, for the past four years is now meter reader in the Machias and Harrington District.

Philip Reynolds is now doing commercial sales work in Washington County.

A fifteen pole extension is being built in Cherryfield. This will make an addition of four new services and four new street lights.

## Stories and Snaps

With the vacation season approaching, no doubt many of us will be getting the fishing rod out, or perhaps the gun, golf sticks, or maybe the camping equipment.

Whatever you do, be sure to have your camera with you and get your story with pictures. The Bangor Hydro-Electric News wants vacation stories this summer and if you happen to get a good photograph of your trip—let's have it.

"Well, Pat, what are you doing, sweeping out the shop?"

Pat surveyed the master mechanic disgustedly. "No, sir, O'm sweeping out the dirt an' laving the shop."—Two Bells.

## Bar Harbor Dept.

(Sylvia B. Austin, Reporter)

Sunday, June 5th, was a big day in Bar Harbor for the Bangor Hydro-Electric Company. "The gathering of the Clan". Mr. Kenneth Cosseboom, Field Engineer, brought the line crews from Bangor, Old Town, Lincoln, Machias and Ellsworth, to start the work of rewiring and re-insulating the Bar Harbor-Ellsworth transmission line. They arrived and were ready to work at four A. M. The work was kept up until seven-thirty P. M., getting the wires strung and the insulators on as far as the Young's District cut. There were nearly one hundred men, and it looked like an army coming in to town when they reported at the Sub-station at 7:30 P. M.

It has been decided to lay cable and connect the Cranberry Isles to the Bangor Hydro-Electric System. Tuesday, Mr. Harold Coffin, Operating Engineer; Mr. Kenneth Cosseboom, Field Engineer; Mr. Hall C. Dearborn, Real Estate Manager; Mr. Harvard Moor, Asst. Engineer; and L. A. Austin, Manager, Bar Harbor, were at Southwest Harbor and Cranberry Isles, arranging for the take-off at Seawall, and approach at Cranberry Isle, for laying the cable.

Mr. Silliman, Vice President and General Manager, was in town Sunday, inspecting the work being done on the Bar Harbor-Ellsworth line.

## Accounting Department

(George S. Drake, Reporter)

Vacations have started in the Accounting Department. On Saturday, June 9th, Hazel French left for a week's trip, during which time she will try her luck fishing in the Lake Moxie region.

The new billing machine which we have spoken of before in a previous issue has arrived, and it is hoped that it will be put into use around the first of July.

## Ladies' Bowling Banquet

The girls' bowling banquet was held June 5th at "Sunset Lodge", Hermon. A very delicious chicken dinner was served to all the successful and some perhaps not so successful, bowlers present.

After dinner prizes were presented to the winning teams. The B. & A. team being in the lead received first prize of \$5 in gold for each member. The Bangor Hydro teams received their share of the prizes as well as of the dinner. B. H.-E. No. 2 for high team single received \$1.00 each. B. H.-E. No. 1 holding second place in the league and being made up of B. P. W. members were presented with a silver vase by Gertrude Veazie, President of the B. P. W. Club.

Conductor (to drowsy passenger): What street do you want, please?

Drowsy Passenger—What streets have you?

Alta Edgecomb is acting as Pay-roll Clerk in the absence of Mrs. French.

"Al" Sawyer left this office on May 15th to take up his new duties in the Washington County territory, making his headquarters at Harrington. From all reports "Al" is pleased with his new position.

The girls in the Light Department won second place in the Girls' Bowling League, and were presented with a silver vase, this being the prize offered by the B. P. W. Club. As soon as this is appropriately engraved, it will be on exhibition at their club rooms.

Miss Alta Edgecomb was a business visitor in the Millinocket office recently.

Hall Dearborn attended Commencement at Colby College, the occasion being the graduation of his daughter Amy.

## Railway Department

Mr. Ivory Bowden, car operator, who has pneumonia, has been absent from duty since May 28th.

Mr. Frank Earl has returned to his work after two weeks' illness.

Mr. Michael Nelligan, Track Foreman of the Old Town Division, after returning from a trip to Montreal, attending the ordination of his nephew for the Priesthood, while starting for work Saturday morning, June 9th, was struck by an automobile on State street near the junction of Otis street, and sustained painful and possibly serious injuries. He was taken to the Eastern Maine General Hospital where it was found he was suffering from injuries to his head and legs, one leg being fractured. We sincerely wish a quick recovery for Mr. Nelligan.

Mr. Harry E. Messer who has been employed by the Bangor Hydro-Electric Company since May 6th, 1916, as car operator, retired accepting the pension of the Company, on June 1, 1928.

## Bangor Meter Reader Takes Position in Harrington Dist.

We are pleased to announce that Mr. Alfred Sawyer, for a long time a meter reader in the Bangor office, has taken a position in the Harrington District as an assistant to District Manager Fernald.

Mr. Sawyer's work will be general meter reading as well as sales work on the electrical appliances of the Company. We wish him success in his new work.

I rose and gave her my seat;

I could not let her stand—

She made me think of mother, with That strap held in her hand.

—Blue Gator.

"I left a bottle of Scotch in the car this morning."

"Was it turned into the lost and found department?"

"No, but the fellow who found it was."—Two Bells.



## Veterans' Service List

We give below a list of those whose fifth, to twentieth anniversaries come during the period from June 15th to July 15th together with the names of our veterans who complete over twenty years of service during these months:

	Years
Royal, Allen P., Operator, Ellsworth, July 1, 1899.....	29
Neilligan, Michael J., Track Foreman, July 1, 1901.....	27
Hathorne, Austin A., Operator, Veazie, July 14, 1902.....	26
Brown, Charles A., Pitman, Car House, June 25, 1908.....	20
Lutz, William L., Armature Winder, Car House, June 20, 1910.....	18
Randall, Frank A., Operator, Milford Station, July 1, 1912.....	16
VanAken, Silbert, Car Operator, July 4, 1913.....	15
Jennings, William E., Car Operator, July 1, 1914.....	14
Pendleton, Herbert L., Substation Operator, Bangor, July 1, 1917.....	11
Edgecomb, Alta L., Stenographer, Bangor, July 17, 1918.....	10
Folsom, Carroll B., Car Washer, July 15, 1920.....	8
Grant, Alice L., Clerk, Bangor Office, July 13, 1922.....	6
Smith, Ernest L., Lineman, July 9, 1923.....	5
Madden, Michael, Trackman, June 27, 1923.....	5
Copp, Harold J., Rackman, Milford, June 19, 1923.....	5



MORTIMER D. WENTWORTH

### Leaves From the Book Of a Veteran Operator

".....and I saw a ball of fire up around those towers as big as nineteen hogsheads!"

Thirty years' experience on the Old Town trolley cars and in a power station such as Veazie was in its palmy days certainly will develop a man's imagination and powers of graphic description, to say nothing of the development of his vocal powers. A living example of these facts is Mortimer D. Wentworth, the oldest station operator in point of service at Veazie Station.

"Mort" started work for the Bangor, Orono & Old Town Street Railway in the spring of 1897, running on the front end for about a year and a half. He then started in braking for the Washington County Railroad, in the course of which he worked on the first regular passenger train ever operated out of Washington Junction east bound. This was December 31, 1898, the day preceding the official

opening of the road, when the officials permitted all the natives who wished, a free ride on the new railroad. On October 7, 1901, "Mort" returned to the B. O. & O. and his service for the company has been continuous since that date.

The B. O. & O. included what has since become the Old Town Division of our Railway Department. In those early days it was a separate railroad with its own staff of officials with a car barn on the east side of State street just beyond Otis, and another in Old Town near the foot of Academy Hill. William Gerald, of Fairfield, was manager, and W. G. Meloon, later with the Portsmouth, Dover & York Street Railway, was superintendent. William Rice succeeded Meloon as superintendent, after which the B. O. & O. was consolidated with several other small street railroads into the Bangor Railway & Electric Company system, of which Winfield Snow was superintendent.

In 1901 Mr. Wentworth went on duty nights at the Main street car barn. He then went on the gravel car, when the small ties on the Old Town Division were replaced with standard ties. Later he was transferred to Veazie station as night foreman, working on the repair crew daytimes. Charles A. Rogers at this time was superintendent at Veazie Station. Six months later an accident to one of the oilers gave Wentworth his opportunity for a promotion. In 1911 he became a station operator, which position he has held ever since.

Mr. Wentworth's experience goes back to virtually the earliest days of the Veazie station and his reminiscences of those days are highly interesting. It seems that Babcock, Herrick and Hersey were the first operators assigned to duty at Veazie. As we have learned in an earlier sketch on Veazie station, originally there were both water wheels and steam engines installed, the water wheels for continuous use, the engines to help out over the peak. The railway required even more power than it does at the present time and was a relatively large portion of the total load. Accordingly peak loads were heavy and taxed the capacity of

the station to its utmost. When the cars were pulling out of Riverside bringing the crowd home from the show, it became necessary for the operator to hold in the circuit breakers for an hour or two at a stretch, while belts squealed and engines groaned. When thunder showers complicated things a bit the wheels on the engines would lose their hold, start to run away, and have to be cranked down by hand. The stress of short circuit has been known to pick a belted exciter bodily off the floor and turn it upside down, while breakage of water wheels, gears, pulleys and belts was all in a day's work. Compared with those piping times the present day life of a station operator is almost as good as a vacation.

During the hours from midnight to 4 A. M. the water wheels had sufficient capacity to carry the system load, but from early morning until late at night help from the steam engine was essential. The construction of the Ellsworth station in 1907 was a tremendous help. For a while Ellsworth power was used to carry the peak and maintain normal frequency. Later Ellsworth was placed on full time operation, the steam plant was shut down and held in reserve. After a term of years the process of modernizing Veazie equipment commenced with the installation of the generator now known as No. 15. A year or so later the present No. 1 generator was installed and in 1919-1921 the steam plant was salvaged, the old water wheels were put into junk and generators 2 to 14 with their switchboard were installed.

No, operating is not what it used to be.

### THE TRAGIC TRUTH

Two faces were close together, the man's grim, tense; the other face was small and white, with two slender hands pressed tightly against it. It was those frail hands that riveted the man's horrified gaze. "Heavens!" he said, "still staring, and in his voice was hopeless tragedy, for the other face was the face of his watch, and those little hands told him that he had missed the last car home.— Tid Bits.





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### IN MEMORIAM

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The death of Carroll S. Day, commercial engineer of the Bangor Hydro-Electric Company, occurred Wednesday afternoon at a Bangor hospital after an operation following a sudden attack of appendicitis.

Mr. Day was born in Shirley, Me., the son of Mr. and Mrs. George Day of that town. Surviving besides his parents are two brothers, Clarence and Linwood, and a sister, Melvina.

Mr. Day, who was 25 years of age, was educated at Shirley, a graduate of M. C. I. at Pittsfield in the class of 1923 and of the University of Maine in 1927. At M. C. I. he was prominent in student activities and at the U. of M. was business manager of the Prism, and a member of the student senate. His fraternity was Phi Eta Kappa.

After graduation Mr. Day was with the state highway commission for a short time and then came into the Bangor Hydro-Electric Company organization, where he has been actively engaged in the engineering work incident to the expanding activities of the company.

Mr. Day came with our Company during the summer of 1926 and joined us again the first of this year. In his Company's activities has visited many of our divisions and was well liked by all of our Company employees with whom he came in contact. His death brings to an unfortunate end a career that promised to be very successful in our Company, and his loss to our organization will be very deeply felt by the officials and his fellow employees.

The funeral was held at the home of his parents in Shirley, Saturday, June 16th.

