

U. S. Rails Stage Modest '62 Recovery

America's railroads staged a modest recovery in 1962 from two rock-bottom years. But the industry's rally was significant more for its spotlighting of needed 1963 progress than for recorded 1962 gains.

Rising freight traffic, increased railroad income and a possible "bottoming out" of the postwar passenger traffic slump reflected both the nation's improving economic climate and the railroads' concerted drive for self-improvement. Yet, as was pointed out in a year-end statement by Daniel P. Loomis, president of the Association of American Railroads, gains were achieved by such narrow margins that railroading's immediate future health clearly rests on 1963 developments in these key areas:

Congressional Action on the
Continued on page 2

BARCO Loans Reach \$98,044 Mark

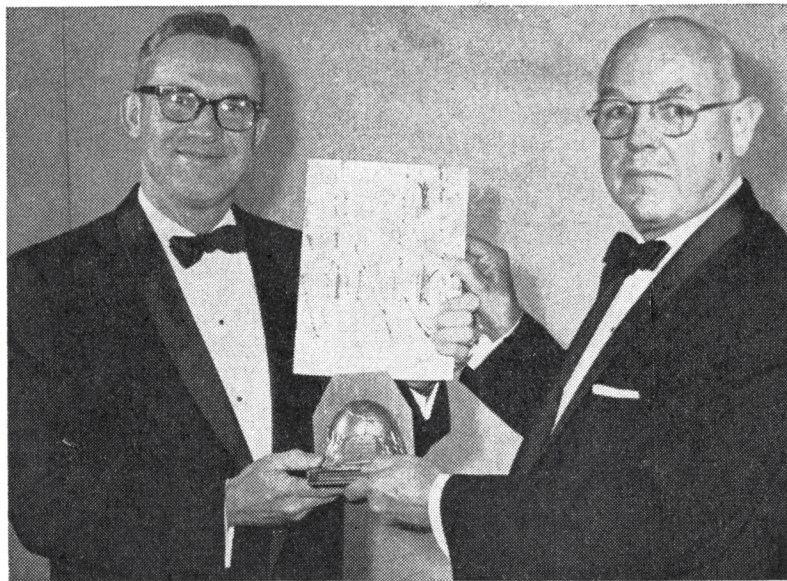
Some 427 Bangor and Aroostook employees, about 40% of the railroad family, are now members of the BARCO Credit Union, Eugene A. Rideout, educational committee chairman said this month. As of Nov. 30, more than \$2,000 a week in payroll deductions was going to the credit union. BARCO has made loans totaling \$98,044 to 260 railroad people.

Rideout said that the heavy response to the credit union will make it possible for BARCO to declare a dividend at year's end. The annual meeting will be held at the Millinocket Municipal Building Jan. 26 and will be followed by a free baked bean supper. The supper will start at 6 p.m. and all members and their families are asked to attend. The supper will be followed by a brief business meeting.

"We wish to thank the railroad, the supervisory and credit committees, field representatives, and all those who have joined BARCO," Rideout said. "Without that help, we could not have achieved such growth this year."

Howse To Attend School

Duane Howse, assistant diesel supervisor at Northern Maine Junction, will attend an advanced diesel training workshop sponsored by the Electro Motive Division of General Motors at Lagrange, Ill., May 13. Howse completed a basic course at the EMD Diesel School in 1948.



Richard J. Anderson, editor and publisher of Financial World, is shown presenting the Oscar of Industry Award to John E. Hess, Bangor and Aroostook Corporation, for BAC's annual report at the awards banquet in New York.

BAC Annual Report Takes Oscar

Bangor & Aroostook Corporation has been named by Financial World to receive a Bronze Oscar of Industry award for excellence of its 1961 annual report. This year's award marks the fourth received by the railroad and the corporation in the past seven years.

The Corporation's report was prepared by members of the railroad staff and the Tom Kane Advertising Agency of Bangor. The Award

was accepted at a dinner in the Statler-Hilton Hotel, New York City, October 29. Attending were W. Gordon Robertson, president of the Corporation; John E. Hess, vice president - finance; Owen Gould, general tax accountant for the railroad; and Kenneth S. Ludden, assistant to the vice president-marketing.

Some 5,000 entries were considered by the judging committee.

BAR's Experimental End-Rack Lumber Car Saves Dollars For Rail Shippers

The Bangor and Aroostook has placed in service a redesigned end-rack lumber car, adapted from pulpwood to transportation of bundled lumber. The car has received an enthusiastic reception from shippers, according to Sales Representative A. B. Nadeau. It was first loaded in November.

The inclined deck of the end rack car has been modified to a level surface and tie chains and supports have been added to secure the load. Six feet have also been added

to the car, making a distance of 50 feet between the end bulkheads.

Capacity of the experimental car is 40,000 feet, according to Nadeau. Normally, loads for flatcars and boxcars are in the 20,000 feet range. The car will take three 16-foot tiers of lumber between the bulkheads and is ideally suited to loading and unloading by forklift.

Nadeau said that the chain arrangement to tie down eliminates most of the need

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Exports Through Searsport Top Portland, Newark, N. J.; Potato Exports Reach 412 Cars

Potato exports for the first part of the shipping season through the railroad's deep-water outlet stand at 412 cars at the year's end, according to Howard L. Cousins, Jr., vice president-marketing for the railroad. There were no exports for the corresponding period a year ago. Exports through Searsport last month exceeded both Portland, Me., and Newark, N. J., and closely approached the port of Boston.

The first series of potato exports were seed potatoes bound for South America. Other movements have gone to Europe.

"We know that Europe has a short potato crop," Cousins said, "and it's reasonable to expect continued exports to that area."

Exports Help

He added that the exports have aided in the early orderly movement of Maine potatoes, and that they have been a factor in making the 1962-63 season look brighter than last year's season. As of December, the Bangor and Aroostook had moved 1918 cars of Maine potatoes to domestic markets compared with 1408 cars a year ago. Some 40.3% of the 1962 crop through November has moved to market by rail as compared with 29.3% of last year's crop for the same period a year ago.

There is also a prospect of a sizeable movement of processed potatoes through the port, Marketing Department people believe.

BAC Ups Dividend

Directors of Bangor & Aroostook Corporation at Dec. 5 meeting increased the quarterly dividend on Corporation common stock to 12½¢ per share from the previous level of 10¢ per share, payable December 31, 1962, to stockholders of record December 17.

Hickson, Tardif Get New Assignments

Howard L. Cousins, Jr., Vice President - Marketing, has announced two personnel reassignments in the Marketing Dept. Cousins said that Norman J. Tardif, formerly manager-piggyback, has been appointed to assistant regional vice president-sales in Presque Isle, and that J. Charles Hickson, formerly assistant regional vice president-sales has been appointed assistant to vice president-marketing. Hickson lives in Hampton, New Hampshire and is responsible for off-line marketing functions for the railroad.

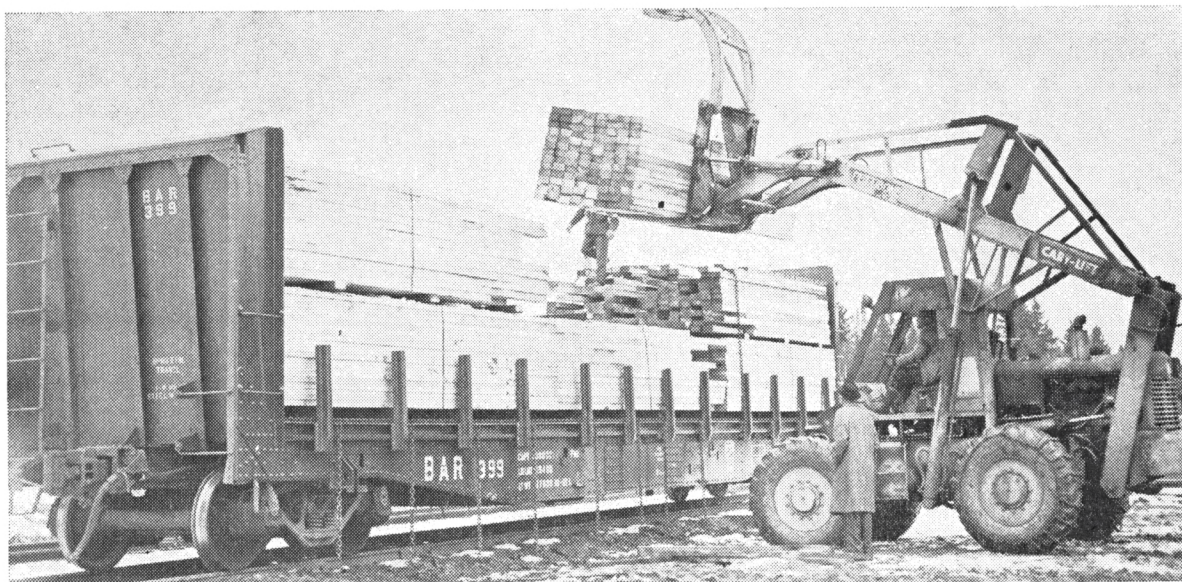
Cousins said that the changes have been made to further streamline the railroad's Marketing Department in line with today's modern marketing concepts.

Parlee Succeeds Thibedeau As Railroad's Special Agent

The appointment of Albert W. Parlee, 29 of Orrington as special agent for the Bangor and Aroostook has been announced by John E. Hess, Vice President - Finance and General Counsel of the railroad.

Parlee, an investigator for the Penobscot County sheriff's department succeeds Edward J. Thibedeau, retired. His duties include railroad police work and investigation for the company's law department.

Parlee, a Navy veteran, has been a member of the Maine State Police, Aroostook County sheriff's department and for the last two years has been with the Penobscot County sheriff's department. He was graduated from Shead Memorial High School at Eastport, the Maine State Police Academy and has attended a school for deputy sheriffs at Augusta.



New lumber car is loaded at Pinkham Lumber, Inc., Ashland

RETURN REQUESTED

BULK RATE U. S. POSTAGE
PAID
BANGOR, MAINE PERMIT NO. 466

Rail Outlook Is Brighter For 1963

Continued from page 1

Administration's Transportation Program—Up again will be President Kennedy's April 1962 Transportation Message proposals, keyed to removal of federal regulation of minimum rail rates on shipments of agricultural and bulk commodities and to adoption of airway and waterway user charges.

A Regulatory Green Light for Mergers—Key decisions are expected on several major proposals for consolidations and mergers of railroad properties designed to bring about operating economies and improved service to the public.

Traffic Up

Rail freight traffic rose by 5 per cent in 1962 to 590 billion ton-miles. Freight car loadings came to 28.7 million. Steadily-growing piggyback or truck-trailer-on-flatcar operations accounted for more than 700,000 carloadings, taking well over 1 million truck trailer loads off the highways.

Net railway operating income, after sliding steadily downward since 1955, rose to \$652 million in the year ended September 30, 1962—a 21 per cent gain over 1961 but still a far cry from the \$1.1 billion of 1955. Results in terms of rate of return on net investment amounted to only 2.4 per cent.

The railroads' 1962 tax payments to all levels of government added up to \$1 billion, taking a 10 per cent slice of the carriers' revenues.

Although President Kennedy's transportation program for the most part progressed no further than the congressional hearing stage, the second session of the 87th Congress witnessed some progress toward ending government policy inequities in the transport field. For instance, the burdensome 10 per cent "wartime" excise tax on passenger fares was repealed, effective November 16. A five per cent tax was left on airline tickets as a partial user contribution toward the costs of federally-provided air navigation facilities.

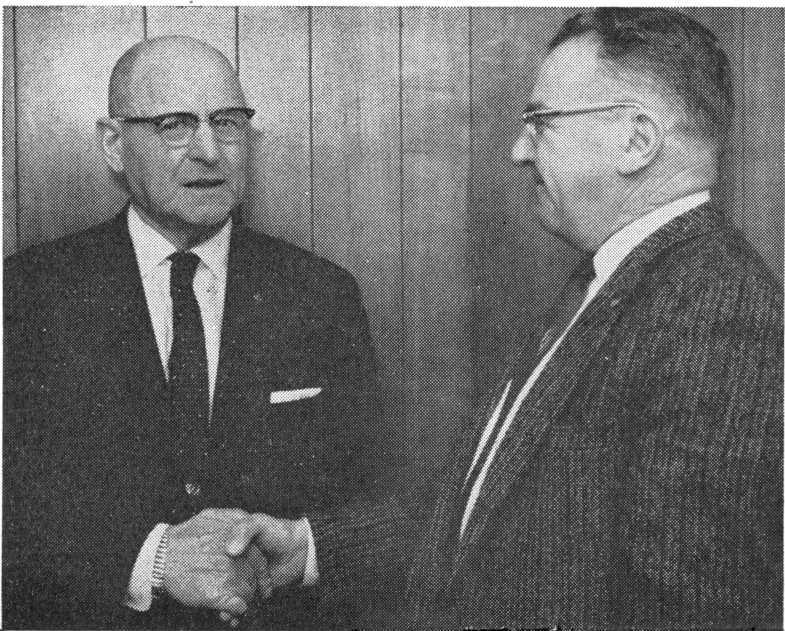
Economic Boost

Congress also gave railroads as well as other American industries an economic boost with a provision in the Revenue Act of 1962 for a tax credit of seven per cent of certain investments, and with a bill increasing from five to seven years the period during which regulated transportation companies may carry forward net operating losses for tax deduction. The Treasury Department in July provided much of the needed revision of tax depreciation guidelines and rules.

On the equally important work-rules front, railroads in 1962 achieved progress in their effort to modernize work rules. In February, the Presidential Railroad Commission reported after a 13-month study a series of recommended work-rule changes.



BAR President W. Jerome Strout told 165 railroaders, business executives and political leaders in Boston Nov. 29 that 1963 will be a critical year for the railroad industry in Congress. He said that it will be an opportunity for the railroads to win the struggle for equality in which they have been engaged for so long. Above he is interviewed by Miss Joanne Desmond of WBZ-TV in Boston.



Superintendent D. Keith Lilley congratulates Engineer Joseph T. West, Houlton, on his retirement. West retired Nov. 21 after more than 40 years' service.

Joseph West, Veteran Engineer, Legislative Chairman Retires

Joseph T. West of Salem St., Houlton, retired from the Bangor and Aroostook Railroad on Thanksgiving Day after more than 32 years with the railroad.

Originally a fireman, when he joined the road on January 23, 1922, West was made engineer in 1925 and continued as an engineer until his retirement.

Active in the Brotherhood of Locomotive Firemen and Enginemen, he has served as the legislative representative for Local 949 and as chairman of the brotherhood state legislative board.

Since 1948 West has served as the union's legislative representative in Augusta and Washington.

Native of Portage

West is a native of Portage, where he attended school. He served in Motor Transport Corps during World War I. He is a past commander of the Chester L. Briggs Post of the American Legion and served as vice-commander of the Maine American Legion.

A resident of Houlton since 1921, he is married to the former Kathleen McCluskey

of Houlton. They have one daughter, Sue, a teacher in the Portland, Conn. school system.

Also active in local affairs, West is a member of the Houlton Republican Town Committee. He has also served as a member and chairman of the county G.O.P. committee.

Highway Division Publishes Special Rates For 4-H'ers

The railroad's Highway Division has published special rates for 4-H club agents, leaders and members attending State 4-H Achievement Days at the University of Maine Dec. 26-28. Arnold J. Travis, manager of the Highway Division, said that 4-H'ers attending the events at the University paid a \$4 round-trip fare from all Aroostook County points to Orono.

"The Bangor and Aroostook's special excursion fares are a great help in promoting our program," Miss Diana Norman, 4-H Club Agent at Presque Isle said. "Many of our members would be unable to go any other way."

Retired Railroader Owen Prince Starts New Career As Legislator

To those whom retirement presents a picture of lonely idleness, Engineer Owen Prince's retirement plans may come as something of a revelation. Since he was 15 and enlisted in Company L of the National Guard at Houlton, leaving shortly afterwards with Co. L, 2nd Me. Inf. National Guard for the Mexican Border, he has been busy doing things. And retirement has not changed the busy pattern of his life. Last month, he retired after 46 years as a railroader, got himself elected as Democratic representative to the 101st legislature and energetically hustled about the business of retirement.

A Cemetery

There was a cemetery, weed-choked and forgotten on the old South Oakfield Road between Oakfield and Linneus. The area was once spotted with farms, places which their tenants have long since abandoned to the encroaching alder thickets and bushes. Like the farms, the cemetery was disappearing into the forest without protest, a place of infinite sadness and neglect. Last summer, for motives best known to himself, Owen Prince spearheaded a group of volunteer workers to straighten the fallen stones, mark the unmarked, sunken graves and build a proper fence about the lot.

While it was not, perhaps, a grand project, it was a warm, human gesture that makes one feel a little more secure about the future of the human race in this I-got-mine generation. It is the sort of thing Owen Prince is given to doing.

Crowded Career

In his crowded career, he has been a doer. It is a characteristic he takes with him to public life after his railroad years. He is a controversial figure, with staunch supports and equally staunch foes, who campaigned for the state legislature on the Democratic ticket in a predominant Republican district and won. The same qualities that have made him controversial—his fiery individualism and his tough single-mindedness—keep him busy doing the jobs that somebody has to do.



Prince's first taste of railroading came at the age of 13 when he signed on as a water-boy in Fred Lunt's steel crew

at Brownville. Shortly afterwards, he found a job closer to home driving horses in Mike Murray's construction crew which was working on the long yard between Oakfield and Smyrna Mills.

Military Duty

At 15, he joined the Militia with old Company L in Houlton. After returning from the Mexican Border expedition with the National Guard, Prince, at the suggestion of his comrade-in-arms Roland Kinney, himself a BAR engineer, became a regular BAR fireman. His first run was on 85 and 58 firing for Frank Skinner, whose fireman had had his jaw broken by a coal bucket at Caribou. He worked all winter on the 140 class engines under Skinner and, later, under his friend Kinney.

One night while traveling down on 58, both Prince and Kinney were notified to report at once for military duty at Houlton. The orders marked the beginning of World War I for both men. For Prince, the conflict was to claim the next two years of his life.

He went to Camp Bartlett, Mass. as sergeant of Mounted Scouts of Infantry. The outfit left for France via Halifax, shortly afterwards, leaving the Canadian port only days before the great explosion in Halifax harbor.

Two Years

During the next two years, the regiment saw action at Chateau Thierry, St. Mihiel, Toul and the Argonne where Prince was wounded by machine gun fire and suffered severe burns from mustard gas. He celebrated his 21st birthday in the hospital at Bordeaux. When the war ended he was wearing the chevrons of a first sergeant.

On his arrival home, he met his first-born son for the first time. After he was settled in civilian life, he reported to Superintendent Jack Darling for his old job. Prince moved to Oakfield in 1920 and qualified as engineer on the Oakfield switcher in the fall of 1922.

Family of Eight

In addition to his railroad career, Owen Prince found time to rear a family of eight children, serve as secretary of his local brotherhood for nine years, and also serve as commander of the Frank B. Holden Post, American Legion, (first in 1920 and again in the 40's) and, later, as adjutant of the post. He was also a captain in the Maine State Guard in WWII. He is a charter member of the Island Falls Post, VFW, a member of the Yankee Division Club of Boston, the 103rd Infantry Association Veterans, the Mexican Border Veterans and the Order of the Purple Heart. He is a member of the Grange, the Masonic Lodge at Island Falls, Royal Arch Masons, Commandry, the Scottish Rites bodies and Anah Temple Shrine. Prince is a communicant of the Episcopal Church in Houlton.

1962 Snow Flivver

Oakfield Railroader Fashions Own Snow Buggy

One of the most frustrated people in Aroostook County as a green Christmas approached was BAR Division Master Mechanic David Merrill of Oakfield. The reason for his impatience with the weather man was a source of merriment to his friends who had watched him feverishly working to finish building a unique vehicle for snow travel. After the machine was completed, the ground cover piled up at an exasperatingly slow rate for any decent test of Merrill's monster.

Suitable Snow

While the lack of suitable snow was irritating, it didn't remove any of the creative glow of Master mechanic Merrill, who sired the ingenious vehicle from salvaged automobile parts, tractor tires and other miscellaneous parts, all miraculously stirred to life by a rejuvenated 17 h.p. harvester engine. The project germinated a year or so ago when Merrill became beguiled with the performance of commercial snowsleds that were beginning to make their appearance around the Oakfield area. The idea of having such a vehicle to use for family outings on the toboggan slopes of the Oakfield hills and for ice fishing appealed to him, but the price of the commercial units was high, and nothing offered commercially would carry the Merrills and their four children.

Idea Simmers

The idea simmered in his mind for several months until the first of October when he began accumulating odd pieces of machinery from junked cars with all the passion of a pack rat. The transmission of a vintage Plymouth from an automobile graveyard formed the heart

420 BAR Pensioners Receive RRB Benefits

A total of 420 men and women whose last railroad service was with the Bangor & Aroostook R.R. Co. were receiving employee annuities from the Railroad Retirement Board at the end of 1961, the Board recently reported. Their annuities averaged \$124. Some 180 of these employees had spouses who were also receiving \$55 monthly, on the average.

During 1961, 37 former Bangor & Aroostook employees were added to the Board's retirement rolls. Their annuities averaged \$146.

The Railroad Retirement Board pointed out that last year some 38,800 employees of the Nation's railroads retired on annuities averaging \$144 a month. Of this number, 77 percent retired because of old age and 23 percent because of disability. At the end of the year, the Board was paying an average of \$134 a month to 400,300 retired employees; 167,100 of them had wives who were receiving annuities averaging \$58 a month.

of his "running gear." A tired 17 h.p. Wisconsin engine that had seen better days as the power plant of a harvester combine was carefully dissected on his workbench, refurbished and assembled with loving care. New channel iron formed a frame, and the strange hybrid began to take shape. Workmen at the roundhouse now paused more often to inspect the vitals of the creation than to make wry jokes, and Merrill began to spend longer hours at the workbench nights and weekends.

Bugs Out

By November 1, the bugs were pretty well out of the vehicle. Total working time was between 15 and 20 full, 8-hour days, plus a great deal of time spent on getting the engineering bugs out of the design. The sturdy Wisconsin transmitted the power to the rear wheels. The front wheels were locked in position and two tractor tires, on which a little linoleum-knife surgery had been performed, made very suitable tank-like treads for his machine. For steering, he attached a master cylinder to each rear wheel with separate brake control systems, so that one side could be locked while the other was still under power. To turn the machine, brakes are applied on the side toward which the turn is to be made. It will literally turn on its own axis.

Plywood Cockpit

A plywood cockpit, two seats from a retired school bus, a windscreen and a coat of red paint put the finishing touches on the snowmobile. The silhouette is somewhat bulbous, but not awkward. Rather, it gives the impression of being exactly what it is: an extremely agile and manouverable vehicle. It is built for utility and it covers swamps like a muskrat, and hills and rough terrain with the aplomb of a mountain goat.

First Trials

When the first trials were held, a knot of railroaders

gathered about the rear door of the roundhouse as Merrill cranked up his creation. After one try, he was rewarded with a roar as the Wisconsin thundered to life. He engaged the clutch cautiously and the machine lurched forward amid the shouts of the onlookers. Once outside, the performance of the strange vehicle astonished even its creator.

Popular Man

When he brought the monster home, Dave Merrill was easily the most popular man in town with the younger set. His children regard him as a major wizard, which is probably ample compensation for his efforts. And a family contest is underway to name the hybrid Merrill tank.

"I regard this primarily as a snow vehicle," he explains, gesturing wryly at his brainchild, "but it works pretty well over most of the terrain I've tired it on. I don't know whether it'll climb our largest hills yet, but I intend to find out this winter."

Disclaims Credit

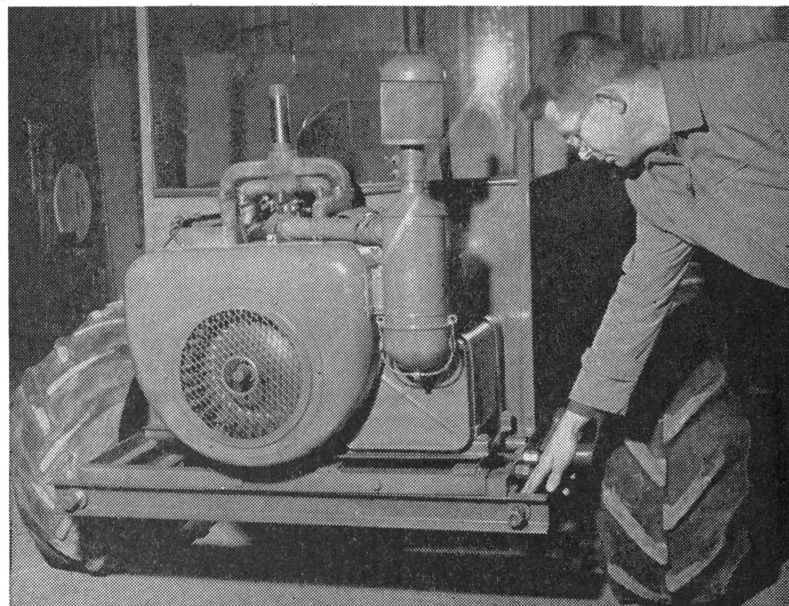
Dave Merrill modestly disclaims much credit for the basic idea of his snowcat saying that the features are a composite of several other type of machines he has seen. And, although he insists that there is nothing difficult about it, his qualifications are somewhat out of the ordinary: a B.S. degree in mechanical engineering, a passion for mechanics and the tenacity of a bulldog.

First Snowfall

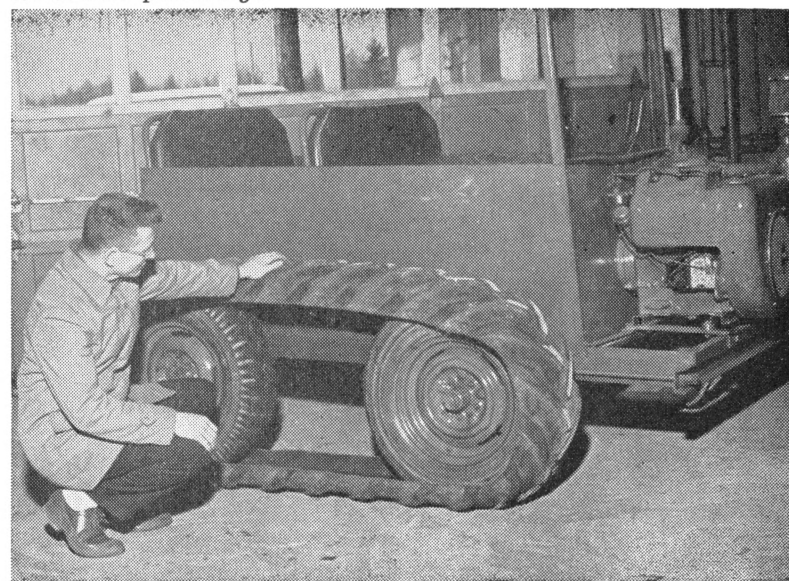
The first businesslike snowfall will see the Merrills trying out their new family vehicle. A man named Ford discovered more than a half century ago that man will pay any price for locomotion. If the winter performance in the deep Aroostook snow is outstanding, Dave Merrill may profit from Ford's principle and make his machines for hardy snow travelers who want surefooted locomotion.



Engineer F. D. Parent, left, general chairman of the Brotherhood of Locomotive Firemen and Enginemen, and Conductor D. C. McNally, general chairman of the Brotherhood of Railroad Trainmen, hold new Bulova electronic wristwatches that they have been testing in train service. Both men found the watch amazingly accurate. Tuning fork and electronic components replace the basic components of the conventional watch. The railroad has passed the watch for use in train service.



Master Mechanic David Merrill adjusts the tension of one of the tractor tire treads on his unique snowmobile. Actual work on the vehicle took 15 to 20 full days, but more went into planning.



Salvaged parts from vintage automobiles and a tired air-cooled engine from a retired harvester form heart of Merrill's versatile vehicle. Tires are from a tractor, but side-walls have undergone surgery with linoleum knife.



Steering controls of this snow cat are like those of a tank. Two separate braking systems lock each tread independently of the other, allowing the machine to turn literally on its own axis.



Although he hasn't been able to test the cat on a typical Aroostook snow, he has tried it successfully on several types of terrain. He designed it basically as a vehicle for snow travel.

Talking It Over

by W. Jerome Strout

To My Fellow Employees,

The nice thing about a new year is that it presents a new page, unmarked by mistakes, bad news, or misfortune. For several years, each new year marked for the railroad only the renewal of a bleak, one-sided battle against the loaded dice of excessive regulation on the one hand and competition from unregulated carriers on the other. Now, as we open the book on 1963, it appears that the picture may change for the better in the next 12 months.

I am not saying that the battle is won. This is not the case. But we have fought a major engagement and we are ready for the final test. The public has expressed its support of the Presidential Railroad Commission findings. The press has overwhelmingly expressed approval of the findings and has urged action by Congress. While the bills containing the minimum rate provisions, the heart of Commission findings guaranteeing rails the basic freedom from arbitrary minimum rates, did not reach the floor during the last session of Congress, they will certainly command high priority in the coming session. It will not be an easy fight, coming as the culmination of a bitter, 10-year struggle against the vested interest of forms of transport favored by government regulation—the subsidized truckers and barge lines. But I have every confidence that we will win it.

A victory in Congress will mean a strengthening of all the railroads. It will make for a healthier situation in all forms of transport and the biggest winner of all will be the public, which will benefit from more efficient transportation. It will mean a chance at honest competition without being forced to hold a protective rate umbrella over a competitor who cannot move freight as efficiently as the railroads.

Because having the right tools is such an important part of competition, we expect to purchase 50 new mechanical refrigerator cars in 1963 to take care of the increasing movement of frozen and processed foods in our area. We are also considering the purchase of some new boxcars for our paper traffic. We consider these purchases necessary to serve our customers and to our future growth.

It is a pleasant departure from the routine of the past few years to be able to extend New Year's greetings that portend good tidings and hope. Your letters to Congressmen and government policymakers, and your active support of the legislation in your community will be needed. But the wonderful thing about railroad people is that they always come through when they have to, whether it's moving the materials of war, getting the mail through in a blizzard, or tightening their belts when money is tight. Perhaps this is why we have variously survived the hardships of opening this country for settlement, the stigma of monopoly, the enmity of the public, and the bane of unjust regulation.

Sincerely,

W. Jerome Strout



Reflections

The Life and Times of a 'Mental Meddler'

By SID SHARPE

By the time it has outlived the generation that built it, a great edifice, or a dam, or a railroad—even an ancient stone wall marking the boundaries of an abandoned homestead—gets to look less like something done by men and more like a part in the Supreme Creator's universal and timeless plan.

This seems more particularly to hold true in respect to railroads. Perhaps it's because a railroad, like a string around a package, covers such a great extent of territory; and because it is such a vital influence on the people and communities it serves and on the ones by whom it is served.

This striking impression of natural permanency, so characteristic of a railroad; making it seem so much like something that has been there through the ages, seems also to reflect into the characteristics and personalities of the men that work on it. A railroader, after he has been one long enough to be regarded as a career railroader, seems to become personalized with the same mysterious substance which makes the road look as if it had been there forever. He seems to bear the road's idiomorphic stamp. Like a steer bearing its owner's brand.

A Philosopher

A philosopher or dreamer would notice these mysterious things. And a mental meddler (can't think of a better name) would not only notice, but he'd wonder how it happened that the road was built exactly where it is instead of in one of the other places that would seem to him just as logical. Had he been around when the Bangor & Aroostook was being built through to Houlton he might have disapproved the survey between Island Falls and Oakfield. He no doubt would have said that any good woods boss of that time and region could have spotted a trail across that stretch of country on a course that would eliminate both the Dyer Brook and Timoney grades. Quite doubtless he—being a star gazer as well as an active mental meddler and sidewalk superintendent—would have foreseen the great number of locomotive engineers that would go crazy trying to haul forty-car freight trains over those hills with 80 ton engines, and he would have been deeply concerned about it. He might even have had some sympathetic concern for the firemen.

Given Approval

But such a philosopher would doubtless also have been an appreciator of artistry. So he would have given ardent approval when he saw them bridging the Dyer Brook valley with a wooden trestle instead of making a fill with gravel. He might have recommended 14 x 14 hemlock timbers instead of the 12 x 12 ones they used, but the idea itself would have intrigued him. The Gardner Brothers, John and Enoch, approved that trestle idea too, because it pulled their sawmill at Smyrna Mills out of the financial bog it had been wallowing in, and started them on a lumbering career that prospered for quite a few years. Hemlock stood like quills on a porcupine's back within easy hauling distance of the mill. They peeled the bark off before pulling the logs into the mill, and as soon as the railroad became operative they sold the bark to the Island Falls and New Limerick tanneries which netted them enough to pay all the costs of logging and part of the cost of sawing. So the \$11.00 per thousand board feet the 12x12 timbers brought them was about all clear profit.

Mental Meddler

The mental meddler would have approved all of that. But when, in later years, a B&A management indifferent to things scenic and artistic, dumped about a million carloads of ballast around that picturesque trestle to forever hide it from appreciative eyes, the meddler would have packed his gear and gone to Skittacook Lake to sulk and fish for pickerel.

And while he was down there sulking and fishing he'd probably be surveying and planning for the Ashland Branch. He'd figure on sprouting off from the main line somewhere in the vicinity of Stacyville. He'd build due north to take in Patten. And then he'd swing northwestward to skirt Matagamun and Munsungan Lakes; He'd hit the St. John somewhere near Big Black Rapids, and follow the River down through St. Francis to Fort Kent.

By the time he thought the Branch was built, with sawmills operating all along it, and perhaps a profitable traffic deal made with the Quebec Central, he'd get disinterested in fishing and come back to look at his railroad. And when he found it built from Oakfield right straight north to Fort Kent, not more than 25 miles in any place from its parent line running parallel to the New Brunswick border, he'd start sulking again because it wasn't built where he wanted it. And he'd pack up and go back to Skittacook.

Reconcile

But the dreaming mental meddler would reconcile his condition to the irrevocable fact that the road is where it is and not where he might have put it. And even to his penetrating view it would come to have that appearance of part of the natural universe, and a thing of timeless creation. And now he would speculate on the men who have grown up with it and become so much a part of it that they reflect its characteristics. He sees men like Pat Gillin, Miles Daggett, Mike McMann, and so many others who lived and died in B&A service, and in a reflective mood so typical of a dreamer he might wonder how it happened that men of such distinctive appearance took to railroading and became passenger train conductors instead of taking the pursuit of other vocations which would shape them into judges, governors, senators and even U. S. Presidents.

Pat Gillin would remind one of Abraham Lincoln except that Pat was a strikingly handsome man, and Abe was homelier than a hedge fence. Mike McMann was the quiet, reserved type who looked just like a United States Senator ought to look. Miles Daggett was a man of natural dignity and distinctive appearance. All he lacked was a moustache and a big

There were hundreds of old B&A veterans wearing the distinctive brands of character and personalities which marked them as outstanding men. These few that are named are only typical examples of the lot. And every now and then there's one among them, living or dead, who can be credited with setting outstanding examples of achievement. There was the one who—if the mental meddler just stops to think about it—began his career as a very young telegraph operator in a boxcar substituted for an office down near where they were building the Dyer Brook trestle. He was pretty good on the wire so they put him in the dispatcher's office when the road became operative as far north as Houlton. And then he became Chief Dispatcher. And by progressive steps he was advanced to more important and tougher positions until he became General Manager of the Road. And when he retired he still was not too old to enjoy a restful life for some years before that Supreme Hand pulled the whistle cord to call him in. And most anybody will agree that Frank Daggett was the spitting image of Woodrow Wilson. So no doubt the mental meddler has wondered why Frank wasn't a statesman instead of a railroader.

Dissatisfied

The mental meddler may have been dissatisfied with the Road's location, and he may have agreed with Henry Dow when Henry growled about how difficult it was to get a freight train over the road with passenger trains under foot all the time. He may even have agreed with Rosie Hillman when Rosie qualified Henry's complaint and said there ought to be two tracks; one for passenger trains and one for freights, and they ought to be six miles apart. But he could never find fault with the B&A personnel. Because no railroad in the world can boast of better and more efficient or more loyal employees, including the ones that helped do its first dollar's worth of business right up to the newest strippling in the B&A family—whoever that fortunate joker is.

Nor is any road in the world richer in traditions. A man came in off from a snow plowing job one night. It took his wife twenty minutes to dig the snow and ice out of his eyebrows and his ears, and to get his clothing and overshoe laces thawed out so he could move his arms and feet, and to get him stripped down enough so he could wash up and eat his supper.

"Why in hell I ain't farmin' instead of railroading is a mystery to me," the man growled. "Or maybe I oughta be in Connecticut holding down some wizard's job in one o'them

big factories. Any man who can tend a flanger up that line without ripping up all the frogs and temporary crossings between Houlton and Van Buren oughta be an assistant to Einstein at ten thousand dollars a year."

And his wife said, "Well, don't forget your cousin Delbert said you can get a job on the New York Central any time you're a mind to come there."

"What?" the man exclaimed, "Me leave the B&A and go to work for some other road? You're crazier'n hell, woman. Pass the beans over here."

It's a sorrowful duty to report the tragic passing of the mental meddler which occurred just a few years ago. He came up from Skittacook to get a new supply of fishhooks, and while in town he went down to the station to see the passenger train come in. It came in. He heard, about the brutal banishment of steam locomotives, so he was not shocked too much by the appearance of the train itself. But he was not prepared for what was in store for him as he stood there waiting for the conductor to come down the steps.

Old Timers

He knew it wouldn't be Pat Gillin, nor Miles Daggett, nor Mike McMann, nor any of the other old timers who had always appeared so familiarly trim and neat and so expressive of simple dignity. But he expected at least to see someone he could admire—someone bearing the traditionally characteristic stamps of the B&A. He didn't know that trainmen's blue uniforms which had always been one of the finest and firmest traditions and symbols in connection with his beloved Road, or any road, had been brutally banished along with the steam locomotives. And when the conductor stepped down to the platform the mental meddler thought it was the leader of a circus band, and briefly he wondered where the rest of the circus was. But when he saw the ticket punch dangling on the man's finger the awful truth smote him with the impact of a runaway boxcar crashing into the bumper at the end of a spur track.

Awful Sight

He closed his eyes to escape the awful sight. And when the shock wore off enough so he could move his legs he turned and walked slowly away. And he kept on walking. Without even waiting to dig a can of worms he kept on walking until he got back to Skittacook Lake. He went to his cabin and let the cat and dog out so they could fend for themselves. And then he got into his boat and began rowing. And when he got out to the deepest part of the lake he tied the anchor rope around his neck and leaped overboard.

Daly, Kelley Are Named To Brotherhood Assn. Offices

James H. Daly, Houlton, has been elected president of the Brotherhood Chairmen's Association, succeeding Conductor Donald McNally of Oakfield. The association is made up of chairmen of the 14 local railroad brotherhoods.

Daly, a mechanic at the Engineering Department Maintenance Shop in Houlton, has been a railroad employee for 29 years. Signalman Harold D. Kelley, Millinocket, succeeds Daly as vice president of the association. He has been employed by the railroad since 1944.

New Car In Service

Continued from page 1

for expensive strapping. Customers who have loaded the prototype car have reported savings of up to \$80 per car in strapping, he said. The new car also eliminates any need for straightening lumber after the car is loaded.

MAINE LINE NEWS

BANGOR AND AROOSTOOK RAILROAD COMPANY
84 HARLOW STREET
BANGOR, MAINE

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HAZEL HOPPER, PURCHASES AND STORES DEPT., BANGOR
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GARRETT T. LOVETT, TRAFFIC DEPT., BANGOR

MAINE LINE NEWS is edited by employees of the Bangor and Aroostook Railroad Company for their fellow employees and for friends of the railroad. It is published bi-monthly by the Public Relation Department.

News of the BAR Family

Accounting Department

Michael Brissette, IC3 U.S.N., who is assigned to the U.S.S. Shangi-La, spent a 10-day leave during the Christmas holidays at the home of his parents, Mr. and Mrs. **Edmond Brissette** in Old Town. Mrs. Brissette is a key-punch operator in the I.B.M. Section.

Mr. **David Mercier** of Saco recently enjoyed a week's vacation at the home of his son and family, Machine Operator and Mrs. **Thomas Mercier** and son, **Tommy**, in Bangor.

During the Thanksgiving holiday, Assistant Supervisor and Mrs. **John MacDonough** were guests of their son and family, Mr. and Mrs. **John MacDonough, Jr.** and children **Brenda** and **Diane** of Syracuse, N. Y.

PFC **David Titus**, U.S. Army, stationed at Camp Carson, Colorado Springs, Colo., recently spent a two weeks' furlough at the home of his parents, Mr. and Mrs. **Lawrence Titus** of Bangor. Mrs. Titus is a key-punch operator in the Tabulating Section.

Lieut. and Mrs. **Kenneth Eaton** and children **Deanna** and **Susan** of Ayer, Mass. spent the Christmas holidays with Mrs. Eaton's mother, key-punch operator **Cora Pelkey**.

Mr. and Mrs. **Richard E. Thompson** of Brewer are receiving congratulations on the birth of a son, **Jeffery Scott**, Oct. 31 at the E.M.G. Hospital in Bangor. The young man weighed seven pounds eight ounces and makes the fourth child in the family. Richard Thompson is senior waybill revision clerk in the Rates and Revisions Section.

Bruce W. Shaw, a freshman in the college preparatory course at Bangor High School, was on the honor roll for the first quarter. Bruce is the son of Mr. and Mrs. **Ward Shaw**. Ward is a clerk in the Freight Audit Section at Bangor.

Clerk **Lee Barrett** of the Freight Audit Section is the owner of a new, black 1963 Valiant Station Wagon.

The cooperative efforts of Clerk **Robert Parker** and son **Robert, Jr.**, of 1139 Stillwater Avenue, Bangor, are creating a sizeable and unique collection of railroad memorabilia. The various items of which are international in scope, and include articles characteristic of the railroad industry, both past and present. It is the intent of the Parker family to continue to add to the collection, so that an accurate assemblage of the material may be available for viewing by those interested in this phase of North American transportation, particularly in its relation to the days of the steam locomotive.

Another son, **David M. Parker**, a senior in the Engineering Physics course at the University of Maine, was one of four students who recently received a Hovey Memorial Scholarship.

Primo Dauz of the Executive Department and **George Mossey** of the General Accounts Section recently spent a week at the latter's camp in Township 32 on a hunting expedition.

Charles Kelley, son of Assistant General Auditor **Earle H. Kelley**, recently conducted a Hi-Y meeting in Auburn, Maine. Chuck is a member of the senior class at Bangor High School.

Clerk and Mrs. **George Grant** spent Thanksgiving with their son and family at Belgrade Lakes.

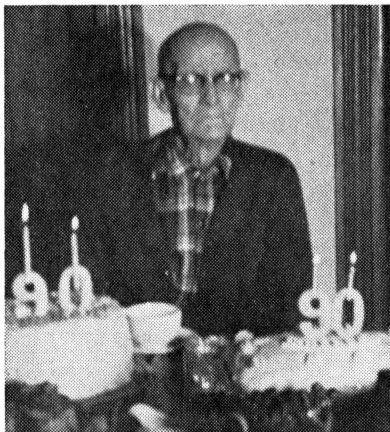
Clerk and Mrs. **Robert Girvan**, of Kenduskeag, had as their guests over the Thanksgiving holiday, Mrs. Girvan's brother **Lawrence Strickland** and daughter **Ellen** from Long Island, N. Y.

Mr. and Mrs. **Richard Baldwin** were visiting in this country during several weeks in September and have now returned to Korea, where Mr. Baldwin is doing specialized work for the U. S. Government. Dick was formerly with this company in various supervisory capacities before accepting foreign service.

Engineering Department

A birthday party was held recently at the home of Roadmaster and Mrs. **H. L. Wright, Sr.**, in Houlton, in honor of Roadmaster Wrights father, **Frank Wright**, who celebrated his 90th birthday. Mr. Wright worked for the BAR for many years. He began in Aug. 1903 as a trackman at Perham and later worked at Dyer Brook and Oakfield. In June 1910 he was promoted to section foreman at Perham, which position he held until his retirement in 1937.

Mr. Wright is very active for his 90 years, reads the daily newspaper,



Frank Wright

and is always alert to happenings concerning the BAR. A favorite enjoyment of his is reading and telling stories to his great grandchildren.

Mr. Wright resides with Roadmaster and Mrs. **H. L. Wright Sr.**, of Houlton.

Several members of his family are employed by BAR. They are: his son, Roadmaster Dist. 3, **Herman L. Wright, Sr.**, Houlton; his son-in-law Sec. Foreman 473, **Walter J. Wardwell**, Stockholm; his grandson, Trackman, **Herman L. Wright, Jr.** Caribou; grandson-by-marriage, **Robert L. Davis**, mail truck driver, Houlton.

Also attending were Foreman Sect. 358 and Mrs. **Norman K. Dixon** of Mars Hill.

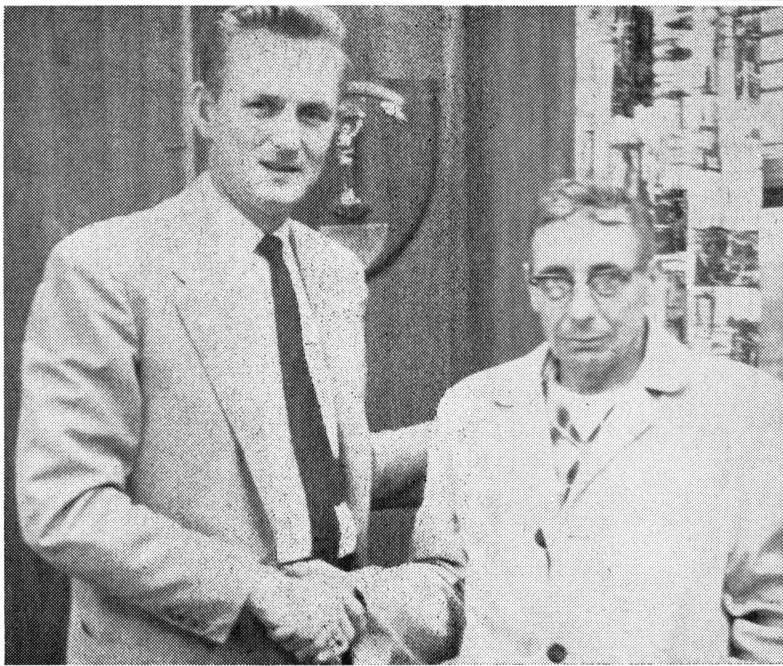


Donald A. Pinette

Airman 3rd Class **Donald A. Pinette**, of Fort Kent, is being reassigned to a unit of the Pacific Air Forces following his graduation from the U. S. Air Force technical training course in weapons for mechanics at Lowry A.F.B., Colorado.

Airman Pinette, son of Foreman Sec. 477 and Mrs. **Lionel M. Pinette** was trained to load, maintain, and inspect the weapons used in Air Force fighter and bomber aircraft.

Before joining the Air Force, Airman Pinette was a fireman on the BAR.



Chief Engineer **Palmer H. Swales** congratulates Section Foreman **Laurel W. Lewin**, Houlton, on his retirement. Mr. Lewin left for Texas shortly after leaving BAR service. He became a permanent employee in 1926.

Mr. and Mrs. **Leo J. Pelletier**, of Eagle Lake, are announcing the engagement of their daughter, **Miss Jeanett Pelletier** to **Robert Schurman**, son of Mrs. **Joseph R. Corbin** of Presque Isle. Miss Pelletier was graduated from the Fort Kent Community High School in 1960 and is employed by the Stanley Works Company in New Britain, Conn.

Mr. Schurman was graduated from Presque Isle High School in the class of 1960 and is employed at Pratt & Whitney in East Hartford, Conn.

Our sympathy to the family of Sect. Foreman **Alton W. Simpson** of Mapleton, who died Nov. 27. Mr. Simpson was employed by the BAR for more than 40 years.

Funeral services were conducted at the Mapleton Methodist Church on Nov. 29, with Rev. **Robert Carter** officiating.

Our sympathy also to the family of Sect. Foreman **Edwin A. Helstrom** (Retired) who died Nov. 15. Funeral services were held at the Millinocket Congregational Church with Rev. **Orville H. White** officiating.

Mr. and Mrs. **W. H. Buxton** of Houlton have announced the marriage of their daughter, **Miss Sheila Buxton** to **Ronald Miller**, son of Mrs. **Hugh Miller** and the late Mr. Miller of Lakeville, N. B., Sept. 23 in Meriden, Conn.

The bride is a graduate of Houlton High School in the class of 1962 was employed by F. W. Woolworth Co., in Old Saybrook, Conn.

The bridegroom attended New Brunswick schools and served a tour of duty with the U. S. Army paratroopers. He is employed by the International Silver Company in Meriden.

Mr. and Mrs. **M. A. Fairley, Jr.**, of Spencerport, N. Y. are the parents of a daughter, **Ann Bryant**, born Oct. 31 in Rochester, N. Y. The newcomer is the granddaughter of Chief Clerk and Mrs. **M. A. Fairley, Sr.**, of Houlton.

Our sympathy to the family of Trackman **Charles Hichborn** (Retired) of Dover Foxcroft, who died Nov. 13.

A semi-public installation was held Nov. 23, at the Oakfield Grange Hall to install the newly-elected officers of the Grange. Past Master **Willis Longstaff** of Houlton, installed the Worthy Master, Signalman **Howard Bickmore**, who is serving a second term. Mr. Bickmore then installed the remaining officers. He was assisted by Mrs. Bickmore as Marshal.

Our sympathy to the family of **Harold E. Lewin** of Presque Isle, who died Oct. 2. Four of Mr. Lewin's brothers, also his brother-in-law belong to the railroad family. They are: Sect. Foreman **Laurel Lewin** of Houlton, Sect. Foreman **Nathan Lewin** of Ashland, Mechanic **Harry Lewin** of Houlton, Carpenter Foreman **Earl Lewin** of Smyrna Mills and Sect. Foreman **Charles R. Ewings** of Millinocket.

Congratulations to Mr. and Mrs. **Parker Swett**, who are the parents of a daughter, **Janett Marie**, born Oct. 11 at the Madigan Memorial Hospital in Houlton. Janett's paternal grandparents are Supt. of Track and Mrs. **G. L. Swett** of Houlton.

Mr. and Mrs. **Hugo Detzel** of Herxheim, Germany, have announced the engagement of their daughter, **Irma Detzel**, to SP-4 **Merle R. Benjamin**, son of Trackman (Ret.) **Benjamin Benjamin** of Houlton and the late Mrs. Benjamin.

Miss Detzel attended schools in Herxheim, Germany and is employed by her father.

Mr. Benjamin is on active duty with the U. S. Army in Germany.

The Connors' Family Reunion was held Nov. 4, at the home of Trackman and Mrs. **Lloyd Connors** in West Seboois. A turkey dinner was served. Those attending were: Mr. and Mrs. **Harold Connors**, Marion, Ind.; **Theodore Connors**, Reading, Mass.; **Lewellyn Connors**, Houlton; **Ray**

Connors, son and daughter, Houlton; Mr. and Mrs. **Lester Doane** and sons, Laconia, N. H.; Mr. and Mrs. **Donald Giberson**, Bingham; Mr. and Mrs. **Wilford Henry** and son, Rumford.

Mrs. Henry and son remained a week on vacation with her parents, Trackman and Mrs. **Lloyd Connors**. Congratulations to Carpenter and Mrs. **D. B. McDade** of Houlton, who are the parents of a daughter, **Martha Jane**, born on Oct. 7, at the Madigan Memorial Hospital in Houlton.

Timekeeper and Mrs. **Kenneth Cosman** of Houlton, have purchased a new home on Weeks Street in Houlton.

Purchasing and Stores Dept.

Master Sgt. **Harold Orff** has left for Germany after visiting his parents, storekeeper and Mrs. **R. S. Orff** recently. Sgt. Orff's wife and children plan to join him later.

Accountant **Paul W. Nutter** accompanied Town Manager **Rozelle**, of Milo, to the University of Maine to attend a seminar on Area redevelopment of Piscataquis County recently.

Our sympathy to the family of **George Wallace** who died November 13, at the Milo Community Hospital after a brief illness.

Mr. Wallace began work for the BAR August 9, 1944.

He was a veteran of World War I and a member of the Joseph P. Chaisson Post, American Legion.

Benjamin Dorsky, President Maine State Legislative Council has asked Assistant to Supervisor of Stores **Walter S. Chase** to serve as a representative of Piscataquis County Area redevelopment, in Milo, under the direction of Town Manager **Rozelle**.

The regular state cabinet meeting of Gideons International was held in Dover at the Blethen House in October. Manager Purchases and Stores **Paul H. Day** is president of the local Penquissett camp and acted as host at the meeting.

Manager Purchases and Stores **Paul H. Day** attended the Regional Group of the Eastern Purchases and Stores meeting of A.A.R. at Cleveland, Ohio, Oct. 31 and Nov. 1. Day is vice chairman of this Group.

While there he had the opportunity of visiting the Bartlett-Snow & Pacific Company. He visited two plants of the Bethlehem Steel Co., one in Lebanon, Pa. and another in Johnstown, Pa.

Manager Purchases and Stores **Paul H. Day** and Assistant Manager Purchases and Stores **Harold F. Bell** attended the Maine Purchasing Agents Association in Wilton recently.

Master Sgt. **W. F. Alexander, Jr.** and family recently returned from Japan where Sgt. Alexander has been on tour of duty for the past four years. He is now located at Langley Field in Norfolk, Va.

Retired Purchasing Agent and Mrs. **W. A. Bamford** spent the Christmas Holidays with their son, **David**, and family in Middleton, Mass.

Mechanical Department

Assistant A.A.R. Car Accountant and Mrs. **Owen Henderson** of Derby are receiving congratulations on the birth of a son, **John Luther**, at the Mayo Memorial Hospital, Dover-Foxcroft.

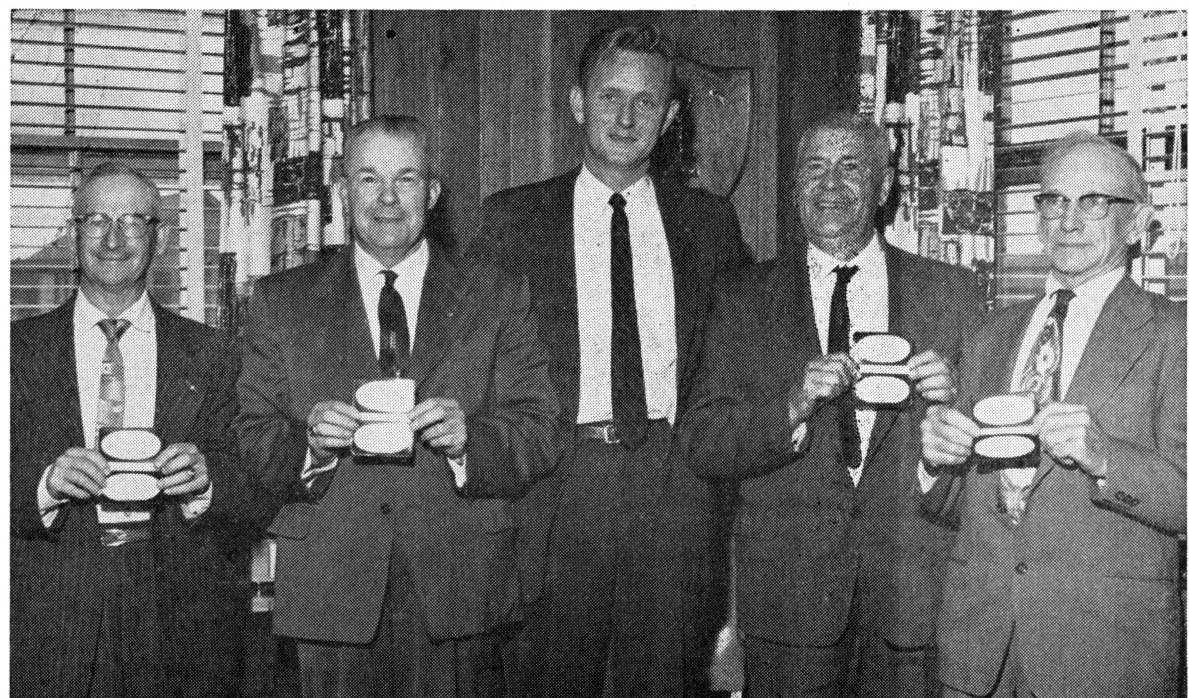
The clerks in the Mechanical Department at Derby held their annual oyster stew supper at the Sebec Lake cottage of Mechanical Superintendent **V. L. Ladd** recently. A delicious stew, prepared by **C. E. Heath** and **R. L. Foster**, was enjoyed by the following: Mr. and Mrs. **M. E. Place**, **V. L. Ladd**, **R. L. Foster**, Mr. and Mrs. **C. E. Heath**, Mr. and Mrs. **O. M. Henderson**, Mr. and Mrs. **H. I. Grinnell**, Mr. and Mrs. **J. L. Perry**, Mr. and Mrs. **H. E. Clark**, Mr. and Mrs. **F. D. Murphy**, Mr. and Mrs. **F. E. Morris**, Mr. and Mrs. **E. J. Berry**, Mr. and Mrs. **H. W. Hanson**, Mr. and Mrs. **A. H. Shepardson**, Mr. and Mrs. **M. Leonard**, Mrs. **Maxine Scanlon** and Mrs. **Wilda Stanchfield**.

Car Repairer **C. O. Larrabee**, Derby retired Oct. 26, 1962 after more than 40 years' service. He was presented a purse of money in a suitably inscribed billfold, from his fellow employees, by **C. W. Clark**.

During the last 21 years Mr. Larrabee worked he did not have a personal injury.

Painter **Harry Lee**, (Ret.), Derby, who is spending the winter with his daughter and family in Vermont, recently spent a week-end in Dover-Foxcroft. His many friends were very pleased to see him again.

Chief Electrician and Mrs. **V. J. Perry**, Derby, enjoyed a weeks' vacation in October visiting their son, **Wendell** and family in Norfolk, Virginia. Wendell is a fire control man 1st Class and is an instructor at the Navy Guided Missile School, Dam



The four section foreman, pictured above with Chief Engineer **Palmer H. Swales**, **Ashton W. Kent**, **Herschel Oldenburg**, **Alton W. Simpson** and **Adolph Blinn**, represent 160 years of BAR service. All four went to work for the railroad within a few days of each other in 1922 and all four received gold passes at the same time. Mr. Simpson, foreman at Mapleton died suddenly after this photograph was made. A. W. Kent is foreman at Billings, while Adolph Blinn and H. A. Oldenburg are foremen at New Limerick and Sherman respectively.

Neck, Va. Wendell was formerly employed by the Bangor and Aroostook R.R. at No. Me. Jct., as an electrician.

Mrs. Maxine Scanlon, Milo, has been appointed to the Board of Directors of the Milo Community Hospital. Before her retirement, Maxine was employed as secretary in the Mechanical Superintendent's Office, Derby.

The many friends of Millman F. W. Strout, (Ret.), Milo, were sorry to hear of the death of his wife, Ellen, after a long period of ill health.

The many friends of Car Repairer William E. Macleod, Derby, were saddened at his sudden death at his home in Milo, Nov. 26. He was 58.

Bill entered the employ of the Bangor and Aroostook R. R. April 27, 1944.

The many friends of Freight Car Foreman D. D. Lovell, Car Repairer H. C. Dunphey, and Blacksmith W. R. Harris, are pleased to see them back at work after sicknesses.

The many friends of Electrician D. W. Drinkwater, No. Me. Jct. Diesel Shop, were sorry to hear of his death in the Milo Community Hospital after a long period of ill health. Darrell entered the employ of the Bangor and Aroostook R. R. April 22, 1943.

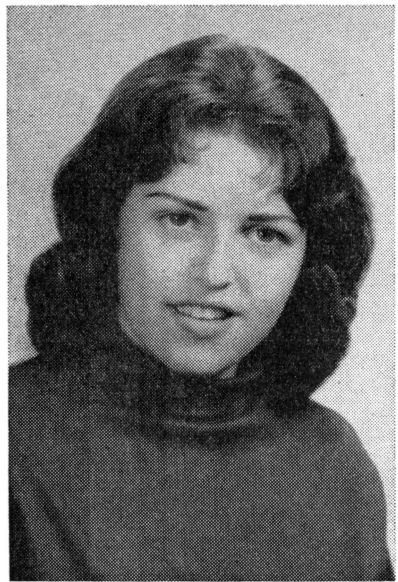
Congratulations to Mr. and Mrs. Harold Thurlow on the birth of a daughter, Jean Marie, at a Skowhegan Hospital. Mr. Thurlow was formerly employed as Town Manager of Skowhegan and is now Assistant Director of Urban Renewal in Bangor. The grandparents are A.A.R. Car Accountant and Mrs. Ray D. Burton, Derby.

Lynn Grinnell, daughter of Budget Clerk and Mrs. H. I. Grinnell, Derby, was an appendectomy patient at the Milo Community Hospital in November.

Richard A. Burton, son of A.A.R. Car Accountant and Mrs. Ray D. Burton, Derby, recently re-enlisted in the Navy for an extended period. He has transferred from Bayonne, N. J. to New London, Conn. Richard has completed nine years in the Navy.

Mr. and Mrs. Newbert Spear spent the month of November in the south, where they visited Dade City, Zephyrhills and Silver Springs, Florida. They also visited their son and family Mr. and Mrs. Byron Spear in Richmond, Virginia. Newbert is a carpenter in the Derby Shops.

The many friends of Mr. and Mrs. Liston F. Lewis were sorry to learn of the death of Roberta's mother at the Lewis home in Bangor.



Mrs. Paul W. Rosebush

Miss Linda Carol Towne, daughter of Machine Supervisor and Mrs. E. W. Towne, Milo, became the bride of Paul W. Rosebush, son of Mr. and Mrs. Willard Rosebush, Brownville Jct., Nov. 30. The ceremony being performed at St. Francis Xavier Church, Brownville Jct., by the Rev. John Clancy.

Mrs. Alice Barnes played traditional wedding music at the organ.

The bride was attired in a white brocade sheath with matching jacket, trimmed with white fur. She complemented her dress with white accessories and a corsage of yellow roses.

Her maid of honor, Miss Jane Rosebush, sister of the groom, chose a wool sheath of aqua blue, complemented with a corsage of yellow roses.

The best man was Roger Larrabee.

A reception was held at the American Legion Home, Milo, which was decorated with blue and white streamers and white wedding bells. Miss Brenda Fisher and Miss Jannifer Davis presided at the refreshment table and dipped punch. Mrs. Deanna Kearns and Mrs. Virginia Foss were

in charge of the gift table, assisted by Miss Jane Rosebush.

The bride attended Milo High School and the bridegroom attended Brownville Jct. High School and served two years in the U. S. Navy.

Highway Division

C. A. Bailey is building a new home in Hermon on the State Road. He is presently residing at Hermon Pond.

R. W. Stanhope is also building a house on Route 9 about one and one-half miles west of Hampden. Both of these men are in hopes of being in their new homes by the first of the year.

G. J. Crandall has recently sold his house in Millinocket and purchased another home in Houlton. His new address is 12 Willard Street, Houlton.

The employees of the Highway Division have recently voted to join The Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, AFL-CIO. A three-man grievance committee has been elected and negotiations commenced on Wednesday, November 28th, for the purpose of writing a labor contract.

Daniel Labbe, retired Supervisory Agent, Fort Kent, shot his deer October 30 in the Allagash area, while hunting with his son, Harold, station agent at Mars Hill. Harold did not get his deer.

Mr. and Mrs. Harold Labbe, Mars Hill, Mr. and Mrs. Leland Labbe, Limestone, and Mr. and Mrs. Everette Gerard, Van Buren, attended the celebration of the 42 wedding anniversary of Mr. and Mrs. Daniel Labbe at Fort Kent on December 2nd.

Retired Conductor Bedford N. Staples was recently honored at Monument Lodge AF&AM, Houlton, in recognition of forty years as a member of that lodge.

U. S. Railroads Carry Record Xmas Load

More than 82,000 pieces of railroad equipment, many of them fresh from service in the Cuban crisis, were mobilized to move this year's record load of Christmas mail for the postal service.

The Association of American Railroads, said weeks of preparations went into the railroads' plans for moving most of the 6.4 billion-plus greeting cards and gift packages which the Post Office Department delivered this holiday season.

The railroads, geared to get the mails through regardless of weather difficulties, transported tons of holiday merchandise in express and freight cars in addition to that sent by mail.

While the holiday mail load is the most dramatic example of the industry's mail service, it represents only part of the railroads' year-round job of carrying the bulk of the more than 65 billion pieces mailed in the United States each year, the Association noted. For this work, the railroads receive an average of less than one-half cent for each first-class letter.

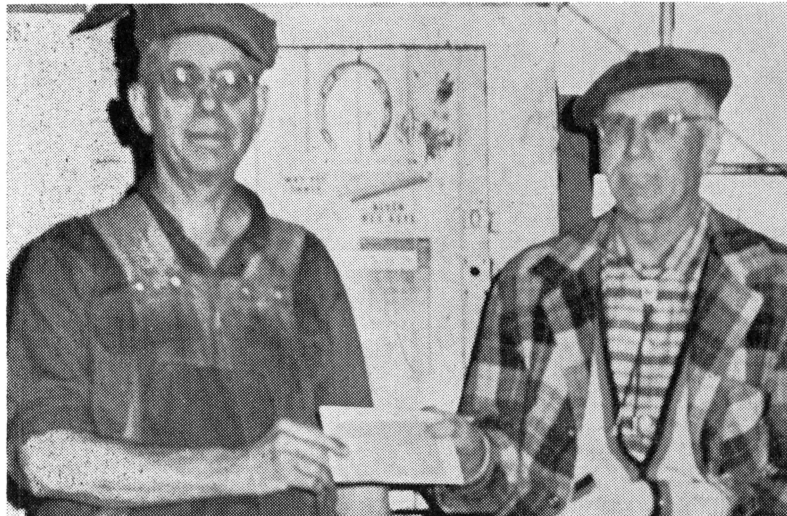
The A.A.R. added that the more than one billion dollars spent by the railroads on mail-carrying equipment and facilities permits the mail to move more dependably in fewer cars on faster trains.

CONTRIBUTORS

- HAROLD MOUNTAIN
- HELEN BRISSETTE
- MARGARET PATTERSON
- MERVYN JOHNSTON
- LLOYD T. CONNORS
- M. A. FAIRLEY
- L. M. PINETTE
- A. L. WRIGHT, SR.
- HAROLD LABBE



Mechanical Superintendent V. L. Ladd presents gold pass for 40 years' service to Julian L. Perry, general foreman, Car Department, at Derby. Perry entered railroad service as a laborer in 1922, subsequently working as car repairer helper, clerk, shop accountant, piece work inspector, foreman car inspector, special inspector and foreman. He was born in Lowell, Mass., and attended grade schools in Milo. He was graduated from Bradford High School.



Machinist L. L. Severance, Derby, was honored by his fellow employees with a party on his retirement Oct. 12. Lyman entered the service of the Bangor and Aroostook Mar. 9, 1918 and is the holder of a gold pass. He was presented a purse of money from his fellow employees by S. M. Brown, (Ret. blacksmith). Lyman's many friends wish him many years of health and happiness.

Frank Keniston, BAR Veteran, Author, Churchman, Dies At 89

Frank W. Keniston, 89, a Bangor and Aroostook employee for 46 years, author, and contributor to MAINE LINE died Oct. 22. Mr. Keniston, who enjoyed telling new acquaintances that he spelled his name with only one N because he was Scotch and couldn't afford two, began working for the railroad as an office boy months after it started operations. He had a vast fund of railroad anecdotes.

He was the author of three books, histories of Guilford, Milo and Dover-Foxcroft, and several pamphlets. He wrote one such pamphlet, "How to be A First-Class Station Agent" while he was agency supervisor for the railroad in 1930. In it, he observed that "a good station agent must be as wise as Solomon, as patient as Job and as strong as Samson."

He was also an advocate job interest. Recalling his own initial railroad experience he said, "by previous appointment with the then General Manager Franklin W. Cram, I walked into his office at Brownville one October afternoon in 1893. His "office" was a new caboose car, unpainted on the interior and containing absolutely no office equipment such as almost every office has."

"When Mr. Cram had disposed of some telegrams, which he, being a good telegraph operator, was personally sending, he looked up to me and said, 'Do you think you would like railroad work, particularly station work?'"

"At that time, I thought it was a queer question to ask, but later experience and observations have convinced me that my old friend and chief was talking wisely."

After a short stint as office boy for the railroad in Bangor, Mr. Keniston became an agent in 1893. Later, he served as storekeeper. At the time of his retirement in 1939, he was agency supervisor. He was an active member of the Methodist Church of Guilford, serving as treasurer for 25 years, and Sunday school superintendent for 15 years. He had been a church trustee for 66 years, serving longer in that capacity than any person since the church was built.

Mr. Keniston was born at Franklin, June 5, 1873, the son of George W. and Ella French Keniston. He attended the public schools of Franklin and was graduated from Milo High School. He is survived by two daughters, the Rev. Erma S. Keniston, of Sangerville, and Mrs. Myra Mullen of Brookfield, Conn.

Safety Hints For 1963

By CECIL E. GARCELON

As 1962 draws to a close, we may all profit by pausing a moment to take stock of our safety performance during the year. For the many employees who completed the year without an accident, I urge you to resolve to equal your fine performance in 1963. For those of you who suffered injuries during the past year, analyze them. Seek out the causes and make sure that you eliminate them during the next 12 months.

We've said many times in this column that safety is a habit. But, like any good habit, it requires a conscious effort for it to become so familiar that it is a habit we don't have to think about all the time. And it is only by learning from our mistakes, our accidents, that we can acquire the safety habit.

Here are some guideposts for your safety thinking: statistics show that the most common hazard for Engineering Department employees are feet and back injuries, caused by improper handling of heavy materials. In the Transportation Department, foot and leg injuries caused by getting on and off moving equipment constitute the greatest danger. And for Mechanical Department employees, injuries to the hands and eyes caused by working about machines and from flying particles are the most common ones.

We have come a long way since the beginning of our safety program in 1951, when we had an accident rate of 151.23 accidents per million manhours worked. In the past 11 years, the accident ratio had dropped to 44.52 accidents per million manhours. This is good progress and it would have not been possible without the cooperation of every member of the railroad family. Let's resolve, now, to continue our safety progress in 1963. Remember, there is no argument against safety.



TIPPER FLINTLOCK says...

"If staying alive is your main ambition—empty out that ammunition!"

Store your gun in a good, safe place—and remain a member of the human race!"

THE NATIONAL RIFLE ASSOCIATION teaches shooting safety