

# MAINE LINE

MARCH - APRIL, 1963







## Talking It Over

What I discuss with you in these few paragraphs may not seem important when viewed in the shadow of many pressing problems that railroads have. But I think that politics—or, more accurately, political education—may unlock the door to many of these problems.

A chairman of the powerful CIO Political Action Committee has said that "politics is the science of how, who gets what, when and why." It is a more profound statement than it appears at first glance. The halls of Congress and the state legislatures have frequently been scenes of events that shaped the course of industry and jobs. Until we understand the techniques of politics we can never adequately look after our interests.

The traditional attitude of industry toward politics has been to ignore it. But as we became enlightened through political pressures that affected us, we came to realize that to ignore a force that exerts such tremendous influence in our working lives is a ridiculous, head-in-the-sand kind of attitude that doesn't make much sense. Our competitors in transportation have long accepted this fact of life and have competently protected their interests, often at the expense of the rest of the taxpayers. But so oppressed by

regulation have we become that we must quickly become skilled in the political area to live.

It isn't enough to engage the services of a professional lobbyist and belong to an industry association that pools interests. It now becomes a matter of united personal participation in politics, a time when every railroader should sharpen his political skills. Become acquainted with your lawmakers . . . your congressmen, your senators, both state and national—through courteous letters if personal contact is not possible. Your representatives are responsive to intelligent, concise letters, from the people who elect them, on matters of legislation. Identify yourself with a political party and work for the party. By participating, we learn the arts of government and politics. And by becoming skilled in these arts, we will be better equipped to protect our interests from the powerful forces that would legislate us out of the transportation field.

The most frequent excuses we hear for not participating in government is (1) I can't change anything because I'm only one voice (2) it might hurt my business and (3) politics is a dirty business that dirties those who become involved with it.

None of the arguments are very logical. Of course no one can change the course of a nation single-handed unless he happens to be the number one man in a police state. But you can find those who share your views and, by working together, you can make your cause felt. Our government guarantees this right and has set up machinery

for it. Those who fear that participation in government might hurt their business would do well to consider the consequences of non-participation in government. Special interests, whether we like it or not, are part of the scheme of things. Unless our interests are represented, we may lose out to those that are. The answer to the third excuse has always been that politics is not, by itself, unclean. It is the art of government in a democratic society and is as necessary to a healthy society as individual liberty. The two are probably inseparable. Those who treat politics and morality separately will never understand either.

The machinery for participation in government by the individual must be oiled by usage or it is in danger of decay. We are told that we are in deadly peril from international communism and we know that this is true. But I am convinced that government by apathy is just as deadly from within as our communist enemies are from without.

The Bangor and Aroostook is experimenting with a course in practical politics in several communities to encourage its people to participate in government. If our efforts are successful we will continue and expand the program.

Thomas Jefferson's tree of liberty has been fertilized by the blood of generations of patriots. Your own stake in government is a precious right. You can best protect it by using it.

Sincerely,

*W. Jerome Strout*



# BAR NEWS BRIEFS

BAR President W. Jerome Strout was also named president of the Van Buren Bridge company and the Bangor Investment Company. He was also re-elected president of the railroad.

Railroad stockholders were told of the severe snow conditions that existed during the railroad's heaviest operating months and the toll it exacted in snow removal costs. Earnings for the first three months of 1963 were \$72,668 and compared with \$126,180 for the same period in 1962. The decline was directly due to snow removal expense.

The Bangor and Aroostook has placed a \$1,479,480 order with a west coast firm for 50 large, mechanical refrigerator cars. The order was awarded to the Pacific Car and Foundry Company of Renton, Washington, for August delivery.

The new, large-size cars have a cargo capacity of 3,845 cubic feet, as compared with about 2,500 cubic feet for older types. They will measure 50 feet six inches inside and weigh 86,000 pounds empty. The cars will be equipped with roller bearings and will also have load dividers to prevent shifting in transit and to separate partial loads going to more than one destination. They will have cushion underframes to take up the shock of impacts in transit and further insure damage-free transportation.

The railroad has also placed a one and three-quarter million dollar order for new boxcars. The 125 new *State of Maine Products* cars will be used in the railroad's paper traffic from northern Maine mills. This new car order, together with the B&A's order for 50 mechanical refrigerator cars makes a total of \$3,300,000 to be spent by the B&A on new freight cars in 1963.

The cars will be built by Pullman Standard of Chicago, Illinois, will incorporate the latest devices to protect the car's lading in transit. They will be equipped with shock-absorbing, "hydro frame" underframes and will have lading anchors installed in the walls to secure the load in transit. The cars will have nine foot doors for easy loading and will have a capacity of 70 tons.

Conductor Lynwood Welch was elected president of the BARCO Credit Union at the annual meeting at Millinocket in January. Other officers re-elected were: Walter Cook, vice president; Walter Ouelette, secretary; and George Willette, manager. Named to the board of directors were Welch, Charles Burgess, Jack Porter, and Eugene Rideout. Irving Foster and Fred Armstrong were elected to the Credit Committee. The Credit Union also declared a 5% dividend for the year 1962.

The railroad held its annual meeting and a directors' meeting at the general offices in Bangor April 19. Re-elected to the board of directors were David D. Daigle, Fort Kent; Harry E. Umphrey, Washburn; W. Jerome Strout, Bangor; Fred L. Putnam, Houlton; and Ernst D. Van Lobel Sels, Oakland, Calif.

M. Thomas Scanlin, traffic analyst for the railroad, has been notified that he has been granted a certificate of admission to practice before the Interstate Commerce Commission. To become a registered practitioner, non-lawyers are required to pass a written examination by the commission.

Hugh Goodness, assistant general freight Traffic manager, has been appointed chairman of the New England Division Committee. He is the first Bangor and Aroostook man to hold this important post. Goodness is a native of Bangor and has 10 years' BAR service.

Mechanical superintendent V. L. Ladd has been elected vice president of the New England railroad club. The office routinely leads to the presidency of the club. Four Bangor and Aroostook officials have served as president of the club: C. D. Baldwin, W. G. Knight, the late E. W. Peterson and W. Jerome Strout.

Personnel Director C. E. Delano urges all active and retired employees who carry life insurance through the company to check the beneficiary of their policies. If any changes are to be made, contact Mr. Delano in Bangor.

G. J. Lovett, formerly chief rate and tariff clerk, has been appointed staff assistant to the general freight traffic manager in Bangor. He is a native of Bangor, attended local schools, the University of Maine, and Beal Business College.

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*Newsprint from the Great Northern Paper Company is loaded onto ship while Maine potatoes are loaded onto ship in opposite berth.*

## Export Movement



*Some 1865 cars of Maine potato passed over BAR docks during February and March this year bringing season total to 2,278 cars.*

When the east coast dock strike ended in January, it was like opening the floodgates of a great dam at the Bangor and Aroostook's deep-water outlet at Searsport. There had been export negotiation, even some firm orders, but not even the most optimistic anticipated the flood of export potatoes that would pour over the docks during the next 60 days. In February alone, 996 carloads of Aroos-



took potatoes—more than twice the total of the entire 1961-62 season—were loaded in the holds of five ships by hard-pushed stevedores.

### 1865 CARS

During February and March, 1865 cars of potatoes passed over the docks, bringing the total for the season at the end of March to a resounding 2,278 cars. Not for years had Aroostook County, or its railroad, seen such an export movement. And never, in the memory of any grower or railroader, had so many potatoes been loaded and moved in so short a time and under such taxing weather conditions.

Nature chose this particular moment to unleash the most vicious 30 days of arctic surprises recorded in a generation. Beginning with a blizzard that immobilized all activity Dec. 31, the snow and sub-zero weather continued to buffet the state until nearly the middle of March. Snow, in spite of the best efforts to stay ahead of it, hampered loading of cars and transportation. To further complicate the problems brought about by the unnaturally-severe weather, potatoes had to be bought, loaded and moving several weeks in advance of the scheduled docking of the ship that was to take them. Export sales also pose special problems for the people who make the sales, too. When the word of an export movement gets out, prices go up and, if the exporter hasn't bought all of his potatoes, his neck is way out. He must buy his potatoes and move them quickly. And if a ship is delayed, there just isn't any way to stop the ponderous machinery of export.

### VERY DIFFERENT

"Moving potatoes by water is a very different matter from moving them by rail, where we have a great deal of control over the movement," explains Vice President-Marketing Howard L. Cousins, Jr. "There are delays and problems in the operation of ships that you just don't have in overland transportation. When a ship has a delay in the first of five east coast stops before she reaches Searsport, the result at the final port could well be a cumulative delay of as much as two weeks from her scheduled arrival date."

The weather, the congestion in water resulting from the end of the dock strike, with the accumulation of traffic in ports from Galveston, Tex., to Searsport, and the export orders, flying fast, all combined to make uniquely difficult conditions.

"I don't believe," mused one veteran railroader, shaking his head in wonder, "that all the conditions would happen like this once a century, but it certainly was an experience."

For weary train and snow removal

crews, it was a matter of round-the-clock operations to stay ahead of the storms and drifting snow. Recent purchases of mechanized snow removal equipment kept vital tracks open but for several weeks it was a touch-and-go business. Heater company crews kept cars serviced that were backed up in yards as far away as Northern Maine Junction waiting for ships.

But behind the heavy flow of Aroostook potatoes through Searsport lay a great deal of effort by the potato industry, the state and the railroad.

The Bangor and Aroostook has low export rates from central Aroostook points to Searsport to 25½¢ per cwt. on a 50,000-pound minimum. The railroad also published potato rates from BAR origins to the port of St. John, New Brunswick, to provide an emergency outlet for export potatoes. The rates, at 46¢ per cwt. from northern Aroostook and 38¢ per cwt. from southern Aroostook, are significantly lower than the combination rates.

### THROUGH SEARSPORT

"We still expect that most export potatoes will go through the port of Searsport because of the lower freight rates," Cousins said. "The new route gives us an emergency outlet for export potatoes which might be important in the event of a dock strike, such as the recent east coast strike, or in case facilities are needed that are not available at Searsport."

The Maine Department of Agriculture set up a division of foreign trade. And the state, the Bangor and Aroostook and the Maine Potato Council pooled funds to send agricultural expert Paul Eastman and a team to Europe. He was successful in adding Portugal to the list of Common Market countries—Germany, the Netherlands, Belgium, Italy and Sweden—that will accept U. S. potatoes, and expects further results.

But no one expected the efforts to pay off in such a dramatic manner in February.

The sales efforts of the potato people and Eastman's team, combined with a light crop of potatoes in Europe made the heavy export movement of Maine potatoes possible. A freeze cut deeply into the movement of the current crop of European potatoes, driving the price in the market places of the Continent to unnatural heights.

But the freeze in Europe did more than make it possible to siphon off some of the 20% overproduction of U. S. potatoes. It seriously opened the eyes of Maine potato growers to the potential market of a highly industrialized and growing Europe.

Before World War II, Germany produced 80% of its food requirements at

home. Now it must import from 25 to 30% of its total requirements. There are now about 1,000 supermarkets in France and about 3,000 more are expected to be built during the next four years. The other Common Market countries are highly industrialized and are becoming more so. It all adds to a growing market for the surplus production of American potatoes.

But the most convincing argument for wooing the common market countries is that efficient American production and inexpensive transportation makes it possible for the Common Market housewife to buy American potatoes less expensively than she can purchase the home-grown variety.

For example, it costs only 1½¢ per cwt. more to ship potatoes from central Aroostook points to Antwerp, Belgium, than it does to Detroit, Michigan. The Detroit rate is \$1.24; the Antwerp rate on a recent movement was \$1.25½¢ per cwt.

Add to the European sales prospects the bleak picture of domestic potato consumption which remains constant in spite of low potato prices, and an annual national overproduction of about 20%. If exports to Europe raise potato prices at home, most experts feel that it will not affect American consumption because prices would still be relatively low in comparison with other foodstuffs.

The other side of the coin is Europe's traditional posture of agricultural protectionism with stiffer barriers under the common market agreements than when individual countries made their own regulations.

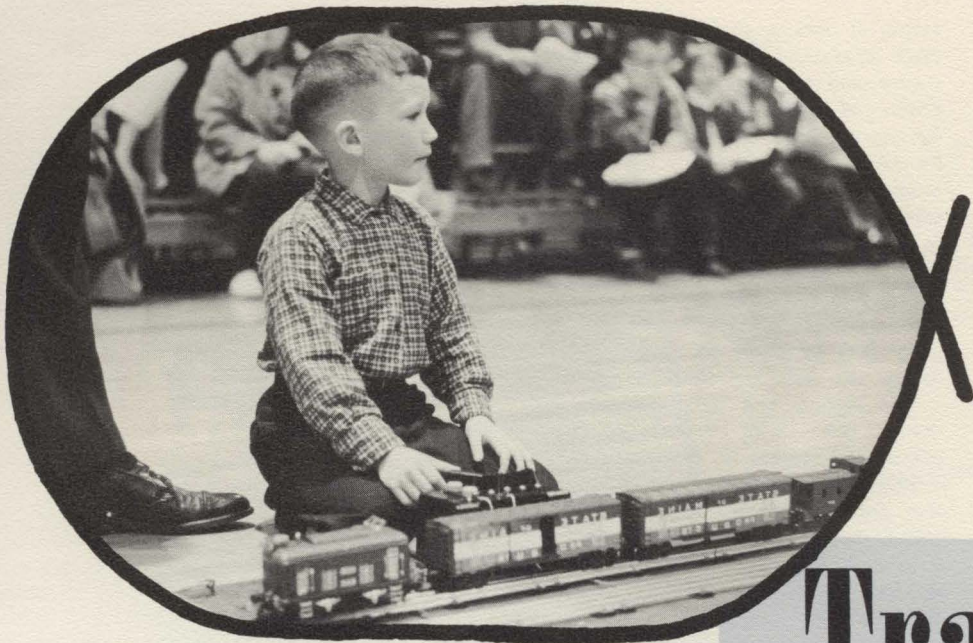
### AMERICAN POTATOES

But when American potatoes can be wholesaled in European markets at less cost than the domestic product, it makes an effective kind of argument for a sustained export. Also a factor is the example of Canadian growers who annually export about 10% of their crop which, according to some experts, pushes the domestic price in Canada up from 40 to 50%.

The large volume of the potato export movement has focussed new attention on Searsport as a vital link in any future export business. Loading facilities are highly efficient; the port is only an overnight run from Aroostook County points and it has the stability of year-round export business in other commodities to insure its permanence as a top facility.

BAR Vice President-Marketing Howard L. Cousins, Jr., feels that "a 2,000 to 3,000 export movement through the port each season is entirely feasible." And a by-product of any export of such proportions would be the raising of potato prices at home, a goal long sought after by industry leaders.



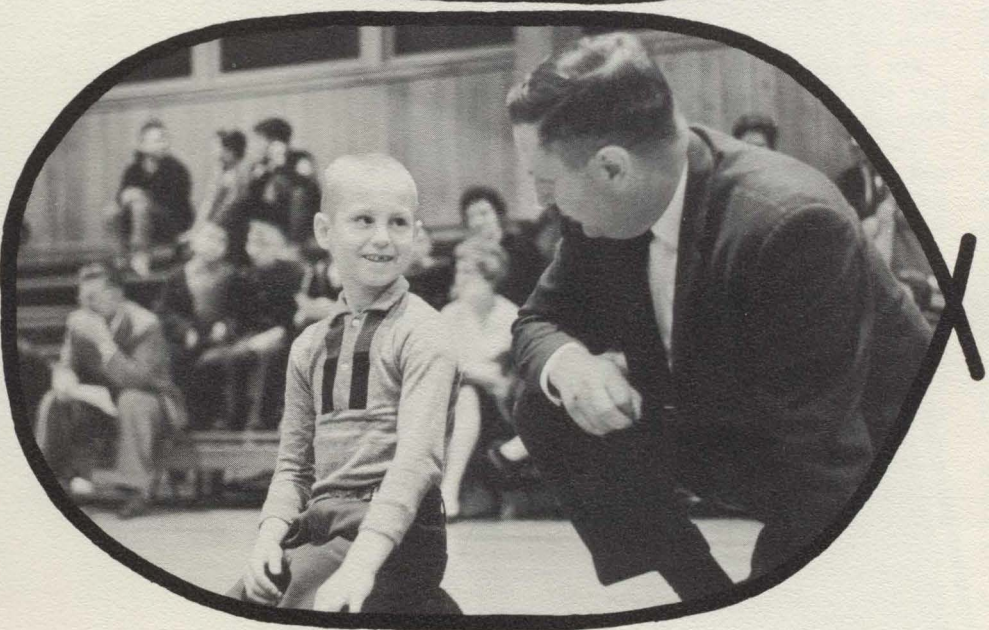


*Raymond Young, son of Mr. and Mrs. Carl Young, Houlton, won a first place with 30-year-old Train.*

# Train Races



*Assistant Traveling Engineer Leo Downie makes emergency repairs on a contestant's locomotive between heats.*



*Arnold J. Travis, manager of the Bangor and Arcostook Highway Division, chats with youngsters before start of a race.*





*Races draw a near capacity crowd at Houlton's Gentle Memorial Building each year. Right, race supervisors and waiting contestants are caught up in the excitement of a close finish.*



The Houlton Parks and Recreation Department and the Bangor and Aroostook held model train races at the town's Gentle Memorial Building, Feb. 27 for the sixth consecutive year. Winners were; Kim Vail, Raymond Young and David Rush, first place; Kerry Vail, Stephen Peters and Brian Stewart, second place.

The train races attracted the usual capacity crowd of about 350 persons as the highlight of the Department's indoor recreation program for youngsters up through 16 years. Age requirements for the races include the ages from 6 through 16. Some 43 youngsters competed in the races.

This year's event found one category

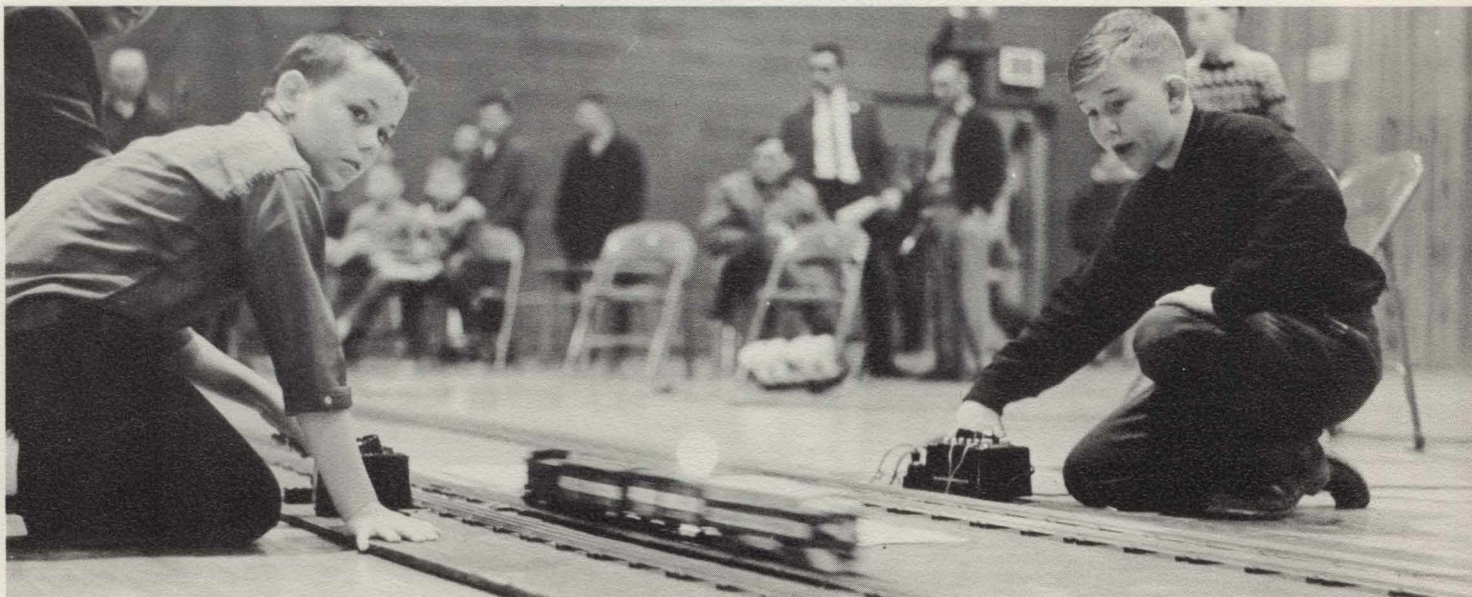
with twin brothers competing against each other and saw one young man win top honors in another with a 30-year-old locomotive. Kerry and Kim Vail were pitted against 16 other contestants and each other in the Lionel steam category. The semi-finals saw the two brothers vying for first place. Raymond Young, seven, son of Mr. and Mrs. Carl Young, used a 30-year-old locomotive to win top honors in his category.

Supervising the races, in addition to Superintendent of Parks and Recreation, Walter Burlock's staff, were: BAR President W. Jerome Strout, Manager-Operations H. C. Duffy, Vice President-Marketing Howard L. Cousins, Jr., Vice President Finance John E. Hess, Super-

intendent of Transportation D. Keith Lilley, Chief Engineer Palmer H. Swales, Assistant Superintendent of Transportation H. P. Lee, Chief Dispatcher Henry White, Chief Dispatcher Jerry Steeves, Trainmaster L. S. Milton, Division Master Mechanic David G. Merrill, Principal Assistant Engineer V. J. Welch, Assistant Traveling Engineer Leo Downie, and Supervisory Agent P. W. Hoar.

Every contestant who took part in the races received a felt shoulder patch for his jacket and first and second place winners in each of the three categories received trophies. Portions of the races were filmed for television and shown on WAGM-TV County Reporter show.

*The beginning of a heat is a tense moment for young engineers.*







*Above, President W. Jerome Strout and BAR Director Fred L. Putnam, right, examine rail trophy. Upper right, officials keep close watch over events. Right, John E. Hess, vice president-finance, takes a turn as dispatcher. Below, W. Jerome Strout and Recreation Director Walter Burlock pose with winners.*





# Artistry In Thread

Customers who meet Dorothy Prout, secretary to the general freight traffic manager at the B & A Building in Bangor, remember her for her ready smile and her efficiency. But to those who know her better, this remarkable woman is not only a pleasant co-worker, but a skilled artisan whose work is sought after by those who know and appreciate fine needlework.

Her talent is possibly an inherited one, for her mother was well known for her fancy work in the Bangor area. She began teaching her youngest daughter the intricacies of fancy needlework when Dot was 12. It was a case of a natural talent and marked the start of an avocation that has won for her more prizes than she can keep track of. It has also provided friends of the family with Christmas gifts that are heirlooms to be passed from one generation to the next.

Dot Prout lives with her two sisters, Elinor, retired general bookkeeper for the BAR, and Irene, a retired nurse, in the huge immaculate house where they were born just over the Hampden line. Her sisters are enthusiastic about Dot's work in that special way of members of families that have close ties. Numerous products of her needles adorn the home-tablecloths, afghans, chair doilies and bureau scarfs. It's a little like walking into another generation, another time, where the objects of decoration are admired as much for their grace and skill of manufacture as for their beauty.

Dot has won so many prizes for her fancy work at the Bangor State Fair that she has made half of the colorful ribbons into a cover for a 2 x 2-foot sofa pillow. She's not certain how many ribbons she has taken since she started entering her work in competitions, but she still has

enough ribbons left to make a cover for another pillow. In 1961, Dot took top money in Bangor State Fair handiwork competitions.

While most people would find the intricate stitching that embosses most of her work anything but relaxing to perform, she does. It is one of the important reasons that she enjoys her hobby so much.

"I'd just as soon crochet as eat," she laughs, "but it's also a wonderful way to unwind after a hectic day with the telephones and the typewriter. I can completely lose myself in my work for a few hours, and I think that's good medicine for anyone."

Her projects range from smallish ones like chair doilies - antimacassars, for the technically minded - and bureau scarves to monumental ones like the full-size

tablecloth she crocheted from extremely fine No. 100 linen thread, a material characterized by its beauty and durability. She is vague about the length of time required for a large project like a tablecloth because she usually has several other smaller ones underway at the same time. But she turns out her beautifully-crafted work at a prodigious rate. When she suffered a broken ankle last spring, for instance, she made six daisy-knit sweaters, made with an intricate stitch, along with several other articles, in the two months she was convalescing at home.

Even such a useful hobby can be expensive, especially for a person who uses up material at such a great rate.

"The materials cost more than you think when you're using them," she explains, "but I always buy the best of materials because it seems ridiculous to devote so much work putting decoration on shoddy material."

Surprisingly, as long as she has been working her art in fine fabrics, she has never sold a piece of her work. She has a small fraction of her output in her home, but most has gone for gifts to relatives and friends.

Dot Prout is a railroad employee of 39 years' service with the Bangor and Aroostook, all but two months of which has been spent in the freight traffic department. During that time, she has been secretary to five different department heads.





# A Crow By Any Other Name . . .

By SID SHARPE

I am thinking about a particular Christmas which stands out in my memory. It was not a particularly happy Christmas for me. It was in 1934. I was a Patrol Inspector in the U. S. Immigration Service, attached to the Sub District covering the Maine border.

To facilitate the policing of the Quebec Border and the inspection of personnel working in the lumber camps in the Allagash area, the Border Patrol had built a camp at Nine Mile to serve as headquarters and living quarters for detachments assigned there. The entire Sub District force would take turns in the assignments, working in pairs. Two men would stay there a month, and then they'd be relieved by two other men.

## CAMP DOAK

Our camp was known as Camp Doak—named in honor of the then Secretary of the Federal Department of Labor. It was situated on a gentle rise of ground at the end of the great steel bridge which was built across the St. John River when the Madawaska Lumber Company built the turnpiked road from Lac Frontiere, Quebec to Churchill Lake in the Allagash wilderness.

That spot is known as Nine Mile. There was Camp Doak; a game warden's camp and a firewarden's camp there. I don't know why it is called Nine Mile. I know of no particular or significant place from which it is nine miles distant. And there's another place—eleven miles downriver called Seven Islands. There's a frame house at Seven Islands said to have been built in 1808. Nor would you doubt it's ancient origin if you saw it. Its framework is of massive timbers hewn out with a broadaxe—relics of the gigantic pines that once stood in that wilderness. The boards had been whip-sawn, and some of them were 30 inches wide.

Why they called that place Seven Islands was another mystery to me. I've been there both summer and winter, could never count that many islands out there in the river. And there's a place 15 miles down the river from Seven Islands which is known as Simmons Farm; another name which seems to

have no consistent relation to anything because all it is—or was then—is an old abandoned logging camp in the woods where two old woods-queer trappers lived.

It was that year of 1934 that I and another patrol inspector by the name of Earl Manship drew the tour of Camp Doak duty for December. We suggested to the Chief that we be given a few days leave so we could spend Christmas with our families, but no soap. We figured we could go home for a few days, and come back, and find Camp Doak and the Maine-Quebec border still there. But the Chief didn't think so. So we stayed there.

## BITTERLY COLD

The weather turned bitterly cold just before Christmas. Except right on the River where a slight breeze always moved, the air was still and clear and brittle—a deep breath would bite your lungs. The hard packed snow in the campyard made a cracking, protesting sound when you walked on it.

One morning, the thermometer read 48 below zero. Although we knew it was mighty cold, we couldn't believe it was that cold, but when Manship went down to the game wardens' camp the thermometer down there was down to 49 below.

When Manship came back he said, "Bet you can't guess what's up in the peak of that old pine stub there at the end of the bridge."

"Santa Claus?"

"No, it ain't Santa Claus." It's a crow."

"So what?" said I, disparagingly, as if I had seen thousands of crows roosting in old stubs in 50 below zero weather. "what d'ya want me to do about it?—climb the stub and fetch him down outta there?"

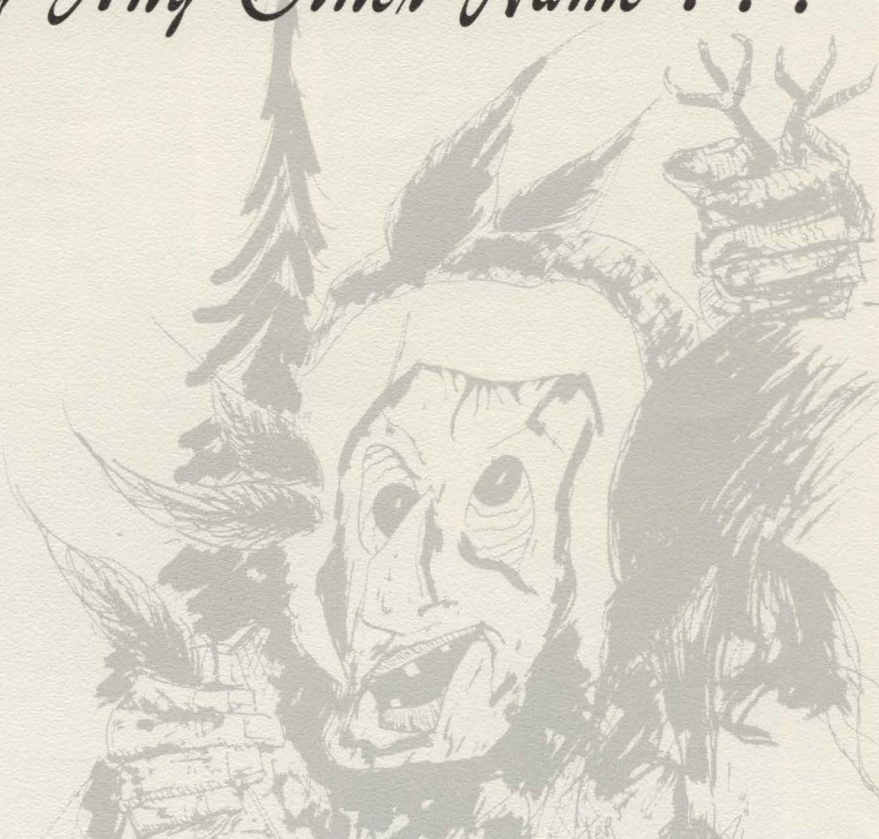
"But," protested Manship, "how can a crow be crazy enough to stay around here this time o'year?"

"I dunno," sez I. "If you want the answer for that you'll have to write a letter to someone through official channels. I ain't even smart enough to figure out why you and I are crazy enough to be here. And I don't believe you saw a crow anyway."

"Think I'm lying, do ya?"

"Well, I hate to think you'd lie to me, but I can't get that reputation of yours outta my mind, Your reputation for lying just twice a year—when its' Christmas and when it ain't."

"Why don't you put your hat on and go out and look?"





"Look at what?"  
"At the crow, dammit."  
"What crow?"

"I tell ya," insisted Manship, "there's a crow up in that old stub. The coldest place on the St. John River. It's fifty below zero down at Henry's camp, so it must be somewhere between 80 and a 100 up there where that crow is. He oughta be froze stiff but he ain't I saw him move."

### A CROW?

"You sure it's a crow?"

"Well I'm damned sure it ain't a pair o'horses."

"How d'ya know it ain't Thornton or Greenleaf? Maybe they've come to relieve us so we can go home for Christmas."

"No, it ain't either one of them fellers. If it was Ray Thornton he'd be ravin' about something, and if it was Greenleaf he'd be down at the foot of the stub with a leanto built and a fire going, cooking something to eat."

"What's Greenleaf cookin'?"

"Damn if I know; maybe he's cookin' the crow."

I can only speculate upon what further complications that crow discussion might have led to had it not been interrupted by the sound of footsteps out in the yard.

Presently someone began fumbling at

the doorlatch, and when Manship opened the door there stood an apparition that defied description. It had on two or three delapidated things that once had been coats or jackets. The thing on its head could have been part of a cushion from a rocking chair, or the pelt of a Plymouth Rock rooster with the feathers still on it. The eyes were incapable of focus, and the mouth which was full of discolored teeth and smeared with tobacco juice was distorted into what could be called a grin or a grimace of torture.

### "HOORAW CHRIS'MAS"

It swayed precariously for a moment before canting its head back and yelling, "Hooraw. Chris'mas. Drunk me. Heap Whoop'n drive'er." And then it pitched headlong through the door onto the floor. And a huge turkey clutched by the legs was in one of its hands.

The apparition turned out to be an Indian from Lac Frontiere. The turkey turned out to be one the Indian had stolen from a market out there. And the bottle in his jacket pocket turned out to be grievously devoid of its once happy contents.

After an hour or so the Indian woke up, sobered off to some extent. He acted a little suspicious when he found the bottle was empty, but he said nothing about it. He turned his attention to the turkey.

"Heap hell'va damn good gobble turk, him. Big wide. Good eat. You buy. Me sell. Two dollar'. And he held out his hand and snapped his fingers hopefully.

Estimating the bird's weight to be about 20 pounds, and although it bore evidence of having been dragged through the snow it didn't seem to have suffered much damage, we considered Two Dollars not an unreasonable price.

When we gave the Indian the money, he clutched it eagerly and made a hurried departure. He was making long strides down the road toward Lac Frontiere when Manship called after him, "Hey there Chief Rain-In-The-Face, what the heck's your hurry?"

Without turning, or shortening his stride, the Indian called back, "Heap hurry me. Buy s'more whoosky. Git s'more drunk. Hooraw Chris'mas Whoop'n drive'er."

### STOLEN DINNER

Not until Christmas day did we learn that our Christmas dinner was a stolen one. When I said to Manship, "My guilty conscience is spoiling my appetite," Manship said, "Mine ain't. I owe a great debt of gratitude to that Injun, even though he's a thief. Just before he showed up with this turkey I was figuring on shooting that crow for our Christmas dinner."

# Looking At Safety

By CECIL E. GARCELON

Have you ever thought how easy it is to talk yourself into believing something on the basis of a misleading statement. For instance, how many times have you heard someone say "I've been working for the railroad for 10 years and I've had only one lost time accident," or "I've worked here 20 years and have had only one lost time accident." Sounds quite impressive, doesn't it?

Our first thought is that this man has an outstanding safety record. But let's look at it another way. Suppose, for example, that we have an average number of 1,000 employees. And let's say that each employee has a lost-time accident every 10 years. Now this doesn't sound like a very high accident incidence rate. But if this hypothetical accident rate should actually occur it would mean

that we would have 100 lost-time accidents every year. Since we gauge accident rate by the number of manhours worked for every lost time accident, this would mean that we would have an accident ratio of approximately 48 accidents per million manhours.

Still doesn't sound very bad? Just for the sake of comparison, our ratio in 1962 was 9.9 lost time accident per million manhours. So if our imaginary accident ratio—which didn't sound bad at the first casual mention—were to actually take place, our accident rate would be five times as high as it was in 1962. As I have said many times in this space, the record, by itself, doesn't mean a thing. All the record does is give us a standard, a yardstick so we can see where we have been and where we are going in safety. What is important is

the human suffering resulting from accidents, the loss of income to the person injured, the loss of income to the company by losing the useful work of a valued worker.

Ok. What's the point of this lengthy comparison. Simply this. It's easy to lull yourself into complacency by saying, "I'm certainly doing my part I've only had X number of accident in 30 years," or something like this. This is a dangerous and misleading state of mind, and safety depends on an alert frame of mind that is concerned with proper safety habits. By cultivating the safety attitude you can guarantee doing your part to make the railroad a safe place to work, both for yourself and your fellow employees. And just as a matter of interest, to maintain the present level of safety performance, you would have to go 45 years without an accident.



# Crisis In Transportation!

*To preserve our vital yet collapsing common-carrier system we need a truly national policy with just and equitable controls for all transport—air, highway, water and rail—impartially administered by a single agency.*

By DAVID I. MACKIE

Chairman, Eastern Railroad Presidents Conference

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Today we Americans spend roughly 100 billion dollars a year on transportation—half of it to move ourselves around the country, half to move our products. Transportation consumes about a dime of every dollar we spend on products; for example, you could knock roughly \$300 off the price of a \$3,000 car if, beginning with the hauling of the ore, there were no transportation charges. With the transportation industry so crucial to our economy, one of the most important questions we can ask about our economic health is: How is transportation doing?

## VERY BADLY

The unanimous answer of the experts is: very badly.

Last April President Kennedy delivered a lengthy message to Congress devoted entirely to what he called "the pressing problems burdening our national transportation system." He described these problems as "jeopardizing the progress and security on which we depend." Though his report is one of the bluntest and most clear-sighted we have had, it is merely the latest in a long series of warning flags.

Four full years ago a subcommittee of the House of Representatives found the transportation system "a picture of obsolete equipment, 19th century economics and laws, and antiquated thinking—all detrimental to the economy and dangerous to the defense of the country."

In 1961 a special Senate study group

warned that we are headed for a "major crisis in our transportation history."

In the same year, the Interstate Commerce Commission called for drastic action to "help arrest the plunge to disaster."

The basic trouble with our transportation system is that it is not a system at all. It is a collection of components thrown together helter-skelter and competing with one another with little regard for the inherent economic efficiency of each, under a maze of different rules and different umpires.

## NATIONAL LEVEL

On a national level the Interstate Commerce Commission sets rates for and regulates the performance of all the railroads, some trucks and some barges and pipelines, sharing parts of this job with the 50 state public-service commissions. The Federal Power Commission regulates the pipelines not regulated by the ICC. The Civil Aeronautics Board and the Federal Aviation Agency split up the job of subsidizing and regulating the airlines. The Bureau of Public Roads oversees the highway-building program nationally, again sharing the job with the 50 state highway commissions.

The Federal Maritime Board subsidizes the oceangoing ships that compete with other methods of transportation on many of our rivers and via the St. Lawrence Seaway and Great Lakes as far inland as Duluth, Minn. Even the Post Office Department has an important effect on transportation through its granting of mail contracts to trucks, rails and airlines.

In all, a dozen federal agencies juggle bits of the responsibility for our transportation system among themselves and 100 state commissions. "A chaotic patchwork of inconsistent and often obsolete legislation and regulation" is how the President described it. Nowhere among the tens of thousands of public officials involved is there one person whose job is to look after the over-all efficiency of the system.

As a result, the system is constantly clashing its gears. For instance, during

a recent winter, the Hudson River froze over, creating an "emergency" demand for fuel oil and food in upriver communities. The Coast Guard spent several days organizing a convey of tankers, and then assigned three ice-breakers to inch the ships upstream—even though throughout the "emergency" railroads were operating on both sides of the Hudson.

The multibillion-dollar highway-building program is crisscrossing dozens of crowded metropolitan areas where the railroad commutation problem is worst. Yet the Bureau of Public Roads, which supervises the building of the highways, and the ICC, which regulates the rails, have made no attempt to coordinate their thinking. The results can be ludicrous. For example, the highway program is now necessitating the building of bridges and underpasses on some of the 60,000 miles of railroad *that will probably be abandoned*—under the ICC—after the highways are finished.

In addition to letting too many government cooks stir the transportation broth, we have given each cook a different recipe to work with. No two agencies treat the branches of transportation under them in the same way. In fact, they operate under two conflicting philosophies.

## PRIME EXAMPLE

Some of them—the ICC is the prime example—simply regulate; they play the role of policeman to make sure that the industries operate in the public interest. Others, like the U. S. Army Corps of Engineers, promote industries by handing out subsidies indirectly in the construction and operation of facilities. Some agencies, like the Maritime Board and the CAB, mix the two roles. This results in competitive chaos.

For instance, since 1947 the government has spent 132 billion dollars building, operating and subsidizing our waterways, airways, highways, airports and domestic airmail; and this year it will spend another 14 billion. Yet in this century the only money that the govern-



ment has spent on the railroads and pipelines has been the administrative cost of regulating them.

Today the railroads pay all the costs of maintaining and operating their huge physical plant. Yet they must compete with trucks, buses, airlines and water carriers whose entire "track" and most of whose "stations" are built and maintained by the government. (These other branches pay so-called user charges on some facilities, but such charges are hardly in the same league with full operating costs.)

## NEW YORK PAYS

The State of New York built and pays all maintenance costs on the Champlain Canal, a toll-free right-of-way for all comers. The canal parallels the Delaware & Hudson Railroad from Albany to Plattsburgh, where the Strategic Air Command operates a jet-bomber base. When the base was opened, the railroad anticipated a lucrative traffic in jet fuel. Today, however, the D&H hauls no fuel to Plattsburgh; the business has gone to the toll-free canal—despite the fact that the waterway is closed during winter, and that in wartime the railroad would be depended upon to carry the fuel. In peacetime, the base can store enough to carry it through the winter and allow it to avoid the railroad's unsubsidized rates.

The Army Engineers are in the process of improving the navigational facilities of the Arkansas River at an initial cost of 850 million dollars and an eventual maintenance-and-operation cost of ten million dollars a year. This is despite the fact that a recent Senate study found "no evidence that the Arkansas basin area has lacked, now lacks or in the foreseeable future might lack adequate transportation services." The reason given by the study for the improvements is that the residents of the area "want to force down railroad rates." Even if these rates were the Army Engineers' responsibility, spending 850 million dollars would be an expensive way to bring them down. If they are indeed too high, the ICC could reduce them with the stroke of a pen.

## LAWS

The transportation laws themselves are in such bad shape that they alone would make a decent job almost impossible. The Interstate Commerce Act was passed in 1887 to curb the railroads' monopolistic excesses. Over the years, this law has been added to and subtracted from, but the original flavor of distrust of the railroads remains.

Over these same years, competitors—trucks, buses, pipelines, waterways, airlines—have been taking traffic away from

the railroads. And, as these different methods of transportation became important nationally, laws were passed to pull them into the regulatory scheme. There was this basic difference, however: Congress felt more protective of them than angry with them. Consequently, the laws, applying to these later entries are strongly flavored with benevolence.

The result is a mass of legal inconsistencies and contradictions, which permit huge sections of the transportation industry to operate free of regulation while competing with other sections that are under rigid government supervision. Two major examples of these inconsistencies that were cited by President Kennedy are the bulk-commodity exemption for water carriers and the agricultural-commodity exemption for trucks.

In the section covering water carriers, the following innocent language appears: "Nothing in this part shall apply to the transportation by a water carrier of commodities in bulk." Bulk commodities are those that are not individually packaged or counted, such as grain, coal or petroleum. Barges carrying not more than three of these exempt commodities need not follow the regulations covering common carriers. They can charge any rates they want.

## SNAPS BACK

But as soon as one of these commodities is transferred from a barge to a railroad car, the regulation snaps back into force. The railroads must publish their rates; they must charge the same to all customers. And since bulk commodities add up to 94 percent of the tonnage hauled on our waterways, the law regulating barges is so written that it applies to only six percent of what they carry!

A similar exemption for trucks carrying agricultural products was intended to protect the farmer in the movement of his produce to his so-called "first market." But the wording was so loose that today trucks haul such items as poultry from the farm to the processing plant and thence into big-city markets totally free of government regulation.

How can railroads compete with the service described in the following advertisement from the Grand Forks, N.D., *Herald*: "Potato Shippers. We have trucks returning empty from Grand Forks to Chicago and the St. Louis area daily. Set Your Own Rate." *JIM BERRY*

The answer is: they cannot compete. The New Haven has lost almost all its fish traffic out of Boston—formerly 45 carloads a day—and its cranberry tonnage from Cape Cod. The Milwaukee's fresh-meat and packinghouse-products haulage to Washington State went down

81 percent between 1954 and 1956. Railroads now haul only one tenth of all cattle and hogs to market, virtually no eggs; their fresh-fruit-and-vegetable traffic has been cut in half since the war.

These exemptions for barges and trucks are typical of many inequities in the law that penalize one form of transportation to the advantage of another. What are the effects on our economy?

The first effect is to make it impossible to gauge the actual economic efficiency of any one method of transportation. "There is no doubt," says a Commerce Department study, "that were all traffic distributed in accordance with the true comparative advantage of the several forms of transport, the annual freight bill would be reduced by several billion dollars."

## SECOND EFFECT

The second effect is the gradual shriveling up of our common-carrier system. This is the real crux of the "major crisis in our transportation history." For common carriers are the basis of our economy. They are by law required to haul anything haulable, from any point of their system to any other point, for any shipper, at the same publicly announced and government-regulated rate for all customers.

Today the only true common carriers—100-percent regulated and unsubsidized—are the railroads. Nine tenths of our water carriers and two out of three long-haul trucks on the road are exempt from all but safety regulations. And the railroads are declining rapidly. In 1930 they hauled 75 percent of our intercity freight; last year they hauled 43 percent. We face the bankruptcy of our railroads, and of our common-carrier system.

We can avoid this crisis, but we have to work fast. First, we must put transportation's legal framework in order. This means developing what President Kennedy called for in his message: "... a consistent and comprehensive framework of equal competitive opportunity." We must either remove such inequities and the bulk- and agricultural-commodity exemptions or apply them equally to all forms of transportation. Second, we must coordinate the system by giving over-all responsibility for it to one agency. Some recommendations have favored a Cabinet-level Secretary of Transportation; others have favored gathering in the reins at a lower level. One way or another, we must pull the system together and give it unified direction.

If we don't there is not the slightest doubt that it will soon begin to fall apart, piece by piece.



# No Requiem For Winter

The next time someone tells you how tough the winters were in the good old days, you can reply that it just isn't so. This is what the records indicate for the past decade, at any rate, compared to 1940 when the Bangor and Aroostook's Engineering Department began keeping careful records to relate to snow removal costs. In the 23 years since the snow records were started, there have been nine seasons when there has been an average, system-wide snowfall of 100 inches or more. Seven of the nine heavy snow years have occurred since 1951.

The Engineering Department people are very explicit about snow records. And they have a very good reason for they have just finished the costly business of snow removal after the second heaviest snow year since the record book was started. Privately, they will admit that the winter just officially over ranked number one in severity, although the records show that the total, average system snowfall was greater at 157.6 inches in 1954-55 than the expected seasonal accumulation this year of 150 inches. The big difference was that the average maximum snow cover this year was 61 inches. In the 1954-55 season, supposedly the toughest of 23 years of record keeping, the average, maximum snow cover only reached the 44-inch mark.

## UNIQUE ASPECT

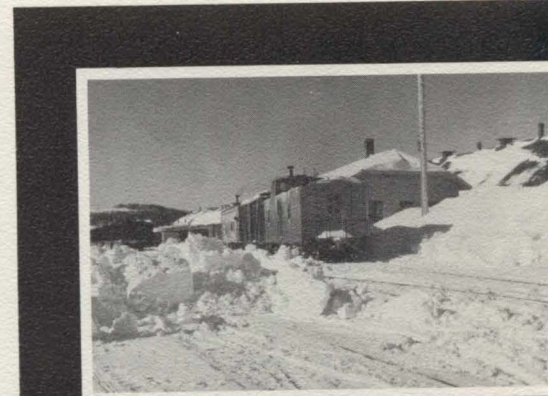
"The unique aspect of this snow season," explains Chief Engineer Palmer H. Swales, "is that there were no thaws and no significant settling of the snow cover. Because the cover didn't melt to make room for successive snowfalls, as has been the pattern, each new storm created handling problems that became progressively worse."

To the layman, snow is just snow. Some people admire it for recreational purposes, some for purely aesthetic reasons. Most of us enjoy the novelty of the first storm that marks the change of seasons, then spend the winter muttering about it. But to the professionals who must dispose of it scientifically, there are different snow characteristics that the home snow shoveler seldom concerns himself with. There are the February snowstorms with the dry, stinging snow.

Sometimes these are the worst of all. Like the shifting sands of the desert, February's snow is always in motion, clogging cuts with 10-foot drifts and filling switches and leads. Snow like the February storms leave is enough to make plowmen, who sometimes must cover track at least once every 24 hours to keep it free from the blowing snow, and trackmen wish they'd chosen a less demanding occupation. Then there is the late March snow, crusted by the growing heat of the sun, which causes no drifting problems. For a period, traditionally in January, there is a thaw . . . a chinook with unusually warm and moist winter winds, or perhaps even a rain, indispensable in the scheme of railroad snow removal, for it settles the snow and makes room for the February and March snowfalls which are sure to come.

Without the January chinook, the average snow cover on the Bangor and Aroostook system built up to 61 inches this year as compared to the record snowfall of 1954-55 that showed a maximum average accumulation (ground cover) of only 44 inches. The high accumulation of ground cover this year meant that, in many cases, the snow had to be handled several times simply because there was no room for it. The people with the slide rules in the BAR Engineering Department who know about such things, calculate that 39% more physical space was needed this year to hold plowed snow than was required during the severe snow season of 1954-55.

Snow removal has long been a chal-



Van Buren Yard



Snow shoveler at Oakfield



Snow-covered engines at Houlton



lenge to Swales and his department. The process of taking the brute strength out of the heavy, summer maintenance jobs has been a relatively smooth transition. His department acquired the machinery to perform major surfacing operations by production line techniques over a period of several years. It has not been until the past 24 months, however, that many of the machines have been equipped with broom blowers for cleaning switches, new snow blowers purchased, and a fleet of 22 four-wheel drive vehicles with plows acquired.

"We bought this equipment," Swales explains, "to round out the mechanization process in snow removal, which is our largest single expenditure and accounts for about 13% of our entire maintenance of way budget. This year, it turned out to be a life saver. Without that equipment, I don't know how the job could have been accomplished. At no time, were we without service during the season."

Until Dec. 30, the season was no different than any other Aroostook winter. A Dec. 30 storm dropped 40 inches of fresh snow immobilizing highways and other vital arteries. While the area reeled from the first storm, it was buffeted by another and, yet, another until choked sidings and yards couldn't hold



*Spreader Foreman Joe Allen, bundled against bitter cold, signals spreader operator from his precarious perch. Below Pettibone snow blower bores its way through a bank at Oakfield yard.*

another cubic foot of snow. In the yards, banks were pushed back with huge shovels. The new Pettibone snowblowers burrowed their way through banks in sidings and loading areas.

#### TOUGH MONTHS

To get an idea of the severity of those first tough months of winter a look at the plow miles operated tells the story. In January, the operating people ran 11,706 plow miles and 7,755 spreader miles. This compares with 715 plow miles and no spreader miles in January of 1962. In February, the story was more of the same: 17,324 plow miles and 12,448 spreader miles. In the corresponding period for 1962, the railroad ran only 4,002 plow miles and 314 spreader miles.

The Jordan spreader, one of two that are the backbone of Swales' snow removal battery, is similar in operation to a huge grader. It is used in the same manner that one sometimes uses a lawnmower, making a swath down the center of the yard and gradually pushing the snow toward both outside edges. Its operation requires considerably more planning, however. A good spreader man is truly a jewel. This year the two spreaders began their round of sweeping the Bangor and Aroostook yards clean of snow Dec. 31 and continued until March 15 with a letup of only five days during this period. In a normal year, the spreader is in use only about 50% of the time.

While the plow and spreader crews bucked massive drifts on the main line and in yards, the smaller machines—







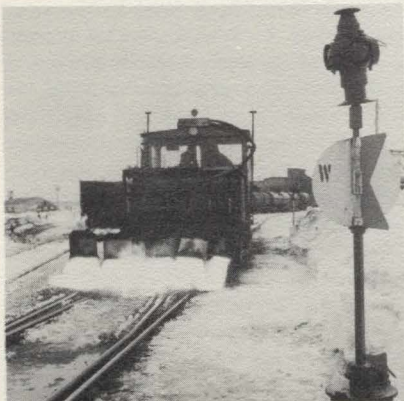
*Kershaw ballast regulator*



*Shovel at Oakfield*



*Loading snow at Caribou*



*Double-duty weed burner*

Kershaw ballast regulators equipped with plows and broom blowers, Pettibone snow blowers and the rest of the array of snow-moving equipment—cleared switches, leads and sidings. Despite the unrestrained fury of the weather during January, February and March, service remained uninterrupted.

#### EXAMINE BILL

The Engineering people examine their snow removal bill—and expense about which many common carriers need not concern themselves—with a hard eye. To stem the tide of rising costs, every effort is made to reduce the major expenditure of snow removal expense. It was a major reason for the acquisition of snow removal machinery. The other reason, in addition to the cost of labor, was the non-availability of snowshovelers. Hiring all the snowshovelers available, the railroad reached a peak of employment only during the Washington's birthday weekend with a high percentage of students among the workers.

The mechanization experiment has been successful. The BAR is moving more snow, with fewer people and at less cost than it has in comparable years. This year, the manpower peak was a very conservative 376 men employed during the snow season. The much more level peak during the closest comparable year, 1954-55, was 515, indicating that the new mechanization of snow removal permitted the Engineering Department to move more snow with 27% fewer people.

"The trend in snow removal expense has been steadily upward since 1940," Swales says. "When we began keeping accurate records of such things, snow removal was costing us \$1,000 an inch of snowfall. We reached a peak during the 1958-59 season when we paid \$4,000 an inch. There is now a definite downward trend in snow removal costs as a result of the equipment purchased during the past two years. And in evaluating these figures, you must consider that today's worker earns five times as much as he did in 1940 and works a 40-hour straight time week. It wasn't until 1949 that railroad changed from the 48 to the 40-hour work week."

#### WARM SUN

When the Aroostook country basks under a warm June sun, it's not hard for most railroaders to forget the relentless pounding that nature delivers between December and April. By this time, the switchbroom blowers have been dismantled from the Kershaw ballast regulators and the Pettibones have shed their snow blowers for one-and-a-quarter yard buckets and the rest of the machinery has been converted for the summer work program. But there are those who are sharply reminded of the high price that the railroad pays to keep its tracks free of snow and ice. And it's a good bet that the cost-per-inch snow chart in the chief engineer's office will continue the downward trend started by new equipment and new concepts of snow handling.

*Pettibone is also used with bucket to remove snow*





# For A Job Well Done

Railroading is a way of life that spawns any number of solitary jobs . . . the dispatcher on the graveyard shift sitting alone with his work sheet and the awesome responsibility for lives and equipment, the rear brakeman flagging by an isolated siding, the car inspector making his rounds in a darkened railroad yard. But probably the lonliest job of all is that of the section man.

There are 46 sections in the Bangor and Aroostook system. Many of them start in the wilderness and end there. Some of the men who are responsible for these sections live there in neat houses set in clearings between the track and the ever-present forest. The houses are almost always well cared for with well manicured lawns and neat gardens. The people who live in these houses often see deer from the kitchen windows. Partridge and other creatures of the forest are common visitors. Most of the remote section locations now have roads to them, so the people aren't as isolated as they were 30 years ago. And perhaps there aren't as many remote sections as there once were.

## STILL SOLITARY

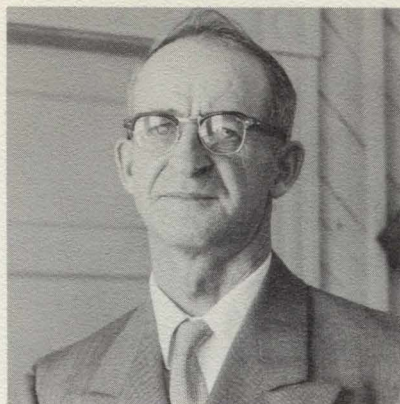
But the job is still a solitary one. It needs a kind of man who doesn't mind being alone with himself for much of his work day, who doesn't need the reassurance of the crowd and a man whose eye is pleased by the sight of an expanse of well-kept track disappearing into the distant forest.

If his section isn't one of the remote ones, and he does live in a settled area, the chances are that he will travel considerable distance through unsettled country to patrol his track. The responsibility he bears is great enough to insure him a permanent place in railroading, even in this age of automation. Every train that passes over his particular piece of track depends on the section foreman and his crew for their safety.

And although he knows every tie, every rail joint in that section intimately, he patrols and examines it every 24 hours.



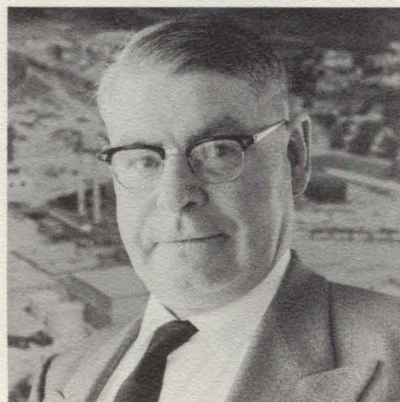
*L. M. Pinnette*



*F. E. Grey*



*M. D. Tibbetts*



*M. J. McCue*



*E. R. Porter*



*G. W. Johnston*



*W. E. Miller*





*W. J. Wardwell*



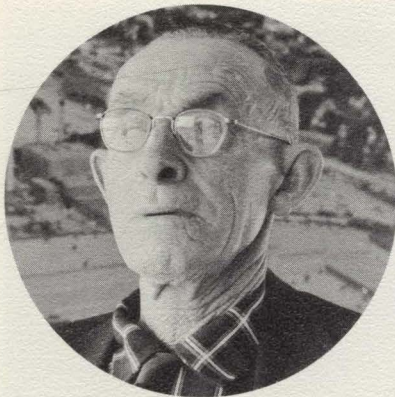
*L. Bourgoïn*



*M. E. Lyford*



*P. G. Pratt*



*W. L. McCue*



*N. K. Dixon*



*W. M. Norsworthy*



*J. C. McDonald*

When the weather demands it, during spring freshets or fall hurricanes or winter blizzards—he watches it with the same care a parent might bestow on a feverish youngster. There are a good many nights when his sleep is disturbed by the demands of his job. He is no stranger to the bite of wind in December, or the wetness of an April night rain on his face.

The job that the section man performs is a vital one. An oversight on his part could cost thousands of dollars, even human life. It's work that requires the same patient attention to small details every day, until the very sameness becomes an enemy. But he does his work well, and finds satisfaction in it. And in early October, there is track inspection, a comprehensive review and evaluation of the summer's work.

### PREPARATIONS START

Preparations for this important event start months in advance of the special train that takes the chief engineer and seven others over every rail joint in the BAR system . . . all 584 miles of it. The track has been manicured with loving care. New material is carefully stored. The accumulation of old material from the summer repair program has been scrupulously removed. When the special train leaves Houlton, the entire maintenance force draws a deep breath for the intense scrutiny of the three-day trip.

Business cars have practically disappeared from the railroad scene. But the BAR's Car 100 is ideal for track inspection. Facing the rear, the men who are marking track can easily judge the line of the track as it unwinds behind the speeding train. The chief engineer, superintendent of track and equipment, four roadmasters, the principal assistant engineer, general manager and president usually ride the inspection train and mark track. Sections are judged on riding quality, line and surface, cleanliness, cleaning of ditches, and cutting of brush for visibility of signs. When the trip is over, the results of individual marking are consolidated and each section receives a numerical grade.

### PROVIDES RECOGNITION

"Track inspection not only provides an opportunity for recognition of the people who are doing a superior job," explains Chief Engineer Palmer H. Swales, "it also let's us know exactly where we stand in maintenance from year to year. Our grading system gives us a uniform standard under which we can compare current maintenance with that of one year or 10 years ago.

"The standard by which track is judged," Swales says, "also underlines areas of importance for the guidance of



the section foremen. Housekeeping, for example, is important because it has involved both safety and prevention of waste.

"When the results of the close inspection have been evaluated, four first, four second and four third prizes, plus meritorious prizes are awarded. In addition, a first and second prize are given for yard sections.

"The prizes are awarded to those men who have put a little bit of themselves into the piece of track that is their responsibility," Swales says. "Those men who receive prizes have truly done a superior job in every respect."

Those who were honored most recently are: Foremen F. E. Grey, Lagrange; M. J. McCue, E. Millinocket; G. W. Johnston, Limestone, and L. M. Pinnette, Fort Kent, all first prize sections; M. D. Tibbetts, Medford; E. R. Porter, Grind-

stone; W. E. Miller, Westfield; and W. J. Wardwell, Stockholm, all second prize sections; M. E. Lyford, Brownville; W. L. McCue, West Seboois; W. M. Norsworthy, Caribou; and L. Bourgoin, Van Buren, all third prize sections. P. G. Pratt, Patten, and N. K. Dixon, Mars Hill won Meritorious prizes; J. C. McDonald, Derby, won first prize for yard sections and F. L. Smith, Houlton, second prize.

"Even with the advanced machinery we have today for track maintenance," Swales says, "there just isn't any substitute for the section foreman and his crew. He may be working miles from the closest supervision and he is responsible for every aspect of the maintenance of his section of track. He must exercise judgment every day to do his job properly. And there hasn't yet been a track maintenance machine made that can

perform that function. I consider the sectionman one of the most vital links in the railroad maintenance cycle."

It takes a special kind of man to make a section foreman, or a trackman either. It isn't a glamorous job. At times, it's monotonous; at others, just hard work. The crow's feet at the corners of his eyes come from habitual squinting in the sun to make sure everything is shipshape on his little piece of the Bangor and Aroostook. His leathery complexion comes from long exposure to the Maine wind and sun. It takes a man who glories in the sweetness of a spring morning, or the zip of the first frost on the hardwood ridges. It takes one who likes the independence of the work, even the isolation of it and one to whom a little physical hardship is seasoning for the fare. And he's a rare species in this 20th century, armchair society.

# In The Family

## Engineering Department

Ass't. Supt. of Track *Gordon S. Duncan* of Houlton, was elected an executive board member of the Katahdin Area Council at its 42nd annual meeting held on Jan. 29 at the Bangor House. The dinner was attended by 100 Scouters and their wives, representing the six north-eastern county areas in which the Council serves 190 sponsoring institutions and their 216 Cub Packs, Scout Troops and Explorer Units.

Our sympathy to Trackman *Eldon J. Libby* of Masardis whose brother, Donald died Jan. 31.

Congratulations to Mrs. *Guy Chambers*, widow of former Trackman *Guy B. Chambers*, who celebrated her 78th birthday on Jan. 29.

A/1c *Clyde L. Burton*, son of Spreader Operator and Mrs. *John L. Burton* of Oakfield, stationed at Pease Air Force Base, N. H. has recently been assigned to temporary duty at Goose Bay, Labrador.

*Donald E. Burton*, son of Spreader Operator and Mrs. *John L. Burton* of Oakfield, has been promoted to Captain. He also won a commendation medal for meritorious service from Sept. 1, 1959 to June 15, 1962 at the 56th USAF Hospital, K. I. Sawyer AFB, Mich. His citation reads in part: "Captain Burton executed a smooth supply transition from the former dispensary building to the new 50-bed composite medical building, enabling this facility to become operational in a well organized and efficient manner.—His over all duty performance has materially aided the base staff in helping create a hospital facility second to none in the Air Defense Command

which has reflected great credit upon himself, the Air Defense Command and the United States Air Force." Mrs. Burton and their two children, *Michael* and *Rhonda*, are now in Turkey with Captain Burton.

Our sympathy to Statistical Clerk *Frank E. Shields* of Houlton, on the recent death of his brother, *James*, selectman at Dyer Brook. Funeral services were held at the Whittier Congregational Church in Island Falls, with Rev. *Edwin Hoysradt* officiating.

Our sympathy to the family of Foreman *Raymond E. Crawford* of Presque Isle. Mr. Crawford died suddenly while at work on Jan. 24. He has been a member of the BAR family since Aug. 1917. Funeral services were conducted in the chapel of the Graves Funeral Home at Presque Isle on Jan. 26 with Rev. *Richard Ryder*, pastor of the Congregational Church officiating.

## BAR Family

During ceremonies held at Monument Lodge F. & A. M. on Feb. 23, 1963 in Houlton, the following BAR people were installed as officers: Chief Clerk *M. A. Fairley*, Engineering Dept., as Secretary; and Ass't. Engineer *R. R. Randall*, Engineering Dept., as Senior Warden.

Mr. and Mrs. *Robert White* of Centerville, N. B., have announced the engagement of their daughter *Arlene Myrtle White*, to *Clarence W. Bell, Jr.*, of Presque Isle, son of Mrs. *Pauline Bell* of Mars Hill and the late Foreman *Clarence W. Bell, Sr.*

Miss White graduated from Centerville Regional High School and Fredericton Teachers' College. For the past three

years she has been on the staff of the Centerville Elementary School.

Mr. Bell attended Aroostook Central Institute, Mars Hill. He is a member of the V.F.W. and was in the U.S. Air Force during the Korean war. He is a patrolman with the Presque Isle Police Department.

A spring wedding is planned.

Miss *Regina Baker*, daughter of Mechanic and Mrs. *Asa J. Lake* of Houlton, was named to the dean's list at Westbrook Junior College in Feb. She is a senior at the college.

Our sympathy to Trackman *Relland A. Jones* of Mars Hill, whose father, *James F. Jones*, died in a Houlton hospital Jan. 5. He was 83. Mr. Jones had lived most of his life in Mars Hill where he was employed as a construction worker and steam engineer. He was a member of the Orangemen's Lodge of Mars Hill. Funeral services were held in the chapel of the Graves Funeral Home in Mars Hill with the Rev. *Donald Bickford*, pastor of the Full Gospel Assembly of Bridgewater officiating, assisted by Rev. *Foster Nelson* pastor of the East Ridge Union Church of Mars Hill.

The following sons and daughters of the BAR family, in the Houlton area, have attained honors in Houlton schools during the last ranking period:

*Norman Swales*, son of Chief Engineer and Mrs. *P. H. Swales*, Houlton, Houlton High School; *Brian Swales*, Houlton, Houlton Jr. High; *Molly Swett*, daughter of Supt. of Track and Mrs. *G. L. Swett*, Houlton, Grade 5; *Josiah Powell*, son of Mr. and Mrs. *J. W. Powell*, Houlton, Ricker Class. Institute; *Byron Powell*, Houlton, Houlton High School; *Daniel Powell*, Houlton, Houlton



Jr. High School; *Twyla Margison*, daughter of *Trackman* and *Mrs. F. R. Margison*, Houlton, Grade 5 and *Lawrence Veysey*, son of *Mechanic* and *Mrs. Lawrence Veysey, Sr.*, Houlton, Houlton Jr. High School.

Our sympathy to *Temp. Foreman* Sect. 355, *George D. Faulkner*, Houlton, and *Trackman* Sec. 240 *Harley B. Faulkner*, of New Limerick, whose mother, *Mrs. Annie M. Faulkner*, died on Mar. 13. Funeral services were conducted at the New Limerick Baptist Church on Mar. 15, with the *Rev. John Ruth* officiating.

*Floyd P. Goodall* of Beverly Hills, California, is spending a few months with his parents, *Trackman* and *Mrs. Perley Goodall* of Oakfield. He also visited his brother *T/Sgt. Carroll Goodall* and family in Limestone.

*Ardeen Pearl Goodall*, daughter of *Trackman* and *Mrs. Perley Goodall* of Oakfield, has been accepted and appointed as a Missionary to Southern Ireland. She will be doing deputation work among the churches beginning in the Baptist church at Oakfield.

Friends of *Mrs. Harris Porter*, wife of *Foreman* Sec. 106, South Lagrange, will be pleased to know she has returned to her home after having been a patient at the Eastern Maine General Hospital in Bangor.

Supervisor of Roadway Machines *W. E. Corey* and *Mechanic A. S. Kinney*, both of Houlton, have returned after having attended a service school held by *Jackson Vibrators, Inc.*, in Ludington, Michigan during the latter part of January.

Our sympathy to the family of *Sect. Foreman Roy C. Ames* (ret.) of Lagrange, who recently died at *Togus Veterans' Facility*, *Togus, Maine*.

### Employed 40 Years

*Mr. Ames* was employed for more than 40 years by the BAR. He retired in 1960.

He was a charter member and past commander of the *Wheaton-Bragg Post*, *American Legion* of *Lagrange*, past department sergeant-at-arms of the *Maine Department of the American Legion*, past master of *Composite Lodge of Masons*, and a member of *Doric Chapter OES* of *Lagrange*. He was a veteran of *World War I*, serving 18 months in *France*, where he was awarded the *purple heart*. He also saw service on the *Mexican border* in the *National Guard* prior to *World War I*.

Specialist *Paul H. Beals*, *Army Security Agency*, has received a *Letter of Appreciation* from the agency to the effect that a permanent record is being made in recognition of outstanding work performed by him during 21 months he was stationed at *Sobe Criticon Relay Station* in *Okinawa*.

*Mr. and Mrs. Richard Jackins* and two children of *Suffield, Conn.* were recent weekend visitors at the home of his parents, *Tie Inspector* and *Mrs. Guy L. Jackins* in *Houlton*.

### Mechanical Department

The many friends of *Electrician* and *Mrs. G. C. Folsom* *Milo*, were sorry to hear of the death of *Mrs. Folsom's* father, *Elmer Cheney*, *Dover-Foxcroft*, after a long period of ill health.

The many friends of *General Fore-*

*man W. L. Paul* are glad to see him back at work after several weeks' sickness a part of which was spent in the *Milo Community Hospital*.

Our sympathy also to *Welder* and *Mrs. Henry D. Williams*, *Milo*, on the death of *Mrs. Williams' brother, Claude Wadman*, *Brownville Jct.*, at the *Veterans' Hospital Togus*, after a long period of ill health.



MR. AND MRS. BRUCE F. HODGKINS

*Miss Dorothea Wiberly* daughter of *Machinist* and *Mrs. M. A. Wiberly*, *Milo*, became the bride of *Bruce E. Hodgkins*, son of *Mr. and Mrs. Earle Hodgkins*, *Farmington*, recently in a candlelight service at the *United Baptist Church, Milo*. The *Rev. Calvin Hayes* performed the double ring ceremony.

Wedding music was played on the organ by *Mrs. Edna Burry*, who also

accompanied *Mrs. Marilyn Smith* who sang, "O Perfect Love" and "The Lord's Prayer."

Given in marriage by her father the bride wore a white street length gown of Chantille lace over white satin fashioned with a bouffant skirt and shawl collar. Her shoulder length veil was attached to a crown of seed pearls. She carried a lace covered Bible centered with white roses. The Bible was a gift from her parents.

The Maid of Honor, *Miss Edna Day* was attired in a light blue street length gown of chiffon. The skirt was bouffant with a shirred cummerbund and topped with lace. She carried a colonial bouquet of shattered carnations and snapdragon.

The best man was *Donald Wiberly*, brother of the bride.

Ushers were *George Wiberly*, brother of the bride and *David Davis* cousin of the bride.

Following the ceremony a reception was held in the *Maxwell Parlor* of the church. Decorations of white carnations and pink mums were used. Punch was dipped by *Jennifer Jones* and *Marcia Gilbert* classmates of the bride.

Following the traditional first slice, the wedding cake was cut and served by *Mrs. Arno Ellis* of *Bangor*, aunt of the bride.

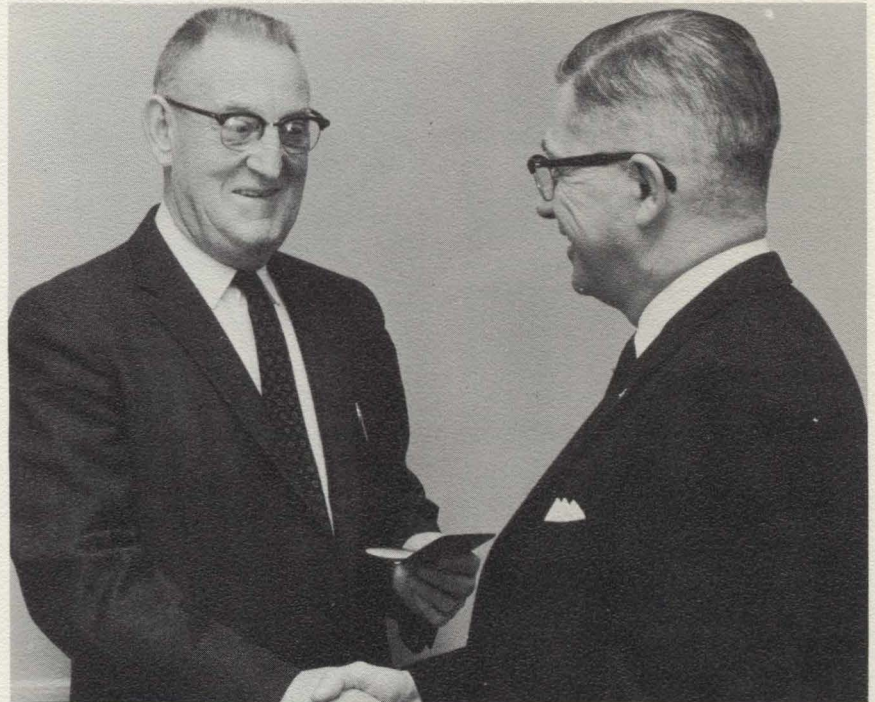
*Miss Mary Davis* cousin of the bride circulated the guest book.

*Miss Pamela Pendleton* cousin of the bride presided at the gift table.

The bride chose for her wedding trip an ensemble of turquoise with black accessories.

The bride is a student at *Farmington State Teachers College*. The bridegroom was graduated from *Farmington High School*. He is a sergeant in the *U. S. Army* and is stationed in *Germany*.

The many friends of *Retired Machinist*



*Harry L. Porter*, staff assistant to the general freight traffic manager, received his gold pass from *Leslie W. Wentworth* in February. He was born in *Dixmont* and came with the railroad Feb. 1, 1923 as a freight trucker. Before assuming his present duties he was for many years chief clerk at the *Northern Maine Junction Transfer House*. *Mr. Porter* is married and has two children. He is a member of the *Masonic order* and the *Oddfellows*.



*Ellis H. Tobin*, Milo, were saddened to learn of his sudden death Feb. 8th. *Ellis* entered the employ of the Bangor and Aroostook R. R. Sept. 11, 1923 as a machinist helper and retired Mar. 1, 1959, as a machinist.

He was a member of *Dirigo Lodge* of *Odd Fellows* and *Pleasant River Grange*, Milo.

He is survived by his widow, *Jennie*, Milo, and a son *Robert*, New Britain, Conn.

Funeral services were held at the *Lary Funeral Home*, Milo, Feb. 10, with the *Rev. Milton Smith* of the *Park Street Methodist Church* officiating.

Miss *Joyce Hughes*, daughter of Mr. and Mrs. *Ivan Hichborn*, Sebec, became the bride of *Richard A. Burton*, son of *AAR Car Accountant* and Mrs. *Ray D. Burton*, Derby, in January. The ceremony was at *St. Paul's Catholic Church*, Derby, by the *Rev. H. McNair*, of *South Portland*, uncle of the bride.

A reception was held at the *American Legion Hall*, Milo. Refreshments were in charge of Mrs. *Verna Gray* and Mrs. *Diana Burton*. Gift table hostess was Mrs. *Thresa Thurlow*, sister of the bridegroom.

The couple will make their home in *New London, Conn.*, where the bridegroom is stationed with the *U. S. Navy*.

Ret. *Blacksmith* and Mrs. *Stanley M. Brown*, Derby, spent several weeks in *Norfolk, Virginia*, visiting their daughter and family, Mr. and Mrs. *Perry Clark*.



MR. AND MRS. ROLAND N. RICHARDSON

Miss *Mary Ellen Davis*, daughter of *Carman* and Mrs. *M. R. Davis*, Milo, became the bride of *Pvt. Roland N. Richardson*, son of Mr. and Mrs. *Arton Richardson*, Milo, at the *United Baptist Church*, Milo in December.

Wedding music was played at the organ by *Carroll Fletcher* who also accompanied Mrs. *Barbara Kittredge*, Houlton, as she sang, "Together" and "The Wedding Prayer."

The bride, given in marriage by her father, wore a ballerina length gown of white satin. The full skirt was fashioned with sequins on the side panels, while the fitted bodice featured long sleeves tapered at the wrists and a batteau neckline enlanced with sequins. She carried a bouquet of white and red roses with white shattered carnations. Her fingertip veil was attached to a beaded crown.

Her matron of honor, Mrs. *Betty Ann Arnold*, sister of the bridegroom, chose a dress of light blue satin. She carried a bouquet of yellow poms and white shattered carnations.



Inside *Hostler*, *L. L. Pelkie*, *Millinocket*, retired Dec. 31, after more than 45 years' service. He was presented a purse of money from his fellow employees. *Louie's* many friends wish him many years of health and happiness on his retirement.

*David Richardson*, brother of the bridegroom was best man and ushers were *Leslie Richardson*, brother of the bridegroom and *David L. Davis*, brother of the bride.

A reception was held in the *Maxwell Hall* of the church, immediately following the ceremony. *Edwin Treworgy* sang "Serenade" during the reception. Coffee and punch were served by the Misses *Pamela* and *Sally Pendleton*, cousins of the bride, while other refreshments were in charge of Mrs. *Vivian Wiberly* and Mrs. *Arno Ellis*. The guest book was circulated by Mrs. *Bruce Hodgkins* and the gift table was attended by Mrs. *Hazel Parker* and Mrs. *Eric Nelson*. Following the traditional first slice, the wedding cake was cut and served by Mrs. *Anne Pendleton*.

The bride is a graduate of *Milo High School* and is employed at the *Bangor Shoe Company*.

The bridegroom is a graduate of *Milo High School* and is now serving with the *U. S. Army*, stationed at *Fort Dix, N. J.* Prior to his enlistment he was employed with the *Bangor and Aroostook Railroad Company, Stores Department*, Derby.

Cold, bitter winter weather was about all *Schoodic Lake* had in store for anglers at the *Jaycee Ice Fishing Derby* the weekend of Feb. 3rd.



TOM WILEY AND PRIZE

Enthusiasm ran high among the 250 to 300 anglers who participated, but once again old *Schoodic* failed to yield even one of her mighty lunkers or cordwood sized *Togue* or *Salmon*. Winning fishermen were *Crane Operator B* and *A RR Leon Smith*, Milo, with a 3 lb. 10 oz. laker for the \$25.00 prize and *Bobby Ellison*, son of *Car Repairer J. W. Ellison*, who was fishing with his uncle *Bill Ellison*, who tied for the second prize of \$10.00. The salmon class was won by *Ed* and *Dave Brown* winning the \$25.00 and \$10.00 prizes respectively. A 2 lb. 1 oz. cusk was reported in by *Robert Lane* of *Brownville Jct.*, worth \$5.00.

*Jo-Ann Berry*, daughter of *Jaycee* President and Mrs. *Ed Berry* drew the winning ticket for the *Sno-Traveler*, the lucky winner being *Electrician Tommie Wiley*, Derby.

In spite of the weather the derby was termed a success and a sizable amount of money was made available toward the generator installation for the *Milo Community Hospital*.

The many friends of *Outside Hostler L. M. Brigham*, *Northern Maine Junction* were sorry to hear of his death in the *Milo Community Hospital* after a long period of ill health. *Leonard* entered the service of the *Bangor and Aroostook R. R.* May 4, 1920 as a *Laborer* at Derby. He was the holder of a 40 year *Gold Pass*. Our sympathy to the family which includes a son, *John*, a *Bangor and Aroostook operator*.

Our sympathy also to *Machinist* and Mrs. *Raymond Dugas*, *Millinocket*, on the death of their son, *Donald 27*, in an automobile accident in *California*.

### Accounting Department

Clerk and Mrs. *Robert Girvan* and their two children, *Robert Jr.* and *Barbara*, recently vacationed in *Florida*. They visited a daughter in *Virginia* and relatives in *Georgia* before going on to points along the west coast of the orange blossom state.

At the annual meeting of *Katahdin Area Council, Boy Scouts of America*, held at the *Bangor House* on *January 26th*, *Vice President-Marketing, Howard L. Cousins, Jr.* was elected a *Council*





Crane Operator *Leon E. Smith*, Derby, receives gold pass from Mechanical Superintendent *V. L. Ladd* in January after completing 40 years' BAR service. He is a native of Chicopee, Mass., and entered service Jan. 22, 1923 serving as machinist helper, machinist apprentice, machinist and crane operator.

Member-at-Large. *Arnold J. Travis*, manager of the Highway Division was elected a member of the Executive Board and *George N. Grant*, clerk in the Accounting Department was re-elected a National Council member, representing the local council at the annual meeting in New York in May.

Capt. *Kenneth C. Eaton*, son-in-law of Key Punch Operator *Cora Pelkey*, recently returned from a tour of duty in South Viet Nam. Capt. Eaton received his captain's bars, a commendation medal and the Air Medal with Oak Leaf Cluster as a result of flying a badly damaged helicopter from a native village in South Viet Nam to the Army Base in De Nang.

Friends of Machine Operator, *Win Bracy*, will be pleased to learn that he is convalescing at home after spending seven weeks at the Eastern Maine General Hospital as a result of severe burns. Mr. *Roger Samples* has been temporarily assigned to the job during Win's absence.

Friends and co-workers of Mrs. *Helen Brissette*, Key Punch Operator, were sorry to learn of the death of her mother, Mrs. *Frances Morin*, of Old Town, February 10.

### 10-Day Leave

*Donna Brissette*, YNSN, U. S. Navy Waves, recently spent a 10-day leave at the home of her parents, Mr. and Mrs. *Edmond Brissette* in Old Town. Miss Brissette is stationed at the Charleston, South Carolina Naval Base.

Chief Clerk and Travelling Auditor *Gene Rice* had as holiday guests over the Christmas and New Years observance, Mr. and Mrs. *Robert Kendrigan* and family of Rahway, New Jersey.

Friends of *Kathleen Aiken*, of the Disbursements Department, sympathize with her in the recent death of her sister-in-law, Mrs. *Frank McGuire*, in Wayne, New Jersey.

Clerk *Miriam Rounds*, accompanied by her sister, Mrs. *Stanley Murray*, of Stockton Springs, were in Lewiston recently to attend the funeral of their cousin.

Friends and fellow workers extend their very best wishes to *Kathleen Mc-*

*Guire Aiken* upon her retirement from the railroad early in February. She spent the first months of new leisure in Florida.

Interline Forwarded Clerk *Seth Gilman* of the Freight Audit Section has returned to work after being a patient at the E.M.G. Hospital in Bangor.

Miss *Lola Eastman*, Variance and Differences clerk, has been confined to her home in Bangor for the past several weeks as a result of illness.

### Dean's List

*David M. Parker*, son of Abstract Clerk *Robert* and Mrs. *Parker*, was on the Dean's List for the Fall Semester at the University of Maine, where he is a senior in the College of Technology.

*Bruce Shaw*, son of *Ward* and Mrs. *Shaw*, was on the honor roll at Bangor High School for the fall term. Bruce is a Freshman at B.H.S.

The many friends of retired Chief Clerk *G. F. (Mac) McKeen* of the Rates and Revisions Section, were pleased to see him as a visitor in this Department recently.

Retired Clerk *Kenneth H. Redman*, pensioned March 1, 1960, died January 12 at his home in Bangor.

*George Deshane* of the Rates and Revisions Section has transferred to the Traffic Department as a rate clerk.

*Leo Matheson* has been assigned to the position of Rate and Division Clerk, formerly filled by *George Deshane*. *Richard Thompson* moved up to Leo's former position of Rate and Division Clerk and Dick's former position has been taken over by *James Wiseman*, formerly mail messenger.

A Blue and Gold Cub Scout Banquet was held Feb. 12 at the new Fourteenth Street School in Bangor. Among the recipients of advancement awards was *Angus Mountain*, son of Clerk and Mrs. *Harold Mountain*, who received his Cub Scout Wolf Badge. *George Grant* showed movies of the last National Scout Jamboree held at Valley Forge and various scenes of Washington, D. C. from the top of the Washington Monument.



MR. AND MRS. JAMES R. MARKS

Miss *Mary Ellen Youngblood*, daughter of Mr. and Mrs. *Raymond Youngblood* of Milo, became the bride of *James R. Marks*, son of Mr. and Mrs. *James R. Marks* of Milo, at the United Baptist Church in February. The Rev. *Calvin T. Hayes* officiated at the ceremony using the double ring service.

Bridal baskets of white pompoms and pink carnations with the candelabra decorated the church altar for the ceremony.

The organist, *Carroll Fletcher*, a classmate of both the bride and bridegroom, played traditional wedding music before the ceremony and also accompanied Mrs. *Marilyn Smith* who sang "O Promise Me," "I Love You Truly" and "The Lord's Prayer."

The bride given in marriage by her father, was attired in a floor length gown of Chantilly lace and tulle, fashioned with a scalloped square neckline, basque bodice and traditional long pointed sleeves. The bouffant skirt combined a lace front and ruffles of lace-edged tulle down the back. Her bouffant veil of pure silk bridal illusion was attached to a crown of hairbraid, trimmed



Retired Engineer *Joseph West*, Houlton holds new watch given him by fellow employees when he retired recently.



with aurora borealis crystals and pearl loops. She carried a white Bible on which rested a corsage of white roses and white shattered carnations.

The matron of honor was Mrs. *Amber Ellis*, a classmate of both the bride and bridegroom, who wore a street length gown of rose sheer nylon over taffeta, fashioned with a bouffant skirt and shirred cummerbund. This was topped with a short sleeved, scalloped edged empire velvet jacket, with a scoop neckline. Her matching crown was hairbraided and aurora borealis crystals with a chin veil. Other attendants were Mrs. *Sandara Guedessa*, sister of the Bridegroom, and Miss *Gayle Trask*. Their gowns and matching crowns were identical to the matron of honor's, in turquoise. All carried identical crescent shaped bouquets of gladioli blooms, centered with double snapdragon blooms.

The best man was *Edward Marks*, brother of the bridegroom, and ushers were the bride's brothers *Edward* and *Paul Youngblood*.

### Immediately Following

Immediately following the ceremony a reception was held in the dining room of the Milo Town Hall, which was decorated with white streamers and white wedding bells.

Assisting in serving were Miss *Rose Godfrey* of Bangor and Miss *Mary Gerald* of Orrington.

The wedding cake was cut and served by Mrs. *Louise Hearn* and Miss *Nancy Marks*, niece of the Bridegroom, following the traditional first slice. Miss *Susan Reed*, cousin of the bride circulated the guest book. The gift table hostesses were Mrs. *Denice Marks* and Miss *Carolyn Judkins*.

The bride is a graduate of Milo High School and is employed by the Bangor Hydro-Electric Company at Bangor.

The bridegroom is also a graduate of Milo High School and is employed by the Highway Division of the Bangor and Aroostook Railroad Company at Bangor.

The bridal party with their wives and husbands and the Rev. and Mrs. Hayes were entertained at a party following the rehearsal, at the home of the bride's parents.



E. W. HACKETT, JR.



Mechanical Superintendent V. L. Ladd presents gold pass to Machinist *Raymond A. Dugas*, Millinocket, for 40 years' service completed in December. Mr. Dugas, a native of Notre Dame du Lac, P.Q., entered service as a laborer in 1922 and later worked as machinist helper, hostler before becoming a machinist. Mr. Dugas attended Island Falls High School. He is married and has five children.



Clerk *Hugh W. St. Onge* receives his gold pass from Superintendent *D. Keith Lilley*. Mr. St. Onge was born at Barre, Mass., and came to the railroad in 1918 as a mail messenger. He later worked as timekeeper, chief clerk, foreman, and transfer house. He is married and has two married daughters. Mr. St. Onge is a member of the Masonic bodies and Anah Temple Shrine.

*Edward W. Hackett*, of Derby, retired January 14, on account of ill health. He entered the service of the Bangor and Aroostook RR in 1943. During World War I he served in the U. S. Army.

The resignation of *Edward W. Hackett, Jr.* son of Mr. and Mrs. *E. W. Hackett*, as principal of Piscataquis Community High School has been accepted with deep regret by the Board of School Directors of School Administrative District Four.

Hackett began his teaching career at Piscataquis Community High in September 1953 as teacher of history and coach of baseball. In 1954 he became director of guidance and sub-master and in 1955 was elected principal of the school.

He has accepted a position as Extension Specialist in Youth Education at the University of Maine and assumed his new duties at the University March 1.

Hackett was graduated from Milo High school in 1942. He entered the military service in 1943 and served overseas for 26 months. He earned his B.A. degree with high distinction from the University of Maine in 1952, and his M.Ed. degree from the University in 1953. While at the University of Maine, Hackett was elected to Phi Beta Kappa and Phi Kappa Phi, the highest honors that can be conferred upon an undergraduate at the University.

He is a member of the Maine Teachers' Association, the State Principals' Association, and the National Association of



Secondary School Principals. He belongs to the Kiwanis Club of Guilford and is past president of the Piscataquis County Teachers' Association and of the Penquis League. He has been on the Eastern Maine Basketball Committee since 1958 and served as tournament chairman in 1959 and 1960. He is also on the Winter Sports Committee and served last year on a special music committee to select the Cherry Blossom Festival band.

Mrs. Hackett is the former *Mary Paddock* of Milo. The Hacketts have six children, *Timothy, Nancy, Thomas, Matthew, Mark* and *Edward*.

The many friends of *Clinton A. Brown*, of Milo, were sorry to hear of his death after a long period of illness. Mr. Brown entered the service of the Bangor and Aroostook RR in 1943 and retired in 1956. Our sympathy to his widow and children.

Store Clerk and Mrs. *H. W. Hamlin* were in Montreal, Que. recently where they visited Mrs. Hamlin's sister for a week.

Mrs. *F. D. Murphy, Jr.*, of Milo, her uncle, *Alfred P. Dugal*, of Lewiston, and Mrs. *T. N. Hopper*, of Derby, left Feb. 22 for St. Petersburg and Miami, Florida. Enroute they attended the Mardi Gras and Carnival Ball in New Orleans, La. where they were joined by Mrs. Hopper's sister and husband, Mr. and Mrs. *Fred Sullivan* of St. Petersburg. While in New Orleans they were guests of Mrs. Hopper's nephew and wife, Mr. and Mrs. *John C. Murray*.

Mr. and Mrs. *Keith Larrabee*, of Milo, are receiving congratulations on the birth of a daughter, born February 15 at the Milo Community Hospital.

### Transportation Department

Miss *Gaynor Littlefield*, a sophomore in Hermon High School, daughter of Chief Clerk *Linwood Littlefield*, has been elected to the National Honor Society. Miss Littlefield has maintained a standing of 90 or better since the eighth grade.

Conductor and Mrs. *V. S. Rideout* left December 15 to spend the winter with their daughter in San Bernadino, California.

Miss *Susan LaJoie*, daughter of relief operator and Mrs. *J. A. LaJoie* was released from the Van Buren Community Hospital on January 8th, after being hospitalized with a broken leg. The accident occurred on the ice rink while trying out her new skates she had received for Christmas.

Miss *Nancy Lee*, a senior at Houlton High School, daughter of Assistant Superintendent of Transportation and Mrs. *Herschel P. Lee*, has been chosen as Good Citizen Candidate, under the sponsorship of the Lydia Putnam Chapter D.A.R., by her classmates and teachers for outstanding qualities of dependability, service, leadership and patriotism.

### Highway Division

*Pamela Foss*, 10, daughter of Mail Truck Driver *Paul E. Foss* and Mrs. *Foss*, of Cedarwood Pony Farm, Hermon, accepts two trophies from Mrs. *Roy Holden* of Westbrook, Maine at the Maine Horse Association Banquet at the Jefferson Hotel in Waterville.

Pam has been showing ponies that she trains herself at MHA Class A, B, and C Horse Shows for three years.



The large trophy is for two-year-old CEDARWOOD LARIGO'S GOLDEN KING, judged Grand Champion of the State of Maine in the model pony and model colt classes, season 1962.

The small trophy is for one-year-old CEDAR SILVER CRICKET, which won Reserve Champion, State of Maine,

in the Model Colt class, season 1962.

Mr. and Mrs. *Gary Percival*, Stillwater, are announcing the birth of a daughter, *Kelly Sue*, born January 2. The baby was the New Year's baby for the Old Town area, and she and her parents received many gifts from the local merchants.

### CONTRIBUTORS

|                    |                   |
|--------------------|-------------------|
| Harold Mountain    | L. M. Pinnette    |
| Helen Brissette    | H. L. Wright, Sr. |
| Margaret Patterson | Harold Labbe      |
| Mervyn Johnston    | Thelma Kelley     |
| Lloyd T. Connors   | C. A. Hamilton    |
| M. A. Fairley      | Chester Michaud   |