



Talking It Over

To My Fellow Employees,

How many times have you heard the lament, "How I'd like to be able to put in my eight hours and then go home and forget it!" Maybe you've even said it yourself. Well, there are a lot of jobs where a man can do just that. He can put in eight hours in a kind of sleepwalking consciousness. Most assembly lines are like that. A man does one familiar job all day, interrupted only by coffee breaks and a lunch hour, and between the breaks he turns off his thinking apparatus because he doesn't need it. He becomes, for eight hours, a kind of animated machine.

But there aren't many jobs like that in the railroad business.

That's because we're an industry that provides, not a product that can be held in the hands, but a vital service whose principal ingredient is human skill and intelligence.

There's an opportunity and a need for craftsmanship in railroading that isn't present in the production quota that meets a certain quality control inspection on an assembly line job. Consider the engineer on a train. His job—the actual movement of the shipment—is the end product of an intricate succession of railroad jobs all involving human skill and judge-

ment. It might have started with the salesman who sold the customer and continued through the people who are responsible for maintenance of way, the rolling stock, to the train crew that performed the final and basic job of transportation.

If the salesman who was directly responsible for a shipment had made an error in judgement, he wouldn't have sold the customer. An agent, answering the telephone with a scowl in his voice, can completely undo the most carefully-planned sales campaign in the same way that the too-hard coupling of cars can damage a vital shipment and undo the best efforts of the rest of the team. Attention to such detail is craftsmanship and it makes a man tall. It follows through every step in the transportation process.

Human skill and craftsmanship are part of a business like railroading. Take the people and their pride in doing their jobs well out of it and you have nothing left. If you have a job that requires judgement and thought—and railroad jobs do, from the trackman to the car inspector to the salesman—it's hard not to take a little of it home with you and still do your job well.

As a matter of fact, there are few railroad jobs that don't demand the whole of a worker's attention for at least his working day and often longer. The con-

ductor switching a busy yard certainly can't turn off his thinking apparatus and do his job. Neither can the trackman, or the car inspector or the agent or any of the dozen and more steps involved in the final movement of a shipment. Their jobs involve both their mind and their person.

There's another way to look at it, too. We spend more time during the weekdays at our work than we do at all our other activities combined except sleeping. If we live those eight hours more fully by personal involvement in our work then we have really doubled our lifespan. The working hours take on the same vitality as the leisure hours, perhaps even more.

So don't envy the man who has a job so mechanical he can walk away from it and completely forget it after eight hours. Feel a little sorry for him instead, because he's literally missing out on a good part of his life. He's also missing one of the greatest human satisfactions: feeling himself a useful part of something bigger than himself.

Besides, no one has yet figured out how to make a machine take the place of a skilled, thinking human being.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

Curtis M. Hutchins was elected chairman of the Bangor and Aroostook Railroad April 16 by its board of directors at their annual organizational meeting.

W. Jerome Strout and W. Gordon Robertson were re-elected president and vice chairman respectively, and Roy D. Plumley, treasurer and general auditor. Other appointments included John E. Hess, vice president-finance and clerk; Howard L. Cousins, Jr., vice president-marketing; Frederick B. Lunt, regional vice president-sales; William M. Houston, general counsel; Leslie W. Wentworth, general freight traffic manager; Harold C. Duffy, manager of operations; Palmer H. Swales, chief engineer; Vaughn L. Ladd, chief mechanical officer; Harold F. Bell, manager purchases and stores; S. F. Corey, manager highway division; Carl E. Delano, director of personnel; Richard W. Sprague, director of public relations; William M. Houston and Lewis B. Neal, assistant clerks.

Hutchins served as president of the railroad between 1948 and 1957 and as chairman of the board from 1952 until 1959.

Joseph R. Lapointe, Van Buren, a prominent Aroostook County potato grower and businessman, has been elected to the board of directors of the Railroad.

Lapointe is also chairman of the Maine Potato Commission, a director of the Potato Division of the United Fresh Fruit and Vegetable Association, a director of the Aroostook Farm Labor Association, a supervisor of the St. John Valley Conservation Commission and an advisory director of the Northern National Bank of Presque Isle.

Lorne F. Parent, also of Van Buren, resigned from the railroad's board for reasons of business, but accepted a place as a member of the railroad's advisory committee. Also named to the advisory committee were: Thomas E. Houghton, Fort Fairfield; Frank Pendleton, Caribou; and Dennis Getchell, Limestone.

The appointment of William M. Houston, 37, Bangor, as general counsel for the Bangor and Aroostook Railroad was announced April 16 by President W. Jerome

Strout. As general counsel he succeeds John E. Hess who had been serving in the dual capacity of general counsel and vice president-finance.

Houston, a former Milo man, has been associated with the railroad since 1955 as attorney and assistant general counsel. He received a BA degree from Bowdoin College in 1951 and his LLB degree from Harvard Law School in 1954. Before his railroad association, he was an attorney for Waldren, Boynton & Waldren of Portsmouth, New Hampshire.

He served with the 1st Cavalry Division in Japan and for several years served as a captain, Judge Advocate General Corps, in the Army Reserve. Houston is active in state politics and is currently serving on the Bangor City Council. He is also regional chairman of the Admission Committee, Association of Interstate Commerce Commission Practitioners, a member of the Maine and Massachusetts BAR Associations, the Penobscot Valley Country Club and the Masonic Order.

He is married to the former Ruth Coburn of Brownville. The couple have three children.

VOL. 13	MAINE LINE NEWS	No. 3
BANGOR AND AROOSTOOK RAILROAD COMPANY		
84 HARLOW STREET — BANGOR, MAINE		
RICHARD W. SPRAGUE, DIRECTOR OF PUBLIC RELATIONS		
EDITOR		
ASSOCIATE EDITORS		
BENJAMIN J. EDWARDS	BERNICE BAILEY	
GEORGE N. GRANT	GARRETT J. LOVETT	
HAROLD I. GRINNELL	GUY DOW	
MRS. PHYLLIS LEEN		

IN THIS ISSUE

NEW GRIST FOR THE MILL	4
1964'S SAFETY AWARD WINNERS	7
WHO ARE 1965'S ROBBER BARONS	11
A TRADITION OF EXCELLENCE	14
MEMOIRS OF A RAILROAD BUILDER	18
MILESTONES	22
IN THE FAMILY	23

ON THE COVER

For most railroaders, the business of moving freight and keeping the rolling stock in top repair is pretty much of a prosaic, bread-and-butter business. But there are moments of drama, even beauty. We think the inspector at Derby Shops backlit by the spring sunlight is such a moment.



New Grist for the Mill

The warehouse at the Bangor and Aroostook's deep water facilities at Searsport was still redolent from a shipload of coffee beans from Brazil when the dock strike was settled in February. With the end of the strike came a sharp rise in another exotic product from South America and the Far East that moves over the pier. The increase in tapioca traffic, long a familiar commodity for the railroad, is one of several developments that indicates a growing emphasis on rail transportation.

The situation was not an isolated one. Farther north at Houlton this month, a fertilizer distributor connected a conveyor to a hopper car of bulk fertilizer on a newly-built siding and a strange looking silo. The installation is one of two pilot projects of the International Fertilizer Company for selling bulk fertilizer to farmers not located close to a bulk plant. If it's successful, it could mean the return of much of the fertilizer traffic to the railroad.

The increase in the tapioca traffic, a tuberous plant harvested in the tropics of Brazil and Thailand, results partly from a decrease in Aroostook potato starch production due to high market prices of fresh potatoes. Tapioca starch is generally used interchangeably with potato starch except in paper making where tapioca is used in the coating process.

Terminal Agent Oden Gracie, left, checks condition of stored tapioca at Bangor and Aroostook's dock storage at Searsport.



Other new traffic includes woodchips here being loaded into specially altered cars at Houlton. These chips, to be used for the manufacture of paper, come from Canada.



A mechanical device empties a heavily-laden fertilizer car into an igloo type storage silo at Houlton. The facility, located at the Donald Hagan potato house in Houlton, is one of two pilot projects of International Company for the merchandising of bulk fertilizer.

However, spokesmen for the two large receivers of the imported starch, Morningstar Paisley, Inc., and the Eastern Maine Starch Company said that there is a trend toward increased useage of the tapioca starch not entirely attributable to the current and temporary shortage of potato starch. Both firms convert the tapioca chemically to give it new properties and both ship the unaltered starch directly to paper mills. As a foodstuff, the tapioca is also used as an ingredient in baby foods.

The increased tonnage over the railroad's pier and the resulting rail traffic, has been significant. In 1963,, less than 3,000 tons of tapioca was imported. But in 1964, the traffic had increased by as much as the total of the previous year. And during the first three months of 1965, including nearly a month when shipping was paralyzed by the east coast dock strike, tapioca shipments amounted to more than twice as much as for the entire year of 1964. Marketing Department people feel that the flour of the humble root could account for as much as 10% of the traffic over the pier in 1965.

While part of the reason for the upsurge in the traffic was due to the law of supply and demand, part was also due to a rate reduction that went into effect between Searsport and points on the railroad April 19.

When potato grower Donald Hagan of Houlton took over as distributor of International Fertilizers in the Houlton area, it was partly to utilize his huge, modern potato house during the summer months when there were no potatoes to store. Warehousing of bagged fertilizer during the summer months produced tidy revenues for a period when storage is not normally utilized.

He was also chosen by the company as one of two distributors with whom International is conducting pilot projects in merchandising bulk fertilizers. Wirthmore in Houlton is the sales outlet for the fertilizer. There have been several obstacles to marketing bulk fertilizer. In the past, the buyer of bulk fertilizer has usually bought from a central plant which has meant that he must buy in large quantity in order to transport it any distance and he has been re-

luctant to purchase equipment to store and handle it. Several companies are working on new merchandising methods to eliminate these objections.

By shipping the fertilizer into the test points in 60-ton capacity covered rail cars, unloading the product mechanically and storing it in pre-fabricated, 200-ton capacity silos, the transportation difficulty has been solved. To save the grower the investment of equipment to handle the bulk fertilizer between the hopper and his farm, the company provides a trailer of about five ton capacity that can be used for both transportation and storage.

"Bulk buying is versatile," says Hagan. "It's adaptable to any size operation and if this pilot project is successful, I can see a sizeable rail fertilizer movement."

The tapioca movement and the experiment in fertilizer merchandising, different as they are, indicate an increasing shipper awareness of the advantages of rail that was missing as recently as two years ago. And both are eloquent testimony of the resurgent vitality of the industry.

1964's Safety Award Winners

The temptation to use the word "annual" to describe the railroad's regular program of safety awards is strong. But "annual" implies that the program is a routine gesture; and it is in no sense routine.

The employees whose care and sense of responsibility, both to the railroad and to their families, have won recognition during the past year deserve, and receive, much more than routine recognition. And the awards program is much more than just receiving an engraved plaque. It is public recognition and appreciation by the railroad of an outstanding job. The employees who have been so honored deserve it, for the standards are not easy. The plaques are only the physical reminders of that appreciation.

Unfortunately, an award implies that the goal of safety is to ring a bell, or set a record, making another statistic in a world already full of meaningless statistics. This, of course, is not the goal of a safety program. The real goal is the physical well-being of all the railroad family.

But, if your department received one of the awards, you have every right to hold your head a little higher.

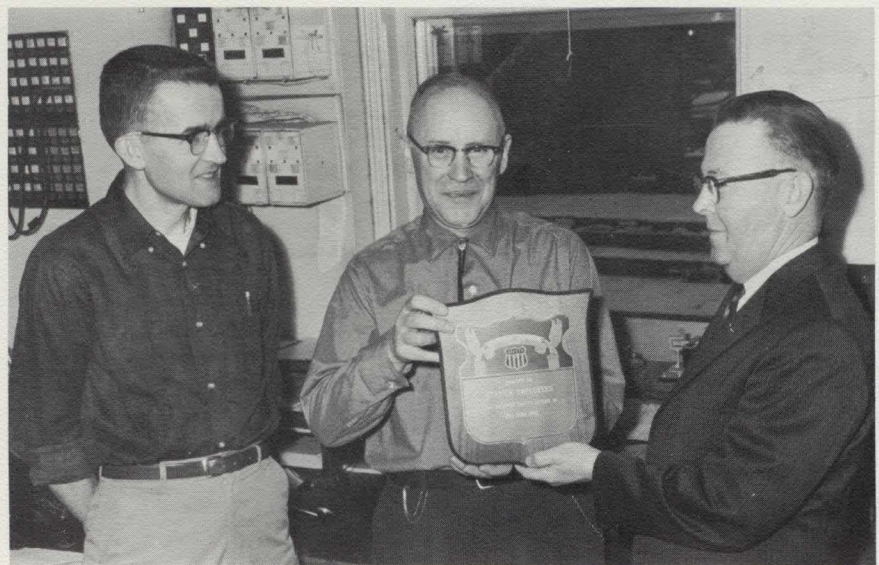
Top, Harold F. Bell, manager of purchases and Stores, accepts President's Award from W. Jerome Strout for a safety record equal to or better than that of P. and S. departments of other New England roads. The Stores Department also won an Award of Merit for completing the year without a lost-time accident. Center, D. K. Lilley accepts President's Award for his employees for the most outstanding safety record among all transportation departments of New England roads. Bottom, L. F. Lewis presents Manager of Purchases and Stores Award to H. A. Thies and employees at Northern Maine Junction for completing the year without a personal injury.





Above, Bus Operator C. J. Crandall, Jr., receives the Manager of Highway Division Award from Clark Crane for having completed the greatest number of accident - free miles. Right, Crane accepts Award of Merit from C. E. Garcelon, safety supervisor, for the employees of the Highway Division for completing the year without a lost-time accident.

Trainmaster M. E. Walls presents Superintendent of Transportation Award to Operators Claude Chasse and Roderick Rafford for the station employees for their improved safety record.



Trainmaster L. S. Milton presents Superintendent of Transportation Award to Engineer J. A. Rafford for the enginemen of District 2-3 for the better safety record of the year. Pictured are Firemen W. S. Adams, Milton, Rafford, and Engineer R. J. White.



Who are 1965's Robber Barons?

"... and were it left to me to decide whether we should have a government without newspapers or newspapers without a government, I should not hesitate a moment to prefer the latter."—Thomas Jefferson.

Newspapers have traditionally been guardians of the public interest and Maine's daily papers have lived up to the full implication of that trust in 1965 by sounding the alarm for a flood of trucking bills that rode roughshod over the public interest. No less than 11 editorials have appeared since February when it became apparent how massive was the campaign about to be launched by the powerful trucking industry.

It is a bit of gentle irony that the trucking interests, who have long posed as defenseless victims of the railroads, are considered to be the robber barons of 1965.

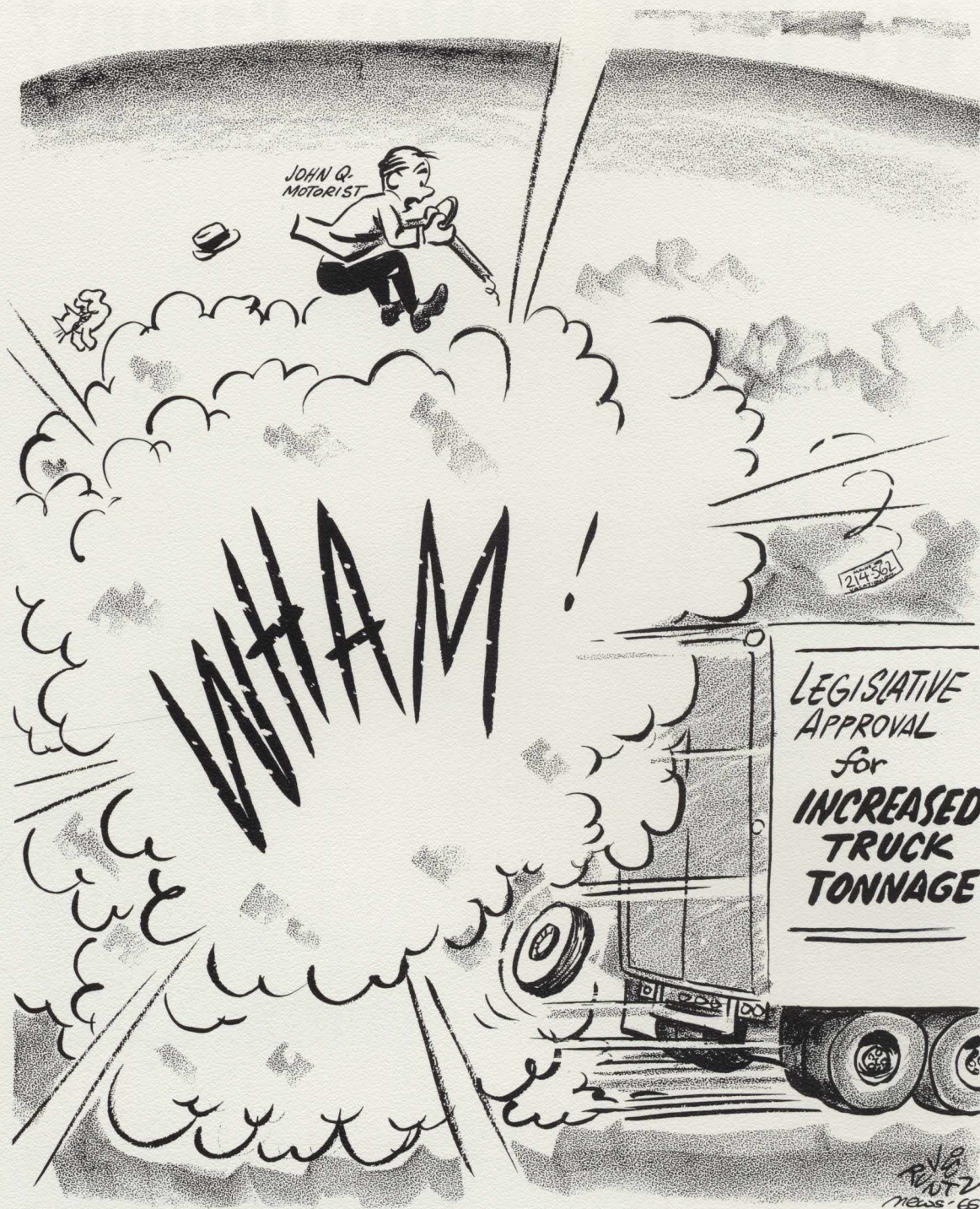
Len Cohen, writing in the *PORTLAND SUNDAY TELEGRAM* of April 18, called it "one of the biggest power plays in many years."

"It may become," he said, "a classic study in the power of massive lobbying and the concentrated influence of special interests—to the detriment of the public interest."



Huge truck flashes past sign on Interstate 95 which demonstrates visibly just who gets the most benefit from the highway taxes. Road study showed that 20,000 pound single axle load will cause 57% more damage than an 18,000-pound load, that a 34,000-pound tandem axle load causes 30% more damage than a 32,000-pound tandem axle load.

The right-of-way of Interstate 95 is a bold slash through the farms and woodlands at Houlton as construction gets underway there. Ironically, this heavy duty highway cannot be used by trucks loaded to the new Maine highway weight limits.



"Who's Directing Traffic Anyway?" appeared as an editorial cartoon in the Bangor DAILY NEWS May 5.

"For the legislators, aware of what's happening or not, are in the process of making the greatest inroads on the weight and size limits for trucks that have been made in any single legislative session."

No less than nine major proposals were launched in an assault against the laws that limit the weight and size of trucks using Maine highways. An indication of the boldness of the trucking lobby may be seen in one bill that proposed a lessening of fines for those truckers who were actually apprehended overloading the state's much abused highways.

CHIPPING IS NOT NEW

The chipping away at the laws defining the limits of loads is nothing new. Every legislature has had its share of such bills. What is ominous for the motorist, who pays most of the highway costs, and the railroads, whose privately owned, privately maintained facilities are pitted against public facilities used for a token payment by their competitors, is that the truckers have won a signal victory in the 102nd legislature. Bills permitting a 36,000 pound maximum load for tandem axle vehicles and one permitting refrigerated trucks to exceed weight limits by 10% have already been passed.

The raising of the load limits on Maine's highways go beyond the limits set for the new, heavy-duty Interstate Highway system. The obvious effect of this will be to place an even greater strain on the state's narrow secondary roads, while the Interstate is not deemed adequate for the increased loads. What effect this will have on the average motorist is not difficult to imagine. Already crowded off existing roads by huge trailer trucks, the problem will become even more acute for those travelers driving, for example, the scenic coastal route.

TRUCKS DAMAGE ROADS

And what of the physical damage to the highways in which the taxpayers of the state have such a tremendous investment? In the multi-million dollar tests conducted by the American Association of State Highway Officials at Ottawa, Ill., over a period of sev-

eral years, it was found that: "a 20,000-pound single axle load will cause 57 percent more pavement damage than an 18,000-pound single axle load; and that a 34,000 pound tandem axle load will cause 30% more pavement damage than a 32,000 pound tandem axle load."

The Maine limit is now up to 36,000 pounds.

The U. S. Secretary of Commerce, in a letter to Congress dated Aug. 19, 1964, said:

"A modest increase on axle weights can decrease the serviceability and the life of the (payment) structure. A significant increase can cause serious deterioration in the structure with failure imminent if it is not quickly reconstructed or replaced. The establishment of vehicle weight standards greater than those for which a highway system has been designed can require (1) the additional resurfacing or reconstruction of the pavement structures; (2) the strengthening or replacement of bridge structures; (3) the increased levels of maintenance; and (4) increased financial burdens and commitments of public funds."

MONEY COMES FROM AUTOS

"It is sometimes forgotten," THE PORTLAND PRESS HERALD points out in an editorial, "that while most of the Highway Fund revenue comes from the owners of pleasure cars, the roads must be built for the huge trucks that roam up and down them."

Commenting further on the subject editorially, the PRESS HERALD added: "Maine people hardly need be reminded that this state has a winter climate especially hard on highways. We are forced to pay more than most sections of the nation for roads that will stand up to the demands made upon them. If the barriers are going to be let down by this legislature, so that refrigerator trucks and farm trucks—a wide category—as well as pulp and paper trucks can overload without penalty, it takes no mathematical genius to see that highway building is bound to cost more. And as usual, the extra cost will be paid not by the special trucking interests but by the owners of pleasure cars."

The railroads have stood almost alone in the van against the grow-

ing onslaught of the trucking industry on the highways and the taxpayer. It has happened so frequently that even legislators and newspaper people have come to regard railroad opposition to the massive truck lobby as "just another railroad-truck" hassle.

But in 1965, the realization has slowly come that this is much more than a rail-truck fight. It is a struggle between the special interests and the taxpayer and the taxpayer is losing.

PUBLIC INTEREST NOT SERVED

The PRESS HERALD summed up the situation in an editorial on April 18: "... the public interest must be paramount, and it will not be served by granting to truckers special privileges whose burden will chiefly fall upon other highway users—and that includes by far most of the people of Maine."

The railroad shares the point of view of the taxpayer forced to build and maintain highways for heavier and heavier trucks that cost far more than would be necessary when built to passenger car and light to medium truck standards. This is surely, as the BANGOR DAILY NEWS points out editorially May 5, not in the public interest. But there is another aspect of the problem of higher and higher load limits of trucks.

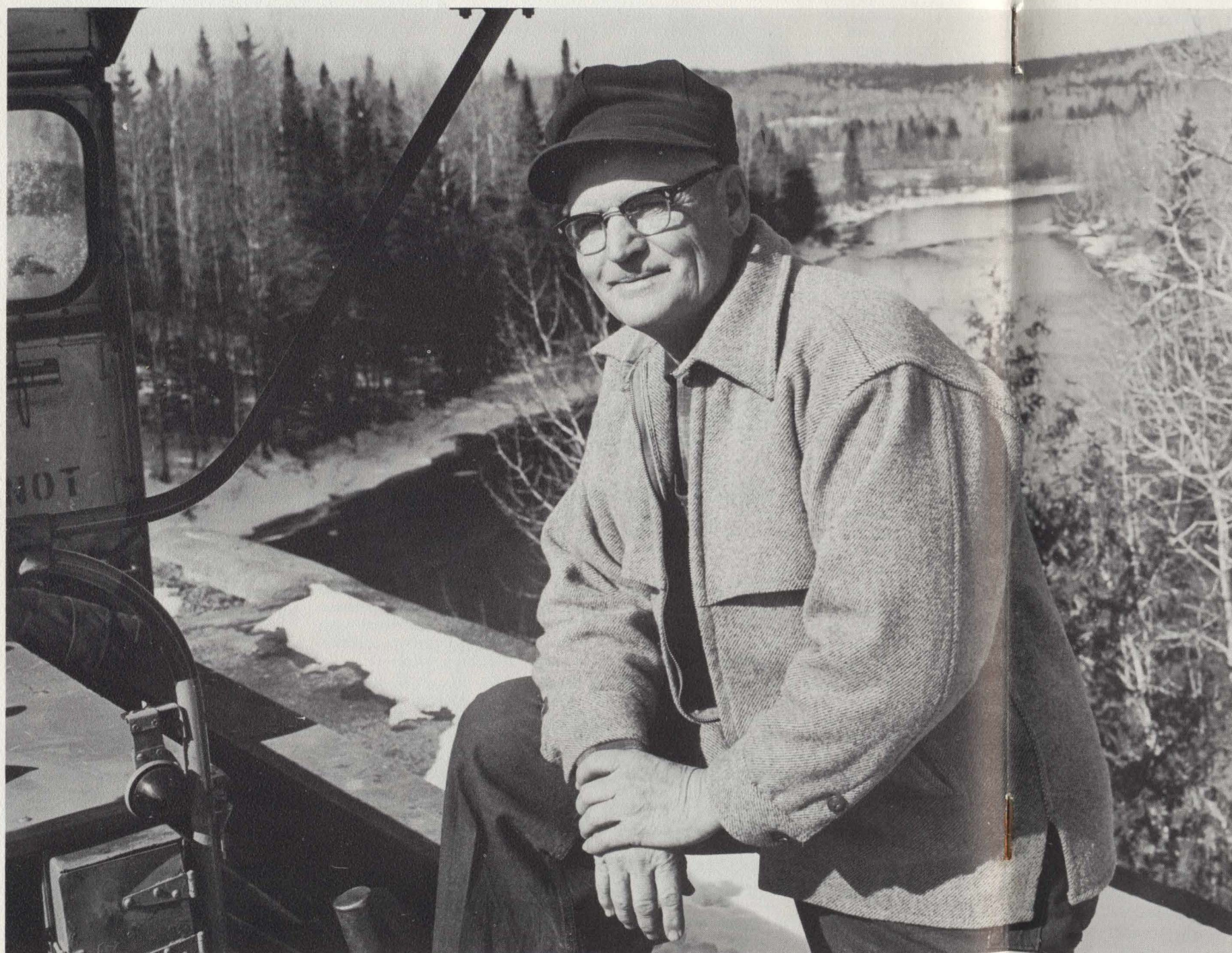
While the railroads must tighten their belts and practice efficiency to be competitive on their privately built and privately-maintained system, the truckers have only to go to the legislature for a weight increase to cut costs.

TAXPAYERS PAY THE BILL

The taxpayer, in essence, underwrites a business expense and the industry continues to abuse the highways for its private gain.

As the BANGOR DAILY NEWS asks, "Who spoke for the motorists?"

It is too late to do anything about the weight limits. But it is not too late to make the truckers pay their just share of highway costs, nor is it too late to recognize the Maine trucking industry for what it is, a powerful special interest group that has steam-rolled two major measures through the 102nd legislature with flagrant disregard of the public interest.



A Tradition of Excellence

There's a carefully-manicured strip of roadbed and steel that winds south from Eagle Lake for exactly 14.25 miles called Section 481. But the impersonal designation for this bit of real estate gives no indication of some very personal attention that's been lavished on it since it was built 63 years ago.

Joe Levesque helped lay the track in '02, and then became foreman of the section for the next 28 years. When he retired in 1930, he passed the trust along to his son, Louis, who has held the job for 35 of his 49 years of railroading.

Louis Levesque holds another distinction, too, no less unique than his family's railroad heritage. During his nearly half a century of railroading, he has never had a lost-time accident. It is the longest record of safety among the thousand members of the Bangor and Aroostook family. He also holds the record for length of service of active employees of the Engineering Department.

But the story begins with his father, Joseph, who was one of the army of men who, with axes, cross-cut saws and brute strength, hacked the raw right-of-way through the forest when the 95-Mile Branch was being pushed through from Oakfield to Fort Kent. If a man had proved himself to be a good worker and resourceful — no mean feat when measured in the physical standards of the construction days — he was often chosen to drop off the construction crew and take over as foreman when the crews completed a piece of track that he fancied.

One imagines that the hardships of railroad building—swarms of no-see'ums and mosquitoes and the sheer physical challenge of building a 95-mile railroad with little more than hand tools—made the prospect of a section of one's own very appealing.

The elder Levesque took over as foreman of the new section Dec. 15, 1902. The section was called No. 72 at the time, but it is now

Section Foreman Louis Levesque poses with his motorcar against the familiar background of the Fish River that flows through his country.



Before he starts the daily patrol of his section, Louis Levesque reads the lineup of trains to Albert St. Amant and Onezime Gorneault. Safety is a tradition in the Levesque family, starting with his father who was the first foreman of the section Louis now maintains.

contained in Section 481 some eight miles longer than the original section. Joseph Levesque worked on the section with almost loving care from the time it was hewed out of the forest until 1930. At that time he turned it over to his son who has lavished the same kind of care on it for the past 35 years.

But he left Louis another kind of inheritance, too . . . an abiding sense of responsibility for the men in his crews. Louis remembers the daily safety reminders from his father to the four-man crew before the work day began.

"My old dad started me right," he explains with pride. "He was very conscious of the dangers involved in section work and he made us see them too. At that time, all the right of way was mowed by hand (you were always getting stung), the ties were peeled by the crew and put in by hand, and there was a lot of axe work. The mechanized crews have done away with all this, of course, but there were some real chances to get hurt."

Louis was just 16, 49 years ago on May 9, when he went to work for his father on the section. The Adamson Law (commonly known as the eight-hour day law) was still months away from enactment. For his six-day work week (with 10-hour days), Louis Levesque earned the magnificent sum of \$10. He supplemented his earnings by tending the fires at the water tower at Winterville during the winter months.

The motor car was new at that time. Some foremen bought motors and equipped their hand cars. That year the company bought 32 of the new motor cars, equipped six hand cars with gasoline engines and hedged a little, buying 83 hand-powered, one-man pede cars.

The potato crop would be down by 7,033 cars in the next year because of unfavorable growing conditions. The railroad, because of the food shortage and the war effort, would offer prizes in both Aroostook and Piscataquis Counties for the largest yield of wheat per acre. It was successful, raising the production by 65% and pro-

ducing some 20,000 barrels of flour for local consumption.

Labor was scarce and this prevented the completion of a \$142,046.31 maintenance of way program that included the installation of 160,000 ties, 729 tons of rail and spreading of 64,440 yards of ballast. In the months ahead, the Adamson law would cost the railroad \$50,000 dollars in extra labor costs and the President, through the Secretary of War and the Director General of Railroads, would assume control of the railroad at 12 noon, Dec. 28, 1917.

This was the kind of world that Louis Levesque entered at 16. There was a booming lumber business on the branch, with a mill in nearly every hamlet. It was a world of steam locomotives and hand cars and the feeling of the muscles in your back and the sound of the wind singing in your ears when you happened to be facing it on a hand car.

It was a time when the man of the family accepted the 10-hour day and the six-day week as the

natural course of things. Medical care was many hours away and often primitive. If you were ill, you either died or recovered. If these sound like harsh times from a vantagepoint of a half-century, one must realize that they produced some remarkably self-sufficient people.

Although there was a formal safety program in the railroad, it was more or less of a sometime thing. The section crew received a lineup of trains from the operator in the morning, for example, and started out on a hand car and didn't return until night. The foreman generally knew the train movements and if he was in doubt, he'd stop the car at every curve and look for the smoke of the locomotive in the sky.

There were many hazards in those days of hand tools and iron men and it was a good man who managed to avoid the pitfalls. Louis still follows the routine set by his father of pointing out the potential dangers in the day's work schedule at the beginning of each day. The record he has made

speaks for itself. So do the fruits of the safety habit. Sound limbs and the security of a wage earner sitting at the head of the table just don't have a simple dollar value.

Louis Levesque and his bride of 38 years built the pleasant home on the hillside overlooking St. Froid Lake at Winterville in 1934. The spectacular view from their living room window includes the far western shore of the lake, still uncluttered by cottages, and a procession of rolling hills and ridges that march over the forest to the Quebec border. At sunset, the distant hills take on a purple that makes the hundred miles of wilderness seem like a horizon out of a Lewis and Clark Journal. The Levesques like it and the uncomplicated, yet demanding life they lead. It's a life that has been filled with close family relationships and the influence of the outdoors, as well as responsibility. That's part of the blessings of a lifetime of safety.

Another is the family who grew

up in this home so close to the forest and the lake on one side and the railroad their grandfather built on the other. There were six of them: Norman, a machinist at Springfield, Mass.; Lucien, manager of a bank at Springfield; Richard, a teacher in New York; Ivan, station-agent at Oakfield; Patrick, an MD at Nashville, Tenn.; and one daughter, Thelma.

During one difficult period Louis and his wife had four in college at once. But it wasn't all difficult. When the children were small, there was a big garden and it was a pleasant family project. There was always swimming and fishing. And, when the youngest left home, there was the satisfaction of a job well done . . . another blessing of a lifetime of safe work habits.

At 65, Louis Levesque has the appearance of a man at least 10 years younger. For him, the good life is comprised of equal parts of excellence, responsibility and a satisfying sense of belonging.

COURTESY

It has been called many things—pleasantness and politeness, thoughtfulness and tact, cheer and charm, company manners and what have you. Boiled down, it still comes out *courtesy*. And courtesy, in this dear old commercial world of ours, means business. Even more specifically, it means railroad business.

It is never quite that simple, of course.

Courtesy, in any final analysis, means being nice to people, or being the kind of person people find it easy to get along with. And this can be fun. It can even be a whole new experience, like when someone is nice to us when we least expect it.

But being courteous can also mean hard work. There are times, too, let's face it, when it can be a big fat pain in the neck, and it doesn't take much to make it so—

Like standing at a counter waiting patiently to be waited on, only to have someone with a loud voice and a lot of push come barging up and get waited on immediately . . .

Or trying desperately to satisfy the inquiry of a telephone caller, only to have that person sound off like he couldn't care less . . .

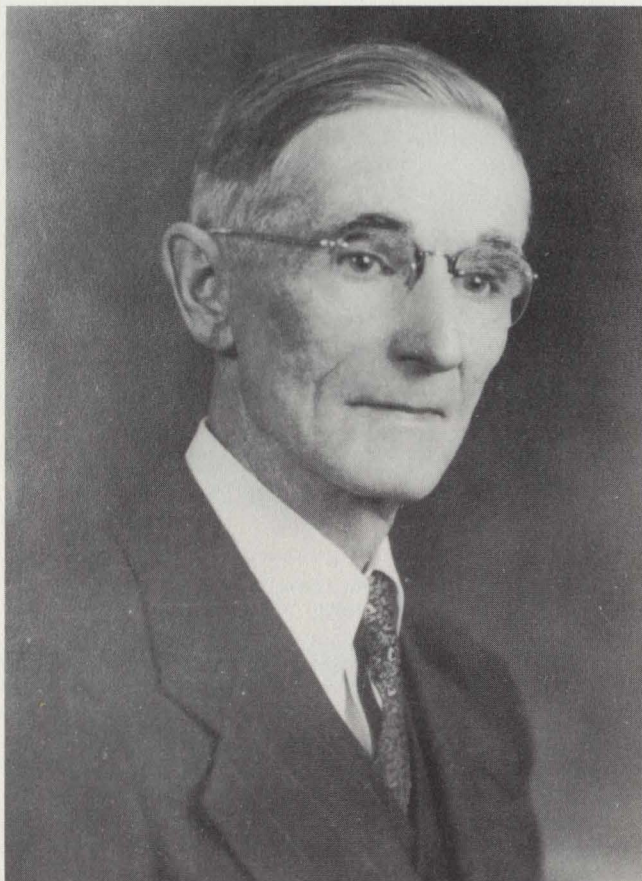
Or wondering what to do, nicely, with a customer who absolutely and cussingly refuses to understand the reason for some changes in a train schedule . . .

Or smiling at the boss first thing in the morning to be sure the day gets off to a good start, only to hear him growl "Smedley, what the devil are you grinning about?"

Truth of the matter is, we've probably all had these experiences at one time or another, and a good many more of the same kind. So there is really nothing special about them. They add up to being simply an unavoidable part of the so-called "game" of daily living. And when we look at them in this light, it's plain how surmountable they are.

Even so, there's nothing wrong about the sense of achievement that comes with refusing to let disagreeable situations get the best of us. It's an achievement in which our companies gain, our customers gain, and we gain—a winning combination no matter how we figure it.

Memoirs of a Railroad Builder



(Ernest C. Alexander first worked on the Bangor and Aroostook Railroad in 1894 when the road was being pushed northward from Houlton. Before he retired in 1950, he spent 53 years of his life in the service of the road he helped to build. During that time he worked at many jobs from clerk, time keeper and paymaster delivering the payroll variously by canoe and horseback, to the position he held at his retirement, special assistant to the general auditor. At the time of which he writes, the railroad had reached Houlton and had established yard and station buildings. It had re-

ceived the approval of the railroad commissioners of Maine to begin operation of traffic south of the point Jan. 1, 1894, restricted to 15 mph, over unballasted track, as far as Island Falls. There were less than 50,000 inhabitants in Aroostook at that time. The supply of native labor for rail construction was inadequate and gangs of immigrants, mostly Italians, were brought in from Boston and other cities by labor contractors. The work force was complemented by hardy young men from the maritime Provinces. -Ed.)

By Ernest C. Alexander

A country bred youth, having finished local schooling at a little less than eighteen years of age, I applied in the early spring of 1894 to Contractor Albert E. Trites for a job as timekeeper. He had a contract for about 20 miles of clearing and grading on right of way four rods wide through the towns of Monticello and Bridgewater. His crews had already begun clearing forest growth. I was notified to report at once at Camp No. 4 located beside the right of way a few miles south of the village of Bridgewater.

Accordingly, I boarded the stage northbound from Houlton on a day in early May, 1894. It was an open express wagon, with four wide seats, hauled by four horses. Seats were soon filled with 16 men, including the driver. Most of the passengers, even to my inexperienced eyes, were outsiders looking for work on the railroad.

Maine was a prohibition state, but at the time liquor seemed easily obtainable. The driver placed in the rear seat four rather boisterous characters already somewhat under the influence. One had provided for the journey a brown, gallon-jug of Scotch gin, from which he often refreshed himself and offered to share with all and sundry.

Some others carried bottles and at every road house where we changed horses they seemed to find some adjoining building where they obtained more. The driver kept the horses at a gallop wherever the rough and rutted road allowed. A badly damaged culvert caused a stop for a moment. The man with the jug stood up, tipping his jug on his elbow. The driver cracked his whip, purposely I suspect, the horses sprang forward and

the passenger with the jug fell backward into the muddy road. Yelling and swearing he struggled up, but our driver looked straight ahead, and urged the horses to a faster pace.

At Monticello Hotel, where horses were changed, I inquired for Mr. Trites, and was advised to stay there over-night. In the morning a teamster informed me he was about to start with a load of lumber and supplies for Trites' camp, and would take me along with or without price. He did not tell me that his load included a quantity of explosives.

A CONSTRUCTION CAMP

Trites' Camp No. 4 was located in a rough pasture at the rear of a large farm of G. W. London, about one half mile from the main road and reached by private road through the farm. It was just south of the present Harvey siding, and near a rock-cut where hand-drilling and blasting were already in progress. A large story and a half wood-frame building for use as the company's commissary store and office, with the second floor providing sleeping quarters for Bliss Trites in charge of the camp, C. F. K. Dibblee, contractor's engineer and walking-boss, and myself, was already erected. Cot beds were in place in each of three corners of the open room, with stairway in the fourth corner. Fortunately it had a waterproof shingled roof. The sides of the building were un-matched, unseasoned, hemlock boards, which progressively shrank with the heat of summer until cracks widened enough to admit an unwelcome host of midgets, mosquitos, and all kinds of night fliers and stingers up to the size of bees. Tobacco and Italian beer somewhat alleviated sufferings of my companions. The insects seemed to do without sleep.



One supposes that this oversize moose (pictured on a moose sled, of course) may have found its way into the stew pot of the construction crews. This picture is believed to have been taken near South Twin Lake.

Nearby, were very large sleeping, dining and cooking tents, provided by the contractor for accommodation of natives employed on the work, board for each man being deducted on the payroll. Varying with the progress of clearing and grading, there were at times 100 native workers and boarders which kept Andy, the cook, and two or three cookees busy.

Italians on this section, which was not so-called heavy construction work, were in number about the same as native laborers.

Their picturesque encampment was at a little distance, on the opposite bank of Whitney Brook. They constructed their own primitive shelters, built of any material obtainable—poles, split wood slabs,

birch bark, anything to shed rain. Each hut was large enough to allow one or two men to sleep within, and perhaps sit or barely stand upright. In front of each an iron pot hung on a tripod over a fire-hole. The Italian padrone, or labor contractor furnishing a group of laborers had the monopoly of supplying bread and beer. Italians were known by the time-keeper only by number, and so shown on payroll and deduction slips. They bought small quantities of food from Contractor's store; on charge accounts requiring deductions on payroll—salt pork, beans, peas, sugar. Anything found by foraging in the woods and fields went into the cook pot, rabbits, robins, greens.



The scene at North Twin Lake was typical of the nature of the task of railroad building in 1893. The tools were elemental, the backs strong; the will indomitable.

Rate of pay for Italian labor was one dollar a day; and for natives and Canadians a dollar and a half was top pay. The latter were well worth their higher rate measured by the cubic yards of earth and gravel moved. Besides, the contractor planned to make some profit from their board. Working day was ten hours. During the summer, Sunday was a recognized rest day. But in late fall every daylight hour might be worked to complete tracklaying and ballasting before frost compelled a shut-down.

Bliss Trites was a city type, every day wearing a necktie into which he screwed a large diamond pin.

A RUN ON GROCERIES

The evening of my arrival, there seemed to be a run on the commissary, plug tobacco, mostly for natives, and bulk groceries weighed out by the half pound for Italians. Somebody had to keep store and I shrewdly suspected from the first that it was not going to be my boss. However, he never once found fault with my work quality or quantity. To be sure there was little chance to criticize the time involved—which was from daylight until dark—for thirty dollars and board, per month.

Italians were back next morning at daylight for more provisions, pounding on the store door. As soon as we got organized, Bliss put a stop to that (I expect to avoid being disturbed himself) and it soon became known that pounding on the store door before breakfast would get no results.

The long tables were completely set in the big dining tent, and food on, before men were allowed inside for breakfast at the ringing of a gong. The latter was an old circular saw hung on a limb near the cook tent, on which cook or cookee pounded with a hammer. Trites' camps were noted for supplying plenty of hearty food. The Province boundary line was less than six miles away, and without doubt there was smuggling. We asked no questions about these matters. I recall buying mutton in quantity for 8¢ a pound, eggs by the case at 10¢ per dozen. Wild strawberries, in their season, could be bought hulled and already for the table, for one dollar a ten-quart pailful. A few times strawberries and cream were served at suppers.

I was instructed that a part of my duties was a daily visit to crews working at various places on the 10-mile section. It involved a round trip walk of about 20 miles, recording the time for that day to be allowed each man on the job. Each Italian was assigned a number and thereafter was known only by number. Like the postman; neither rain, hail, nor the heat of summer, interfered with this appointed round. Furthermore I traveled over stumps, bogs, and new grading and was accompanied by clouds of blackflies, mosquitos, and what have you. However, this was discontinued after a time as duties became more pressing at headquarters.

My first actual introduction to railroad construction is clear in memory. The right of way four

rods wide had been about cleared of trees felled in the preceding winter, leaving a forest of stumps two or three feet high obstructing grading. Emerging through a fringe of trees, I observed Italians running, and shouting "fire! fire!". I continued towards one man who stood among the stumps. Suddenly a roar shook the ground and filled the air with flying stumps and rocks. The powder man, began jumping in every direction, calling to me: "Dodge 'em! Dodge 'em." Afterwards the cry of fire found me well abreast of running Italians.

A PRACTICAL SOLUTION

A sullen character lived that summer with his wife, in a log hut with sod roof, close to our right of way. I needed no second warning not to disturb him. They soon disappeared, but returned to the hut after the road was in operation. After trains began running, there was quite constant complaint that north-end switch lamp was out at Harvey siding. A watch was set, and this man seen taking oil from the lamp. It was considered dangerous to anger the man. Chief Engineer Burpee pondered the matter and issued instructions that a can of kerosene oil be placed alongside the switch stand and kept replenished with oil. There was no more trouble with the switch light. With no heavy work on this section, there was little new or strange to a youth familiar with farming and lumbering.

The first time I saw Albert Trites, he walked into Camp 4

from the right of way. Many in the camp possessed and carried revolvers. Trites was known as an expert. He spoke with me in the store, asked if they were treating me right and at supper told me to sit at the official end of the table.

Men were paid weekly in cash, on the work, money having been put up in envelopes showing total wages and deductions. There had been serious dissatisfaction in some of the Italian labor gangs in regard to deductions claimed from their wages by their padrones. Albert was with us at one time, Bliss carrying the payroll and myself the money. We stopped where a large crew was working with picks and shovels on an earth cut a little lower than the ground on which we stood. Bliss called the first number. The laborer laid down his shovel and came forward. He read the figures on the envelope, muttered, laid it down, and returned to work. The next number called brought the same result. Albert jumped down among the men, grasped these two with either hand, propelled them up the bank, and down on their knees by their pay envelopes. "Pick up that money," he roared. Surprisingly, each took his envelope and put it in his pocket.

"All of you see me in the office after work and this will be fixed right."

A WOODLAND MENAGERIE

His reputation for fair dealing was well known, and there was no more trouble.

Andy, the cook, was a memorable character. He had some caged birds and he also had a tame crow which had a home in a hollow tree nearby. The crow became a nuisance, picking up anything bright that caught his fancy and dropping it in the hole. After carrying off some things of value, Andy was forced to cut the tree down. The valuables were recovered, along with about a quart of tin tobacco tags.

Andy coveted a pair of loud checker-board pattern pants, which I sold to him for one dollar. Time passed and he did not pay me. Because of my importunity, Bliss deducted it from Andy's wages near the time of my leaving work in the fall. That dollar paid my transportation by team to Houlton.



The Italian camps Mr. Alexander speaks of were constructed of bark, branches and other forest debris that could be fashioned to protect occupants from the elements. They do not appear mosquito proof.

Farmer London had a big field of potatoes extending to the edge of the woods near our campground. Towards fall I noticed Italians passing the store about nightfall, carrying large bundles having suspicious appearing knobs. When Mr. London's potatoes were dug, the appearance of stalks in that part of the field seemed normal, but there were no potatoes.

Grading having been completed, and ready for tracklaying, workmen were moved farther north, and my employment ended in late September. The camp blacksmith and myself engaged passage to Houlton, with McNaughton, the powder boss previously mentioned. He had what it takes, biting the caps on the fuse with his teeth. His two heavy work horses earned money all summer hauling dump carts. He was driving these to his home in Piscataquis County, hitched to a light four-wheeled Bar Harbor buckboard having one seat on a body of very springy boards. We started on a fine Sunday morning, the two men occupying the seat, while I rode backwards sitting on my steamer trunk. They had already taken a few for the road. The horses practically guided themselves, occasionally urged by the whip. A jolt caused by a bad spot in the road threw the end of

my trunk around and stripped all the spokes out of one rear wheel. No fault was found with me. The men sprang down, took a handy fence rail, and rigged an Indian travois with dragging pole supporting that corner. Nearing Monticello, there stood beside the road a stylish four-wheeled carriage, with tasseled awning top, and beribboned whip, presumably waiting time to start for church. It was out of sight of the farmhouse. The team was stopped abreast of this carriage from which the men removed a rear wheel, fitted it to our rig, discarded the pole, and drove on.

A FAIR EXCHANGE

Our blacksmith, drunk or sober, seemed to know the carriage trade. There were no telephones. I was safely delivered at Houlton paying for the ride with Andy's dollar.

I called at the office of the Engineering Department, and made carefully written application for consideration when any opening might occur in that office or with field forces.

A Chinese proverb says: "A journey of one thousand miles begins with one step." I had completed my first step in a long journey as a railroad worker.

Milestones . . .

During the year 1964 and since the last "Milestones," the following employees have celebrated their Fortieth service anniversary with Bangor and Aroostook Railroad. They have now received a pin to show recognition of that long period of loyal service. For this 40th anniversary each received a gold pin with the figure 40 under the emblem. Keep your eyes open for these attractive blue-white-red emblems on your friends:

Miss Margaret W. Billings
 Ronald T. Clark, Sr.
 Herbert C. Curtis
 Ellsworth E. Dyer
 Benjamin J. Edwards
 Daniel Gilbert
 Allan E. Graffam
 Vernon L. Hall
 Earle H. Kelley
 Joseph A. Kruck
 Vaughn L. Ladd
 Leon J. Lausier
 Nathan W. Lewin
 D. Keith Lilley
 Miss Florence McBeth
 Warren M. Norsworthy
 Gerald G. Nowell
 Frederick D. Parent
 Harold D. Parent
 John G. Salisbury

Also during 1964 the following employees marked 25 years of service with Bangor and Aroostook. To show recognition of that service they have been given a silver pin with the figure 25 under the Railroad's colorful emblem. They are:

Ralph V. Bartlett
 Kenneth H. Beals
 Earle J. Boutilier
 Carl E. Carlson
 Lloyd T. Connors
 Romeo D. Cyr
 Primo V. Dauz
 Gordon R. Dixon
 Fred F. Fowler
 Richard E. Harmon
 Hercules Levesque
 Dana D. Lovell
 Josephel Picard
 Walter L. Russell
 Nels E. Skoog
 Arthur C. Strout
 Edwin J. Swanson
 Henry A. Thies
 Henry D. Williams

Jay R. Williams
 Charles F. Wilson

As a new feature of MAINE LINE it is now planned to print in every issue the anniversary statistics that fall in the period for which the issue covers. The list below covers the first four months of 1965.

While we have made extensive cross checks, it would be folly not to admit that inaccuracies can creep into service statistics of this sort. If you find an error notify the Personnel office.

The following have celebrated service anniversaries with the Railroad during the first four months of 1965:

FORTY YEARS

Edgar E. Carr
 George H. Fletcher
 Bruce B. Trafton
 Burt E. Webber, Jr.
 Thomas M. White

THIRTY-FIVE YEARS

Stanley E. Finnemore
 Ludger Lozier
 Archie McDonald
 Maurice E. Richardson

THIRTY YEARS

Brydon A. Blakely
 William F. Bolstridge
 John C. Connors
 Kenneth S. Ludden
 William E. Miller
 Murray D. Palmer
 Lionel Pelletier

TWENTY-FIVE YEARS

Earl R. Lewin
 Miles D. Mersereau
 Miss Miriam C. Rounds
 Graden L. Swett

TWENTY YEARS

A. K. Adams
 Kenneth A. Adams
 S. W. Babcock
 Leon A. Brannen
 Claude W. Brooks
 Freeman R. Case
 Harold Clarke
 Lester G. Cochrane
 Calvin C. Cole
 Walter S. Cook, Jr.
 Theodore E. Degerstrom
 Kenneth J. Dickinson
 James N. Furlong

William P. Flemming
 William A. Gallivan
 Russell M. Hughes
 Harold D. Kelley
 Eldon J. Libby
 Marshall Lundin
 Miss Mildred P. McDonald
 A. G. Matthews
 Mrs. Annie W. Morris
 R. L. Perrigo
 Orace N. Porter
 James A. Rafford
 Herman E. Roy
 Eugene G. Sawyer
 Everett C. Stearns
 Leroy D. Sweenor
 Miss Mary C. Wood

FIFTEEN YEARS

Frederick W. Bickmore
 James P. Black
 Daniel J. Budreau
 Carlton A. Cameron
 Olin G. Collier, Jr.
 Rene D. Corbin
 Clarence G. Dumond
 R. L. Foster
 Raymond A. Goodall
 James E. Jewell
 Clyde C. Johnston, Jr.
 Relland A. Jones
 Philip F. Kittredge
 Mrs. Phyllis C. Leen
 Clarence L. Nadeau
 Watson L. Nowell
 E. D. O'Brien
 Francis D. O'Brien
 Roy D. Plumley
 Clayton A. Redmond
 H. R. Roy
 M. F. Ryan
 M. Thomas Scanlin
 Russell C. Small
 Thomas R. Smith
 G. A. St. Pierre

TEN YEARS

Terrance O. Anderson
 Mrs. Wanda T. Bishop
 Vernon A. Cunningham
 James W. Dow
 M. L. Dyer, Jr.
 Willis C. Glew
 John A. Grass, Jr.
 Charles E. Johnston
 Willis S. Lancaster, Jr.
 John T. Lent
 Kenneth D. Lilley
 Keith H. McDonald
 Richard E. Thompson
 Darwin E. Turner
 Allen J. White

In The Family

Accounting Department

Mrs. *Frances C. Doble*, wife of *Clarence Doble* of Hampden, died at a Bangor hospital March 21. She was born in Baring, Maine, the daughter of *William* and *Jane (Wall) Creamer*. Mrs. Doble was an office employee of the Bangor and Aroostook Railroad for many years, originally entering service on June 5, 1911 as a stenographer. During the period of Federal Administration of the railroads in 1918 she was employed as a clerk-stenographer and continued her service in the office of the General Auditor until January 31, 1955, at which time she retired from active service.

Surviving, besides her husband, are a sister, Mrs. *Fred E. Tuell* of Baring; and one niece, Mrs. *Virginia McEwen* of St. Albans, Vermont.

Funeral services were held at the Clark-Mitchell Funeral Home in Bangor, with entombment at Locust Grove Cemetery in Hampden.

The BAR girls held a group luncheon on April 20th at the Brass Rail in Bangor. Retired employees attending were: *Anne Blake*, *Hilda Dakin*, *Lucy Goody*, *Gladys Goodwin*, *Frances Guthrie*, *Helen Hickson*, *Pauline McClay*, *Ethel Mayo*, *Elinor Prout*, *Ella Salisbury*, *Merle Spaulding* and *Margaret Turner*.

Earle Kelley, assistant general auditor, who served as a director in charge of Public Relations of the Bangor-Waterville Chapter of National Association of Accountants last year, has been nominated to serve in the same capacity for the year 1965-66.

Assistant to the Treasurer, *Donald B. Annis*, has been appointed chairman of the U.S. Savings Bond drive, to be held this month.

Mrs. *Margaret Patterson*, Secretary to General Auditor and Treasurer, was installed Worthy Matron of Good Samaritan Chapter No. 38, Order of the Eastern Star, April 2 at the Masonic Hall, Kenduskeag. Several BAR employees attended.

During the week of April 19, Traveling Auditor and Mrs. *Earle Dow* flew to Florida via jet, returning by motor in company with Mrs. Dow's parents.

Earle H. Kelley, and *Donald B. Annis*, Asst. to Treasurer, attended a program of Management Development presented by the School of Business Administration at the University of Maine April 19-23. Both received diplomas upon completion of their studies.

Friends of Mrs. *Mae Roberts*, wife of *Edwin L. Roberts*, chief clerk of the Disbursements Section, will be glad to hear that she has returned home after



Engineer *Burt E. Webber* receives his gold pass from Superintendent *D. Keith Lilley* at Northern Maine Junction. A native of Old Town, he began his service in 1925 as a fireman. He attended Milo schools and is a member of the Masonic bodies and the B. of L. F. & E. He is married and lives at 46½ Washington St., Brewer.

having been a patient at the E.M.G. Hospital for four weeks for treatment of a heart condition.

Paul Foster, Bills Collectible Clerk in the Disbursements Section, has returned from a vacation in Washington, D.C. and Virginia.

Gene Rice, chief clerk of the Ticket Audit Section, recently returned from a vacation in New Jersey.

James Kidder has been assigned to the position of Clerk in the Freight Audit Section. He is a graduate of Brewer High School and resides at 10 Spring Street in Brewer.

Robert M. Parker, Sr. of the Freight Audit Section, has been on leave since March on account of illness. Bob started work with the Bangor & Aroostook Railroad as a messenger Feb. 8, 1926 and worked at various positions in the Accounting Department until October 1952, at which time he transferred to the Freight Audit Section, where he worked until his illness. Bob has many friends with the BAR and other railroads who extend their best wishes and hope for speedy recovery.

Among the ten speakers at Bangor High School's Junior Exhibition of the

class of 1966 March 26 was *Bruce W. Shaw*, son of Clerk *Ward Shaw* of the Freight Audit Section, who delivered an interpretation of Shaw's "Androcles and the Lion." Joan of Arc was personified by *Brenda Hess*, daughter of *John E. Hess*, Vice President-Finance, in "Joan of Lorraine."

Key Punch Operator *Frankie Brown* was a member of the D'Nor Beauty School Bowling Team which won the first place team event, both scratch and handicap, at the Annual Greater Bangor Women's Bowling Association Tournament, held recently at Bowl-Mor Lanes in Bangor.

Machine Operator *William Fernald* and Miss *Kathrine Bunker*, both of Ellsworth, Maine, were married there March 5. Attending the couple were *Forrest Moores, Jr.*, as best man, and Mrs. *Frances Grant*, as the matron of honor.

H. B. (Bud) Clark, stenographer, Freight Claim Section, has successfully completed a two-year program with the Bangor Toastmasters Club #897-45. Mr. Clark has been presented with six Outstanding Speaker Awards during this period, and has held the office of Treasurer/Secretary. Toastmasters Interna-



Engineer *Waldo O. Milbery*, Oakfield, retired March 31 after 41 years BAR service. He was born in Brownville and attended schools in Bridgewater. His railroad service began with the CPR in 1918. Mr. Milbery became a fireman for the BAR in 1923. He is a member of the Masonic bodies and the B. L. F. & E. where he has been an officer for several years.

tional is a world-wide organization, having clubs in fifty three foreign countries with over 3000 clubs in this country alone.

Engineering Department

The Aroostook Chapter, Royal Arch Masons, installed officers at Masonic Hall in Houlton March 30. Among those installed were: Chief Dispatcher *Henry G. White*, assistant grand installing officer; Asst. Engineer *Paul S. Wheeler*, installing grand captain of the host; Statistical Clerk *Frank E. Shields*, secretary; and Assistant to Supt. B. and B. *Gerald E. Wiggins*, captain of the host.

Norman Swales, son of Chief Engineer and Mrs. *P. H. Swales* of Houlton, was on the Houlton High School honor roll for the third ranking period ending April 9.

Chief Engineer *P. H. Swales*, Assistant Principal Assistant Engineer *V. J. Welch*, Supt. of B. and B. *R. E. Trickey*, Supt. of Track *G. L. Swett* and Supervisor of Roadway Machines *W. E. Corey*, all of Houlton, attended the Equipment show held in Chicago, March 22, 23 and 24.

The deaths of two former trackmen occurred March 6. *Olaf F. Olander* of New Sweden and *Frank B. MacDonald* of Mars Hill both died on the same date.

Mr. Olander entered service as trackman at New Sweden Sept. 6, 1920, which position he held until his retirement in March 1954.

He was born in Sweden April 5, 1886, the son of *Olaf* and *Elizabeth Olander*.

Mr. Olander was a member of the Gustaf Adolph Lutheran Church of New Sweden, a member of the Brotherhood of Railroad Employees, and a BAR employee for over 30 years.

He is survived by his widow, Mrs. *Mabel Olander*, a daughter, a son, three sisters and a brother, and several grandchildren.

Funeral services were held March 9, in the chapel of the funeral home at New Sweden with the Rev. *Eugene Mitchell*, pastor of the Gustaf Adolph Lutheran Church officiating.

Mr. MacDonald entered service as trackman at Phair, on May 15, 1922, which position he held until his retirement in April 1949.

He was born in Sussex, N. B., April 28, 1884, the son of *Laughlin* and *Ellen MacDonald*.

Surviving are several nieces and nephews.

Funeral services were held March 8, at the Graves Funeral Home, with the Rev. *Norman Bronson*, pastor of the Calvary Baptist Church, officiating.

Our sincere sympathy is extended to the families of each of these retired employees.



Miss *Alice McDonald*, daughter of Sect. Foreman and Mrs. *John McDonald* of Derby, a graduate from Milo High School in the class of 1961, is now a

senior at the University of Maine and will receive her degree in June. She has accepted summer employment on Capitol Hill.

Miss McDonald has been accepted by American University, Washington, D.C. and she will do graduate work for her Master's Degree in Government. Our congratulations on her achievement.

Mr. and Mrs. *Albert Williams* of Houlton are receiving congratulations on the birth of a son, *Aaron Joy*, born March 18, at the Madigan Memorial Hospital in Houlton. The baby's paternal grandparents are Trackman and Mrs. *Joy R. Williams* of Littleton.

Wendy Beaulieu, daughter of Mechanic and Mrs. *Frank Beaulieu* of Houlton, is on the honor roll at St. Mary's School in Houlton, for the latest ranking period. Wendy is in the eighth grade.

Machine Operator and Mrs. *Allen Cole* of West Seboois, have a new granddaughter, *Julie Ann*, born March 12. The new arrival is the daughter of Mr. and Mrs. *William Chesson* of Norwich, Connecticut.

A bowling team called the "B and A. Rovers," finished in second place this past year in the Houlton Recreation Department "B" League. They also were runners-up in a roll-off with the other nine teams in this league. The team was composed of Mechanics: *J. A. Vincent, Jr.*, *F. A. Beaulieu*, *L. S. Veysey*, and *A. J. Lake*, B. and B. Carparenter *E. E. Saunders*, Stock Clerk *R. A. MacIlroy* and one non-railroader, *Ervin Drake* of Allied Sales, Houlton.

Readers will be interested to know the team missed winning in first place by a margin of one point.

Our sympathy is extended to Section Foreman *Charles L. McPherson* of Squa Pan, whose sister, Mrs. *Thelma Dean*, died March 23 at Presque Isle.

Our sympathy also to Section foreman *Alva B. Jones* and Trackman *Relland A. Jones*, of Mars Hill, on the death of their mother, Mrs. *Lavina A. Jones*, at a Mars Hill hospital March 14.

Mrs. *Pansy Burton*, wife of Crane Operator *John L. Burton*, was re-elected as town clerk and treasurer of Oakfield at the annual town meeting March 15.

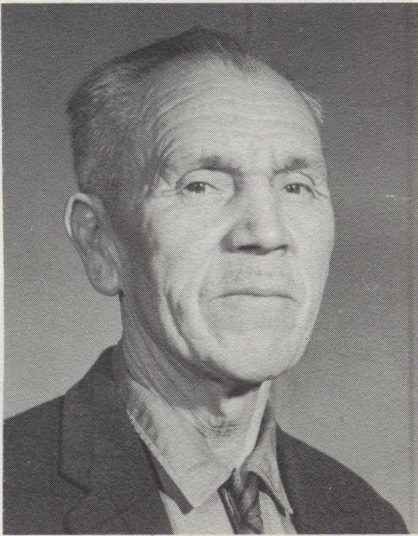
Assistant to Supt. B. & B. and Mrs. *Gerald Wiggins* of Houlton, were surprised the evening of March 26, when a group of friends gathered at their new home on Alfred Street to honor them with a house warming. A gift and sum of money were presented to the guests of honor and following a social hour at the Wiggins' home, refreshments were served at the Masonic Hall.

Mr. and Mrs. *Preston Oldenburg* of Sherman Station, are receiving congratulations on the recent birth of a son, *Harold Preston*, at the Milliken Memorial Hospital in Island Falls.

The new citizen's maternal grandparents are Trackman and Mrs. *Fraiser Margison* of Houlton, and paternal grandparents Section Foreman and Mrs. *Herschel Oldenburg* of Sherman.

Leading Signalman *Frederick R. Lyford*, was installed as Master of Lodge #193 A.F. & A.M. at Washburn on April 8.

Mrs. *Vinal Welch*, wife of Principal Assistant Engineer *V. J. Welch* of Houlton, presented "Tools For The Art of Life - Action" at the regular meeting of Psi Chapter, Beta Sigma Phi sorority on



Carpenter *Leo L. Tomah* has retired on a disability. He was born at Kingsclear, N.B., Feb. 1, 1900 and entered railroad service in 1949. Mr. Tomah attended Houlton schools and worked as a carpenter there until his railroad service. He is married and has five children.

March 31, held at the home of Mrs. *Carvell Hatfield*, wife of Assistant Engineer Hatfield.

Foreman Sect. 241 *Wesley N. Bell* of Island Falls, and Foreman Sect. 234, *C. A. Richards*, East Millinocket are sporting new 1965 Chevis.

Our sympathy to Trackman *Edward E. Kennedy* of Oakfield, on the death of his father, *Eleazer Kennedy*, which occurred in a Bristol, Connecticut hospital on March 24.

Mr. and Mrs. *Richard Howland* of Meridan, Connecticut, are receiving congratulations on the birth of a daughter, *Lulu McCue Howland*, born March 24 in Meridan. Mrs. Howland is the daughter of Rodman and Mrs. *Clayton F. McCue* of Houlton.

Ronald E. Brewer of Houlton, has accepted a position as mechanic in Houlton Shop. He assumed his new duties April 12.

Our sympathy is extended to Trackmen *A. L. Dyer* and *E. E. Dyer* of Presque Isle, on the death of their mother, Mrs. *Edith A. Dyer* at Presque Isle on April 6.

Norman Swales and *Susan Palmer* attended the YMCA's Youth Leadership Workshop in Blue Hill, March 13 and 14.

Swales and Miss Palmer were joined at the workshop by 30 other teenagers and YMCA's secretaries from communities throughout the State. The purpose of the meeting was to develop problem solving skills among the top leaders of YMCA youth groups.

Swales, son of Chief Engineer and Mrs. *P. H. Swales* of Houlton, is an officer of the 1965 Older Boys' Conference.

David and *Robin Stairs* and *Douglas Clark*, grandchildren of Rail Repairman and Mrs. *R. H. Clark* of Oakfield, are on the honor roll of Oakfield Community High School.

David and *Robin* are the children of Hostler and Mrs. *W. A. Stairs* of Oak-

field - *David* is a freshman and *Robin* is in Junior High.

Douglas Clark, a freshman, is the son of Trackman and Mrs. *N. D. Clark* of Oakfield.

Trackman and Mrs. *Allison Ewings* are receiving congratulations on the birth of a daughter, *Annett Elaine*, born March 11, at the Aroostook General Hospital in Houlton. The new arrival is the granddaughter of Section Foreman and Mrs. *Harry L. Ewings* of Houlton.

Retired Warrant Officer and Mrs. *Chester E. DeMerchant*, Presque Isle, have announced the engagement of their daughter, *Karen Cheryl*, to *Gregory Ralph Bartlett* of Wallingford, Connecticut, son of Section Foreman and Mrs. *Ralph V. Bartlett* of Portage Lake.

Miss DeMerchant is a senior at Presque Isle High School.

Mr. Bartlett attended Ashland Community High School, and is employed at Pratt and Whitney Aircraft in New Haven, Connecticut.

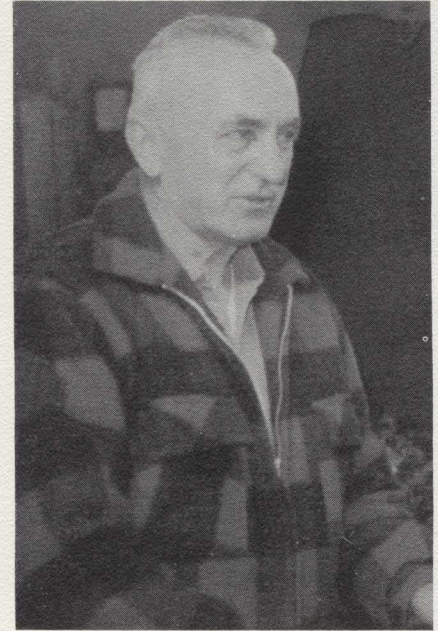
The annual spelling contests for grades 6-7-8 for School Union 114, was held at Island Falls gymnasium on March 18. The following contestants from the BAR family participated in this event:

Island Falls, *Dennis Paradis*, son of Trackman and Mrs. *Edward Paradis*; Oakfield, *John Merrill*, son of Division Master Mechanic and Mrs. *David G. Merrill*; *Marilyn Burton*, daughter of Crane Operator and Mrs. *J. L. Burton*; Merrill, *Bonnie Mitchell*, daughter of Trackman and Mrs. *Joseph Mitchell*, *Kenneth McDonald*, son of Section Foreman and Mrs. *Archie McDonald*, and *Cathy McMannus*, daughter of Trackman and Mrs. *Stuart McMannus*.

The fourth quarterly conference of the Methodist Church was held March 8, in the vestry of the church at Smyrna Mills, with District Superintendent *Lewis Bickford* presiding. Among those elected to offices for the ensuing year were:

Division Master Mechanic *David Merrill*, Trustee and Music Committee; Mrs. *David Merrill*, Chairman, Commission on Education; and Construction Foreman *Joseph A. Allen*, Trustee, Reserve District steward and commission on Stewardship and Finance; and Mrs. *Joseph A. Allen*, Recording steward.

Mechanical Department



R. R. Stockwell, blacksmith helper, Derby, was honored at a retirement party by his fellow workmen in the shop April 9. Ralph retired March 22. He entered service with the Bangor and Aroostook, May 16, 1927 as a laborer with the Stores Department and later



Conductor *Charles E. McCarty*, Presque Isle, retired April 30 after 48 years of Bangor and Aroostook service. He was born at Blackville, N.B., April 13, 1900 and attended schools in Ludlow and Ashland. He is a member of the Masonic bodies in Presque Isle and Caribou. He and his wife live at 59 State St., Presque Isle.

transferred to the Mechanical Department as a blacksmith helper. He was presented a purse of money, the presentation being made by *S. M. Brown*, retired blacksmith.

The many friends of Machinist *R. A. Perry, Sr.*, were sorry to hear of his death at the Milo Community Hospital, following a short illness. Mr. Perry entered the service of the Bangor and Aroostook Railroad Company as a machinist, July 17, 1922.

He was the holder of the Gold Pass and 40 year pin. Mr. Perry was a veteran of World War I, a member of *John P. Chaisson Post*, American Legion, a member of Penquis Barracks Veterans of World War I, Old Town Masonic Lodge and Chapter RAM.

Our sympathy to his family.

F. N. Clapp, air brake repairer, Derby has been a surgical patient at the Eastern Maine General, and is now convalescing at his home in Milo. His many friends wish him a speedy recovery.

Inside Hostler *Milton P. (Mickey) Higgins* retired in January 1965. He first entered service for the BAR September 10, 1918 and worked as laborer, hostler, coalman, trackman and foreman, and worked as Inside Hostler at Millinocket from March 1943 until his retirement. His son, *Hanley A. Higgins*, is employed as a carman at Millinocket. *Milton* is a brother to *C. I. Higgins*, foreman at the Northern Maine Junction Diesel Shop.

Carman *M. J. Levesque, Jr.* and *R. K. Tinkham* of Millinocket spent a week's vacation at Chamberlain Lake in February and found the fishing good. They were members of a fourteen party snowmobile excursion.

Mechanical Engineer *Harold Hanson* has been appointed as head of a bush cutting detail for the Norway Point Improvement Association Road at Schoodic Lake.



Karen Clark, daughter of Hostler and Mrs. *Bernal Clark* of Smyrna, and a senior at Ricker Classical Institute, has been awarded the Bausch and Lomb science award medal, to be presented at graduation in June.

Winners of this award are eligible to compete for science scholarships at the University of Rochester.



Conductor *G. W. Trafton*, Brewer, retired April 30 after 49 years of railroad service. A native of Vanceboro, he entered service as a trackman, later working in the roundhouse, as yard clerk, car repairer and brakeman. He is a member of the Masonic orders and the Brotherhood of Railroad Trainmen.

The many friends of Painter, *C. A. Gero*, were sorry to hear of his death April 21, at the Mayo Memorial Hospital in Dover-Foxcroft, following a brief illness.

Mr. Gero entered the service of the BAR as a painter, May 9, 1949 and had worked in that capacity ever since, with the exception of a brief period as a car repairer in August 1950, and as a laborer for a short period of time in 1961 and 1962.

Mr. Gero was Past President of the Brotherhood of Railway Carmen and a Veteran of the U. S. Marines.

Our sympathy to his family.

Transportation Department

Gaynor Littlefield, daughter of *Linwood Littlefield*, is recovering from a tonsilectomy performed at the E.M.G.H., Bangor, April 12.

Miss Littlefield, a graduate of Hermon High School, class of 1965, has been accepted at Burdett College in Boston where she will matriculate as an advance secretarial major.

Phil Porter and *Archie Jackson* joined the Car Service Department on a temporary basis for a few months, but will return to their regular departments at the close of this assignment.

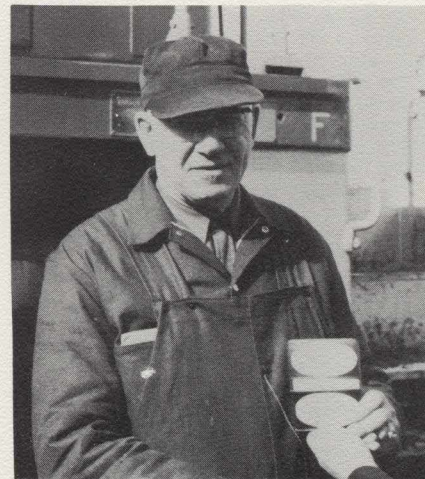
Keith Bruce Ashton, a June, graduate of Brewer High School, has been accepted for the position of secretary to Manager of Car Service at Northern Maine Junction, the position now held by Mrs. *Thelma Kelley*, who will retire May 31.

Airman 1st Class *Gerald H. Dixon*, son of Section Foreman and Mrs. *Norman K. Dixon* of Mars Hill has re-enlisted February 12, for four more years in the Air Force. Gerald has been stationed

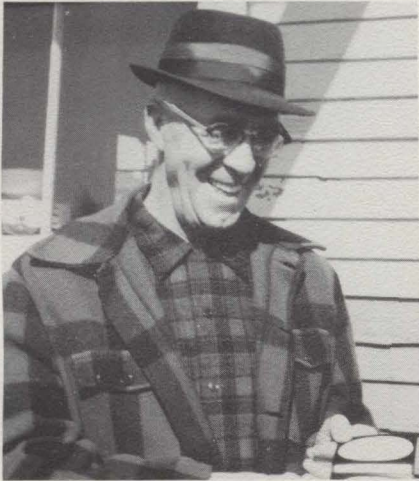
in London, England, for the past three years, and has now been transferred to Rhein Main, Germany. He is married to former *Sheryl Denton* of London, England, and they have a son, *Jeffery*, one year old.

Rosalie Dixon, daughter of Section Foreman and Mrs. *Norman K. Dixon*, celebrated her 21st. birthday March 18. Their granddaughter, *Roxanne Lento*, of Mars Hill, celebrated her fifth birthday April 8th.

Station Agent *Harold Labbe* and Mrs. *Labbe* of Mars Hill will celebrate their Anniversary May 1st, and their granddaughter, *Carla* of Biddeford, Maine,



Engineer *Edgar E. Carr*, Millinocket, received his gold pass in February. He was born in Houlton and attended schools there and Millinocket. He entered railroad service in 1925 in the M. of W. Department. He is married and has one son, *Edgar, Jr.* A brother *Lawrence*, is also a BAR engineer.

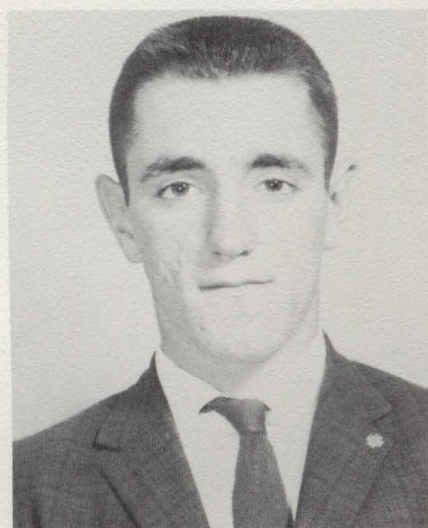


Conductor *George H. Fletcher*, Derby, has received his gold pass. He was born in Orono, Jan. 18, 1906 and entered service as a brakeman Feb. 26, 1925. He is a member of the Masonic bodies. Mr. Fletcher is married and has five children. Prior to his BAR service, he was employed by the CPR.

will celebrate her first birthday on the same date. Mrs. Labbe and daughter *Trudy* with Mrs. *Herman Larsen* of Easton, visited Mrs. Labbe's son, *Eugene*, and his wife and daughter *Carla* in Biddeford during Easter vacation.

At the March meeting of the Board of Directors of the Frenchville Federal Credit Union, Station Agent *Hercules Levesque* was re-elected president.

Station Agent *Levesque* has also been re-elected to his second term as Chairman of the Board of Directors of School Administration District No. 33. He has also been re-elected to his fifth 3-year term on the Frenchville School Board. He has served as Chairman since 1953 when Frenchville joined St. Agatha in the School Administration District No. 33.



Stephen Mosher, son of Freight Foreman *J. L. Mosher*, Presque Isle, a Presque Isle High School junior, attended the Y.M.C.A.'s Youth Leadership Workshop in Blue Hill, March 13 and 14, together with 30 other teenagers and Y.M.C.A. secretaries from communities throughout the state. The purpose of the

meeting was to develop problem solving skills among the top leaders of Y.M.C.A. youth groups. Stephen is a vice president of the 1965 Older Boys' Conference which will be held this fall in Bangor. He is an Eagle Scout, member of the Student Council the past three years; active in Methodist youth programs, and a member of the Presque Isle Junior City Recreational group.

Janet White, daughter of Chief Dispatcher and Mrs. *Henry G. White*, has been selected a delegate to Dirigo Girls' State from June 18 - June 24 at Colby College, Waterville. Girls' State is a school of government sponsored by the American Legion Auxiliary throughout the nation. Janet is a member of the junior class at Houlton High School. She is on the Honor Roll; a member of the National Honor Society, Latin Club, French Club, Tri-Hi-Y, and the High School Band. She is being sponsored by Putnam Bros. Company.

We were sorry to learn of the death of retired Conductor *A. S. Humphrey* and Conductor *C. A. McQuarrie*. Both were long-time members of the Brotherhood of Railroad Trainmen. Our sympathy to their families.

Brakeman *Lee Hutchinson's* son, *Anthony*, celebrated his birthday April 3rd; daughter *Terry Lee*, April 16; daughter *Cindy*, April 17, and his wife, April 18.

Congratulations to Mrs. *Maida Glew*, wife of Brakeman *Willis Glew* of Fort Fairfield, who became a U. S. Citizen April 7.

Gerald DeLong, son of Brakeman and Mrs. *Hilson DeLong* of Houlton, celebrated his 12th birthday on April 13th, and their daughter, *Debbie*, April 23rd.

Conductor and Mrs. *Kenneth Adams* of Presque Isle celebrated their 16th wedding anniversary on April 16th. Their daughter *Bonnie* celebrated her birthday April 2nd.

Operator, *Arlo Hall*, substituted his father, Agent *Cecil A. Hall* at Bridgewater for 10 days.

Operator, *John Plourde*, served as Operator at Mars Hill in the absence of *Arlo Hall*.

Engineer *William Barrett* of Oakfield and his daughter *Rebecca* spent Easter vacation with *Sue Gradie*, daughter of Terminal Agent *Oden Gradie* at Searsport.

Mrs. *Daniel Labbe* of Fort Kent, celebrated her birthday March 21st.

It is reported that Retired Supervisory Agent *Daniel Labbe* is impatiently awaiting "ice out" at Eagle Lake, to open up his camp on Paradise Island, and wet a line.

Purchases and Stores

Guy L. Dow, order clerk, attended the opening day of the World's Fair in New York City.

Mrs. *K. P. Larrabee*, wife of Stores Department Messenger has been a patient of the Milo Community Hospital.

One member of the Stores Department attended the golfers' luncheon held at the Penobscot Valley Country Club.

Traffic and Marketing

Regional Vice President-Sales *Fred Lunt* and General Freight Agent *Earle*



Engineer *Bruce B. Trafton*, Millinocket, received his gold pass in January. A native of Oakfield, he attended schools in Millinocket and entered railroad service as an engine cleaner in 1923. He is married and has two daughters. Two brothers, *G. W. Trafton* and *E. T. Trafton* are also railroad employees.

Kimball attended the New Business Administration Course held at the University of Maine April 19th thru 23rd.

Mrs. *H. G. Vencel* and daughters *Marilyn*, *Katharine* and *Cynthia* of Dover, Del. have recently been visiting her mother Mrs. *Doris Prescott* in Presque Isle. Mr. Vencel is currently attending Airlines School in Fort Worth, Texas.

Garrett Lovett has been recently elected vice president of the Hermon Elementary School PTA as well as Administrative vice president of the Bangor Toastmaster's Club.

Lou Kitchen is anxiously looking forward to enjoying his new camp at Heart Pond.

Dorothy Prout is planning her vacation early this year. She left May 8th for Germany and neighboring countries.

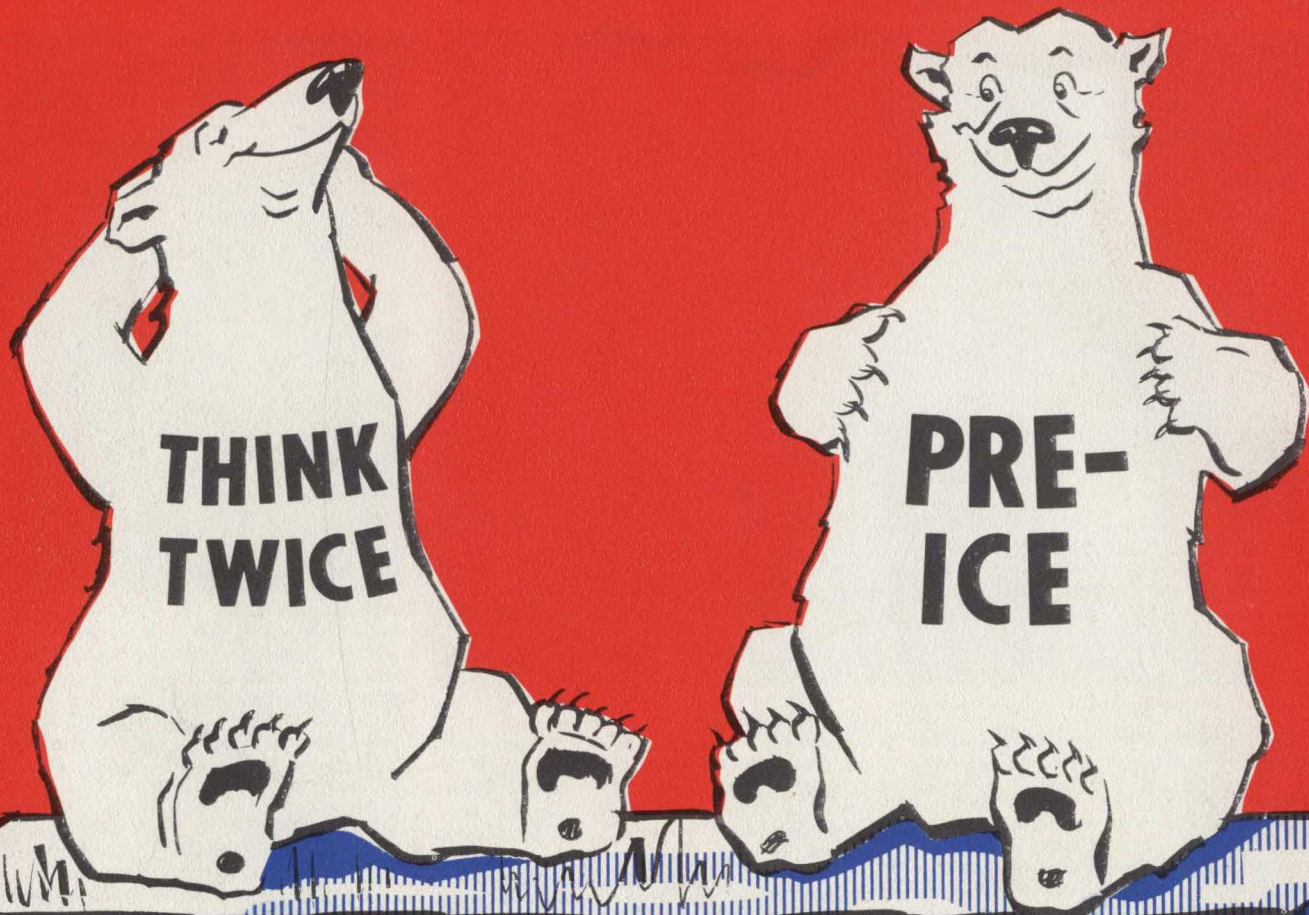
Gloria Cyr was delighted recently with an unexpected visit from her brother the Rev. *Miles Cyr*, O. M. I. Father Cyr is presently assigned to Manville, R.I.

Leo Matheson attended the fifth game of the playoff series between the Boston Celtics and Philadelphia 76'rs played in Boston April 15th.

General Freight Agent *Earle Kimball* is smiling again now that his wife has returned from a recent week's visit with their daughter and her family in New York. Earle has been "batching it" with his son and complaining daily of indigestion.

Daniel G. Lilley, son of Supt. Trans. and Mrs. *D. Keith Lilley*, and a first year student at Boston University Law School, has been appointed junior law clerk for the 1965-66 school year.

This position is based on performance of oral argument and written brief during the moot court competition for this school year, and means that he will be one of the justices on the bench in next year's program.



ORDER

POTATO CARS

Pre-Cooled

FREE

MAY 15 thru JULY 15

BANGOR AND AROOSTOOK RAILROAD

