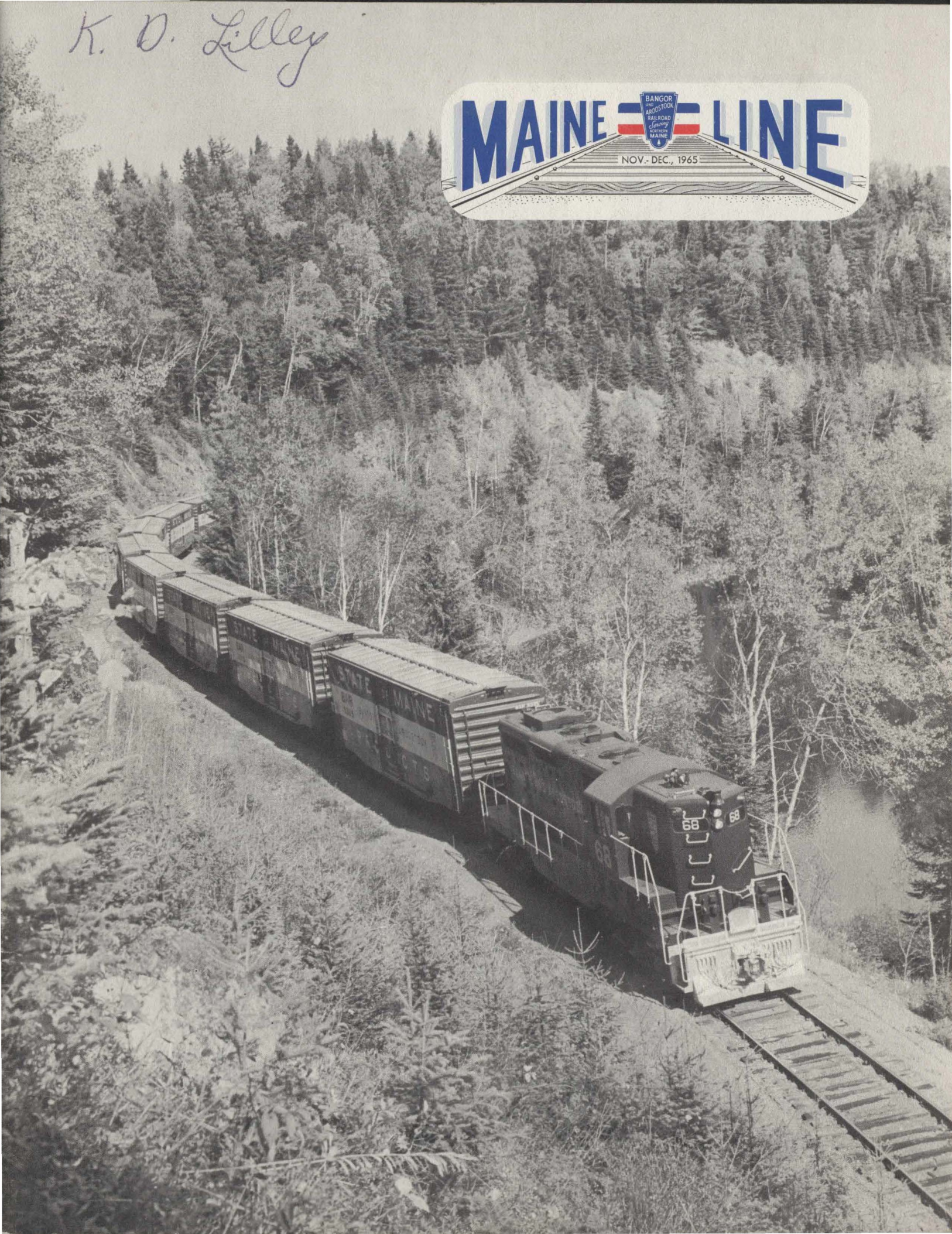


K. D. Lilley





To My Fellow Employees:

In 1930, a consulting engineer told B. and A. management that trucks were becoming serious competition for the nation's railroads. He added, however, that because of the Bangor and Aroostook's unique geographic location, there was little chance that highway competition would ever create serious problems for the road. Just two years later, he had been unfrocked as a prophet; highway competition had become real. And it has been growing since.

In those early days of trucking, the carriers were protected and suckled by government. The special privileges the trucks enjoyed in their infancy, however, remain long after they have reached such a powerful maturity that they are now able to manipulate government. The taxpayers of Maine were treated to the spectacle of this power when the truckers made a mockery out of the public interest during the last session of the Maine legislature.

Study after study has proven that the heavy, freight-carrying trucks don't pay their fair share of highway costs. The comprehensive, American Association of State Highway Officials two-year tests proved conclusively that the heavy trucks damage the highways and cause wear to an extent that dwarfs that caused by the passenger car. Yet, a diesel five axle tractor-trailer combination gets five times as much use of this state's highways for its tax dollar as does the average passenger ve-

hicle. These figures are taken from statistics issued by the U. S. Department of Commerce and are a matter of record.

Yet, public funds continue to pour into improved highway systems which the trucks use to conduct their business. With the opening of still another link in the massive Interstate 95 system last month between Stillwater and Howland, the inequities inch much closer to where the Bangor and Aroostook lives. Soon there will be a third major transportation artery to Aroostook. Two (U.S. Highway 2 and Interstate 95) were financed from the public purse and one, the Bangor and Aroostook was privately built and maintained. It is a monument to the efficiency of the railroad that it can compete against a system where a major portion of its competitor's cost of doing business is paid by the public.

Not only does the trucking industry not pay its share of highway costs, most trucking companies have little real property hence, contribute little toward the cost of local and state government. The railroad's real property on the other hand, is spread out and easily identifiable for tax purposes. It contributes heavily toward local and state government. Its tax money is used to help build and maintain the same highways (the use of which it is denied by law) that its competition uses for a mere token payment.

There is a theory of taxation which says "pluck the most feathers from the goose which squawks the least." The railroad, because of its real assets, has traditionally been an easy mark for

a major share of the tax load.

But there is also a tradition in this country that a man stands on his own feet and pays his fair share. This kind of tradition has been the backbone of our economic system and it has created the greatest industrial society in the world. But a dynamic society needs a healthy, competitive transportation system. It doesn't need just railroads, or just trucks. It needs both and each must stand on its own inherent advantages, not on the artificial advantage of public subsidy.

Both government and the long-suffering motorist, who has been picking up a large part of the trucker's cost of doing business, are now advocating a road user tax that will divide the costs of highway construction and maintenance fairly between those who use the highways for private profit and those who do not.

So important an issue has competitive transportation become that President Johnson has recommended a user tax for the free-loaders who are getting what amounts to a free ride on public facilities. And it must come, for transportation is such a basic commodity that the health of the country depends on efficient transportation. And efficient transportation does not, under the private enterprise concept, mean a system under which an unwitting public bears part of the legitimate costs of doing business for one of the competitors.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

President W. Jerome Strout has been named to the State Transportation Commission by Gov. John Reed. The Commission was created by the last session of the Maine legislature.

Other members of the Commission are: E. Grosvenor Plowman, Portland; Standish K. Bachman, Augusta; John H. Frederick, Camden; Faunce Pendexter, Lewiston; Blaine Sanborn, Norway; and Robert L. Travis, Westbrook.

Mr. Strout was also re-elected to serve a second term on the board of directors of the Association of American Railroads. He will represent the New England railroads on the board.

The Bangor and Aroostook Railroad was one of seven American and Canadian Railroads honored for its employee magazine by the American Railway Magazine

Editors Association in Chicago Sept. 22. MAINE LINE received the organization's award for editorial excellence in 1965. Richard W. Sprague, editor, accepted the plaque at the organization's 43rd annual conference. MAINE LINE has been published since 1952. It received honors from the International Council of Industrial Editors in 1958 for excellence in photography. In 1960, the magazine received the John Green Memorial Award for feature writing from the Railway Editors.

Owen H. Bridgham has been named administrative assistant to President W. Jerome Strout. The new post is a staff job with primary responsibility in the area of monetary control. Bridgham will be responsible for economic and special studies.

Bridgham came with the railroad in 1952, in the road's accounting department. Prior to his appointment, he had been budget

supervisor and manager of the research bureau. He is also a member of the board of directors and clerk of corporation of McKay Rock Products, Inc., a subsidiary of the railroad.

A 1943 graduate of Bangor High School, Bridgham attended the United States Military Academy at West Point and received his BS degree from Boston University in business administration.

Kenneth J. Nolan, former district manager of the Railroad Retirement Board in Maine, has been transferred to the office of the Regional District Manager, 341 Ninth Ave., New York.

"I am going to miss my entourage on the Bangor and Aroostook Railroad and will always remember the wonderful cooperation I received while conducting board business on the Bangor and Aroostook property," he writes. "It would be appreciated if you could relay my thank you to employees through the MAINE LINE."

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ON THE COVER

We really don't need an excuse to print picturesque train pictures. But if we did, the photograph of 212 just out of Fort Kent would have been sufficient. The high camera angle, with Fish River in the background, the crisp October scenery and a handsome string of blue, white and red boxcars heighten the drama of this fine picture.

VOL. 13	MAINE LINE NEWS	NO. 5
BANGOR AND AROOSTOOK RAILROAD COMPANY		
84 HARLOW STREET — BANGOR, MAINE		
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HAROLD I. GRINNELL	GUY DOW	
MRS. PHYLLIS LEEN		

Railroad Projects -- The Big Year



Engineering Department crews built this modern, two-story yard office at Northern Maine Junction this summer. It replaces a wooden structure.

This year will go down in the record books as the Bangor and Aroostook's busiest year in at least 20 in the construction of new sidetracks. Just over six miles of new sidetracks have been built by Maintenance of Way crews, most of which will serve new potato houses and industrial plants under construction in 1965, according to Chief Engineer Palmer H. Swales. And each of the 20 track-building projects brings with it the promise of new business for the railroad.

It was a busy year, in fact, in almost every other phase of maintenance and construction. One of the most ambitious projects is still under way at Searsport where the berths at the railroad's deep water terminal are being enlarged. The eastern berth will be widened from 70 feet to 100 feet and extended in length from 500 feet to 570 feet to accommodate larger tankers. And because the dredging would have undermined part of the piling, 18 new steel pilings were added to the dock in September and October. The dredging project will get under way in December and will require five to 10 working days . . . in this case a 24-hour operation. The entire project is estimated to cost \$86,000.

One of the most welcome projects, for yardmasters and trainmen at least, was the construction of a two-story yard office building at "the farm" section of the Northern Maine Junction yard. The \$15,000 cinder-block building replaces a one-story wooden structure. The 14 x 21 foot yard office contains

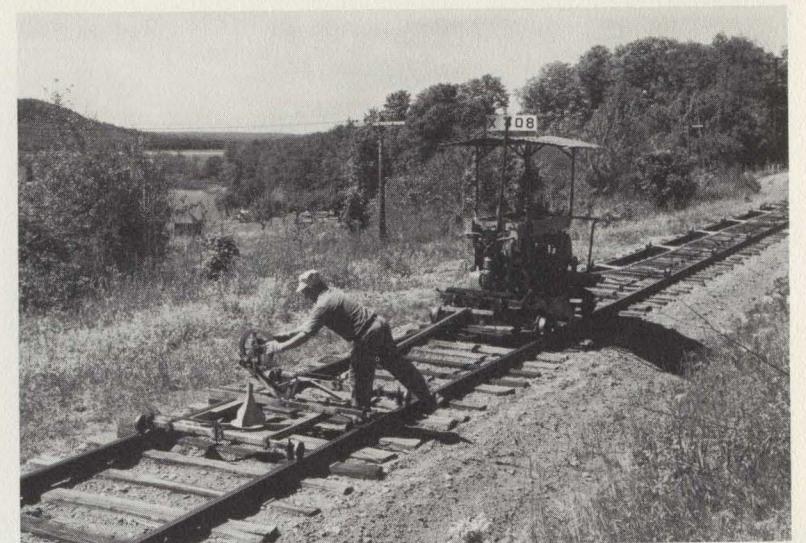
cooking, restroom and locker facilities for train crews, as well as a second story yard office with a panoramic view of the classification tracks.

Also new at the Northern Maine Junction Car Repair facility is a 28 x 101 foot steel building for storage purposes. The \$23,000 structure will house three vehicles and provide storage space for materials used in car repair work.

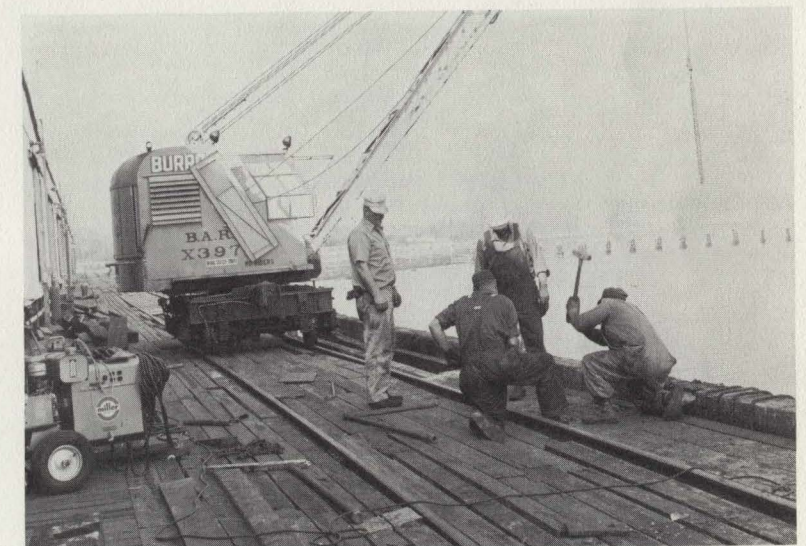
A contract maintenance job for the U. S. Government on the railroad facilities at Loring Air Force Base in Limestone was completed in October. It included installation of new ties, resurfacing and ballasting of tracks and the rehabilitation of crossings. The government project, while it represented income for the railroad, also provided employment for Bangor and Aroostook crews.

Regular maintenance, including the ballasting of 17 miles of main line track with crushed rock, kept BAR people busy, too. The 1965 application of crushed rock ballast—about 40,000 tons—brings the total of main and branch line track ballasted with crushed rock to approximately 116 miles. The ballasting material is supplied by the railroad's subsidiary, McKay Rock Products, Inc., and is obtained from typical Aroostook limestone rock, a first class ballasting material.

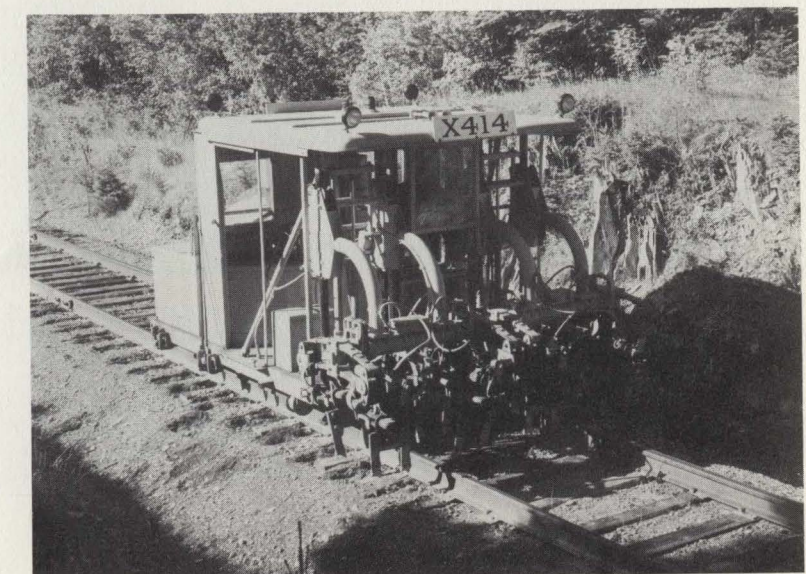
The Maintenance of Way Department's mechanized crews installed 54,400 creosoted hardwood ties in main line and branch lines and 17,500 cedar ties in sidings.



A trackliner and crew work at Portage Lake.



Crew replaces piling and decking at Searsport pier in preparation for dredging project in December. Below a track maintainer at work.



Veterans Banquet -- The Beginning Of Something



Chairman Calvin Cole and Committeeman Charles Burgess look over photographs made at retirees party at Millinocket. Pictures may be purchased (\$1.00) from Millinocket Photographer Don Saunders, 122 Katahdin Ave.

Before Conductor V. L. Terrio retired three years ago, Calvin Cole was working the same job with him as part of his train crew. The two men were friends and it was natural, as Vern's retirement date approached, for other friends to ask Calvin if he were going "to get up a paper" . . . a custom of long standing which means collecting money for a gift to be presented on the man's final day of work.

Cole surprised his co-workers by refusing, because he's not the kind of a man who usually says no when he's asked to help. He added that if they wanted him to, however, he'd be glad to solicit some money for a party for his friend.

"Buying a watch has always seemed a cold way to honor a man you may have worked with for years," he explains. "Getting together for a meal is a lot pleasanter than sending a man home from work in overalls and a new watch in his pocket."

The others liked the idea and the concept of the party grew from a handful of close associates to 30 people. At this point, Cole began to have doubts about such an ambitious undertaking without Vern Terrio's knowledge, so he asked him. He also asked about inviting some of the latter's retired friends. Terrio thought it a good idea.

They held the party at the VFW Hall at Millinocket and it was an unqualified success. Some 35 men, including 15 retired employees, turned out. They cooked their own steaks and spent a pleasant evening reliving shared experi-

ences. Someone suggested that a party should be held every year for both active employees and veterans.

Because Cole had organized the first party it fell his lot to follow up the suggestion. He found more enthusiasm for the project than anyone guessed. Lacking any organization, he approached his fellow officers in the BARCO Federal Credit Union in Millinocket, not as a sponsoring organization, but as workers. They agreed to help and to ask the BARCO field representatives throughout the system to tell every retired employee in his area and, if possible, to arrange for transportation.

September was decided as the time when most would be back from vacations, and the VFW Auxiliary was contacted to cater the party. Because they were just a group of employees without any sponsoring organization, Cole asked Personnel Director Carl E. Delano if the company would contribute the cost of the meal for the retired employees attending.

"This took a lot of the uncertainty out of the planning," Cole explains, "and we felt free to concentrate on getting the word out to both active and retired Bangor and Aroostook people".

As the date approached in 1964, Calvin Cole and the members of his ex-officio committee began to have some doubts about the wisdom of their course. That first party for retirees was well attended. Some 59 people were there, some of whom had not seen each other in years. It was an evening



of good food and good talk, and it ended in a unanimous vote to hold another in 1965.

Attendance jumped to 89 at this year's banquet held at Millinocket in September. The senior retired employee attending was Conductor George Mayo, 93. The original committee was still acting as the host group and Cole hopes that more of the Retired group will actively participate in organizing the dinner in 1966. The company helped to the extent of having retirees as its guests.

"It's a happy experience to get together on an occasion of this sort to meet with our employees who have retired, yet who continue to show an alert interest in their railroad", Carl Delano feels. "Chairman Cole and his Committee are to be commended for making party arrangements because this affair fills a need that must be more widely recognized. My only wish is that more could have responded to this exceptional opportunity and I sincerely hope that they will do so next year."

Transportation to Millinocket was a problem for some retirees and Cole feels that a committee of veterans can better make the contacts among their number. "We're beginning now to plan for next year's banquet," he says, "and we're looking for retired em-

ployees to help. We want to at least double the attendance next year and we feel the dinner should be shared with employees all over the system. We particularly want to include the women employees who are retired, and, of course, those who are active. Those who want to help can write me at Millinocket (409 Aroostook Avenue) or contact a local BARCO field representative."

There has been some discussion about holding the dinner at another location, but a poll showed Millinocket to be convenient to most. The greatest concentration of retired BAR people, the committee found, is from Millinocket south.

There's no doubt among those who have given their time to organize the dinner that it fills an important need. It gives the retired employee an opportunity to keep the ties with people he has often known for a lifetime. It also identified the veterans with the railroad; and this group remains a strong influence for good railroad public relations in the community.

The committee, who shoulders the responsibility, assumes all the headaches and the work, does so out of good will toward those who have left active service.

That's one of the nicest things about it.



Dinner (above) was served by VFW Auxiliary at their Hall in Millinocket. All retirees were guests of the railroad. Pictured at right are committee members attending the affair: John Rowe, Charles Burgess, Calvin Cole, John Vincent, George Willette, Irving L. Foster, Carl Delano and L. S. Welch. Below, the veterans attending sit for the photographer.



Section Foreman and Mrs. Louis Levesque hold the silver bowl that Mr. Levesque received for holding top safety record in the state.

The Best In Maine

A hush fell over the audience in the banquet hall of the Poland Spring hotel as Maine Commissioner of Labor and Industry Marion E. Martin rose to address the closing session of the 38th Annual Maine State Safety Conference September 17. She told the assembled safety people that Section Foreman Louis Levesque, 65, had won the Silver Bowl for the longest accident-free record of any employee in any industry in the state.

There was a scraping of chairs as other candidates for the honor and safety people turned to look at the white-haired man in the dark suit as he rose to accept the bowl from Miss Martin. If you hadn't seen his work-hardened hands, you might have thought that Louis Levesque was a middle-aged professional man instead of a veteran railroader pushing 66.

And if there was a spring to his walk as he made his way to the rostrum, it was understandable; Louis had been up against some formidable competition from the other industries in the state. The paper industry, in particular, has

many long-term employees and Bangor and Aroostook safety people had been told that probably a man from this industry would receive the silver bowl. But when the judges had finished examining the records Louis Levesque, of all the industrial employees in the state, had the longest accident-free record.

He was just 16 when he went to work for his father, Joseph Levesque, on the same section of which he is now foreman. The salary was \$10 a week, the hours were long and the work was hard. Perhaps it was because he began his railroad service under his father's watchful eye that he became aware of the hazards that await the unwary. Or, more likely, it's that he's the kind of man who would have developed that second sense of caution with or without parental tutelage.

The safety habit has paid off for him over nearly a half-century of service. It enabled him to raise a family of six, four of whom were in college at one time, without the loss of any time through accidents. And he is, at 65, a re-

markably able man without any of the scars and handicaps that accidents often leave on others of his craft who have worked as many years.

He still begins the work day, as did his father, by outlining the work with his crew, pointing out any potential hazards. Safe work habits aren't just slogans to him; they are part of the pattern of his life.

Sitting in the snug living room of his house overlooking St. Froid Lake at Winterville, Louis Levesque will tell you that the real reward of working safely for nearly half a hundred years is not an engraved silver bowl, nor a banquet, nor the neatly lettered certificate of commendation. The real reward of safety is a whole body and health unimpaired by old injuries; it's going to work in the morning with confidence that you're so good at your job that you can avoid the dangers that are there.

Of course, this doesn't mean that the handsome bowl on his coffee table isn't a pleasant reminder that he's top man in the State of Maine. It is.

Psilophyton-Key To



Professor Ely Mencher, center, probes for fossil specimens in Stockholm rock cut as railroad employees and students watch. Group found Devonian Psilophyton at railroad cut south of Eagle Lake just east of Nadeau Thoroughfare. They also found them on the Northwest shore of St. Froid Lake and in outcrops on the Red River which flows into the lake.

On a sunny July morning this year a Bangor and Aroostook crew began what was easily the most unusual earth moving project in the railroad's 74-year history. Working under the expert eyes of three top authorities in geology and paleobotany, Roadmaster E. D. Ross, Section Foreman Leonard Bourgoin and Trackmen Reginald Letalien and Eldon Anderson began to carefully peel layers of topsoil and sedimentary rock from a cut on the railroad's main line

near Stockholm. The object of their search was conclusive fossil evidence of the world's earliest land plants.

During the previous summer students of Professor Ely Mencher, associate professor of geology at MIT, had discovered in that cut fossilized remains of what looked very much like a primitive land plant belonging to the psilophytes, a group of primitive, woody plants that are the ancestors of present day ferns and other similar plants.

An Ancient Secret?

Professor Mencher's group working under a National Science Foundation grant, made the find as part of a routine inspection of outcroppings of sedimentary rock in their study of the geologic history of Aroostook County.

It would not have been a particularly startling discovery if it had not been for some marine fossils found in the same layer of rock. The presence of brachiopods placed the plant fossil in the Silurian period, making them about 425 million years old or some 25 to 50 million years older than any previously confirmed fossil of a land plant.

Professor Mencher was not the first pilgrim to be excited about this particular type of fossil. Something over a century ago a geologist named Sir John William Dawson was cracking rocks on the Gaspé peninsula of Canada when he discovered a fossil fragment in the rock stratum of early Devonian age that placed a land plant squarely in the middle of the Age of Fishes.

PSILOPHYTON, THE NAKED PLANT

It was a startling discovery and from his fragment Sir John drew a picture of what he thought the plant looked like when it was growing 350 million years back in the mists of creation. He called it psilophyton which means naked plant. It was a primitive plant without true roots, or leaves. It did have branches and at their tips spore cases. The sketch that he made was ridiculed by his scientific colleagues in 1859. It remained a curiosity for a half century until 1917 when two Brit-

ish paleobotanists discovered well-preserved fossils of Sir John's imaginary Psilophyton in a Devonian marsh in Aberdeenshire that had been turned by time into a dark, flint-like substance.

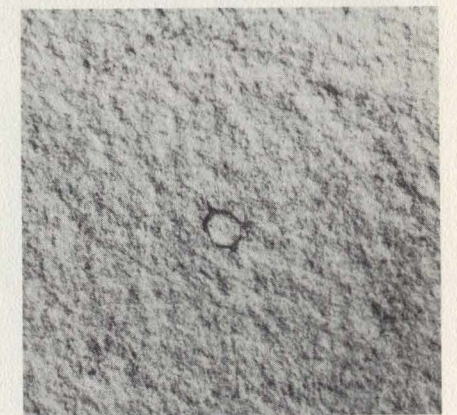
Their discovery placed the earliest land plants scientifically in the Devonian Age and later discoveries in such scattered locations as Maine, Scotland, Wales, Germany and Australia confirmed this fact so that fossils of this age are now rather commonplace.

And when Professor Mencher found what appeared to be the remains of this same bleak little ancestor of today's fern in a stratum of Silurian age, possibly 40 million years older than Sir John's discovery placed them, he must have felt the same surge of excitement that the other pilgrim did more than a century before.

Fortunately, Professor Mencher's world is more sophisticated in the ways of the earth clock than was Sir John's. He contacted two authorities in the field, Dr. James M. Schopf, a research geologist with the U. S. Geological Survey in Columbus, Ohio and Professor Henry Andrews, head of the department of botany of the University of Connecticut.

"To prove that these were land plants of the Silurian age there were two questions to answer," Professor Mencher explains. "First, we had to determine if these were truly woody plants and second, we had to be absolutely certain of the age. If they were younger, they would not be particularly important."

The associated brachiopod fossils were sent to Prof. A. J. Boucot of California Institute of Technology, a world authority on the early fossil brachiopods. He con-



At top, a profile of the kind of fossil that Professor Mencher's group looked for at Stockholm. Cross section of the plant fossil is shown in the bottom picture.



Roadmaster E. D. Ross, Van Buren, chats with Professors Mencher and Andrews. Dr. Schopf listens from seat of the BAR bulldozer that removed topsoil and layers of rock.

firmed beyond doubt the age of the plant fossil. The question now facing the three men was, were these vascular land plants, as distinguished from marine plants. The first fossil specimens were examined in Dr. Schopf's laboratory.

There was no question that Professor Mencher's fossil was similar to psilophyton but the samples were just not good enough to absolutely confirm it.

Now a fossil is a minor miracle three times over. First, the plant or animal must die under exceptional conditions that omit the normal course of fast decay and the reworking of the remains into other forms of life. It might be deeply immersed in mud or other embalming substance by some forgotten cataclysm of nature. Then, the fossilized remains must be preserved from flood, seeping water, volcanoes and other disturbances of the earth's crust for many million years. Then, if by a million-to-one chance, it has been created under just the right conditions, if it has been spared all the perils of a changing earth, it must be discovered by a trained observer before it has been burned for coal or ground up for cement or just washed away.

Because of such rigid conditions of creation and preservation, piecing together the fossil evidence of the growth of life on the earth's surface, has been a long, difficult task. It was not at all surprising that the first fossil specimens were not perfect; it was a miracle that they survived at all.

What was needed were more detailed fossils, something better than could be obtained by a geologists pick. This meant heavy earth-moving machinery. Professor Mencher contacted Bradford Hall at the University of Maine Geology department who passed the request on to BAR President W. Jerome Strout, with the result that the railroad made available to the expedition a bulldozer and crew to strip the cover from the outcropping where the fossils had been discovered.

A MEANINGFUL DISCOVERY

When Professors Mencher, Andrews and Dr. Schopf began their excavations last July there were at stake some significant scientific discoveries and even more important implications, if they could fit the missing piece into the fossil puzzle. Confirmation would push back by 40 million years or so the earliest land

plant which would, in itself, represent for the three scientists a solid professional achievement. The appearance of a land plant in the Silurian period would imply the presence of oxygen in the primitive atmosphere at that early date. There are two theories regarding the evolution of plants. One is that modern plants are the progeny of one common ancestor. The other is that modern plants evolved from a whole group of primitive plants. If the psilophyton can be placed in the Silurian period it would lend strength to the theory of a common ancestor.

Such discoveries may sound highly academic and unrelated to anything useful, but it is just such basic knowledge that has helped man piece together the violent genesis of life and evolution on this planet. It is not inconceivable that such knowledge might, for some future race, enable them to adapt to what we know will be changing conditions.

The team of scientists, along with a cadre of student assistants, worked side by side with the railroad crew in the sun-drenched rock cut. The excitement at the prospect of exposing to 20th century sunlight even a likeness of a plant that had been entombed in

rock for 450 million years, (first as a plant's corpse, then, as the soft core disintegrated and filled up with a sandy cement of silicon, as a moulded replica) infected even the railroad crew.

The fossils, once unearthed, are disappointing. To an untrained eye they are remarkably unprepossessing. It is doubtful that the layman would recognize one as anything related to anything in nature. But the scientists and their assistants filled sample bags after each pass of the bulldozer. These were taken to Dr. Schopf's laboratory and examined by him and Professor Andrews.

After a week in the cut, the scientists departed with their sample bags to begin the long process of sifting the debris of centuries to see if any of the hundreds of fossil specimens contained conclusive evidence of the vascular conducting system that would conclusively mark them as land plants.

PROOF STILL MISSING

In October, Professor Mencher wrote: "Despite the effort in collecting and the examination by Schopf of some 200 samples, he still has not been able to find any remains of a central conductive structure that he thinks must have been present, but which has been lost due to the poor mode of preservation of the fossil material. Hence we are back at about the same point we were before our collecting, except that Schopf has been able to study other general features of the plants in many more specimens. At the present time, all Schopf will say is that these were plants on the way to becoming land plants."

"Of course", he added, "I do not plan to leave the matter of the fossil plants where it is. I will return to the Stockholm cut to see whether any of the material we left to become weathered shows features we missed in our previous collecting. There is always the chance that one may find an odd piece that shows the structures we

were looking for."

Unlocking the earth's secrets requires infinite patience and is often fraught with disappointment. And for every sudden, dramatic discovery, there are dozens reached only by the careful piecing together of fragmentary evidence.



Pictured, top to bottom, are Professor Ely Mencher, associate professor of geology at MIT; Dr. James Schopf, research paleontologist for USGS; and Professor Henry Andrews, head of the Department of Botany, University of Connecticut.



In fact, the whole tale of the rise and fall of the dynasties of growth has been pieced out of racks in just such a deliberate fashion by men of curiosity and courage.

But, it's not often that a railroad has a chance to help, even in a small way.

A TASTE OF SUGAR



Spidery steel frame of Maine Sugar Industries new plant at Easton takes shape as workmen swarm over the skeleton.

Almost since potatoes became Aroostook's big cash crop in the 70s, growers, and practically everybody else, have been looking for diversification for its essentially one-crop economy. As early as 1921 experimental plots of sugar beets were grown in Aroostook. Four years ago the project was revived. And last month at least part of a 45-year-old dream was realized.

Eight lumbering harvesters began digging the Aroostook sugar beet crop Oct. 19. As Aroostook acreage goes, it wasn't much, some 500 acres. But for those who had worked for nearly four years on the project, it was a great moment.

From its beginning the sugar beet concept was plagued with very large problems. When the first committee went to Washington for an allocation in 1962, they discovered they had not even scratched the surface. The group came home, raised money, put test plots of beets in the ground, and went back a year later.

The federal acreage allocation was finally granted and contacts made with a large western sugar company. But after one short trial season, the sugar company announced that it was not interested in building a sugar refinery in Aroostook after all.

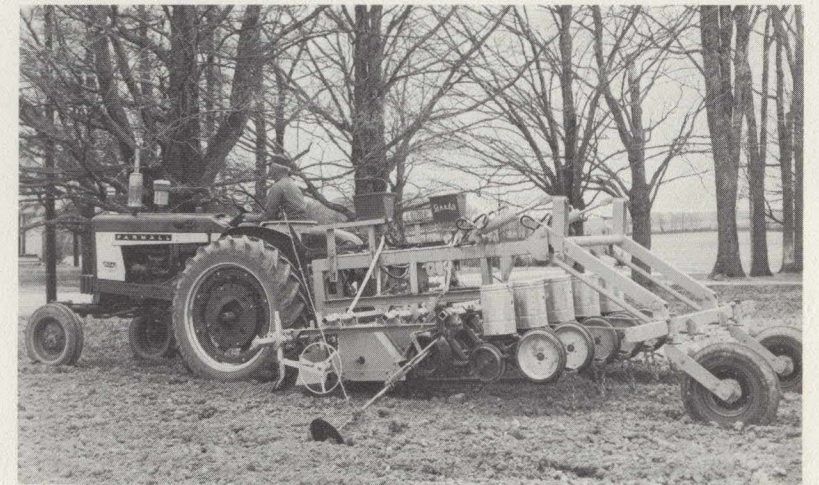
This would normally have meant the loss of the allocation, but F. H. Vahlsing, Jr., of Vahlsing, Inc., agreed to build the needed sugar refinery adjacent to his company's potato processing

plant in Easton. The allocation was saved through the efforts of the energetic Vahlsing and other long-time supporters who interceded in Washington and also helped arrange the financing. Maine Sugar Industries was born Feb. 15, 1965.

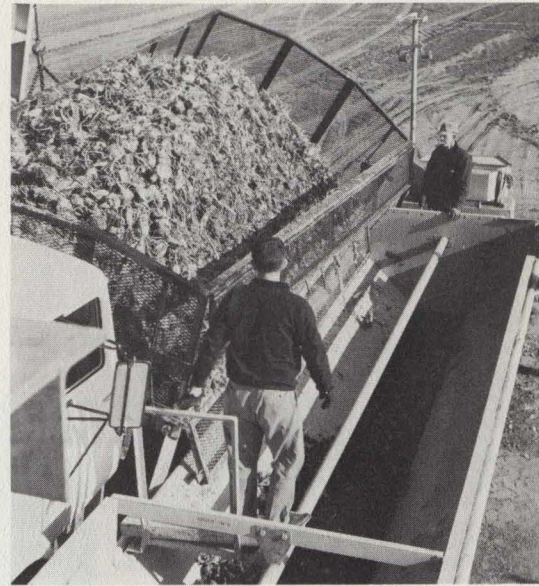
Those who saw the first beets as they rolled out of the earth onto harvesters last month pronounced the beets large and well shaped. The large, white beets, looking something like oversize parsnips, were loaded onto trucks with specially built mesh bodies and trucked to the site of the sugar processing plant. As the steel skeleton of the \$14.7 million refinery inched skyward, the heavily-loaded trucks rumbled up to the 8-acre piling area. The hinged truck body was tipped and its load dumped on a huge beet piler which removed foliage and loose soil and left the white vegetables in piles as high as 23 feet.

CROP IS A SUCCESS

The beets were grown under the sponsorship of Maine Sugar Industries, Inc., Maine Sugar Beet Growers Association, and the University of Maine Extension Service. From the results of two years' growing, there seems to be no doubt that the beets can be successfully grown in Aroostook. A University of Maine report concluded that Aroostook meets all of the agro-



Both the beginning and end of the season's cycle are pictured in the planting of beets (above) and the final harvesting of test crop this fall (bottom).



conomic requirements to grow sugar beets on a commercial scale.

The generous rainfall in the County eliminates any need for the irrigation that's required in many beet-raising areas. And 75 years or so of fertilization for the potato crop has left the soil with a high state of chemical fertility. Too, the harvest season for beets falls after the potato harvest.

The task now facing Maine Sugar Industries is to complete the huge refinery and contract for the growing of 33,000 acres of beets in 1966. The present goal is for completion of the refinery in time for the 1966 harvest next October.

The processing of sugar beets into sugar is an extraction process. The resulting sugar is identical,

chemically and in appearance, to cane sugar. When the beets reach the plant they are cut into thin strips and placed in diffusers in which a sugar solution is produced. This solution is then exposed to various purifying and filtration processes which remove nonsugars.

The product emerges as a thin juice which is evaporated to produce a thick syrup in much the same way that maple syrup is produced by evaporating the collected sap. The heavy syrup is placed in large centrifuges which removes the sugar crystals from the syrup. The remaining syrup is then further refined to extract available sugar and, finally, subjected to demineralization to ex-

tract the greatest possible amount of sugar. The remaining sugar, called final molasses, is mixed with the original beet pulp, dried and sold as cattle feed. Another by-product of the purification process is agricultural limecake which will also be sold, perhaps to the sugar beet growers who will require the addition of lime to beet growing soil.

The beets are purchased from individual growers at a price negotiated with the growers association. There are also bonus provisions based on sugar content and the company's sales. The growing of beets seems to offer considerable advantage to farmers, and to the economy of the area.

A huge beet piler is used to spread the harvested beets in a storage area next to plant (top left). It can pile beets to a height of 23 feet. Top, right, a beet-laden truck is unloaded into the beet piler. Right, beets are loaded into Bangor and Aroostook cars as part of a test.



Milestones . . .

By the beginning of the year, the following employees will have celebrated service anniversaries:

FORTY YEARS

Joseph W. Brown
Fred D. Parent
Erwin P. Wiley

THIRTY-FIVE YEARS

Reginald G. Clark
Edwin R. Landeen
Vincent C. Giggey
Harry A. Lewin
Earl R. Porter
Irene L. Long
Melvin E. Walls

THIRTY YEARS

Clair S. Cain
Robert E. Stiles

TWENTY-FIVE YEARS

Erwin J. Barnes
Stanley N. Clark
Albert L. Norsworthy
Lucian E. Sawyer
Joel E. Tilley

TWENTY YEARS

Theodore Bostock
Alfred J. Bushway
Norman D. Clark
Charles A. Dean
Albert E. Lamore
William E. Martin
Robert A. Michaud
David B. Chase
Harold G. Cole
Hanley A. Higgins
Floyd M. Shields
Wayne A. Simpson
Perley A. Bouchard
A. T. Clark
Samuel E. Foss
Gerald D. Henry
Joel F. Mills
Stanley M. Pray
Walter J. Seavey
Joseph J. Stubbs
Shirley T. Weston
Glendon C. Withee
Cleon H. Cole
Kenneth F. Crockett
Basil L. Curtis
Roy W. Doak
Oden G. Gradie
Pearley G. Malone
Leigh S. Milton
Gilbert L. Pelkey
L. C. Roberts

John L. Ryan
Joseph R. Viricel

FIFTEEN YEARS

E. Arthur Bowen
Philip B. Cole
Roland Corbin
Gloria F. Cyr
G. M. Dionne
Armand J. Duplessis
Giles M. Fogg
Clinton R. Higgins
William C. Lloyd
H. F. MacLeod
Frederick W. Rhoda, Jr.
Paul R. Robertson
W. A. Sawyer
Ward L. Shaw
Leon A. Thibodeau

TEN YEARS

Chester A. Bailey
John A. Brannen
Paul L. Fleming
Ralph B. Higgins
Leon W. Larlee
John E. McGuff
Gerald C. McGuire
Margaret A. Patterson
Eugene A. Rideout
Edward J. Whitney, Jr.

RR Retirement Changes You Should Know About

Major changes in the railroad social insurance program were made for the second time this year when President Johnson signed the 1965 amendments to the Railroad Retirement Act into law on Sept. 29. These amendments not only liberalize the benefit structure of the system, but also improve its financial condition. These changes are in addition to those resulting from the social security amendments enacted in July 1965. The following questions and answers explain the provisions of the Railroad Retirement Act amendments.

1. What are the principal provisions of the new legislation?

One of the most important provisions raises the limit on creditable and taxable railroad earnings from \$450 to \$550 a month. As a result of this change, the tax income of the railroad retirement system will be increased and larger annuities will be payable to employees who earn more than \$450 a month in future years. In addition, it gives the Railroad Retirement Board a more important role in the administration of the health insurance program. Other provisions of the amendments (1) lower the railroad retirement tax rate for the remainder of 1965 and for the next three years, (2) repeal

the provision under which benefits to wives of retired railroad employees were reduced because of concurrent entitlement to railroad retirement or social security benefits, and (3) provide for tips to be counted as creditable compensation under certain conditions.

2. When will the new limit on taxable and creditable earnings go into effect?

The change in the limit from \$450 to \$550 a month will be effective in January 1966. This means that employees who earn more than \$450 a month will pay

higher taxes in the future. The additional benefits they will receive because of the new limit, however, will generally be substantially larger than their additional taxes. Railroad employers will also pay the higher taxes.

3. What changes were made in the railroad retirement tax schedule?

The tax rate on railroad employees and employers was lowered by 1 percent for October-December 1965, and the rates for the years 1966-68 were reduced by smaller amounts. The amended schedule is as follows:

Employee-employer tax rate (percent)			
Year	Retirement	Hospital insurance	Total
Oct.-Dec. 1965	7.125	—	7.125
1966	7.6	0.35	7.95
1967	7.9	.50	8.40
1968	8.15	.50	8.65
1969-72	8.9	.50	9.40
1973-75	9.35	.55	9.90
1976-79	9.35	.60	9.95
1980-86	9.35	.70	10.05
1987 and later	9.35	.80	10.15

4. When does the repeal of the restrictions on annuities to wives take effect?

The repeal of the "dual benefit" restrictions is effective with payments for the month of October.

5. How many wives will receive higher benefits because of the change in the law?

About 30,000 wives who are now receiving annuities from the Railroad Retirement Board will receive increases averaging \$35 a month. An additional 10,000 wives are expected to come on the annuity

rolls for the first time. Previously, the annuities of these women had been completely or almost completely offset under the dual benefit restrictions.

6. Does a wife have to take any action in order to receive the increase in her annuity?

If a woman is now receiving a wife's annuity, her benefit rate will be adjusted automatically. If she is not on the rolls, however, she will have to take certain steps. She should get in touch with the nearest office of the Railroad Retirement Board to find out what action is required on her part.

7. How do the amendments affect employees who earn tips in their railroad work?

Under the amended law, employees can receive credit for cash tips they receive in their railroad work. Credit will be given for tips received in any month in which they total \$20 or more. Of Course, the total railroad earnings for which an employee receives credit, including tips and other compensation, cannot be more than \$550 a month. The change is effective in 1966.

Employees will be required to report their tips to their employers and to pay a railroad retirement tax on their creditable tips at the same rate as the tax on their other railroad earnings. Employers will not pay a retirement tax on tips.

Most employees who earn tips in their work will receive substantially higher benefits because of this change in the law. The additional benefits to them and their families will generally be much

larger than the additional taxes the employees will pay.

8. Do the amendments affect the health insurance programs for railroad employees?

The amendments give the Railroad Retirement Board a larger role in the administration of the programs. Also, under the amended law the hospital insurance taxes paid by railroad employees and employers will be collected together with, and on the same basis as, their railroad retirement taxes. That is, the hospital insurance tax will be payable on the first \$550 of monthly earnings; employees covered by the social security system will pay this tax on the first \$6,600 of annual earnings.

Another change empowers the Board to make payments from the railroad retirement account for hospital insurance services provided in Canada to persons who are receiving or who are qualified to receive railroad retirement benefits. These payments, however, will be reduced by the amounts payable for such services under Canadian public health insurance laws.

9. How does the new legislation affect the financial condition of the railroad retirement system?

The amendments have a strongly beneficial effect on the financial condition of the system. Estimates based on the amended law indicate that the actuarial deficiency of the system (which had risen to \$48 million a year as a result of the 1965 social security amendments) has been reduced to \$30 million a year. A deficiency of this size for the railroad retirement system is not a cause for immediate concern.

In The Family

Traffic and Marketing



H. J. NADEAU

Word was received September 30 that Herbert James Nadeau, son of Mr. and Mrs. Gus Nadeau of Presque Isle, Maine has been promoted to SP/5. SP/5 Nadeau is with the 50th Military Intelligence Detachment of the 1st Infantry (The Big Red One) stationed in Viet Nam.

SP/5 Nadeau entered the Army in July, 1963. His basic training was held at Fort Dix, New Jersey. Following his basic training he was transferred to Fort Riley, Kansas where he was with the Administrative Department. While at Fort Riley he traveled extensively throughout the United States. In June, 1965 SP/5 Nadeau began his assignment in Viet Nam.

Nadeau is a graduate of Presque Isle High School and attended Husson College in Bangor.

Mr. and Mrs. Edward Stewart of Detroit, Michigan have been visiting Roberta and Liston Lewis in Brownville. Mrs. Stewart is a former native of Brownville and sister of Roberta.

Hugh Goodness won second low net, class B in the annual Maine Central Golf Tournament held in Bangor September 11th.

Leo Matheson and Hugh Goodness are back in the bowling swing. They are on the Aetna Finance team in the Late Comers League.

Gloria Cyr and her brother the Rev. Myles Cyr visited friends in New York, Massachusetts and Connecticut the week

of October 18th. Father Cyr is located at the Oblate Retreat House, Manville, R. I.

Accounting Department

Miss Mary A. Daily, asst. chief clerk in the Car Accounting Section, died September 17 after a brief illness. Having been with the company for over 50 years, Miss Daily will long be remembered by her many BAR friends for her loyal and efficient service.

Vic Vereault, retired demurrage clerk in the Car Accounting Section, is now convalescing at the Penobscot Valley Hospital, 23 Holyoke Street, Brewer, and would like to be remembered to his many BAR friends. Why not drop Vic a line.

Mr. Michael L. Mossler, formerly clerk-typist in the Disbursement Section, has been assigned to the position of demurrage and miscellaneous clerk in the Car Accounting Section, replacing Thomas Brissette who has been appointed to the position of Car Record Clerk formerly held by Miss Mary Daily.

John H. Thomas, who spent four

years at Bad Kreuznach, Germany, has accepted the position of clerk-typist in the Disbursement Section. John was originally from Bangor. He is married and has one daughter.

Mildred Wallace, invoice clerk in the Disbursement Section, spent part of her vacation touring Vermont; Ottawa, Canada; Alexandria Bay and Niagara Falls, New York, visiting the Corning Glass Works at Corning, New York.

Our congratulations to Bill Houston and Bob Clukey for taking the top honors in Class A at the Annual Maine Central Railroad Golf Tournament held at the Bangor Municipal Golf Course September 11. Bill won low gross with an 84 and Bob won low net with a 75. Both men received trophies. Bob also received a prize in Class A for nearest to the pin on third hole. A large number of B&A personnel participated.

Assistant to Treasurer Donald B. Annis, attended a three-day orientation seminar at the American Management Association in New York City Nov. 1-3.

Assistant General Auditor and Mrs. Earle H. Kelley attended a meeting of the AAR Committee on Highway and Waterway Accounts in Washington, D. C. Oct. 15.



Clerk Neil H. MacNichol, Northern Maine Junction, retired Sept. 28. He had been with the railroad for 21 years. A native of Eastport, he graduated from Shead High School and attended Husson College. Prior to his railroad service, he was an A & P manager and also worked for the Metropolitan Life Insurance Co. Mr. MacNichol is a member of the Masonic bodies. He is married and has three children.

CONTRIBUTING CORRESPONDENTS

Donald F. Breen
Mildred Wallace
Terry Fahey
Bud Clark
Donald Annis

Richard Gould
Mildred McNaughton
D. H. Brayson
R. O. Foster
F. E. Grey

Harold Labbe
F. R. Margison
J. A. Vincent, Jr.
C. A. Hamilton
Keith B. Ashton



Engineer **Joseph F. Coffey**, Presque Isle, retired Sept. 30 after 42 years' BAR service. A native of Houlton, he attended schools there and entered service as a fireman on May 1923. He is married and has one son **George**, of Compton, Calif.

Charlie Campbell, retired chief clerk, was a recent visitor in the Accounting Department. Charlie is reported to be enjoying himself by spending a lot of time golfing.

Bob Parker also made a visit to the department. Bob is out on sick leave from his position in the Freight Audit Section.

Mr. Fred Bull of the Freight Claims Section was recently hospitalized at the Eastern Maine General Hospital with an injured foot resulting from a shooting accident.

Walter J. McCarty has been assigned to the position of Miscellaneous Clerk vacated by **George Grant**, retired. Walter's former position of mail messenger has been assigned to **John E. McGuff**, who was formerly a pick-up and delivery driver.

The many friends of **Mrs. Helen Hickson**, retired clerk in the Freight Audit Section, were sorry to hear of her death, Nov. 5. Mrs. Hickson was employed in the Accounting Department for 34 years, retiring in 1961. She was a member of the Brotherhood of Railway Clerks. Our sympathy to her family.

James Kidder has been assigned the position of transit and received clerk in the Freight Audit Section vacated by **Richard Pendleton**, who resigned. Jim's former position of abstract machine operator and miscellaneous clerk has been assigned to **Roland F. Faunce**. Roland has recently returned from Cleveland, Ohio with his wife, **Sylvia**. They have a daughter, **Donna Fay**, four, and make their home at Stockton Springs.

Mr. John C. Burrill, of Bangor, has been assigned to the position of valuation accountant in the General Audit Section vacated by **Melvin Goodwin**, who has been assigned the position of assistant general accountant.

Lawrence Bishop, of Waterville, Maine has been assigned to the position of machine operator on the night shift in the Tabulating Section. Mr. Bishop is married and has three children.

We are glad to hear of the return of Keypunch Operator **Cora Pelkey**, of Tabulating Section, who was recently hospitalized at the Eastern Maine General Hospital for minor surgery.

General Auditor and Treasurer **Roy D. Plumley** and wife visited friends in Vermont, Massachusetts and Connecticut while on their recent vacation.

Engineering Department

Mrs. Mary D. McCain and Machinist **Abner F. Robinson** (Ret.) were married Oct. 30, at the parsonage of the First Baptist Church in Houlton. The Rev. **C. A. Oehrig** performed the ceremony.

They were attended by **Mrs. Robinson's** son, **George McCain**, and daughter, **Mrs. F. A. Downie**, of Waterville. Also present was **Mrs. Robinson's** daughter-in-law, **Mrs. George McCain** of New Limerick.

Mrs. Robinson is the daughter of a pioneer BAR Roadmaster, **George A. Densmore**, who served in this capacity for 40 years at Houlton, beginning in December 1895.

Mr. Robinson is a BAR veteran having begun his service in 1920 as a pumpman at Houlton. He was later employed as a B. & B. Helper and became a Machinist in 1939, a position he held until his retirement in October 1958.

The couple is residing at 15 Watson Avenue, Houlton.

Mr. and Mrs. Carl Carpenter of Houlton, are receiving congratulations on the birth of a daughter, **Carla May**, born



Station Agent **Thomas N. Sewell**, Island Falls, retired Oct. 28 after 45 years of service. A native of Smyrna, he attended schools there and entered railroad service Aug. 24, 1920. He is a member of the Masons, Chapter, Council and Commandery. Mr. Sewell is married and has two children.



Section Foreman **Adolph Blinn**, New Limerick, retired in November after 43 years of service with the Bangor and Aroostook. He was born in Nova Scotia and entered service as a trackman in 1922. Mr. Blinn attended schools in Digby, Nova Scotia. He is married and has three children.

Sept. 10 at the Aroostook General Hospital in Houlton. Her maternal grandparents are Section Foreman and **Mrs. R. O. Foster** of Monticello.

Our sympathy is extended to the family of **Harold F. Vincent** of Brownville Junction, who died in June. Mr. Vincent was a brother of Mechanic **John A. Vincent** of Houlton and brother-in-law of Machinist **Roy Russell**, Northern Maine Junction.

It is a rare occasion when one achieves the distinction of being classed as a nonagenarian. This is true of Trackman **Frank Wright** (Ret.) who celebrated his 93rd birthday on Nov. 6 at the home of his son and daughter-in-law, Mr. and Mrs. **Andrew Wright** in Northboro, Mass., where he is presently visiting for a few weeks.

Mr. Wright was employed as trackman at Perham for over 30 years. He retired in November 1937.

Mr. Wright is the father of Roadmaster **Herman L. Wright, Sr.**, of Houlton, and **Mrs. Walter J. Wardwell**, wife of Section Foreman **Walter J. Wardwell** of Stockholm. In addition, two grandsons are members of our BAR family: Sect. Foreman **Alton J. Wardwell**, who resides in Stockholm and Trackman **Herman L. Wright, Jr.**, of Caribou.

Mr. Wright resides with Roadmaster and **Mrs. Herman L. Wright, Sr.** of Houlton. Our congratulations and best wishes to Mr. Wright.

Our sympathy is extended to the family of **Mrs. Iva G. Swett** who died Oct. 25 in Medford, Mass. following a brief illness.

Mrs. Swett was born at Fort Fairfield, Oct. 11, 1892, and was the widow of **Ernest Swett**. She was a licensed practical nurse and had worked in Washington Hospital, Boston.

One of her sons, **Graden L. Swett** of Houlton, is superintendent of track.

Funeral services were held Oct. 28, at the Masardis Congregational Church with the Rev. **Manuel Snow** officiating.

Our sympathy also to Helper and **Mrs. Dale McAfee** whose infant daughter, **Beth Ann**, died Sept. 28.

Prayer services were held at Evergreen Cemetery, Houlton, on Sept. 29, with the Rev. **Charles Oehrig** officiating.

Supt. B. & B. and **Mrs. R. E. Trickey**, Superintendent of Track and **Mrs. Graden L. Swett** and Assistant Engineer and **Mrs. Carvell G. Hatfield**, all of Houlton, have returned from a railroad convention in Chicago. The men were representatives of the BAR.

Dennis Morton, son of Leading Signman and **Mrs. W. I. Morton**, Oakfield, is a freshman at Farmington State College.

Robert E. Wiggins, son of Assistant to Supt. B. & B. and **Mrs. G. E. Wiggins** of Houlton, has entered Ricker College in Houlton as a sophomore.

Our sympathy to the family of **Mrs. Saide B. Daly**, died in Houlton Sept. 17. She was the widow of **Wilbert A. Daly**, Clerk to supt. of B. & B. in Houlton. Her son, **James H. Daly**, is a mechanic at Houlton Shop.

Mrs. Daly was born at New Limerick, Oct. 3, 1884, the daughter of **John** and **Cecile Monahan**. She was a resident of Houlton most of her life and a member of St. Mary's Catholic Church.

A Requiem Mass was celebrated at St. Mary's Church, Houlton, on Sept. 20, with Monsignor **M. F. Tierney** officiating.

Our sympathy is extended to the family of **Mrs. Alice Adams**, who died Oct. 2, at a Bridgeport, Conn. hospital.

She was born in England, Feb. 22, 1881 and was wife of Trackman **Carty Adams** (Ret.) of West Seboois. She had resided in West Seboois for 41 years but had been visiting her daughter in Connecticut recently.

Funeral services were held at the Kelleher Funeral Home, Millinocket on Oct. 4, the Rev. **Carl A. Russell, Jr.**, rector of St. Andrew's Episcopal Church officiating.

Miss Joanne Margison, daughter of Trackman and **Mrs. Fraiser Margison** of Houlton, became the bride of Pvt. **Joseph Albert Degrasse**, son of Mr. and Mrs. **Donald Degrasse** of Orono, Sept. 10, at the chapel of the Aberdeen Proving Grounds in Aberdeen, Maryland, with Chaplain Major **Francis A. Knight**, officiating at the double ring ceremony. Arrangements of mixed and cut flowers decorated the altar for the occasion.

The bride is a graduate from Houlton High School and has been employed at the Agnes Gardiner Nursing Home, Houlton.

The bridegroom is a graduate from Orono High School and attended Husson College. He is presently serving with the U. S. Army at the Aberdeen Proving Grounds.

The couple is residing at Baldwin Manor Apartments, Pritchard Avenue, Aberdeen, Maryland.

Mr. and Mrs. Roderick Laine are receiving congratulations on the birth of a son, born Aug. 28. Mrs. Laine is the daughter of Speed Swing Loader Operator **Daniel H. Brayson** and the late Mrs. Brayson of Fort Fairfield.

Trackman **Marion E. Ames** (Ret.) of Lagrange, has been a surgical patient at the Milo Community Hospital. We

are pleased to report that **Mr. Ames** has been able to return to his home.

Supt. of B. & B. and **Mrs. Robert E. Trickey, Sr.**, Houlton, have returned after a recent visit in Staten Island, N. Y., at the home of their daughter and son-in-law, Mr. and Mrs. **Ignazio Friscia**. Enroute they also visited with Mr. and Mrs. **Herbert Olsen** in Keene, N. H., Mr. and Mrs. **Richard Bradt** in Rochester, N. H., also were overnight guests of Mr. and Mrs. **Earl Tukey** in Milo.

Miss Arletta Fisher, daughter of Mr. and Mrs. **Claude Fisher** of Hartland, and **David William Lyford**, son of Sect. Foreman and **Mrs. Merle Lyford** of Milo, were married Sept. 25, at the Grace Linn Methodist Church. The ceremony was performed by the Rev. **Theodore Blanchard**.

Mr. and Mrs. Lyford will make their home in Pittsfield.

Miss Faye L. Albert, secretary to the Chief Engineer at Houlton, has been chosen to serve on the grand jury at the November term of Superior Court.

Mr. and Mrs. Alva Jones of Mars Hill, section foreman at Bridgewater, celebrated their 25th wedding anniversary on Aug. 31. At that time they enjoyed a trip to Niagara Falls and visited relatives in Connecticut enroute. They have recently purchased an Oldsmobile convertible.

Transportation Department

Mr. and Mrs. Clifford H. Slauenwhite of Van Nuys, California celebrated their golden wedding anniversary Aug. 18 at an Open House and witnessing the renewal of their wedding vows. Adding to the happiness of the occasion were their children, Mr. and Mrs. **Edward Scott** of Santa Maria, California, Mr. **Clinton Slauenwhite** and Mr. and Mrs. **Avon Slauenwhite** of Van Nuys and their six grandchildren. Married in Woodstock, New Brunswick, Canada and residents of Maine until

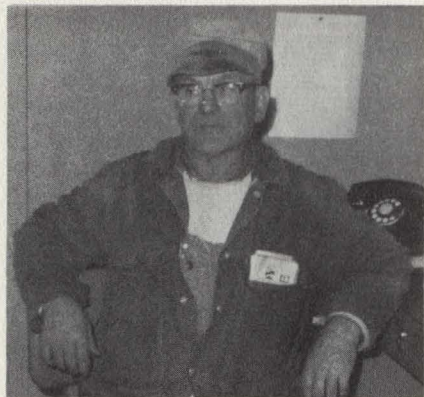


MR. AND MRS. CLIFFORD H. SLAUENWHITE

moving to Van Nuys in 1956, the Slauenwhites are enjoying retirement after his more than 43 years as an engineer on the Bangor and Aroostook Railroad. The Rev. **H. Leslie Christie**, formerly their minister in Maine and long-time friend, and Dr. **John PreVol**, formerly minister of their church, the Van Owen Baptist Church, jointly conducted the ceremony renewing the wedding vows before the flower-banked fireplace at the Slauenwhite's home, 5656 Vesper Avenue.

Lynward F. Ashton, Brewer, father of **Keith B. Ashton**, secretary in the Car Service Department, underwent surgery recently. He is well on the road to recovery.

We were saddened to learn of the death of **Daniel Labbe**, retired Supervisory Agent, Fort Kent, Sept. 8, at the People's Benevolent Hospital at Fort Kent after a short illness. He was 68 years old. Mr. Labbe retired Dec. 26, 1961 after 43 years of service with the Bangor and Aroostook. He entered service as freight clerk at Fort Kent Aug. 20, 1918; was promoted to Station Agent Dec. 16, 1918 and served in that capacity at various stations from 1918 to 1921. He was agent at Easton from Dec. 6, 1921 to Sept. 18, 1929, agent at Portage from Sept. 19, 1929 to April 30, 1949. Terminal Agent at Van Buren from May 1, 1949 to July 31, 1954, and Supervisory Agent at Fort Kent from August 1, 1954 until he retired in 1961. He is survived by his wife, Mrs. **Vitaline Labbe**; sons, **Leland** of Limestone, **Harold** of Mars Hill, both serving the BAR as Station Agent at their respective stations, **Roland** of Miramar, Florida; **Patrick** of Middletown, Conn.; and daughters **Mrs. Vera Gerard** of Van Buren, and **Mrs. Joan Infantino**, of Miami, Florida. He was a past member of the Rotary Club, member of Knights of Columbus, and for over fifty years a member of the Catholic Order of Foresters.



Car Inspector **Harold Clarke** retired Oct. 29. He was born in Birmingham, England and first started work for the Railroad in January 1934 as a Car Repairer Helper. He subsequently worked as a Fenderman, Car Repairer and a Car Inspector.

Mr. Clarke attended schools in Sussex, N. B., Canada, and served with the Canadian Army 1917 to 1919. He is married and has two children, a daughter, Mrs. **Goldie Bidwell**, and a son, **Harold P. Clarke**.

Mrs. **Daniel Labbe** is spending the winter in Florida with her daughter, **Joan**.

Harold Labbe, Station Agent at Mars Hill, Mrs. Labbe and daughter, **Trudy** visited their son **Eugene** and family in Bangor, Mr. Labbe's brother **Patrick** at Middletown, Conn., and daughter Mrs. **John Kelley** and family at Cliffside Park, N. J. in October. They also attended the World's Fair in New York.

Harold is also Captain of the Mars Hill Rotary Club bowling team. He reports that his team has joined the Presque Isle Bowling League. Their oldest and most active member is Mr. **Charles Nutter**, who celebrated his 77th birthday, Oct. 23. He and Mrs. Nutter celebrated their 56th wedding anniversary on November 1.

D. K. Lilley, superintendent of transportation, and Mrs. **Lilley**, attended the annual meeting of the National Association of Shippers Advisory Boards held at Los Angeles, California. Mr. Lilley is chairman of the Freight Loss and Damage Prevention Committee of the New England Shippers Advisory Board. After the meeting, the Lilleys spent a few days in San Francisco.

Thelma O. Kelley, secretary in the Car Service Department at Northern Maine Junction, retired May 28, after a long career with the Bangor and Aroostook Railroad. She was honored by fellow employees at a retirement party which was attended by several of her former co-workers in the B&A building in Bangor. Gifts of money and a camera were presented to her during the party.

Transfer House Foreman **Harry Porter** has returned to work after being hospitalized in Bangor and Connecticut.

Conductor **Ted Bostock** underwent major surgery at St. Joseph's Hospital in Bangor in August. He has made a good recovery and is back on the job.

Brakeman **Norman Daigle** underwent surgery at People's Benevolent Hospital, Fort Kent in September.

Brakeman **Jim Steeves** underwent surgery at Arthur R. Gould Memorial Hospital, Presque Isle, in October.

Assistant Agent **Everett J. Gerard**, Van Buren was hospitalized at Van Buren Community Hospital in October.

It was with deep regret that we learned of the death of **Francis Smith**, Supervisory Agent, Caribou. He was born at St. Stephen, N.B., March 17, 1902 and had been an agent for the BAR for the past 27 years, serving at Fort Kent, Stockholm, Searsport, Mapleton and Ashland. For the past 11 years, he had been supervisory agent at Caribou.

He is survived by his widow, **Ruth**; three sons, **Francis, Jr.**, stationed with the U.S. Army at Fort Belvoir, Va.; **David**, of Caribou, and **Leroy** of Berkeley, Calif.; a brother, **Abner**, of St. Stephen, N.B.; two sisters, Mrs. **Evelyn Knowles**, of Fredericton, N.B. and Mrs. **Ruth Scott**, of Ottawa, Ont.

He was a member of the Fort Kent Lodge of Masons, chairman of the Boy Scout Committee of the Caribou Rotary club, past president of the Caribou Band Parents Association and a member of the United Baptist Church of Caribou. Burial was at St. Stephen.

Gaynor Littlefield, daughter of Chief Clerk **Linwood Littlefield** and Mrs. **Littlefield**, received a Student Council Scholarship at Hermon High School where she graduated with honors. She also received a shorthand award and was second in her class in Typing. She is now attending Burdett College in Boston. Her father received the Alumni Award for most outstanding service to the Hermon High School.

Mrs. **G. J. Canders** and Mrs. **L. G. Norton** both underwent major surgery this past summer and it is reported that they both have made good recovery.

Mr. and Mrs. **Howard R. Kelley** of Calgary, Alberta, Canada, were house guests of Mr. Kelley's brother and sister-in-law **Wynn** and **Thelma Kelley** in September. Howard is a retired Superintendent of the Canadian Pacific Railroad.

Mrs. **Gordon Matthews** was also guest of the Wynn Kelleys while Gordon (Conductor **A. G. Matthews**) was in the Eastern Maine General Hospital for surgery.

Mechanical Department



ALBERT J. DUBE

Chief Mechanical Officer **V. L. Ladd** presents Gold Pass to Foreman **A. J. Dube**, Van Buren, for 40 Years' Service.

Mr. Dube started work for the Bangor and Aroostook Railroad Nov. 21, 1924 as an Engine Cleaner and has worked as a helper, hostler, and machinist. He became general foreman at Van Buren Feb. 4, 1957.

Prior to coming to work for the Bangor and Aroostook he worked for the St. John Lumber Co., St. Mary's College and Western Union Telegraph Company.

Albert attended Van Buren Public School and St. Mary's High School. He is a member of the Knights of Columbus and Chairman Board of Councilors, Van Buren.

He is married and has three children.

Machinist **W. H. Dunham** is convalescing at his home following surgery recently at the Milo Community Hospital.



MR. AND MRS. BRIAN F. ALWOOD

Gold and bronze gladiolas, poms and chrysanthemums decorated the altar of St. Mary's Church, Houlton, Maine, for the wedding of Miss **Mary Louise Downie**, daughter of Asst. Traveling Engineer and Mrs. **Leo Downie** of Houlton and **Brian F. Alward**, son of Mrs. **Gladys E. Alward** and the late **Floyd R. Alward**, a brakeman for the Bangor and Aroostook Railroad, also of Houlton.

The Reverend **Robert M. McGarrigle** officiated. Mrs. **Norman Hurd**, organist, accompanied the soloist, Mr. **Dean MacDonald**, cousin of the groom.

Mrs. **Wendell G. Guy**, sister of the bride, was matron of honor. She carried a bouquet of yellow tea roses, miniature gold and bronze poms.

Bridesmaids were Miss **Melody A. Downie**, Houlton, Mrs. **Italo A. Caquano**, Orange, Conn., sisters of the bride and Miss **Susan A. Morton** of Boston, Mass.

James E. Alward, brother of the bridegroom, was best man, while the ushers were **Ronald A. Downie** of Boston, brother of the bride, **Thomas E. Burr, Jr.**, Danvers, Mass., brother-in-law of the groom, **Craig A. Tukey** and **Stephan L. Henrickson** of Boston.

A reception was held in St. Anthony's Hall. After the traditional first slice of the wedding cake was cut by the bridal couple, Mrs. **John Searway**, of Portland aunt of the groom, cut the wedding cake, assisted by Mrs. **Thomas Farrell**, Randolph, Mass., also an aunt of the groom.

The bridegroom attended Ricker College at Houlton, served with the U. S. Marines and is now employed with the Home Insurance Company, Boston.

The bride is employed with the Boston Insurance Company, Boston.

After a wedding trip to the Pocono Mountains in Pennsylvania, the couple will live in Wollaston, Mass.



Chief Mechanical Officer **V. L. Ladd** presents gold pass to Car Inspector **G. G. Nowell**, No. Me. Jct. Car Department. Nowell started work Oct. 27, 1924 as a helper. He has since then worked as a Car Repairer, Carman Gang Leader and Car Foreman. Prior to coming to work for the BAR he worked for the Eastman Heater Co., July 1922 to April 1924.

Mr. Nowell attended Hermon schools. He is a Past Master Grange, P. N. Grand Triumph Lodge I.O.O.F., P. Master Lynde Lodge A.F. & A.M., P. Patron Jonathan Hunt Chapter, P. High Priest Mt. Moriah R. A. Chapter, member St. John's Commandery and Anah Temple Shrine, 2 years, Chairman Hermon Selectmen, Pres. Hermon School Dist., and Past Representative 95th Maine Legislature House.

Purchases and Stores

We were saddened to hear of the death of **John J. McLean**, 87, of Milo. John was a retired employee of the Stores Department. He was born at Salmon River, N.S., May 31, 1878, the son of **John** and **Priscilla McLean**.

He is survived by his wife, Mrs. **Agnes McLean** of Milo; three sons, **Thomas** of Milo, **James** of Gardiner, and **Chester** of Portland; three daughters, Mrs. **Mary Day** and Mrs. **Kathleen Burton** of Milo,

and Mrs. **Olive Faraday** of East Windsor, Connecticut; 14 grandchildren and one niece and one nephew.

Gary Lewis, son of Assistant Manager of Purchases and Stores and Mrs. **Lewis** has been home on leave, having finished basic training at Fort Dix, New Jersey. Gary is now stationed at Fort Baker, California.

Shipping Clerk, **Harry W. Hamlin** was a recent patient of the Millinocket Community Hospital.

Retired Manager of Purchases and Stores and Mrs. **Paul Day** have returned to Milo having attended the Area Conference of the National Foundation of the March of Dimes, held at the Americana Hotel in New York City. Mr. Day has been appointed Chairman of the March of Dimes for Piscataquis County.

Mr. Day has also been elected State Secretary for the Gideons International of Maine. Mrs. Day is the State Chaplain of the Gideon Auxiliary.

Our sympathy to the family of former Stores Department employee **Gilbert C. Kelley**, 84, of Milo who died following a short illness.

He was born in Dyer Brook, Oct. 3, 1881, the son of **Lyman** and **Delia (Townsend) Kelley**.

He is survived by his widow, Mrs. **Lulu Kelley** of Milo; two sons, **Harold Kelley** of Millinocket and **Chester Kelley** of Milo; a daughter, Miss **Ruth Kelley** of Windsor Locks, Connecticut; two sisters, Mrs. **Fern Welding** of Beverly,

Mass. and Mrs. **Beatrice Newell** of Athol, Mass.; two grandchildren and several nieces and nephews.

Former Purchasing Agent and Mrs. **W. A. Bamford** of Milo, are leaving Nov. 24 for Palos Verdis, California, where they will spend the winter. While there they will visit their daughter and husband Mr. and Mrs. **Lawrence Peabody**, and their son and wife, Mr. and Mrs. **John Bamford**. Enroute they will spend Thanksgiving Holidays with their son and wife, Mr. and Mrs. **David Bamford** of Middletown, Mass.

Mrs. **Richard Baldwin** of Conakny Guinea, Africa is visiting her parents, Mr. and Mrs. **George Brimmer** of Brewer.

While here Mrs. Baldwin will visit friends in Milo. Mr. Baldwin was a former Assistant Purchasing Agent for the Bangor and Aroostook and resided in Milo. He is now with the United States Government in Africa.

Operating Department

Friends of **Arnold Travis** sympathize with him in the loss of his father, **Guy Travis**, who died at the Eastern Maine General Hospital, Bangor.

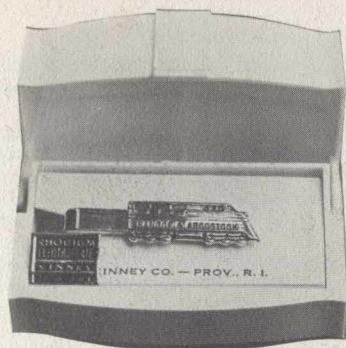
A. W. Parlee has returned to his duties after being a patient at St. Joseph Hospital, Bangor, for several days.



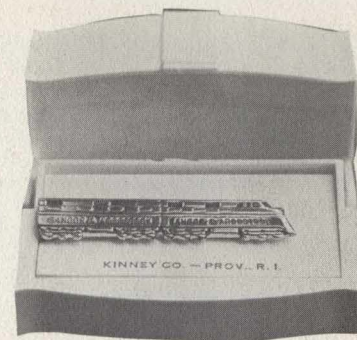
Mr. and Mrs. **William F. Howard**, both of whom were Bangor and Aroostook employees at Easton, celebrated their 60th wedding anniversary at their home there last month. Bill had 50 years of BAR service, 30 of which he spent at Easton. Before coming to Easton as her husband's assistant for the last five years of his active railroad service, Mrs. Howard was agent at Fairmont for 35 years. Since their retirement, they have made their winter home in Florida. **William** and **Ruth (Wiggins) Howard** were married Oct. 5, 1905 at Keswick Ridge, N.B. by the Rev. **Churchill Moore**, pastor of the Congregational Church. The couple celebrated the anniversary with an open house. Attending were many railroaders from the entire Aroostook area.

B & A EMBLEM Christmas Gifts

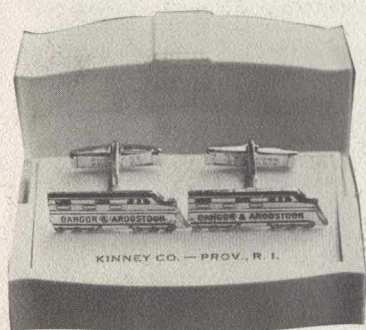
for
the B&A Family and Friends



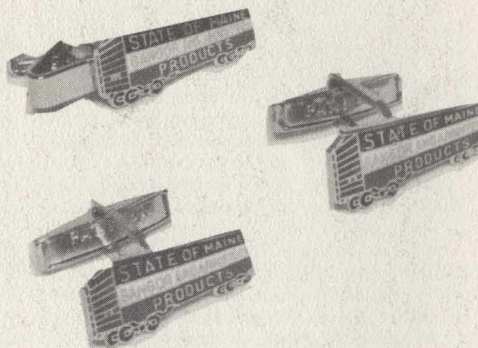
Single Diesel Tie Clasp
\$1.00



Double Diesel Tie Clasp
\$1.00



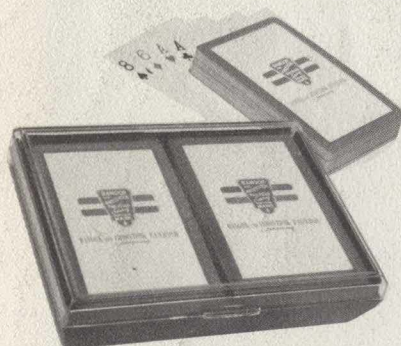
Diesel Cuff Links
\$1.50



Tie Pin and Cuff Links
(Cars)
Clasp and Link Set \$4.25
Tie Clasp \$1.75
Cuff Links \$2.50



Set of 8 Crystal Glasses
\$3.60



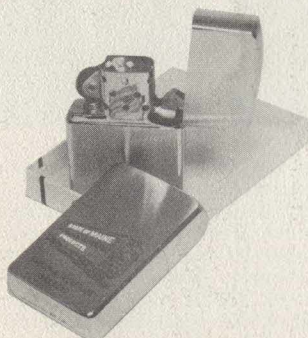
Plastic Coated Cards
Single Pack \$1.00
Double Pack in plastic case \$2.25



6 ft. Zippo Tape Measure
\$1.85



Overnight Bag
Canvas, Zipper \$1.35



Windproof, Chrome Zippo Lighter
\$2.60

Sales tax is included in all prices.
No mail orders on glasses. All other
items mailed postpaid.

Order from Bangor and Aroostook
Railroad, Northern Maine Sales Office,
Presque Isle; Public Relations Office,
Houlton; Purchasing Department,
Derby; Marketing Department, Ban-
gor.

