

MAINE LINE



JANUARY-FEBRUARY-MARCH, 1975

BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees:

The railroad has not felt the effects of the recession as quickly as some other businesses. That may be a dubious advantage to anyone whose income is affected by the economic forces churning about us. The railroad's business now reflects the economic slowdown and is down by about 17%.

Unlike most other business, we in the railroad industry have had considerable experience with financial crisis and belt-tightening. And while we may consider it a kind of reverse talent, it will serve us well. We came through our own 1969-70 financial crisis and emerged a stronger organization for it. We accomplished it, not because we possessed any superior wisdom or judgement, but because of the quality of our people. You have proved, on several occasions, that you have the ingenuity to make do with what you have and the skill to increase that elusive thing we call productivity when the heat is on.

At the same time our revenue is reduced, we are faced with increased expenses for pay increases that will apparently average out at 11.375% this year. In dollars, it means something like an extra \$900,000 to run the railroad. This doesn't take into account the inflation we are all experiencing and which increases the cost of things we buy.

One effect of the situation is an imperative to cut costs. Not only dollars, but nickels and dimes. It means we will not have as many dollars as we want or need for program work. Some long-standing institutions will be changed. MAINE LINE, for example, will become a quarterly publication until our fortunes improve.

I hope we'll be able to accomplish the savings we must make with the least possible disruption of jobs. To the extent possible, that will be my goal. You may say to yourself, 'I don't control the spending so there's nothing I can do to save.' But even though some of us may not actually spend money, we can each accomplish savings. We can be sure

that materials are used without waste. There are occasions when we can 'make do' and repair instead of replace. But most important, we can all use our time and labor more efficiently. There isn't anyone on the entire railroad, whether he's a department manager or a trackman, who can't do his job just a little bit better. If he cares enough.

The American working man, I am convinced, is the most effective worker any society has ever produced. He may be independent but that same quality allows him to work with less supervision than any other. Most important, he has a stubborn streak in his nature that makes him find ways to accomplish jobs that might be considered impossible simply because they've always been done another way.

I believe Bangor and Aroostook people possess these qualities to an even greater degree. I also believe, if we accept the challenge of better personal effort and a personal concern to cut waste, we can weather whatever conditions the next year brings with a minimum of human dislocation.

For the long term, I have great confidence in our future. Our expanding needs, the environmental concerns, the energy shortage and the realization of the American people that our resources are not limitless, all point to a resurgence of the railroads.

A survey of your attitudes reported elsewhere in this issue indicates a rather remarkable degree of job interest and confidence in the industry. I believe attitude is the most important ingredient in any undertaking. If the survey is accurate, there is no question about our ability to do what must be done in the next few months.

Sincerely,

Walter E. Francis

NEWS BRIEFS



MAINE LINE
BANGOR AND AROOSTOOK RAILROAD

About the Cover

The heat of the summer sun and the bite of the winter wind etches the faces of railroad men like Wallace H. Page of Portage Lake. Their strengths and attitudes are the strength and character of the railroad itself. For a look at what men like Pete Page think of themselves and the railroad see Page 4.

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SEARSPORT EXPORTS LOOKING UP

Exports through the Bangor and Aroostook's deep-water facility at Searsport, which have dropped over a two-year period, show signs of new vigor. Great Northern Paper Company, which has been using Canadian facilities at Saint John, New Brunswick, has scheduled exports of paper in March, April and May and exported one shipment in February. A New Hampshire paper company is planning to make two export shipments of wood pulp through Searsport this month and another Maine company will export a shipment of its finished product to Europe in March.

Vice President-Marketing Howard L. Cousins, Jr. said that the two-year lull in exports was partly due to tightness in the domestic market and partly because of the number of ships available for call at Searsport. The present domestic paper market, he points out, is soft, making export more appealing and ships are looking for cargoes.

He also added that Fraser Paper Company, Madawaska, will be taking Bunker C oil through Searsport on a long-term basis which is new traffic for the railroad.

FROM THOSE FRIENDLY FOLKS WHO GAVE YOU 100,000-POUND TRUCKS

Those friendly folks who gave you L.D. 2592 in the special session of the legislature last spring are back again clamoring for another goody from the taxpayers of Maine. L.D. 2592, if you could ever forget the nightmare, increased gross truck weights to 100,000 pounds plus. It was passed as "emergency" legislation and "reluctantly" signed into law by then Governor Kenneth Curtis.

An all-out effort by a coalition of citizen groups produced 40,000 signatures that got the law placed on the November ballot for voters to decide and it was repealed by a resounding margin. The same special interest groups who steamrollered L.D. 2592 through the special session last year now bring the Maine taxpayer, as a gesture of cynicism and contempt for the voter's decision last November, L.D. 1211. L.D. 1211 is our old friend L.D. 2592 wrapped up in some new tinsel. It provides for weight increases to 99,000 pounds instead of the 100,000 of L.D. 2592 as a subterfuge.

Surprisingly, the bill has the apparent support of the Maine Department of Transportation which opposed the previous bill. If the bill's sponsors adhere to previous tactics, it will be produced and voted on with speed sufficient to minimize debate.

As one veteran lobbyist commented: "It's not a bad bill; the only ones hurt are the taxpayers."

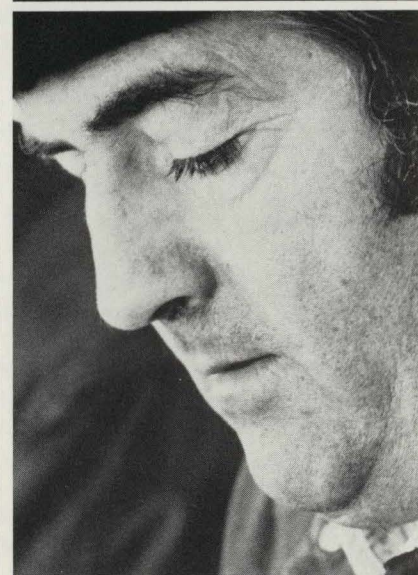
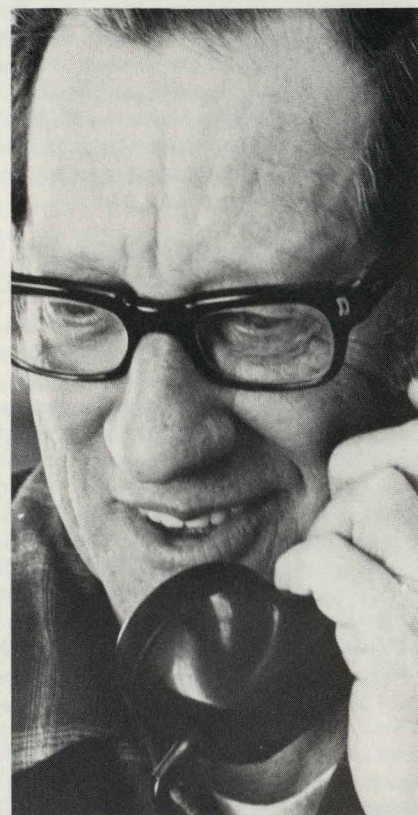
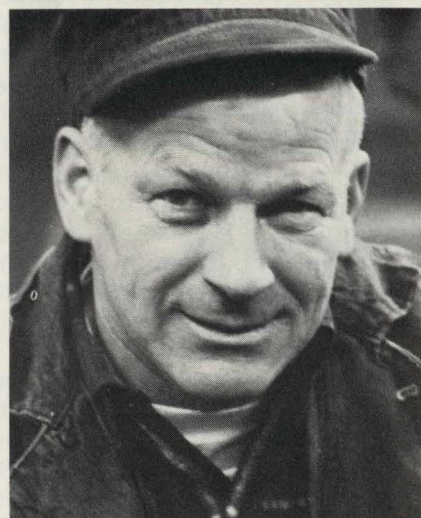
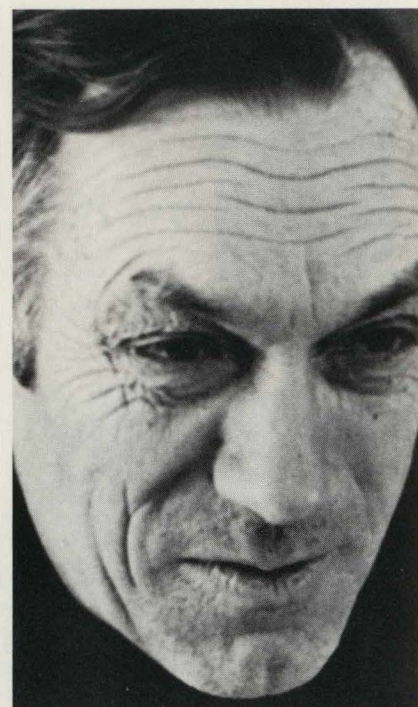
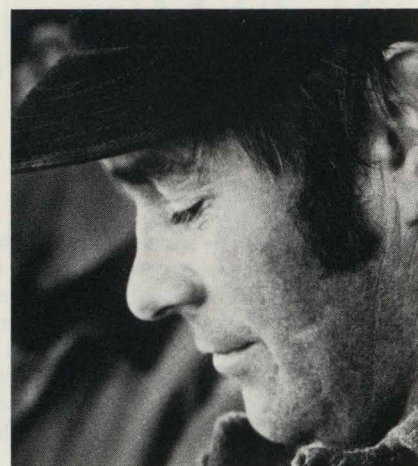
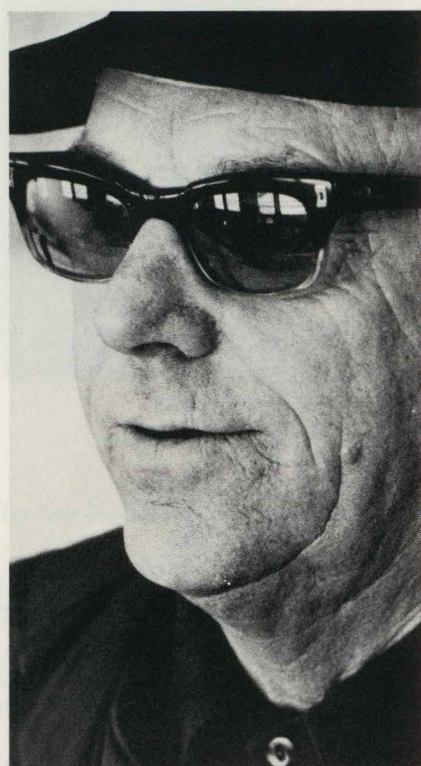
And 2,500 Maine railroad employees.

ICC GRANTS ABANDONMENT PETITION

The Bangor and Aroostook has received permission from the Interstate Commerce Commission to abandon some 10 miles of track between Monticello and Bridgewater. The track contains about \$600,000 (1973 prices) worth of salvageable rail and other material that will be used to upgrade track between Madawaska and Fort Kent.

Changing traffic patterns have caused the track scheduled for abandonment to be very light density line and the portion from Fort Kent to Madawaska to become heavy density track.

The ICC order will become effective after a 30-day waiting period.



A BREED APART

One of the great social impacts of World War II on America was the vastly-increased opportunity for education by the GI Bill. Young men and women went to college in such increasing numbers it began to seem as if the "sheepskin", formerly the badge of relatively few people, was a

minimum credential for the traditional American notion of "success."

The new emphasis on formal education had a profound effect on the way society and managers regarded the craftsmen and workers who, after all, perform something like 90% of the mission in almost any industry or business.

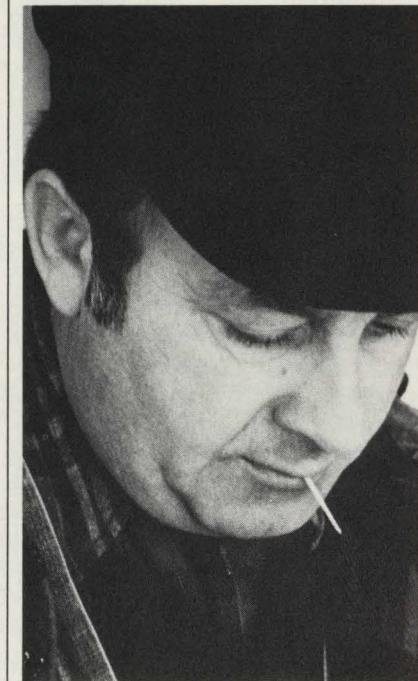
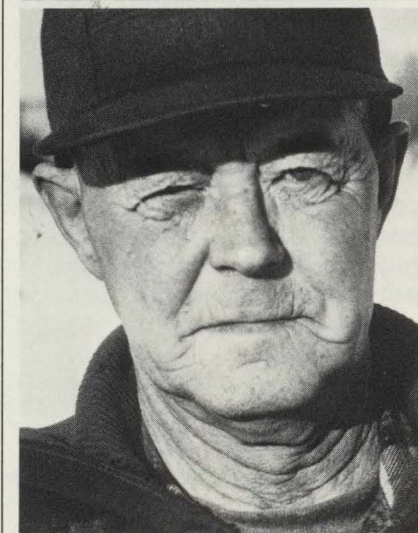
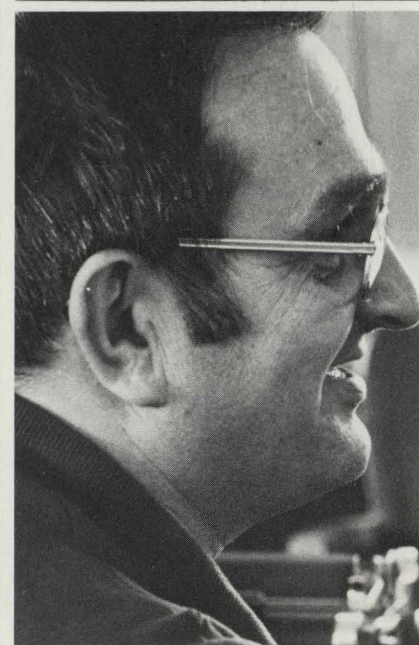
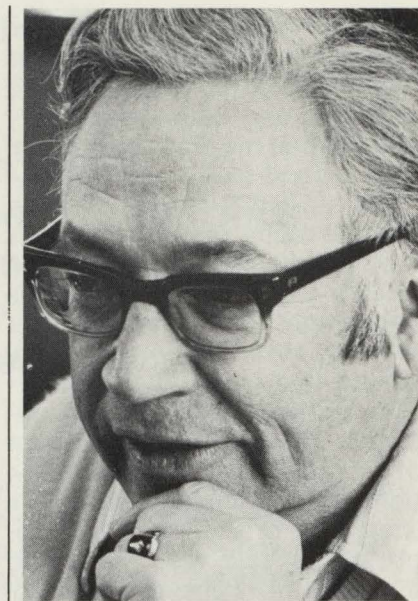
And how the craftsman regarded himself.

There was a time when a railroader, for example, might say to a friend over a beer, "The

railroad business has been good to me and I want my kid to work here."

But if a man has been made to feel his contribution is less important because he has a manual skill rather than an administrative skill, he might well say to himself, "I want something better for my kid than just a trade."

Men and women who have learned their skills at the hand of older experienced workers as apprentices — rather than in college classrooms — are the people who actually make the



railroad run. Their opinion of themselves and their contribution to the railroad is directly related to how well the railroad functions. So we asked a sample of Bangor and Aroostook people if they thought the railroad appreciates the contribution of men and women in the crafts. We asked a lot of other questions while we were at it and got some surprising answers.

As attitude surveys go, it probably wasn't a very sophisticated questionnaire. Railroaders are a pretty straight-forward

group. And the questions were to the point without any attempt at psychological interpretation.

The questionnaires were simply made available at various locations throughout the system. About 36% of the questionnaires were returned. They were anonymous for obvious reasons. The 36% returned accounts for about 17% of the railroad's total work force.

The responses were blunt and sometimes salty. And they had an unmistakable ring of honesty.

The statistical profile of the

Bangor and Aroostook worker that emerges is a man 46.8 years old who has been working for the railroad 21.4 years. He's a person who finds a high degree of job satisfaction (84% said yes) and who feels that the railroad appreciates the contribution of the craftsman as much as that of the manager (69.1% said yes).

Being a railroader gives him a sense of pride (82.4% said yes) and he has confidence in the long-term future of the industry, (a surprising 83% said yes). He

feels somewhat positively about having his children follow in his footsteps with the railroad (62.4% said yes) and believes strongly (94.4%) that his job provides him with a good living.

He doesn't really believe there's room for an ambitious man to advance on the railroad (45.5% yes; 44.7% no) and is committed to a railroad career (88.9%). He's pretty much convinced that government ownership of the railroads is not desirable (63.3% were not in favor of government ownership). He believes that the railroad has a "heart" in dealing with its people (67.7% said yes; 22.6% said no), and he believes by a resounding margin (93.7%) that the railroads are needed by the community and the nation. Not very surprisingly, he feels strongly (86.4%) that the government has not treated the railroad industry fairly.

Statistics are interesting and helpful. But it was the comments of individual railroaders that provided the most convincing insight into attitudes. They reflect a high degree of understanding of BAR employees for complex concepts as well as an overall attitude toward the Bangor and Aroostook and the role of railroads that is positive.

The survey also points to areas of weakness that demand attention.

A theme that surfaces frequently is the need for better communications between departments, between supervisors and field people, between management and labor.

When asked how he felt his job could be improved one clerk put it succinctly: "better communication, communication!"

Another railroader wrote, plaintively: "I feel pretty good about the railroad but I get nervous when I see us cutting our facilities because I'm not in a position to know if we're modernizing or ailing."

The survey indicated strongly that most railroaders work for

more than just a paycheck. Several took the time to comment about job satisfaction and a sense of fulfillment.

A machinist summed it up: "The biggest advantage of working for the railroad is a job I enjoy coming to." The preposition may dangle but the message is loud and clear.

A brakeman of two years experience who intends to make the railroad a career wrote: "The job provides me with a great deal of personal satisfaction and a feeling of pride in being a railroad man. I can't complain about the work, but I sure wish there was more of it."

Another brakeman with less than five years service said the biggest advantage is "a fair wage and good people but the damned seniority system is a drawback."

The seniority system, particularly among younger railroaders, came under criticism although it was not mentioned in the questionnaire. There was also an awareness of the severe problems of the industry. As one carman said: "The biggest drawback is that railroads are a downhill operation." And there was a pervasive feeling that the best man isn't always picked for advancement.

"I've seen too many good men by-passed and men with less ability selected," one Transportation Department employee wrote.

The strongest reactions came in response to a question asking if the government had treated the railroad industry fairly: "Are you kidding," wrote one agent. "Everyone except the truckers now will admit that railroads have practically been legislated out of business!"

"Definitely not," said another. "The government has built air terminals and super highways for our competition but they've done nothing for the railroads."

Asked about the desirability of government ownership, 63% said no. Comments ranged from one employee who said "a giant

rail system like the CNR is our only salvation in the USA" to one who wrote: "I don't think the government should own any business!"

"I don't think the government should have control of the railroads," a trainman wrote. "They don't even seem to be able to handle their own business."

The response showed the tolerance and good sense for which Maine railroad people pride themselves. The tolerance and good sense was interspersed with flashes of perceptivity (a 57-year-old trackman said his job could be improved with more people but added, "I understand the situation") to one brakeman who, asked if he would wish his child to become a railroader, responded "HO only!"

The commentary produced some small gems.

"I think most employees are proud and glad they work for the B&A," one Maintenance of Way employee wrote, "they just like to bitch."

And one trainman said it all on the subject of pride in his job: "Yes," he wrote, "we are a breed apart."

Information that's not useful doesn't mean much except to scholars. The survey uncovered some areas where the railroad is weak as well as some unexpected resources. Some areas, like opportunities for advancement, are long-range goals that are closely tied with the fortunes of the industry. But others, like making the people who do the actual work of running the railroad aware of their great worth, can be remedied.

With a jeweler's precision, a station agent wrote one simple sentence that distills the wisdom of railroad people. Responding to the question, are railroaders who work in the crafts appreciated, he replied:

"Yes. But their knowledge is too often left untapped. We have a treasure in these peoples' minds and we are not using it enough."

The Best Reward



Frank Stark, a retired BAR yardmaster, works something like 100 hours a month as a volunteer for the Pine Tree Society for Crippled Adults and Children. The work involves helping stroke victims and their families adjust to a normal life again. His only complaint about retirement is "I wish I had more time."

*".....While yet there is time
live,
labor,
but live and labor
so that when you are gone
everyone will see
that where once you were
an emptiness yawns."*

— Rasul Rza

Our society no longer leaves those who are too old to work or hunt to die beside a dry waterhole or to perish on an ice flow as our primitive ancestors did. (As the earth clock counts time, though, it has been but a few moments since we did just that). In the United States, the Social Security Act, the Railroad Retirement Act and a host of lesser plans have, for the first time in man's history, released great numbers of people from the spectre of privation during their autumn years.

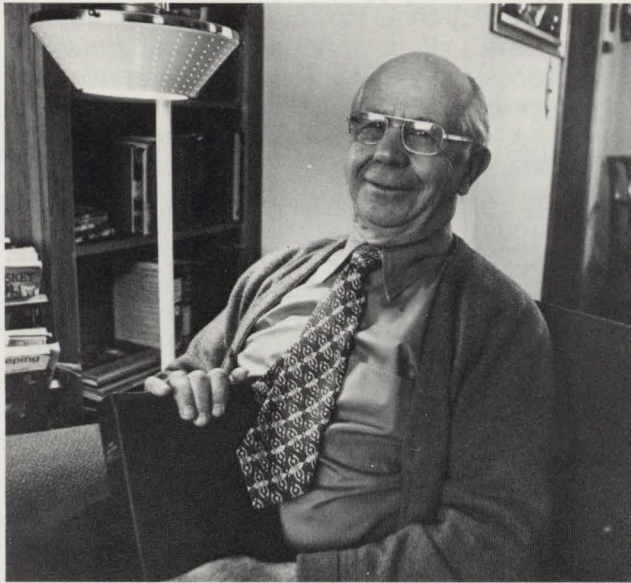
The retirement years, edging steadily back toward the 50s age bracket, have been called "golden years" by the optimistic. It's not entirely a euphemism. Improved medicine and diet have made more older Americans healthier and longer-lived than ever before. And for many, it's a time when they're relatively secure.

Yet for too many older men and women, being retired means loneliness and boredom and not being needed. Accustomed to an active working life, many are unprepared for leisure and the absence of challenge. For while we may not think much about it, the challenge of the wolf at the door provides a certain spice to our lives. When it disappears, our vitality too often evaporates with it.

But there are conspicuous examples of men and women who have used those hard-earned "golden years" as a means of self-fulfillment and an opportunity to leave some footprints in the sands of time. At least four members of the Bangor and Aroostook family have created such places for themselves in "retirement". They are a former locomotive engineer, a yardmaster, a truck driver and an officer of the company. There are most certainly others. These four are widely different in their approach. But there is a common quality of dedication to others that runs through their lives.

Victor R. Deeves, 72, of Houlton and a former locomotive engineer sums it up: "Sitting down ... that's really the killing of a man."

"I'd find it hard unless I keep busy," he adds. "I find things to do."



Victor R. Deeves, 72, a retired locomotive engineer fills his hours with volunteer work for his church (he's assistant pastor), Meals for Me, (a program of hot meals for older citizens) and nursing home and hospital visits for his church. "Sitting down," he says, "is really the killing of a man."

Finding things to do, for this vigorous man, includes being assistant pastor of the church, working on Meals for Me, a program of furnishing hot meals for older people who can't get out, hospital and nursing home visits for the church and serving as a Sunday school teacher.

Oh yes. During the summer months he works (for fun) on a dairy farm helping get in the hay and with the corn crop.

In the meantime, his wife adds, he walks and walks and walks.

Exercise is part of his secret, to be sure. But part of it comes from the involvement with others.

"Why do I do it?", he responds to the question. "Well, I enjoy giving. There's pleasure in helping people."

He pauses.

"There's a lady I call on in a nursing home," he goes on, "who typifies the joy of doing this kind of thing. She's 95 and she's spry and pert. I always look forward to going there. When I leave I feel renewed."

George Cyr, of Van Buren, who retired as pulpwood inspector for the railroad in 1969 has a different approach. It's less formal than Victor Deeves' approach through his church but no less oriented toward the concept of service for others. At 70, George Cyr has the whipcord lean look of a woodsman (indeed, he cuts 12 cords of wood a year for his own wood-burning furnace) and the unmistakable appearance of an outdoorsman.

For a year after his retirement he worked as a volunteer in the surplus food distribution



George and Blanche Cyr, Van Buren, discovered the good life in making their social contribution to the community through individual acts of caring. George, a retired Transportation Dept. man, is a deputy fire warden for the state, finder of lost hunters and children and a volunteer in a surplus foods distribution program.

program in Van Buren. Then he became a deputy fire warden for the State at Long Lake where he and his wife, Blanche, spend as much of the year as the climate permits at their lakeside cottage.

Because he's always there and because (as his pert wife is quick to point out) the coffee pot is always on and the door is always open, George Cyr makes his contribution to his fellowman on a one-on-one basis. Besides his volunteer forest fire duties (he's fought three in the past three years), he is a finder of lost children, hunters and a solid rock for others involved in the inevitable human tragedies that occur with predictable regularity around Maine lakes.

For George Cyr, his concern for the community is reflected in the volunteer work he does for the state as well as individual acts of caring. It is, in his words, "one of the satisfactions of being retired and having the time to participate."

Frank Stark is a retired (July '71) yardmaster whose list of volunteer activities reads like a list of member agencies of the United Way. There's Cystic Fibrosis, Heart Fund, Muscular Dystrophy, American Cancer Society and United Way among others. Until January, he worked approximately three days a week at the Eastern Maine Medical Center as a volunteer. The volunteer work amounts to more than 100 hours a month during most of the year.

Stark, a bouncy 65 year-old, is now devoting most of his time to the Pine Tree Society for Crippled Adults and Children. The Society has a "resocialization program" for stroke victims

and their families to help both readjust to a normal way of life. To be part of the program, Stark had to complete a six-week course in Stroke Resocialization Training, then make a commitment to go into the homes of stroke victims and work with them.

"One man I visit," he says, "had a grocery store. When I take him out we visit lots of grocery stores. He's fascinated by them and it's helping to get him interested in life again."

Why, then, does a man who's worked hard in anticipation for retirement years spend 25 or more hours a week working with the sick?

"It's fun," Frank Stark answers simply. "When you find someone who's discouraged and down and you can help give him the will to get up again, that's one of life's greatest thrills. If a person thinks in terms of "payment", that's payment enough."

Besides his work with stroke victims, Frank Stark is also deacon of Bangor's Hammond Street Congregational Church and is currently in charge of the American Association of Retired Persons driver improvement course.

And how does he feel about his retirement years?

"Great," he says. "I wish I had more time."

Carl Delano, 65, is a retired vice president of Bangor Punta Corporation and a former Director of Personnel for Bangor and Aroostook. In addition to being a skilled personnel administrator, this energetic and compassionate man has had a distinguished career in the business world. When he retired, he returned to Bangor to be METRO director for seven Maine counties for the National Alliance of Businessmen. The task of the group, working with Federal CETA funds,

is a job development program for disadvantaged people. The ultimate goal is to break the cycle of poverty by helping people achieve job skills. The job was essentially a volunteer task paying a modest stipend until September of 1974.

Since that time, Carl Delano still spends five hours a day in his office on a strictly voluntary basis. Job training funds have been cut and economic conditions have made job placement with the disadvantaged and unskilled virtually impossible.

But Delano, a quietly determined and committed man, continues his efforts. He thinks about the 281 job slots he filled with people who had no skills, no hope and it makes his perseverance seem worthwhile.

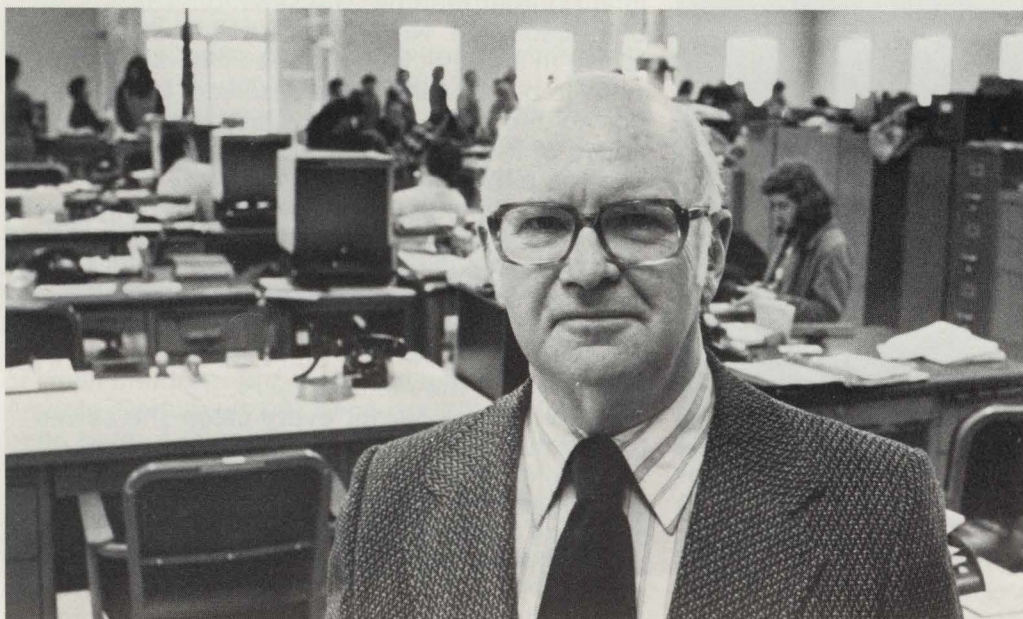
Like the other three men, he is active in a variety of humanitarian activities, including the Eastern Maine Association for the Retarded, and the church.

"I guess I could describe my reason for doing it by saying the work has kept my mind active," he says. "It has made me feel I'm doing something worthwhile for others."

Each of the four men have approached the challenge and the problems of the "golden years" differently from George Cyr's one-on-one level of social commitment to Carl Delano's contribution which touches hundreds of lives. But each of the four starts with a basic concept of service to others.

Social service isn't everybody's bag.

But, as one retired rail veteran put it, "We all share this particular piece of earth. Each person can do something to make it better. You don't have to build a bridge or write a play or move a mountain. The important thing is to make the lives of the people you touch a little better."



Carl Delano, a retired vice president of Bangor Punta and a former director of personnel for the railroad, returned to Bangor on his retirement to become METRO director for the National Alliance of Businessmen for seven Maine counties. The goal of the program is to train disadvantaged people and break the cycle of poverty by developing job skills. The satisfaction of the work is that "it makes me feel I'm doing something worthwhile for others."

Lilly And Albert St. Amant Usher Out An Era



Lilly and Albert St. Amant were married during the bleak Depression days of 1936, beginning a partnership that lasted through 27 years of railroading on the Bangor and Aroostook's outfit crews. The photograph is their wedding picture.

Albert and Lilly St. Amant are gone, retired to their snug cottage overlooking the St. John Valley hamlet of Soldier Pond. But it'll be a long time before the men in the outfits forget them.

The St. Amants were the last of the Bangor and Aroostook's husband and wife career railroaders. In the 50s there were Bill and Ruth Howard in Transportation, Lettie and Lew McLain in the B&B crews, Charlie and Marie Page in the Paint outfit.

When Albert and Lilly St. Amant retired last fall, it literally marked the passing of an era. It isn't likely that the times will again produce the same social and economic conditions that make it possible for a railroad man and his wife to work together as part of the same railroad unit. That's a little sad, too, because it takes away a bit of the vitality from the colorful railroad outfit cars.

The St. Amants railroaded together for 27 years; he as an extra gang foreman, she as his cook. Men were hard to find in those months after the peace had been signed, particularly those who were willing to work under the somewhat primitive conditions imposed by the outfit cars of the day. Albert's regular cook had left in the middle of the season. Still, it was a surprise when the phone call came from Jerry Strout (then chief engineer) that was to change Lilly's life so dramatically.

Would she consider becoming her husband's cook. She'd have to take her family, she explained; her children were young. One was an infant of four months. The situation was unprecedented. No one had ever taken children to live in an outfit car. But the times demanded rules to be bent and it was resolved. Unofficially. For no one in the next 12 years ever took any notice of the nomadic St. Amant children who became part of the crew so quickly.

To a contemporary mother of three, Lilly St. Amant's decision may seem sheer madness. But she wanted to be with her husband. So Lilly and her three children were destined in 1946 to begin a new and exciting kind of life. For the infant daughter, Albertine, the outfit car would seem like home for the next 12 years.

If she had a dollar for every patch she sewed for her husband's men in the 27 years they worked together, Lilly St. Amant chuckles, she'd be a wealthy woman. For Lilly wasn't just becoming a cook for a railroad crew; she was to be a combination housemother, seamstress and matriach as well.

It was a task for which she was well prepared.

At 15 she was doing live-in housework for a farm family of 21, including 18 children. For her dawn to dark labor she earned the magnificent sum of \$2.50 a week and, in her own words, was "glad to get it." In that day \$2.50 wasn't as paltry a sum as it sounds. It would, for example, buy as many groceries as one could comfortably carry out of the store. As the oldest daughter in a family of 15 at Fort Kent, she was well prepared for the task of housekeeper for a large family; she had been apprenticed to it by necessity.

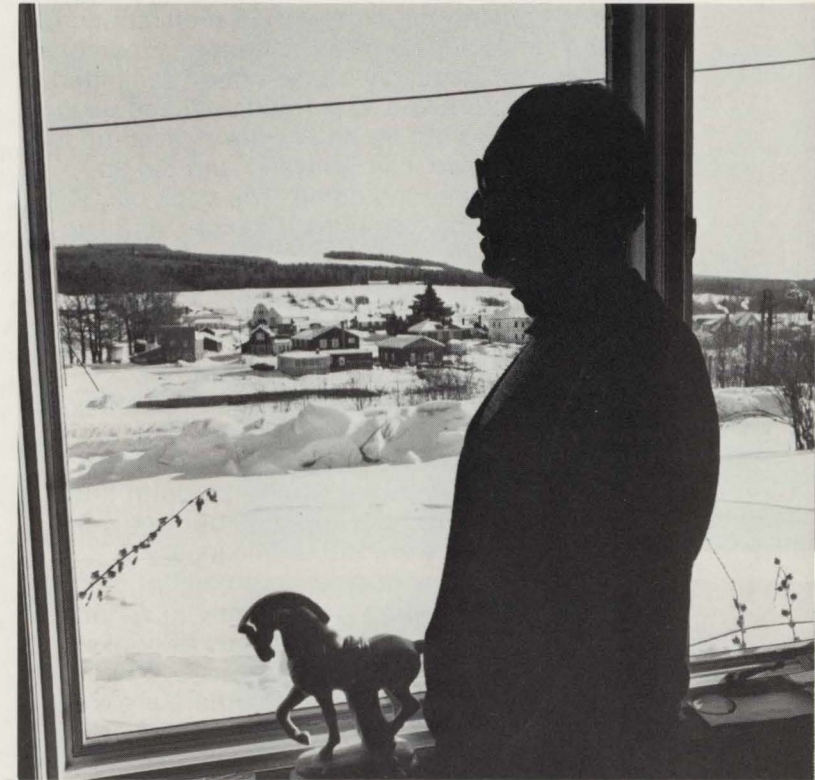
When Lilly LaPierre married Albert St. Amant in those bleak days of 1936, she was a beauty of 25 years old with all the vitality and grace of her Acadian heritage. Albert was, as the romantic novelists of the day were wont to say, dark and handsome. And if the spirit of the nation was weak and the economic outlook gloomy, the newlyweds were not much affected by it. Both had been nurtured on the discipline of work and thrift; Albert was working as a trackman with his father on Section 75 at Soldier Pond. And if one didn't earn much, well, wants were simpler than they would be 40 years later and it really didn't matter.

Albert continued working with his father and learning his craft. He not only became a skilled rail maintenance man, he began to be noticed for the qualities of leadership he exhibited.

The extra gangs of the day offered the best route for an ambitious young man. To become a section foreman, one had to wait for the retirement of an older man, a process that wasn't governed by a union regulation or encouraged by a generous pension plan; the Railroad Retirement Act had only been passed in 1936.

So for several years Albert St. Amant bid his family goodbye in the spring and set off for a summer's work on the "outfits", to return only infrequently until the freezeup stopped work in the fall. It was more than just the luxury of another paycheck that tempted Lilly St. Amant; it was the chance to be together as a family.

No one has ever suggested that a railroad "outfit" car is the ideal place to bring a brood of small children. But it didn't daunt the St. Amants. Perhaps it was because the children had been born of railroad parents. They had lived within whistling distance of the railroad's Ashland Branch all their lives and safety began as soon as they could walk. And if taking a young family to live under such conditions sounds absurd from the perspective of 1975, one must remember that the St. John Valley culture was a



Albert St. Amant can look out his living room window (top photograph) and see the same scene he saw as a boy 60 years earlier... the BAR Ashland Branch and the little village of Soldier Pond nestled in the valley. Lilly, feels she's just "laid off" rather than retired. "I won't feel like it until the outfits go in the spring and we're not there," she says.

couple of light years away from what the American norm is now. A child not only learned discipline early in the home but also learned to perform useful family tasks in the household at an early age.

Still, a wife and mother in 1975 might well marvel at Lilly's casual acceptance of the challenge of cooking for a crew of 15 men, caring for a young family and doing all of it under conditions that can only charitably be described as limited.

She had no cookee, that traditional and useful functionary who got up before dawn, fired up the ranges, split wood, carried water and did anything else that needed doing. The cook car, she recalls, was an old remodeled flanger with two black cookstoves back to back. The dining car was a much-remodeled boxcar and sanitary facilities were elementary.

"Albert always carried the water for me," she says with an affectionate nod toward her husband. "The first 15 years we had the children with us and it was hard at first. When they were old enough to be in school, we'd have to hire someone to stay with them until the outfit tied up, usually in November. I remember one year, though, when we were out until January 8."

Both the St. Amants tend to remember places on the railroad for their accessibility to water. And when one considers the needs of cooking for a crew of 15 to 20 men it seems a little more imperative than it does now when there are water and sewer connections widely available. Greenville is remembered with pleasure because there was "water handy." So is Millinocket.

On a railroad like the Bangor and Aroostook, men often bid in jobs on the extra gangs, not according to the reputation of the foreman, but on the basis of the excellence of the cook. Presumably a man is willing to tolerate a whole lot more on the job than he will with his cuisine. It is superfluous to add that there has never been any lack of applicants for the St. Amant's outfit.

The St. Amant crew, like other husband and wife outfits, came to be known as a family operation. And Lilly St. Amant with her kindness and easy grace was much more than just the cook. In the Franco-American culture of northern Maine, the woman of the house occupies a position of respect as unassailable as that of any noblewoman.

The requests to patch torn overalls and shirts became so frequent that a regular part of her working equipment was her electric sewing machine. And, of course, there was always hot coffee in the cook car.

"After the children were older, the outfit car really did become our home," Albert explains. "We'd spend most of our weekends on the car rather than driving home to Soldier Pond. When we did go home it was something like once a month and mostly to pay bills."

Both the St. Amants liked what they were

doing and each was a kind of artist in his own way. It is a point of pride with Albert St. Amant, who, at 63, still conveys the impression of wiry strength, that he never fired a man in his 38 years as an extra gang foreman.

"There were a few I urged to take a leave of absence and come back another year," he grins. "That was better than blacklisting a man by firing him. I had some come back, too, and they worked out all right."

Both St. Amants made a host of friends in their outfit family over the years. A former crew member will often greet Lilly on the street and his wife will say, "You must be Lilly, the cook."

Lilly St. Amant savors those encounters. It is one of the rewards for belonging to a unique family.

There were drawbacks to the life they chose, to be sure. They never took vacations until after the outfits had tied up for the season. In later years when working conditions had changed, Albert could have taken a vacation during the summer but it would have been very contrary to his work ethic. The only time he ever took was when his eldest died from rheumatic fever in 1948.

But mostly it was a life of fulfillment for both of them. Albert's father, Joseph, worked for the railroad. Two of Lilly's brothers and her father were Bangor and Aroostook men. And for the St. Amants, there was never any question of feeling needed.

"We've been lucky," Albert says, "we've had a pretty good life. Busy, but good. We're retired young enough so that we can do some of the things we want to do."

Implicit in the St. Amants' assessment of their lives is a strong sense of commitment and continuity. A third generation of St. Amants is part of the railroad. Their son, Richard, who cut his teeth in the outfit car, is ballast foreman and he has inherited the evenhandedness and *joie de vivre* of his parents.

There is pride in Albert's voice when he describes his son's decision to give up a successful career in insurance to become a railroader like his father and grandfather. It's something solid. Something for a man to believe in.

"Now it just seems as though we're laid off," Lilly smiles. "But when the bid comes out this spring and I know I'm not going, I'm going to miss it."

Sure, there'll be someone to take the place of the St. Amants when the bids are out this spring. They may even be as good. But there'll still be a lot of stories and memories around the outfit cars when the soft northern twilight makes those gathered there reluctant to banish it with artificial light. New railroaders who perhaps never knew them will hear what it was like to be part of the St. Amant family. Most certainly the tales will be embellished a bit. And that's the stuff that legends are made of.

Big "Gardening" In Aroostook

Massachusetts has the codfish. Maryland the oyster. And Aroostook County, Maine, has the potato ... at least it has since the Bangor and Aroostook opened a route to ship the Irish potato to the markets of the world 83 years ago.

The traveler in Aroostook whose eye has become accustomed to the rolling fields of potatoes may have been startled last summer to come upon a small army of youngsters working in fields planted ... not to the traditional potato ... but to zucchini squash.

And try yellow delicious squash. For that matter, try carrots ... there were 160 acres ... and that most humble of northern vegetable, the turnip.

If you think it sounds more like Texas than Aroostook County, you're right. It's intentional, too. American Kitchen Foods, one of the Bangor and Aroostook's largest agricultural customers, has embarked on a program of diversifying its product line so that potatoes aren't such a large part of their effort. Not that there's anything wrong with producing a considerable array of potato convenience foods, they're quick to point out.

But, they say, if an earlier crop can be grown economically, the plant can then be operated over a longer period. Potatoes, for example, are processed pretty much from the harvest in the fall until the crop runs out in the spring. There's an idle time during the summer months while a new crop is nurtured and harvested. If another crop could be grown and harvested during the summer months, production fa-

cilities could be used over a much longer period.

The result of this thinking was an experimental plot of several varieties of vegetables in 1973 and substantial acreage last season. The 1974 acreage was on the order of 100 acres of squash (zucchini and golden delicious); 160 acres of carrots and 100 acres of turnip. Although peas are not new to Aroostook agriculture, AKF grew just under 3,000 acres which translates into about 7 million pounds.

The 1974 effort was successful, AKF officials say, providing employment for about 300 persons who would otherwise have been laid off when the potato processing ended. Yields, according to Charles Smith, AKF agronomist and farm coordinator, are comparable to the same crops grown in other regions.

Zucchini squash and golden delicious squash were harvested by hand. Peas were harvested with a combine and either a beet or potato harvester does nicely for turnip. Carrots are harvested with a traditional potato "digger" and picked up by hand.

AKF officials are optimistic about the project and hope to be able to double employment in 1975.

For those who think people should be doing more of the world's work and machines less there was a happy by-product from the project. According to General Farm Manager Malcolm Smith, there were days when "we had as many as 120 kids in the fields and there were lots of weeks", he added, "when they earned \$100 a week."



American Kitchen Farms employed a small army of young people to harvest their new crops (top photo) last summer. One of the most prolific crops was zucchini squash held by AKF staffers (center). Other crops were carrots, turnips and peas. The "new" vegetables kept production lines (bottom photo) moving at a time when they'd normally have been shut down.

The photographs on this page were posed, but they are reenacted every day on the BAR system as motorists play Russian roulette with trains at crossings. Inattention accounts for some crossing accidents; others are deliberate races with the ultimate stake: human lives. Railroad people, in their personal contacts, can be missionaries for non-railroad people in the area of crossing safety.



Selling Crossing Safety To Motorists

By A. W. DeLong
Director of Safety and Security

We've come a long way on the Bangor and Aroostook in reducing crossing accidents. A long way from a 1966 MAINE LINE piece which reported two fatalities and five injuries that resulted from crossing accidents on the system. But crossing accidents do continue even though the rate has dropped and there have been no fatalities for several years. That's good, but not good enough. Every crossing accident is a potential killer, and even one is too many. They are preventable and our goal of zero is realistic and attainable.

Projects to reach that goal are underway. Several are being undertaken in cooperation with governmental agencies. Some new crossing protection devices show promise. Strobe lights used in conjunction with standard crossing signals are being tested with encouraging results. Strobes and oscillating headlights are being tried on locomotives as an additional means to alert motorists to approaching trains. New color schemes for rolling stock emphasize high visibility, as much for accident prevention as for appearance. Some crossings have been designated as "stop intersections" for highway traffic by the MPUC.

Beyond these efforts, the railroad industry is somewhat limited in its ability to cope with the problem of crossing accidents. The best hope is to educate motorists in the hazards at the crossing. The ultimate solution, of course, must be elimination of crossings at grades. But pure

economics will rule out overpasses and underpasses in most locations until some highway trust fund dollars are diverted to these vital projects instead of new construction.

Railroad people can appreciate the motorist's viewpoint in regard to trains at crossings. After all, we're all part time motorists. The view of the locomotive engineer is the other side of the coin. He's doing his damndest to avoid crossing accidents which add to his white hair and irritate his ulcers. He has only one available response to the sight of a highway vehicle racing toward the crossing — an emergency brake application. The train is committed to follow the steel rails until it comes to a stop, even though that route may be obstructed by a car on the track.

The engineer does not hesitate though he knows that the emergency brake application is seldom effective in preventing an impending collision. The train can't be stopped in short distances as can rubber-tired vehicles. Tremendous energy must be absorbed by brake shoes, wheels, track and roadbed before the train comes to rest, often a third of a mile after the brakes are applied. This is not the result of defect in design or operation, it's a matter of physical law. The same factors which allow a train to efficiently move thousands of tons of freight also prevent stopping in a short distance.

An emergency brake appli-

cation has other limitations. The release of air which sets the brake on every wheel is not a simultaneous event through the entire length of the train. Affected by temperature, humidity and type of equipment, it may take a considerable length of time to set the brakes all the way to the caboose. The rear cars, in fact, may be unimpeded by brakes as they bunch up behind lead cars and damaging secondary collisions can occur within the train. Flat spots may wear on locomotive and freight car wheels, an extensive and expensive result of the panic stop.

No matter how much the engineer may want to, he's unable to concede the right of way to the motorist. The guy in the automobile must make the concession to guarantee the safety of all concerned. Happily, he usually stops his car and receives a grateful nod from the guys in the locomotive cab.

The whole point, I guess, is my conviction that trains and automobiles can safely share common ground at the crossings. Not at the same time, of course, but with minimal inconvenience to the public or to the railroad.

Why am I telling you about the problem? Simply because I believe railroad employees are the most effective salesmen we have for crossing safety. Think of how many people you know. Then consider how many lives you could touch with, say, a half dozen conversations.

As someone said recently: "Think about it."



Those Hardy Swedes



Two young skiers start the grueling 5 kilometer course in blowing snow that makes it difficult to determine where the horizon ends and the sky begins. The descendents of the pioneer settlers are fiercely conscious of their heritage and keep alive the old skills.

Photographed for Maine Line
By Voscar



The tough race quickly separates the hardy from the less skilled. A young skier, racing against the clock, makes his way across a solitary field of snow.

When a hardy band of Swedish pioneers settled in the wilderness of Aroostook County in the 1870's, there were skeptics who thought the newcomers would never stay. It was a reasonable speculation; there was, after all, only forest and a few rude cabins built by the state to encourage the new immigrants. The winters were fierce and the isolation almost total.

But the skeptics reckoned without their Scandinavian tenacity. The Swedes not only stayed, they prospered, creating rich farms where the forest once stood.

A century later, one can still hear Swedish spoken. The neat, quiet villages with their soaring poplars and white fences have about them much the same feel one might find in the Old Country.

The descendents of those early settlers are fiercely conscious of their heritage. In quiet disregard of the American penchant for change, they have preserved their customs, including a great zest for winter sports. And no activity is as typical of their hardiness as what has come to



Nearing the finish line, Douglas Zeigler, calls up his final resources of energy in the long race. The young man's winning time was 32:04 for the course.

be known in the United States as cross-country, or Nordic skiing.

The railroad has for many years presented a trophy to the winner of the 5 kilometer cross-country race at the Stockholm winter carnival. It's the sinewy teenagers who turn out for the cross-country events. And the whole community turns out for the mid-winter celebration with townspeople officiating at the events; there's something for every age group. The contests of the week come to a finale with a dance on Saturday that brings out young and old alike.

When young Douglas Zeigler won the 5 kilometer this year with a time of 32:04, he was overwhelmed with the drama of the moment and embraced the lady principal of his school, sweeping her off her feet.

The winter sports and the carnival week are a release from the bleak grip of winter on this frozen land. They are also a reminder to the Swedish populace and their neighbors how much the pioneers and their descendents have contributed to the northern Maine community.

Right, Zeigler holds the Bangor and Aroostook trophy for the 5 kilometer race, the first he'd ever won. The young man was overcome with excitement when the winner was announced and promptly embraced the lady principal of his school sweeping her off her feet.



The whole community turns out for the winter carnival at Stockholm. Townspeople, like the lady at left, help with refreshments and officiate at the events. Focus of the snow events is the Stockholm school, pictured above, which may take some readers back to their own school days.





NEW ADVISORY COUNCIL

A new Advisory Council, the 18th since the program was instituted, has been named. The group was created to make comprehensive studies of railroad problems and goals and to provide a practical training laboratory for the road's management people.

Pictured, seated, are Harold Parker, general yardmaster; Henry Williams, foreman machine shop, assistant chairman; Marvin McBairty, assistant engineer, secretary; and Leo Russell, roadmaster Dist. #2, chairman.

Standing, from left, are James Jewell, car foreman; Walter Cook,

supervisory agent; and Wendell Corey, supervisor road machines, all new members; Patrick Carroll, senior chief dispatcher, who was re-elected; Joseph Stubbs, relief foreman, and Ronald Condon, general auditor, who are serving for the second time.



Retiring members of the 17th Advisory Council received U.S. Savings Bonds for their service from Executive Vice President Walter E. Travis, center. From left, they are: Alvin DeLong, Gordon Somers, Travis, Rhoades White and Garold Wiggins.

Moving Up

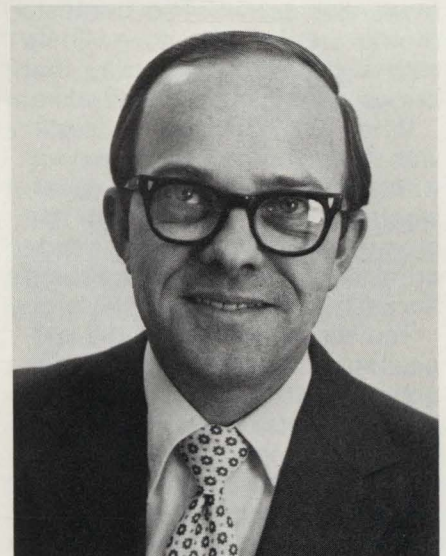
Harold I. Grinnell, Derby, has been named chief clerk in the Mechanical Department at Northern Maine Junction Park. He is a native of Milo and attended local schools.

Grinnell entered Bangor and Aroostook service as a laborer in 1950. He subsequently became a car repairer helper and

budget clerk. From 1952 until 1954 he served with the U.S. Army Signal Corps, much of that time in Japan.

He is an Associate Editor of MAINE LINE, a member of the Milo Snowmobile Club and served as selectman for the Town of Milo for six years.

He and his wife, Jean, have two children, Lynn and Michael.



Harold I. Grinnell

In the Family

Traffic & Marketing

Alphena Levesque of the Presque Isle Sales Office became the bride of Donald D. Michaud of Caribou Jan. 9 in the Chapel of Holy Rosary Church, Caribou. Maid of Honor was Alphena's sister, Lorena Wakem. Antone Wakem was best man.

Victoria C. Cousins, 18, daughter of Vice President-Marketing and Mrs. Howard L. Cousins, Jr., has been elected a member of the All-Eastern United States Band and will attend the U.S. Music Festival in Philadelphia, Pa. in April. Miss Cousins, a senior at Bangor High School, has been a member of the Maine All-State Band since her sophomore year. She scored 79 out of 80 points in competitive audition for the All-State her senior year, the highest score ever attained by a Bangor High musician. She is rated the number one percussionist for the 1975 All-State Music Festival.

She has been a member of the Central Maine Youth Orchestra, by competitive audition, for the past two years. Miss Cousins attended the University of Maine summer session in 1974, one of 100 juniors in the Eastern U.S. to be selected for the program. She is president of the Bangor chapter of the National Honor Society and has been accepted at Bowdoin College.

Mechanical Department

Our condolences are to the family of Welder Charles W. Clark, 54, of Derby, who died Jan. 18 in Sebec. He was born in Oakfield April 8, 1920, the son of

John and Olive (Sanders) Clark. He was a member of the Veterans of Foreign Wars, Oakfield; American Legion, Milo; Brotherhood of Railway Carmen. He was a veteran of World War II. Mr. Clark had worked for the railroad 26 years, starting in Oakfield as a car repairer helper, Feb. 7, 1949. He moved to Derby Aug. 3, 1950, and worked as a car repairer helper, car repairer, millman, carpenter and welder.

He is survived by his wife, Alta Kilcollins Clark, Derby; stepmother, Mrs. John Clark, Oakfield; one son, Ralph Clark, Derby; five daughters, Mrs. Frank (Faraday) Pelletier, Old Town; Mrs. Seth (Hedda) Gamage, Ellsworth; Mrs. Loren (Holly) Alley, Meriden, Conn.; Mrs. Allen (Penny) Popel, LaCrosse, Wisconsin; and Miss Joan Clark, Derby, one brother, George Clark, Smyrna Mills; one sister Mrs. Lois MacDonald, Thompsonville, Conn., and six grandchildren.

Car Repairer C. Arnold Dean, Derby, retired Jan. 10, 1975, after 30 years service with the railroad. He was born in Barnard, Maine, Dec. 30, 1912 and attended Brownville schools and Higgins Classical Institute. He started work for the railroad Oct. 1, 1945, as a car repairer helper, and since that time has worked as a painter, welder, carpenter and air brake repairer. Prior to working for the railroad he was employed by the Northern Telegraph Co. Mr. Dean is married and lives with his wife, Helen, on Daggett Street, Derby.

Machinist Shirley W. Babcock, Northern Maine Junction, retired Jan. 3, after 30 years service with the railroad. He



Victoria C. Cousins



C. Arnold Dean



Clerk Clarence Hamilton, left, presents a gift of money from fellow workers to Machinist Shirley W. Babcock, Northern Maine Junction Diesel Shop, who retired Jan. 3 after 30 years with the railroad. He is a native of Oakfield and entered service there in 1945 as an engine cleaner.

was born May 22, 1913 at Oakfield, Maine, and attended Oakfield Public Schools. He is a member of the Masons, Grange, IOOF, and Machinists Union, International Association of Machinists.

He started work for the railroad April 30, 1945 as an engine cleaner at Oakfield, and since then has worked as a coalman, machinist helper and machinist. He left Oakfield in May of 1952, and came to work at the Northern Maine Diesel Shop. Shirley is married and has one son, Henry L. of Carmel. He resides with his wife, Mary, in Winterport.

Car Inspector Lawrence B. Brown, Northern Maine Junction, retired Oct. 8, 1974, after 33 years service with the railroad. He was born in Hermon, May 10, 1914, and attended Hermon schools. He started work for the railroad, June 14, 1941, as a laborer and since then has worked as a car repairer, painter, and car inspector. Prior to working for the



Lawrence B. Brown



L. B. Dow, left, congratulates Car Repairer Dwinal A. Robinson, Northern Maine Car Department, on his retirement Jan. 3. He was born April 18, 1914 at Hermon, and attended Hermon schools. Mr. Robinson entered service with the BAR Dec. 1, 1951 as a laborer, and since then has worked as a car repairer helper, car repairer, painter, car inspector and machinist helper.

Prior to working for the railroad he was employed by Raytheon and Merchants Despatch Transportation. For the 24 years that he has worked for the railroad, he had a perfect safety record.

He is married and has two daughters, Mrs. Leanne Foster, Hermon; and Mrs. Linda Fickett, Exeter; two sons, Philip of Brewer; and Arthur of Hampden. He lives with his wife, Wyonne, at RFD #2, Bangor.

BAR, he was employed by Merchants Despatch Transportation.

Mr. Brown is married and has three children, Lawrence W. Brown, Prospect, Conn., Thomas W. Brown, Hampden Highlands, and Jean M. Brown, Bangor. Lawrence resides with his wife Mary Jane at Route 2, Hampden Highlands.

Car Inspector Frank J. Violette, Madawaska, has retired. He had 28 years service with the railroad. He was born in St. Leonard, N.B., Oct. 10, 1909 and attended St. Leonard schools and

had 2 years college in Church Point, Nova Scotia, Canada. Mr. Violette started work for the railroad May 13, 1946 as a coalman, and since that time has worked as an engine cleaner, car cleaner, car repairer helper, painter and carman. Prior to working for the railroad, he was self-employed.

He is a veteran having served from March 26, 1941 to May 29, 1945 in the Field Artillery, U.S. Army. He has the Good Conduct Medal, 3 Unit Citations, South Pacific Campaign Ribbon. He served in New Guinea, New Zealand, and Guadalcanal. He is a member of the K of C, American Legion and Canadian Legion Branch. He resides with his wife, Rose, in St. Leonard, N.B., Canada.

We were sorry to hear of the death of retired Car Inspector Roland J. Cameron Sr. of Oakfield. He was born in Oakfield, Oct. 13, 1907, son of Mansfield and Bertha (Crandall) Cameron. He was a member of the Seventh Day Advent Church of Oakfield and had been retired since Jan. 1, 1973.

He is survived by his wife, Eleanor (Ewings) Cameron of Oakfield; four daughters, Dorothy, Darla, Vada and Twyla all of Oakfield; four sons, Ronald Jr., Ralph and Richard, all of Oakfield, Sgt. Rodney Cameron of Hanscom AFB, Bedford, Mass.; one sister, two brothers, three grandchildren.

Our condolences go to Nels Skoog, Diesel Supervisor, on the death of his mother, Vendla E. Skoog on Jan. 16, 1975. Surviving are three daughters, one son, 11 grandchildren and three great grandchildren.



Debra Ann Ricker

Foreman and Mrs. Bernard W. Ricker of Milo have announced the engagement of their daughter, Debra Ann, to David A. Walker, son of Mr. and Mrs. Frank Walker of Milo. Miss Ricker is a graduate of Penquis Valley High School, Milo, and is a junior at the University of Maine at Orono, majoring in elementary edu-



Conductor Donald C. McNally, Oakfield, retired Jan. 31 after 40 years with the railroad. He served in the U.S. Army Signal Corps during WW II. Mr. McNally is a native of Ashland and attended Ashland schools. He is married and has one son, Michael, University of Maine at Fort Kent. He is a member of the Masonic order, American Legion, VFW and the UTU.

Her fiance is a graduate of Penquis Valley High School, Milo, attended Husson College, Bangor, and is a junior at the University of Maine at Orono, where he is majoring in education.

Transportation Department

Asst. Agent and Mrs. N. W. Cote, Presque Isle, spent the New Year's holiday with her parents, Mr. and Mrs. Alphonse Nadeau, in Montreal.

Supv. Agent H. A. Labbe, Presque Isle, had the good fortune to win a 30-30 rifle in a raffle. He planned to spend the last week of hunting trying it out, was snowbound for three days and still doesn't know if the gun will shoot straight.

Retired Conductor and Mrs. Kenneth Hitchcock, Carmel, visited Orlando, Fla. with son, Clayton, and family, and Mrs. Hitchcock's daughter and family, Mr. and Mrs. Marion Williams. They also visited Disney World.

Susan Candors, daughter of Engineer and Mrs. G. James Candors, Hampden, left San Francisco Feb. 4 for Australia where she will teach secondary English in Victoria. She has a one year contract with an option for two years. Miss Candors is a 1974 graduate of the University of Maine, Orono, where she majored in English.

Asst. Agent (retired) and Mrs. R. G. Clark, Ft. Fairfield, left for Clermont, Fla. Feb. 3, where they will spend the winter months, together with his brothers Ronald Clark (retired Supv. Agent, Ft. Fairfield) and William Clark (retired from Car Service Dept.). Enroute they will spend a few days visiting their daughter in Connecticut.

Jennifer Wynn Doak, daughter of Clerk and Mrs. Roy Doak of Caribou and Michael John Pelkey, son of Mr. and Mrs. Fred D. Pelkey, Presque Isle, exchanged wedding vows at the Holy



Rosary Catholic Church, Caribou, Nov. 30, with the Rev. *John Audibert* officiating. The bride's attendants were *Stephanie Haskell*, *Cindy Morrow*, *Paula Caron* and *Melanice LaFlamme*. The bridegroom was attended by *Rodney Anderson*. Ushers were *Rodney Morrow*, *Richard*

Nadeau and *Rodney McCormick*. The bride, a 1973 graduate of Caribou High School, has completed her LPN training at Central Maine Vocational Institute in Auburn and is employed at Cary Memorial Hospital, Caribou. Mr. Pelkey, a 1972 graduate of Caribou High School, attended the University of Maine, Bangor, and is employed at the Opportunity Training Center, Presque Isle. Following a wedding trip to Gardner, Mass., the couple is at home at 147 Main Street, Caribou.

Co-workers and friends of *Gerald Buchanan*, chief clerk, Caribou, and *Reginald (Reggie) Clark*, operator, Caribou, enjoyed coffee and homemade doughnuts at Caribou Station in honor of their retirement on Jan. 31. A gift of money from their co-workers on the Northern Division was given each man, as well as a memo book of wishes and things to remember from those attending the gathering.

Executive Department

Mary Wood, Secretary in the Executive Dept. and *Ouida Long*, Secretary in the Traffic Department, spent the Christmas holidays with Ouida's parents, Mr. and Mrs. *S. J. Long* in Nashua, New Hampshire. A family gathering at the home of Ouida's sister, the *James Paradis* family, included their son, *Wayne*, on leave from the U.S. Air Force in Portugal, cousin, *Jeremy Long* from Stokes on Trent, England, Mr. and Mrs. *Patrick Long*, Waltham, Mass., Mr. and Mrs. *Joseph Long* and family of Shrewsbury, Mass., and *Conrad Long*.

Lucille Brimmer, Secretary in the Executive Dept., accompanied her husband, *John*, to Auburndale, Mass. Jan. 25, where he attended the Plumbing and Heating Wholesalers of New England winter convention. On Feb. 3 Lucille slipped on the ice at her home and broke her right wrist. We wish her a speedy recovery.

Deborah McDowell, daughter of *Anneli McDowell*, Secretary in the Legal Dept., left for Lisbon, Portugal on Feb. 4. She and *Kay Grant* will be touring Europe via Eurail and also hope to work while there. They plan to visit friends and family in the Scandinavian countries as well. Deborah, who is a senior at Bangor High School, finished her courses in January and will graduate in June.

Engineering Department

Our sympathy to the family of Trackman *Eddie Babin*, who died at his home in Fort Kent on Feb. 1. He was born in Eagle Lake May 6, 1910, the son of *Teddy* and *Marie (Madore) Babin*. Mr. Babin entered BAR service as a trackman in 1948 and has also worked as a flangerman.

He is survived by his wife, *Irene Theriault Babin* of Fort Kent; two sons *Norman* of Fort Kent, who is employed as a



Chief Clerk *Gerald E. Buchanan*, right, of Caribou, has retired after 47 years with the railroad. His father, *D.R. Buchanan*, 92, is a retired BAR Supervisory Agent who has 49 years with the company. Mr. Buchanan is married and has five children: *David*, Massachusetts; *Mary-Alice Zurback*, Cal.; *Rovenna Merriesch*, New Jersey; *Robert Thompson*, Massachusetts; and *Donna Sirois*, Island Falls.



Assistant Agent *Reginald G. Clark*, right, receives congratulations on his retirement from *H.P. Lee*. He began work for the BAR 45 years ago as a clerk and is one of three brothers who had between them 115 years of service with the railroad. He is married, has a son, *Reginald*, and a daughter, *Barbara Harvey*.



Conductor *Robert A. Michaud*, pictured with Supt. *H.P. Lee*, of Fort Kent has retired after 31 years with the railroad. He is married and has six children: *Donald*, *Reynold*, *Roland*, *Betty Mae* and *Rita Mae*, all of Connecticut; and *Doris*, of Fort Kent.



Engineer *George K. Merrithew*, pictured with *H.P. Lee*, has retired after 31 years with the railroad. He and his wife, *Hazel*, make their home in Fort Fairfield. They have two children, *David* (Vernon, Conn.), and Mrs. *Richard Devine*, Portland.

trackman by the Railroad Company, and *Rodney* of Leominster, Mass.; three daughters, Mrs. *Reginald (Joan) Dumais* of Frenchville, *Bernadette Babin* of Worcester, Mass., Sister *Claudette Babin* of the Franciscan Order of Hartsville, S.C.; two brothers, *Dave* of Fort Kent and *Adrien* of Plainville, Conn.; two sisters, Mrs. *Romeo (Adrienne) Theriault* and Mrs. *Alcide (Cora) Caron*, both of Fort Kent; four grandchildren, several nieces and nephews.

Retired Section Foreman *Laurel W. Lewin* died Dec. 27 at a Lubbock, Texas, hospital. He retired Jan. 1, 1963 due to ill health after 37 years service.



Storekeeper *Henry A. Thies*, left, holds a check presented by *Harold Bell* from Thies' fellow employees on his retirement. He entered railroad service in 1939.

He is survived by his wife *Adele (Miller) Lewin*; three daughters, Mrs. *Joyce McMenamy* of El Segundo, California; Mrs. *Delores McGee* of Columbus, Ohio, and Mrs. *Evelyn Johnson* of New Sweden; two sisters, Mrs. *Vada Ewings* of Lub-

bock, Texas, and Mrs. *Ada Drinkman* of Presque Isle; three brothers, *Harry Lewin*, retired mechanic, Houlton; *Gordon Lewin* and *Hazen Lewin* of Hartford, Conn.; seven grandchildren and six great-grandchildren.

Our sympathy to the family of Retired Trackman *Albenie Dubois* of Fort Kent who died Jan. 15 at a Fort Kent hospital. He was born in Fort Kent Aug. 2, 1899, the son of *Damase* and *Sophie (Lamarre) Dubois*. Mr. Dubois retired in 1965 after 36 years service with the BAR.

He is survived by his wife, *Albenia (Fortin) Dubois* of Fort Kent; one daughter, Mrs. *Archie (Carmella) Roy* of Fort Kent; two sons, *Bernin* of Terryville, Conn. and *Fernand*, Bristol, Conn.; four brothers, *Felix* and *Alcide* of Madison, *Arthur* of New York City and *Rene* of Fort Kent; four sisters, Mrs. *Yvonne Bard* of Waterville, Mrs. *Cecile Lewis* of Skowhegan, Sister *Isabelle Dubois* of Worcester, Mass. and Mrs. *Laura Martin* of Baker Brook, N.B.; twelve grandchildren and several great-grandchildren.

Accounting Department

Sgt. *Clifford Johnston*, who is stationed at Little Rock Air Force Base, Arkansas, spent the holidays with his parents, *Mervyn* and *Pearl Johnston* of the Accounting Department.

David and *Trenna Titus* are receiving congratulations on the birth of a daugh-

ter, *Erin Titus*, born Jan. 28, 1975 at Wolf Lake, Indiana. Erin is the third granddaughter of Key Punch Operator *Alice* and *Lawrence Titus*.

Liston and *Roberta Lewis* spent the Christmas holidays with son, *Alan* and wife *Christine* in Vermont and New Year's with the *David Merrill* family in Falmouth.

Stores Department

Our sympathy to retired Clerk *George Crabtree* and family on the death of his wife, *Thelma R. Crabtree*, 67, Jan. 6 at the home of her daughter in Bangor. She was a member of the Friendly Get Together Club, the Senior Citizens Club, Pleasant River Grange, East Piscataquis Pomona, State and National Granges and Orion Rebekah Lodge of Milo. She is survived by her husband, George, two daughters, Mrs. *Morna Lewis*, Derby, and Mrs. *Chester (Lorraine) Johnson*, Bangor, three grandchildren, four sisters and four brothers.

Storekeeper *Henry A. Thies*, Northern Maine Junction, has retired after 36 years with the railroad. A native of Pennsylvania, he was educated in Hyattsville, Maryland. Mr. Thies entered BAR service as a laborer March 21, 1939, previous to which he was employed by the Department of Agriculture. He is married and has three children. Mr. and Mrs. Thies reside at 80 Olive St., Bangor.

We wish *Jimmy Furlong*, laborer, Northern Maine Junction, a speedy recovery from his illness.

Mile Posts

40 YEARS SERVICE

Brydon A. Blakely
Hollis E. Clark
Donald C. McNally

35 YEARS SERVICE

Leland J. McMannus

30 YEARS SERVICE

Leon A. Brannen
Theodore E. Clements, Sr.
Calvin C. Cole
Theodore E. Degerstrom
Reginald J. Letalien
Merrill F. Pendexter
Leslie C. Roberts

25 YEARS SERVICE

Ronald T. Clark, Jr.
Nelson W. Cote
James E. Jewell
Clyde C. Johnston, Jr.
Phyllis C. Leen
Watson L. Nowell
Raymond A. Perkins
Clayton A. Redmond

20 YEARS SERVICE

Roger S. Casey
Vernon A. Cunningham
James W. Dow
John A. Grass, Jr.
Charles E. Johnston

John T. Lent
Jack H. MacLeod
Richard E. Thompson

15 YEARS SERVICE

Robert M. Laing
Leslie H. VanTasel
Lawrence H. Wade
P. Carl Williams

10 YEARS SERVICE

Chester J. Bragg, Jr.
J. Walter DeLong
Melvin W. Goodwin

Facts and Figures

	One Month Ended Jan/31	
	1975	1974
We received from:		
Hauling freight	\$1,267,676	\$1,263,183
Carrying passengers & express on our buses	20,649	20,047
Other transportation services	31,787	28,470
Net rental from freight cars and other equipment	405,995	481,671
A total of	1,726,107	1,793,371
We paid out or provided for:		
Keeping roadbed and structures in repair and clear of snow	354,497	363,984
Keeping locomotives, cars and other equipment in repair	513,717	466,535
Running trains, station and yard expenses	592,439	499,457
Pricing and sales of our services	24,458	33,012
Managing the business and keeping records	112,357	98,875
Payroll taxes	137,682	133,421
State and local taxes	26,415	27,116
Interest on borrowed money	107,798	119,072
Other miscellaneous charges - net	(31,530)	(53,945)
A total of	1,837,833	1,687,527
Pre-Tax Net Income Reported to the ICC	\$ (111,726)	\$ 105,844

The concern and effort of the son of a Bangor and Aroostook employee could have averted a serious accident the night of Jan. 17. Bob Hill, son of Millman-Gangleader Ralph Hill, was in his automobile in Milo when he noticed a hot journal on a car of oil on the northbound freight No. 57.

He immediately contacted the Sheriff's Department at Dover in an attempt to have the train stopped at Brownville and then drove from Milo to Brownville to attempt to notify the train crew. In the meantime, the train crew had spotted the journal.

In writing Hill, Superintendent Transportation H.P. Lee told him: "Your prompt action in notifying railroad personnel no doubt would have avoided a serious accident had the defective car not been noticed by the crew."

Bangor and Aroostook Railroad
Northern Maine Junction Park
RR 2, Bangor, Maine 04401

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Bow Pins



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Cuff Links



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\$3.00

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Flight Bags



\$2.25

Blue-White-Red
Tie Bar



\$1.80

Please add to all prices of items shown above, a **\$1.00 per item** handling charge for mailing, packaging and insurance. All items may be ordered from Bangor and Aroostook Railroad, Business Services, Box 14, RR 2, Northern Maine Junction Park, Bangor, Maine 04401.