







## Talking It Over

### To My Fellow Employees,

Before the end of 1963, the Bangor and Aroostook will have spent a total of \$3,300,000 on new cars to meet our responsibility to our customers. The price tag includes 50 jumbo-sized mechanical refrigerator cars, our first ownership, and 125 new boxcars for our newsprint traffic.

The mechanical refrigerator cars are 50-foot, six-inch cars that will carry 35% more payload than conventional mechanical refrigerator cars. Both the 125 boxcars and the refrigerator cars will be equipped with the latest cushion underframe devices to prevent damage to the lading from impacts in transit. The boxcars will have lading anchors, for the same reason, and the refrigerator cars will have load dividers. The latter will also be equipped with roller bearings.

If nearly three and a half million dollars sounds to you like a great deal of money for us to spend in a year when our earnings reflect the cumulative trouble of several years for Aroostook's potato industry, you are absolutely correct. But in our business there is no such thing as marking time; one either slips backwards or inches ahead. To move forward means thinking in terms of positive

action. It means, in a time of ever-increasing competition for the transportation dollar, that we must have at our customers' disposal the best of equipment as well as the most competent people. Being a common carrier, too, carries with it a special responsibility to the people we serve.

The expenditure of such a sum of money is an expression of our confidence in our customers, in our own people and in the economic future of our area. It is also an indication of the responsibility we bear as a railroad and a common carrier. Common carriers occupy a special niche in the transportation world; they bear the burden of responsibility for sustained service, an equitable system of rates, and, sadly, the brunt of most of the transportation regulation.

Where the railroads and other common carriers are strictly regulated in such areas as hours of employment, standards of service and safety, the gypsy trucker blithely ignores most of the restraints and standards that govern the railroad. The gypsy is free to cut corners—often in the vital area of safety—and skim off the cream of profitable traffic while the railroad is conscientiously following and exacting set of rules.

In our own area, we have seen our share of the potato business shrink by a significant amount. The loss went, not to common carrier competition, but to the gypsy trucker. Most of these carriers come from out of state, attracted by the scent

of a quick dollar to cover expenses back to their point of origin. They are the takers, who contribute nothing to Aroostook County, or to Maine, often buying even their fuel out of state.

The people who use this kind of bargain basement transportation not only subject themselves to considerable risk in entrusting their goods to such operators, but, bit-by-bit, they weaken the common carrier who stands behind them with guarantees of fair rates and high standards of service—in short, responsible transportation.

The Bangor and Aroostook's responsibility means sustained, excellent service, in the good years and in the bad ones. It means keeping equipment in top condition at all times, not just when the going is easy. It means the more than 1100 people, members of the railroad family, who work, own homes, and pay taxes in the area, and the thousands of dollars paid out to local merchants in purchases.

This year, our responsibility and our public service obligations mean 175 new cars for our customers. It means that we expect to be doing business at this same stand for a long, long time, offering the same kind of excellence to successive generations of northern Maine people. That's why we spent more than three million dollars for new cars this year.

Sincerely,

*W. Jerome Strout*



# BAR NEWS BRIEFS



Paul H. Day

At presstime, the announcement was made of the retirement of three Bangor and Aroostook supervisors with 135 years of service between them. Retiring are Manager of Purchases and Stores Paul H. Day, Assistant to the Mechanical Superintendent H. Allen Monroe, and Supervisor of Stores Windsor F. Alexander. Each has more than 40 years of Bangor and Aroostook service.

Day attended Milo schools and entered service as a stock clerk in 1919. Later, he became chief clerk, store foreman, general foreman, material inspector, assistant to purchasing and general storekeeper, assistant purchasing agent and general storekeeper and assistant manager purchasing and stores. He is active in civic life including Boy Scouts, the Milo United Baptist Church, and town government. He is also a member of the

Maine Purchasing Agents Association and has been a director for two years.



H. Allen Monroe

H. Allen Monroe has been a member of the Bangor and Aroostook family for nearly 47 years. He came to work as a car repairer in 1916, later becoming a machinist helper, clerk, chief clerk and assistant to the mechanical superintendent. He was born in Brownville, attended grade schools there and was graduated from Milo High school. He has long been active in the civic life of the community and in politics. A life-long Republican, he has held many local offices and two terms on the state committee. He is a Mason, a member of the Rabboni Chapter, R.A.M., St. John's Commandery and Anah Temple Shrine.

Windsor F. Alexander has 44

years' service with the Bangor and Aroostook. He entered service in 1919 as a storeman, later becoming store clerk, reclamation foreman, general foreman, division storekeeper and general foreman. He was graduated from Milo High school and the U. S. Army civil engineer school in 1919. He is active in the American Legion and is a committee member of the Association of American Railroads.

George Willette, treasurer of the BARCO Credit union, has announced that the organization reached assets of over \$100,000 during the month of May.

"Membership and participation are continuing to increase," he said, "and BARCO will reach a growth of over half a million dollars long before it reaches its full potential. Suggestions for the next annual meeting may be sent Calvin Cole, educational committee chairman, 409 Aroostook Ave., Millinocket."



W. F. Alexander

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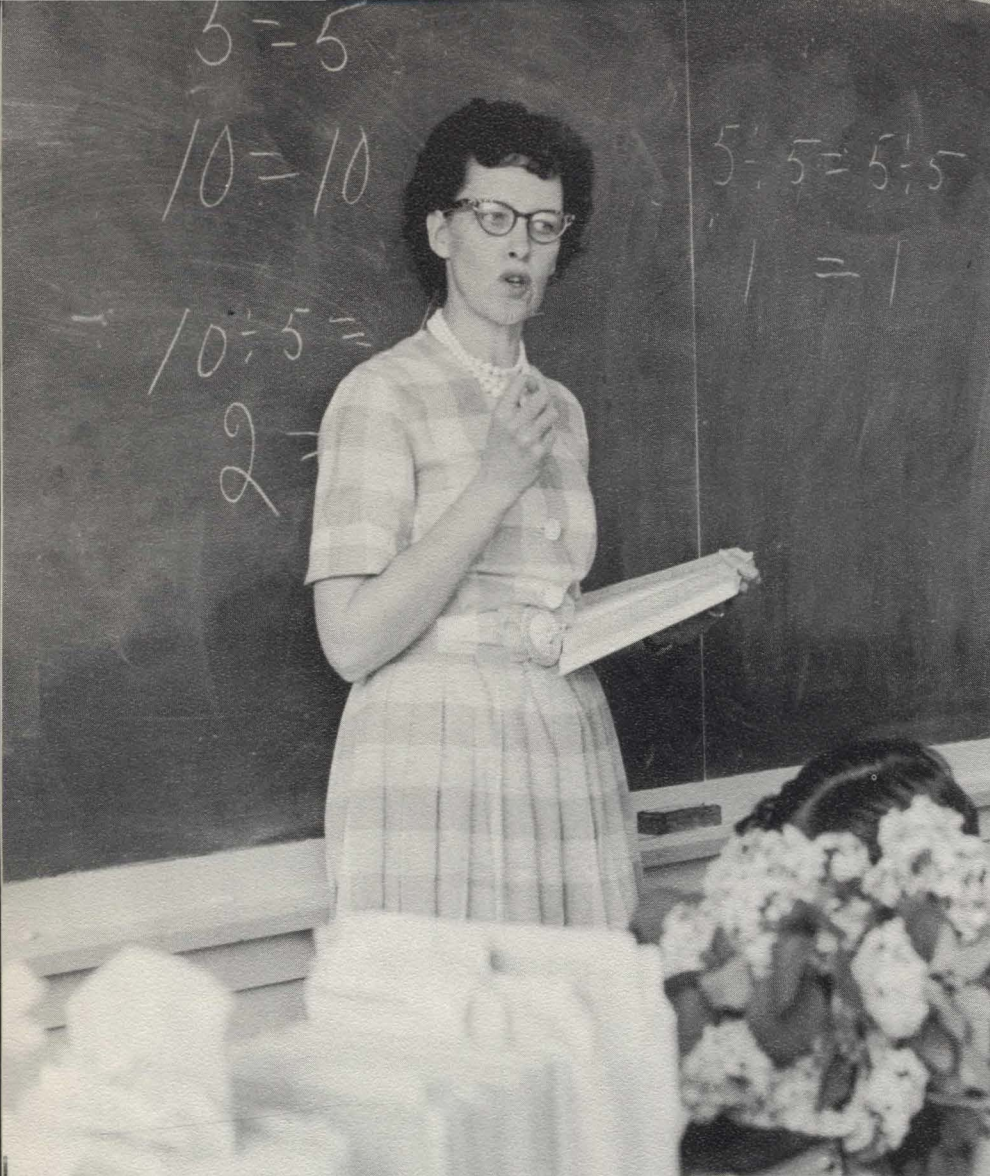
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## ON THE COVER

We're proud of our May-June cover girl, Elinor Canders, whose inspiring story appears on page 4.





*In Elinor Canders' classroom in Winterport's Leroy Smith Elementary School, there is an atmosphere of dynamic communication that may surprise those who attended yesterday's schools.*

## *The Railroad Family That Did*

The June breeze stirred tassels on the mortar boards of the University of Maine Class of 1963. The strains of "Pomp and Circumstance" muffled the measured tread of the graduating class as they filed across the dias for their degrees. Here and there, a mother dabbed discreetly at her eyes with a handkerchief. The sun-dappled scene looked like hundreds of others taking place in college towns across the land.

But this one was special.

A woman named Elinor Canders would receive a perfectly ordinary B.S. degree this day. And her husband, Brakeman Jim Canders, would be the

proudest spectator in that proud throng. His wife will be 37 years old in July. She is the mother of two children. And for every semester of her three years at the University she has been on the Dean's list.

Elinor Canders' graduation was a family triumph for the four members of the Canders' family—Jim, Elinor, Susan, 11, and Gregory, 9—and a monument to the classical New England passion for education. One supposes that those 19th century patrons of education—Emerson, Thoreau, Channing, Everett—might have smiled down on the scene from some celestial vantage point. Like

most worthwhile achievements, it was won at the cost of considerable sacrifice on the part of all four people.

Elinor Canders is a tall, vivacious woman with an infectious zest for whatever she's doing at the moment. She is also a person with a singlemindedness of purpose that is virtually unshakable. Her great experiment—and one of the great experiences of her life—began in the fall of 1960. She had been out of school for 14 years, was married and the mother of two children, then aged 8 and 6.

"I felt that I was stagnating and I had a vague idea that I should be doing



something with my life in addition to being a wife and mother," she explains. "Don't misunderstand me. I think being those things constitute a darned important job but, somehow, it didn't seem enough. I had worked as an x-ray technician for four years after completing a two-year course in business school. But I wanted more challenge, plus a job with hours that would roughly coincide with my children's school hours. When I mentioned teaching and going to college to Jim he said 'go ahead!' Bless his heart, I couldn't have done it without him."

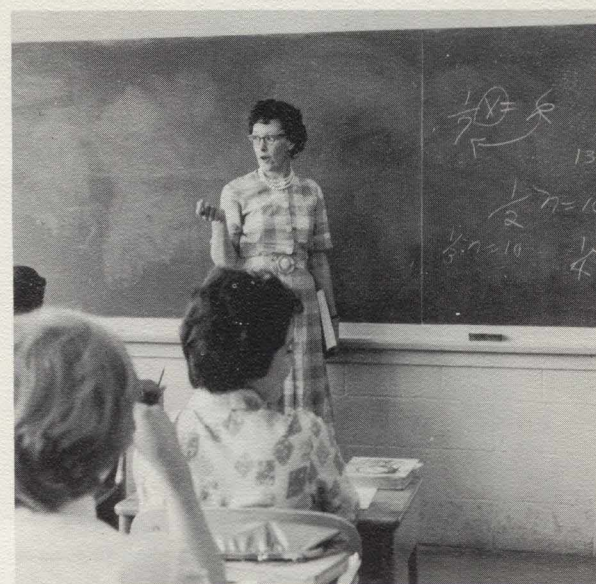
### SOME SOUL-SEARCHING

The morning after their talk, and following an anxious night of soul-searching, Elinor Canders boarded a local bus at Hampden for the University of Maine. At the College of Education, she talked with Dean Mark Shibles who encouraged her in the venture and said that it would take about three years to earn her bachelor of science degree in education. Then he told her that in order to enroll for the fall semester, she would have to start classes on Saturday.

"I agreed," Elinor Canders explains, laughing at the memory, "and it wasn't until I was nearly home that I realized it was Friday and that I was to begin classes the very next day. Suddenly, I wondered at the madness I had begun."

But the next day Elinor Canders, age 33, began her odyssey by enrolling in Sy 22, a class in social anthropology at the University of Maine campus at Orono. It was the beginning of many trials and new challenges for the Can-

*Perhaps because her own education was so hard-won, this earnest young woman puts her whole energy into her teaching. They must understand each step at this level or they will be lost, she says. She finds it sad and frustrating to discover an intelligent child who has become lost because someone didn't have the time to give him. There is a spirit of give and take in her classroom.*



... sometimes a stern demeanor



ders' family. For this mother of two, the abrupt plunge into the mainstream of academic life was like falling into icy water.

"You have to imagine yourself 14 years out of school, concerned with things like whooping cough, measles and the household budget, then suddenly find yourself thrown into a class of youngsters in their late teens or early 20s," she says. "For a time, it seemed to me as if I were the slowest student in the class. Then it began to come—the routine and techniques of study—but I still feel as though I had to work harder to get the meat out of the course than the sharp youngsters fresh out of school. Of course, there was a bonus too. Maturity and experience gives you a certain advantage in many areas of study."

At home, Jim Canders was a bulwark of strength in his wife's venture. He did the family laundry, helped with the housework and was ready with moral support when it was needed. And there were times when it was sorely needed.

"For three years," she adds wistfully, "we had no normal family life. Jim's job took him away at odd hours. The children stayed with my mother days. When I got home, there were meals to get and studying to do. We did have one rigid rule. Between the time that I arrived home and the children's bedtime, there would be no homework for me. But there were weekends when the children would say, 'O Mommy! you don't have to study again tonight', and I'd feel guilty and wonder if it was worth it. Then, the next morning, I'd go back to school and I'd know it was."



There were times when family emergencies seemed to threaten the future of the whole venture. There was the time when Susan was struck by an automobile and suffered fractures of both legs. Jim was a horrified witness to the accident and Elinor met the police car rushing her daughter to the hospital on her way home from classes.

There were ludicrous moments, too, like the class in ornithology that convened at 5:30 a.m., two mornings a week for an entire summer.

"I used to hate my husband for sleeping so peacefully when I got up at 4:30 for that class," she laughs.

All the sacrifice was not a matter of time. Only people who work for it know how expensive the process of education

can be. Elinor was able to substitute as a teacher enough so that she paid her own way for the first year. But in the fall of 1961, when she enrolled as a regular student carrying 22 credit hours, substituting was out of the question, and her husband cashed in his insurance policy to finance it. There was summer school the next summer and another full semester to go. But by that time, Elinor Canders' grades and her progress made it possible for her to obtain a low-cost student loan which she will not have to begin repaying until six months after she receives her degree.

Yet, this courageous woman and her family, who have made such efforts in the name of education, feel blessed for their opportunity. They do not regard it as something that they made possible solely by their own determination and effort.

### NEW WORLDS OPENED

"I can't describe what these three years at the University have meant to me without sounding self-satisfied, and I don't feel that way," she says, speaking of her college experience. "It's not only the new worlds that are opened to you by the new ideas and concepts, but the wonderful people you meet. It was a truly stimulating experience. It made me realize how narrow my world had been."

Has it deprived her family of anything vital? Elinor Canders doesn't think so. Her children have become self-reliant. They have learned to use all of their precious leisure time as a family. She wouldn't do it again, she thinks, and has refused a scholarship that would have gone toward study for her master's degree.

### FAMILY IS PROUD

"Sometimes I feel selfish because of the time I've taken from my family," she says, "but I think they're proud of me and I can help them more now than I once could. There were times when I was stretched so thin that if I had heard a word of complaint from them I'd have dropped the whole thing. But they were all wonderful. I couldn't have done it without them."

In February, when she was finishing the final four hours toward her degree, a position became vacant at the Leroy Smith Elementary School at Winterport. Would Elinor Canders fill in for them, asked principal John LeClair. The chance to put her hard-won education to work was heaven sent and she accepted without hesitation, teaching math

and science to grades six, seven and eight.

The teaching load was a heavy one—92 students in the morning classes and a like number in the afternoon—but she thrived on it. Her genuine fondness for children shines through in the classroom. There was the little boy who was too shy to wear the glasses necessary to do his school work. When she found out about it, she persuaded him to at least wear them when he wasn't in class, bringing his grades up an entire letter grade. There is a vital give-and-take in Elinor Canders' classroom that makes those who came up in the by-rote, speak-when-spoken-to classrooms of yesterday's schools a little wistful. One feels that in this room rapport has been established and that there is the communication so necessary to the learning process.

"You know," she says thoughtfully, "I used to say I'd never be a teacher. Now I wonder that I waited so long."

"I like the youngsters so much—I sympathize with their feelings—that I will probably never have the absolutely quiet classroom," she says of her teaching. "But I believe it's more important to teach them than to be a baby sitter for them. I want the kind of classroom that encourages them to express their ideas. Sometimes I'll pose a question to stimulate a debate and get this kind of thinking. Of course, a child needs well-defined guidelines in conduct and I will always hope to spell them out and make them stick. But I would rather lead them than restrict them."

### "A FINE TEACHER"

Her principal at Winterport, John LeClair, says of her: "a stimulating personality. She's doing a fine job for us and she'll make a fine teacher. Bangor is lucky to get her."

Dean Mark Shibles of the University's College of Education calls her a "very promising person."

In the fall, she begins her career as a full-fledged teacher at the Larkin street school in Bangor where she will teach math and social studies to the fifth grade. One feels, that it is her destiny to pass on her zest for knowledge to another generation, and that this cycle of learning may continue until in some distant, utopian age we may finally achieve a society based on reason and logic.

In an age of easy living and easy morals, there is a comforting reassurance in the achievement of Elinor Canders and her family.



... but always humor.



## A Railroader Finds

# The Good Life

*Doest thou love life? Then do  
not squander time for that is  
the stuff life is made of.*

—Benjamin Franklin

In the fantastic, 20th century American world in which we live our productivity has become so great that, for the first time in recorded history, man has time for activities besides those involved in mere survival. Leisure time is a new phenomenon. It is so strange, it came so suddenly that some cannot cope with it and dribble it listlessly away. Ironically, the leisure that man has dreamed of for centuries has become a bewildering problem for some.

But there are those who love life, as Franklin advised, and spend their time like precious jewels on work and play alike. Frankie Brown, a key punch operator in the machine accounting section of the Accounting Department, is such a person. She has discovered the secret of working diligently when it is time for fruitful work, and playing hard when it is time for recreation. Simple as it sounds, the formula requires discipline and skill.

### A CAREER RAILROADER

Frankie is a career railroader. She was born in the railroad town of Oakfield and entered service at the freight office in Presque Isle under Agent Gordon White 19 years ago. After two years in Presque Isle, she transferred to the Accounting Department in Bangor. In 1950, she became a member of the machine accounting section.

Frankie Brown is the kind of personality that must be busy, likes people, a crowd in fact, and needs a sense of accomplishment at her work and in her recreation. Two years ago, she and her husband, Bill, accepted a casual bowling date with another couple and it was the beginning of a long quest for the distaff side of the Brown family.

She took to the game with the same gusto that a colt surveys a green pasture in the spring, although she doesn't think she displayed any immediate aptitude for it. This soon changed, and in the past few months she has won seven major trophies and \$85 in prize money.



Last year, she took second place in the Bangor-Brewer City Association. The top score was an average of 160 and her own was 154.

Since she began bowling, she has bowled in nine different leagues, but has now cut her activity to two leagues. The large 10-pins are more fun than the candle pins for her, she says, because using the large ball for the 10-pins requires more skill than the small ball does on the candle pins.

"The timing is very important in 10-pin bowling," she explains. "By timing, I mean knowing when to release the ball. The approach is part of it, too."

Although she has had no formal coaching, Frankie feels that she has learned a great deal about the game from watching other bowlers in action and by talking with those who know a great deal about the game. It's obvious from her conversation that she has spent a great deal of time and thought on improving her game. Equipment is important, too. When a 10-pin bowler has reached a certain plateau of skill, a custom ball with holes for fingers and thumb drilled to fit the individual hand will help the bowler's game. Frankie's custom bowling ball weighs in a 13.5 pounds, a weight she has found to be ideal. Bowling balls for 10-pins may, vary in weight, however, between 10 and 16 pounds and it takes a considerable amount of muscle power to learn to control that much weight on the end of one's arm.

### WONDERFUL EXERCISE

"Bowling is wonderful exercise," she says, "and it's a sport that almost anyone in reasonably good health can enjoy. You meet a lot of nice people and the tournaments are fun."

Bowling occupies much of her free time. She bowls in a league four nights a week, which requires a minimum of

10 hours, then puts in several more hours a week in practice. But bowling, like everything else this energetic woman does, is not a casual interest. She finds the competition of the tournament a heady experience, the first mark of a champion in any competitive sport. Before the tournament the tightening of the muscles, the butterflies in the stomach attack rank amateurs and seasoned veterans alike. The difference between the amateur and the veteran is that the latter channels his jitters into better performance. Pre-game jitters are no strangers to Frankie Brown.

### LOVES COMPETITION

"I love the competition of tournaments," she says, "but I still get butterflies and weak knees. It stops, though, as soon as I roll the first ball."

Bowling is a hobby that Frankie and Bill Brown, no mean hand at the game himself, enjoy together. Recently, they won a trophy in a mixed doubles league and both enjoy the fellowship of the bowling lanes. Frankie Brown's sportsmanship and happy disposition have won for her the esteem of her fellow bowlers in the Bangor-Brewer leagues. She is presently treasurer of the 629-member Bangor-Brewer City Association, president of the Scratch League and vice president of the Monday Night Lucky Strikers league.

At a vigorous 49, she still enjoys the thrill of water skiing behind a fast boat at Molasses Pond where she and her husband have a summer cottage.

"I wonder," she laughs, "if I will have time to do all the things I want to."

At an age when many people are looking ahead to shuffleboard, Frankie Brown keenly enjoys the challenge of vigorous, competitive sports. For her, the good life is equally compounded of good work and hard play.



# Portrait of A Salesman

There was a time when a railroad salesman was easily recognizable by the cigars in his vest pocket, a well-fed look, the gold watch chain across an ample stomach and an indefinable air of independence. He was chiefly recruited from railroad white-collar ranks for his ability to "meet the public". He wasn't even called a salesman, but was known by that euphemistic term "traffic man".

Time has made the function of the traffic man a trifle vague, but he would probably have described his mission as keeping his customers "happy". This railroad drummer is dead. He belongs to the quaint era of steam locomotives, spats and celluloid collars.

His counterpart is a transportation specialist in his own right; he is also skilled in the arts of selling. And he needs all his skills for there are few areas of American industry where competition is so keen—in cases where lopsided laws permit one sided competition—for the transportation dollar.

## SOLICITOR A GESTURE

The traffic man, the traditional railroad solicitor, was a gesture to shipper good will. The railroads carried the freight because there wasn't any other way to ship it. Selling it was really no problem. The changes in the railroad situation are epic. The Bangor and Aroostook salesman is now as important to the cycle of life of the railroad as the train crew or the maintenance man. There is little captive freight in this era of cheap transportation.

The cargos that flash past in fast freight trains are hard won prizes in the arena of competition for northern Maine's transportation dollar.

One 42-year-old World War II Marine is typical of the Bangor and Aroostook's salesmen. Bob Miller is a hard-driving railroader who has 1500 less-carload customers and a score of contractors and carload customers to serve at Loring Air Force Base and other points. Like other BAR salesmen, he has



*Sales Supervisor R. W. Miller flips through the manifest before starting the round of the day's sales calls.*

three basic attributes that are absolutely vital to his job; attitude, skill and drive. Of course, the three qualities are not so simple as the mere listing of them implies. Consider attitude.

"If I didn't believe that railroad service was the best I couldn't sell it", Miller explains. "To convince a customer, you have to believe it yourself. You have to believe it so much that your enthusiasm will reach him. Where most of my customers are less-carload, there are special problems. We are working to build up our less-carload business and most roads aren't interested in it. Our customers know this and it creates an attitude we have to cope with."

## SKILL IS ACQUIRED

Sales skill is partly acquired, partly intuitive. Bob Miller must have sufficient knowledge of rates and routes to provide answers for his customers. He must understand his customer's problems. And, most important, he must have the sure sixth sense of selling that tells him when to press his point and when to gracefully exit and try again another day. Along with skill and attitude must be listed some less obvious, but no less important, qualities. Curiosity is indispensable; the instinct to know who's building and who's shipping. In his own way, the good salesman needs a lively sense of curiosity as much as does the reporter. No less important is

his interest in people and the ability to quickly establish a working relationship with them.

The whole world of industry has become preoccupied with what we would call drive and what psychologists call motivation. For the salesman, drive, or motivation, if you prefer, is a much more intimate experience. It can be a monkey on his back, or it can be the kind of interest that makes him eager to start a fresh day. In Bob Miller's life, motivation is a complex mixture of bustling nervous energy compounded with a lively curiosity and the need to do good work.

## NO STARTERS

"Selling transportation is much different than, say, office work where several people work in a large office", he explains over coffee. "In selling, there isn't anyone to tell you when to start and when to stop. When things are going for you, it's the greatest feeling in the world. And when they're not, it's the loneliest job I can think of. I guess discipline is the word for it. That's certainly what it takes to ignore the bad calls and keep your selling smile on".

Bob Miller will begin a typical day by flipping through the manifest to see if he received the business he may have been promised and, also, to see if a customer is missing from the list who should be on it. The manifest is his in-



telligence report and he uses it with the casual skill of a veteran field commander. Mobility is another tool; his office is his automobile and his day's driving may take him the 200-odd miles to make calls on Portland and central Maine customers or the 30-minute drive to Loring Air Force Base. Before he finishes his day, he will have called on 12 or more of his 1500 less-carload customers. He might have arranged for a pile-down area for one of his industrial customers. If he had a truly great day, it might be like the routine call he made on a southern Maine shipper with a Fox & Ginn salesman a month ago, and walked out of the door with a half million pounds of less-carload business a year.

## RAILROAD SELLING

There is a thing about selling transportation that is different from most jobs. When the day is finished, it is not always easy to look over one's shoulder and determine how much soil has been tilled. It presents special obstacles for the man who knocks on doors of customers all day. The sense of accomplishment, the good feeling of a job completed, is hard to come by, for selling is like putting together pieces of an intricate mosaic. While the pieces of the pattern are being fitted into place it's hard to visualize the entire fabric and so it is in selling railroad transportation. Bob Miller may make several calls on a customer before he makes evident progress. Then one day the pattern snaps into place, the sale is made and for a few wonderful minutes the salesman can look over his shoulder and see how far he has come, how much he has accomplished. This is part of his reward, if he has worth, as it is for anyone else who has a sense of excellence.

As a transportation salesman, Bob Miller has some specialized problems that are peculiar to what he calls "the business." Because of the high degree of competition in selling, carriers, in some cases, offer essentially similar services with only marginal advantages over each other. Making a sale under these circumstances then becomes a matter of the salesman's prowess in selling his company on the basis of its reputation and, in a very real sense, selling himself. Miller calls it personality selling and he has become quite adept at it.

There are other aspects of railroad sales that involve railroaders of many crafts . . . engineers, brakemen, yard clerks, everyone who has a finger in moving a single shipment. If an l.c.l. shipment is damaged or delayed and the customer is waiting for it, he understands only that he has entrusted his precious goods to the railroad and that

they have failed him. The next time Bob Miller calls on this man he is in for a very bad time.

"We know that the perfect carrier delivers every customer by 8 A.M.," Miller explains with a wry grin, "but our customers also realize that someone has to be delivered somewhat later in the eight-hour day. The real threat to business may come if we deliver at a store during the rush period, or perhaps if we obstruct an important doorway. The attitude of railroad people involved in shipment of the customer's goods is tremendously important. It can make us friends or lose us customers.

## DAMAGE IS SERIOUS

"It's a serious thing to damage a shipment. The customer is counting on it and he doesn't have it when he needs it. And the best of intentions and explanations aren't much help to him. But when we damage his goods, it's very important to pay the claim promptly. Our claims people have helped us keep customers that we might have otherwise lost by damaging their shipments. It's very important, though, for every railroader to remember how much he can affect the shipper's opinion in his contacts with him."

Bob Miller and the other Bangor and Aroostook salesmen count heavily on the teamwork of the other "non-sales" railroad people. They dislike the word

non-sales because, to a man, they feel strongly that every person in the 1100 plus-member family has an important role in selling the Bangor and Aroostook services.

## EMPLOYEE PURCHASING

The railroad people in the communities served by the railroad exert significant purchasing power. It should not be used as a cudgel, Miller feels, but the customers and potential customers of the railroad should be made aware of the railroad dollars that pour into their cash registers. They say that it is an economic force that should be a factor in selling, Miller and the rest of the BAR sales staff believe that everyone in the railroad family has a stake in this kind of selling and can easily promote railroad shipment of goods by local merchants by indicating an interest in how the goods they buy are shipped.

Pounding the highways and knocking on doors for business isn't very glamorous. The office is the automobile, and home is a motel room during much of the week. It's lonely, but it's also an important, firing-line kind of job. Bob Miller does it for the same reason that some people climb mountains; it's an instinct. There are times when he has his moments of glory. And there's always the prospect of a million-pound order behind the next door.

*Calling on General Supply Corp., building contractors at Limestone, Miller talks rates with Jack Burlock and Alton Perreault.*





# Spring Cleaning At Searsport

At Searsport they still tell about the green crane operator blanched beneath his tan as he stared at the deadly missile clutched firmly between the steel jaws of his bucket. The object that so fascinated him—still dripping the mud in which it had rested for nearly a decade—was a 500-pound bomb, a bit of flotsam of W.W. II and a tiny part of the 379,985 cars of war material that passed over the docks between the invasion of Europe and VE day.

The bomb—unarmed and not the deadly missile it appeared—was not the first that crews dredging the berths at the Bangor and Aroostook docks at Searsport had pulled off the muddy bottom. This year's dredging was unusual because it was the first year since 1945 that no relics of the huge quantity of war goods loaded there were pulled from the waters of the bay.

## BOMBS NO HAZARD

Bombs are not the hazard they would seem, however, and are not the reason why the Bangor and Aroostook's Engineering Department takes such pains to make sure that there is a generous safety factor in the depth of its berths. Because Searsport is a vital artery to and from the country to the north, it attracts an increasing number of ocean-going vessels that must have adequate berthing facilities. Most of the ships are tankers that have a capacity of about 200,000 barrels. The railroad has contracts with the U. S. government and Shell Oil Company that guarantees that each berth—one 500 feet long and the other 550 by 70 feet wide—will have at least a 32 feet depth at mean low water.

"If a ship's bottom is damaged by grounding at a depth of less than our published depth of 32 feet at mean low water, the railroad is liable for the costs," Chief Engineer Palmer H. Swales explains. "With dry dock fees and other expenses, the cost would be extremely high. We take soundings of the berths every year and usually dredge every three years to be sure of having a proper safety factor."

*The great bucket on the lighter at the Searsport dredging job spews sea water as it brings its load of mud and silt to the hopper of the lighter.*



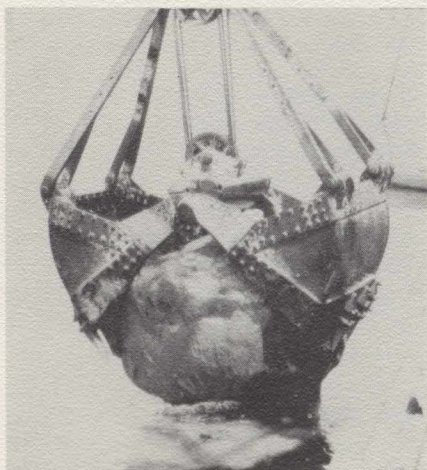
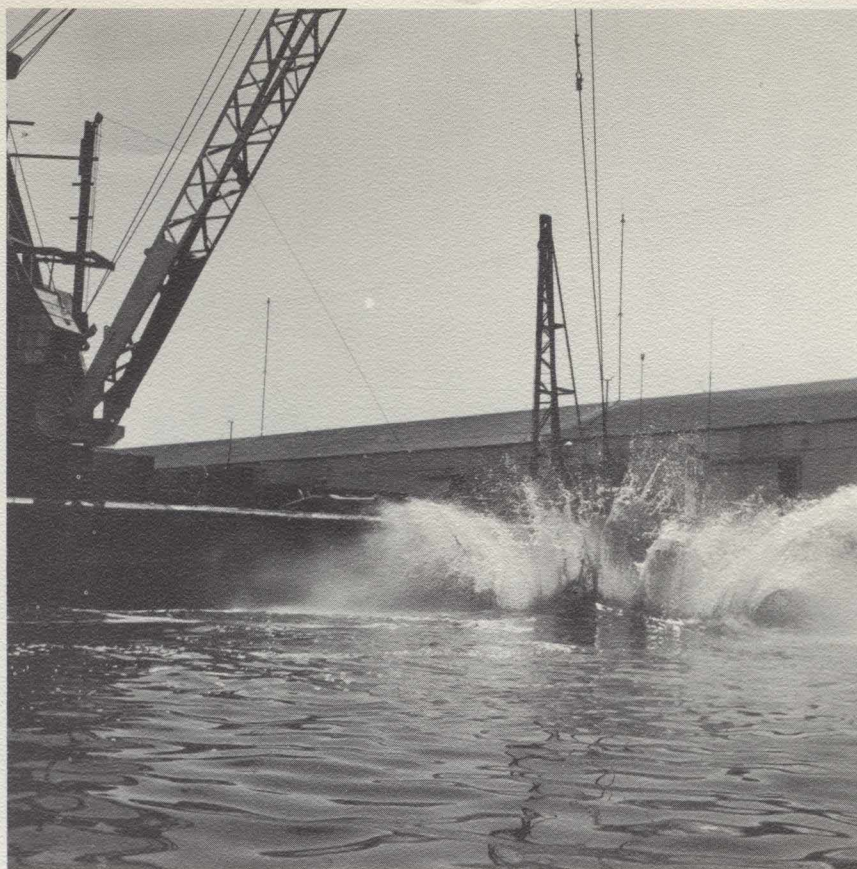


Some large tankers draw as much as 36 feet of water. These ships dock on the high tide and are able to pump off enough of the cargo to insure safety at low tide.

The area surrounding the dredged-out berths averages 20 feet in depth and the swirling action of the tides of Penobscot bay, four times every 24 hours, gradually fills in the berth areas with mud and silt from the surrounding harbor bottom. If there is a year with a number of violent storms it sometimes affects the frequency of the dredging, but three years is an average. Other dredging nearby also causes the berths to fill up sooner than normal.

"The tidal action on the berths might be compared with the problem we have with drifting snow during the winter months," Swales says, "except that the action occurs every day for 365 days of the year."

*Water about the dock churns as the bucket is dropped into the dredging area. The steel jaws take an eight foot bite of the muddy bottom with each pass.*



job of scraping the bottom free of debris begins. The crane operator works by the patten set up by the railroad's project engineer, O. Dale Anthony, who supervises the entire operation. The crane operator works blind; the engineer serves as his eyes, marking off the work area on the dock, and making diagrams on his soundings chart.

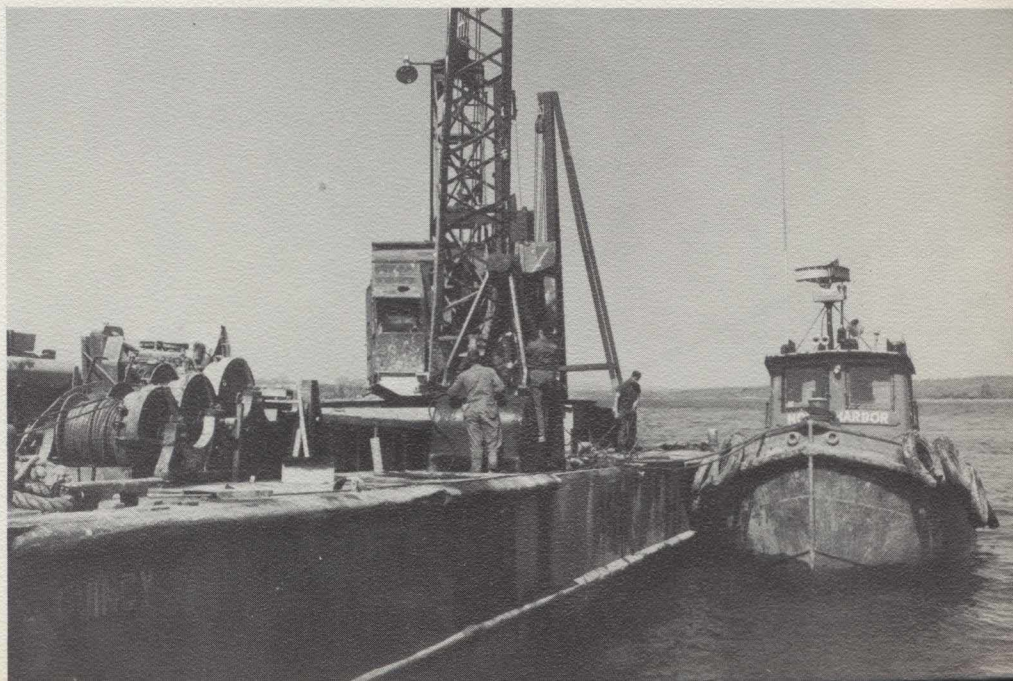
The lighter takes an eight-foot bite of the bottom with its two-yard bucket, but

it still requires the better part of a day to fill the lighter and take it out 3½ miles in the bay to a depth of about 140 feet for dumping. A government inspector from the Army Corps of Engineers, whose wages and subsistence are paid by the railroad, has charge of the dumping, taking soundings to make sure the depth is sufficient so that the debris will not interfere with navigation.

When the lighter is full of its noisome

*The giant boulder held firmly between the steel jaws of the bucket, left, was pulled from the berth area during the 1959 dredging. It weighed an estimated nine tons. Below, lighter crew makes on-the-job repairs to equipment.*

When the soundings of the engineers indicate that the shifting silt in the berths is approaching the end of the tolerance limits, a lighter equipped with a huge crane and bucket is moved into the dock and the tedious, but important





cargo, it is 240 tons heavier than when it is empty. The 475,000 pounds is the weight of its cargo capacity—250 cubic yards. The dredging job, requires about four weeks and during this period the lighter and its crew work between 160 and 170 hours to move a total of 4,000 cubic yards from the two berths. The lighter costs the railroad \$60 an hour and the price tag for the entire job comes to about \$13,000.

Once the charts of the project engineer indicate that each 20-foot increment of the berth area has been covered by the sweep of the great crane, phase two of the operation begins. The entire area is dragged with a piece of steel rail.

"The dragging operation is to knock off any high spots that the bucket might have left in the actual removal of silt," Swales explains. "The dragging is followed by a sweeping as a final check on the efficiency of the first two operations."

Fog is the usual reason for work stoppage in the dredging; while it's possible to work about the docks during a fog, it is not possible to take the material out the required distance for dumping unless the government inspector can see land to take bearings. Occasionally, though, there are major difficulties



*Project engineer O. Dale Anthony meticulously records progress of dredging in his notebook. Great care is taken to assure good safety factor between published depth of berth and actual depth. Framed in warehouse doorway, below, lighter takes a final scoop before moving position.*

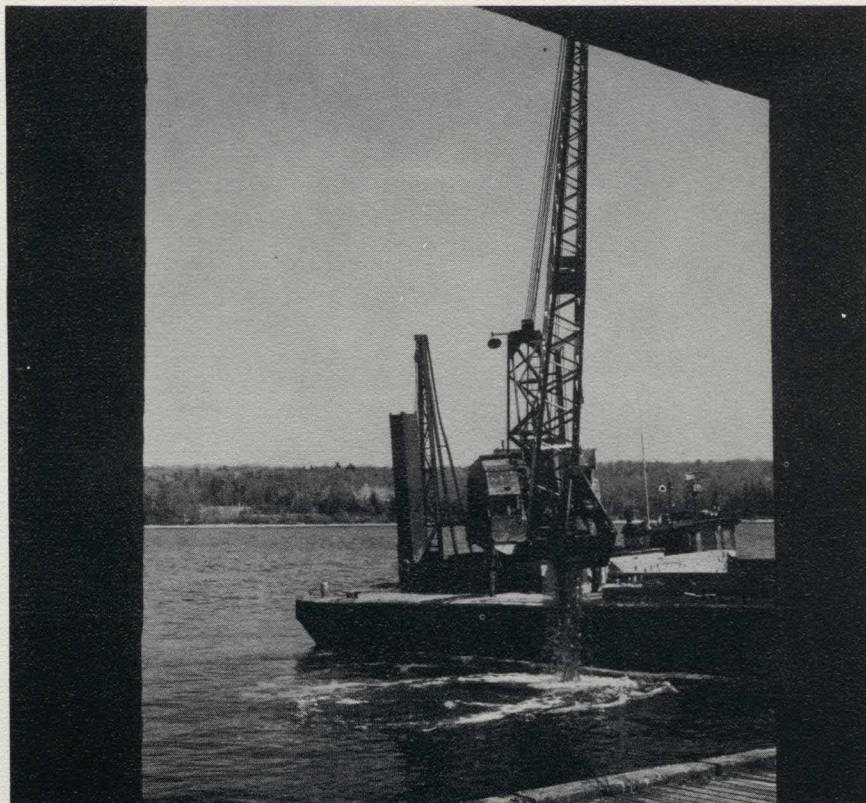
in the course of the work as in 1954 when Hurricane Edna tore the lighter from its berth and turned it completely over.

"We spent much of the next year dredging up parts of the old lighter," Swales recalls.

Besides old WW II bombs and shells, the dredging pulls up boulders that have worked loose from the bed of the harbor.

"We had known for several years that there was a hard spot in the middle of the east berth," Swales says, "but it wasn't until 1959 that the bucket brought up a boulder weighing an estimated nine tons that had defied our efforts for at least eight years. I would hesitate to say what the odds against dropping the bucket precisely over the boulder to remove it are, but I'm sure they are extremely high."

The dredging is a costly, but necessary, part of the Engineering Department's housekeeping chores. It insures a trouble-free flow of the basic goods that Northern Maine needs—oil and other petroleum products, materials for paper making and more. It also underscores the vitality of the railroad industry which maintains its own facilities—from its right-of-way to dock facilities—without the government handouts enjoyed by privileged forms of transportation.





# A Time For Looking Ahead

by C. E. GARCELON

The presentation of yearly safety awards is not only the climax of the railroad's safety year—a time when excellence is noted and recognized; it is also time for looking backwards and for looking ahead to new horizons.

There has been a tremendous improvement in the safety performance of the railroads in the past 40 years. Total casualties to railroad employees in 1961 were 83 per cent less than in 1922.

Even though this represents admirable progress, we still have a job to do. What we have done in the 11 years since our safety program was started is only the beginning. We know, for example, that the greatest number of our accidents today are caused by human failure. We have improved our equipment and our properties. We know a great deal about safe methods and procedures. We have perfected operating and safety rules. All of these, if applied, would practically eliminate accidents on our railroad. Yet we still have employees killed and injured.

## BIGGEST JOB

Our biggest job is to convince our people to make habits of these rules and safety practices for their own good, for the good of their families and the railroad. If we can develop in our people, employees and supervisors alike, a full understanding of what we mean by the first rule in operating, or safety, rule books, only then can we get our teeth in the job: "safety is of the first importance in the discharge of duty."

Right Foreman L. P. McLain, accepts Chief Engineer's Award for the best safety record among B. and B., Extra Gang and S. and C. crews as R. E. Trickey watches. Far right, L. J. McManus, roadmaster of District No. 1, accepts Chief Engineers' Award for the employees of his district who achieved the best safety record among the roadmaster districts in 1962.



Both Transportation and Mechanical Departments qualified for the President's Award in 1962. Mechanical Superintendent V. L. Ladd accepts the plaque from W. Jerome Strout.



Superintendent D. Keith Lilley accepts the President's Award for the employees of his department from W. Jerome Strout. The award is made to employees of any department having a safety record better than any corresponding department among New England Railroads.



Clark Crane presents safety Award of Merit to Paul Foss for the employees of the Highway Division, who completed year without a lost-time injury.



F. D. Murphy accepts Manager of Operations Award from H. C. Duffy for employees of the Mechanical Department.





It is ironic that it should be necessary to spend the effort and dollars to persuade people to be careful, to avoid hurting themselves, thus depriving themselves, their families, and society. This should be obvious. We do not have to convince people to eat or sleep. And safety is no less important to good health than nourishment and rest.

Yet it is necessary to convince people to be safety-conscious so they can enjoy life more.

## FUNCTION OF MANAGEMENT

With the dawning of modern business responsibility, safety became a valid function of management. In fact, the experts have learned that safety and efficiency are very closely related. There is no practical reason for treating safety as a by product of business. It is just as reasonable to insist upon safe practices as it is to insist upon any particular production method. The rules we have on safety must be applied. And if experiences show they are not reasonable or workable we will change them until they are. But the safety rules should not be used merely for a defense after something happens.

The individual supervisor is responsible for safety in his own department, and he needs the cooperation of everyone to achieve success. Safety consciousness is developed, (often very slowly) by persuasion, appeal, leadership, and sometime, as a last resort, discipline. Like good morale, it cannot exist without adequate communications to instill safe practices in the conscious and subconscious minds of every employee.

## MUST BE CONSTANT

Every company engaged in selling a product knows that advertising must be consistent and regular to be effective. The same thing applies to our safety program. We must talk and practice safety, year in and year out. Only when we understand that there is no end to a safety program, will we make consistent progress in reducing accidents and injuries. We must take the minor injury just as seriously as we do the major ones, because there is only the breadth

*General Foreman Locomotive Department W. L. Paul and Locomotive, Blacksmith and Boiler shop crews accept Mechanical Superintendent's Award for the best safety record among Mechanical Department crews at Derby for the year 1962 from Assistant Mechanical Superintendent F. D. Murphy, Jr.*



*Trainmaster Frank Larlee presents Superintendent of Transportation Award to Conductor V. L. Terrio for the conductors and brakemen of District No. 1 for the best district safety record in 1962, as Brakemen G. G. Cole and P. M. Given watch.*



*Assistant Mechanical Superintendent F. D. Murphy presents Mechanical Superintendent's Award to Gangleaders Carleton Grant and Lloyd Littlefield for General Foreman L. B. Dow and the employees of the Car Department at Northern Maine Junction.*



*Engineer Perley Duplisea accepts Superintendent of Transportation Award from Trainmaster M. E. Walls on behalf of the firemen and enginemen of District No. 1 for the best district safety record of 1962.*





of a hair between a minor and major injury. Until we can effectively reduce the minor ones, we obviously will experience our share of the major ones.

Our safety program has only one legitimate object: to keep all of us constantly safety conscious. It is successful only to the extent it reaches every one of us, that works for our company. We can all be very pleased with our safety performance thus far this year, it shows what we can accomplish if we work together. "Let's make the year 1963 the safest one in our history."



*At a recent staff meeting four Mechanical Department supervisors and their crews were presented with Honor Safety Awards for a perfect safety record. Left to right are: Aurelle Dummond, Fort Kent; Leon E. Smith, Derby; Blair B. Libby, Oakfield and William L. Paul, Derby.*

## The Mother of Invention

By SID SHARPE

The craft of moving heat from its source of origin to the places where it does the most good had its beginning way back in prehistoric times when a certain hirsute chap in a leopard-skin sarong got to fooling around with some hot stones and a pot of water.

He was one of those queer ginks who can never leave anything alone. Always tinkering with something to see what makes it tick. That type of odd-ball who keeps the key no matter how long the padlock has been lost. Had there been washing machines in those days, this guy would have been the first to get his thumb caught in the wringer. And it's that type of critter that every now and then stumbles onto a new discovery—more often by accident than design.

### SHROUDED IN MYSTERY

The means by which he got the stones hot is still shrouded in ancient mystery. But the record reveals that he put the hot stones in the water, and then he dumped in a huge turtle and boiled that hapless beastie alive. And when the news got around over the cave grapevine his fellow townsmen came arunning, agog and curious—now and then one towing a feminine cutie by her ponytail—to applaud the miracle and to utter polite felicitations to the genius. And incidentally to try the hot terripin soup.

That's how the heating business got started. And the old Bangor & Aroostook lined cars, as well as the Eastman Heater Cars, might never have been conceived had that prehistoric joker not been a crackpot.

Later—it may have been a mere matter of a few aeons subsequent to the boiling of the turtle—a Vermont farmer contributed to the science when he wrapped a horse blanket around a slab of hot soapstone and placed it under the buffalo robe on the floor of his sleigh. The fact that his wife had long been doing practically the same thing

with flatirons wrapped in newspapers and put under the quilts at the foot of the bed made the Vermonter's claim to originality a bit shakey, but none the less it was a step in the right direction. And progress was marching on.

And then a farmer from the little community of Amity in Aroostook County got into the picture.

When one considers the many and various aptitudes attributable to Aroostook farmers, it is not surprising that one of them would pick up where other wizards had left off. And this Aroostocrat from Amity was no slouch even

*Some off-spring of Sid Sharpe's original Amity heated potato sled.*





when compared to his fellow Aroostocrats; to say nothing of his superior comparison with Stone Agers and Vermonters.

Except in the rare instances when the jackpot would get dumped by some tinkerer who was driven by nothing more than his insatiable sense of curiosity—as in the case of the Caveman when he played with hot stones and a bucket of water—necessity was ever the mother of invention. And a necessity was confronting the Amityite when he conceived the idea of fashioning a tote-sled—a huge canvas and a tin stove—into a means for transporting potatoes in freezing weather.

There were, so to speak, certain circumstances to which it was necessary to adapt a condition. Or, as a more competent lingoist might put it, there was the need of a counter-circumstance. So the Aroostocrat from Amity took the proverbial bull by the horns. Or, as the better linguist might again correct us, he took the bull by the proverbial horns.

### USE SPECIAL THERMOMETERS

There was the circumstance that potatoes are a perishable commodity, delicately susceptible to frostbite. And that Amity was the one place in the world where winter temperatures obliged the inhabitants to use home-made thermometers, two feet long, with zero right up at the top. And that the nearest potato buyer's establishment was ten miles away on the railhead at Houlton. And the further vital circumstance that in the months of January and February, when it would be a mere 40 below zero in Houlton Square, the mercury would be right at the bottom of those home-made thermometers in Amity, and the price of potatoes would be following that typical pattern of soaring higher and higher as the temperatures went lower and lower. It was indeed a critical chain of circumstances.

### TAKES BULL BY HORNS

So the Amity farmer took the bull by the horns. He made a framework of ash ribs over which he draped the tarpaulin to enclose the tote-sled, much on the pattern of earlier covered wagons of the West. He insulated the floor of the sled with straw and old burlap bags. He placed the sheet-iron stove in one corner up front, and reserved the opposite corner for a bench to ride on. There was room under the bench for an ample supply of stovewood. He left a small opening for the reins to go through and for him to look through. The stovepipe went out through a square piece of tin in the tarpaulin roof.

The first trial run with this new and revolutionary contrivance was made a gala event by its originator's neighbors. Extra benches had to be put in to accommodate them, so only 12 barrels of potatoes could be taken on, whereas the estimated load capacity was 18 barrels. But the test, made on a day when the mercury had gone out of sight on the Amity thermometers, proved the idea to be a success.

### SOME RISKS INVOLVED

Naturally there were some risks involved. The unpredictability of the behavior of a narrow tote-sled on the snowy roads of those days constituted the major risk, and after that form of transportation had been adopted by most all of the Amity farmers, the upsetting and burning of a tote-sled with its tarpaulin and load was not an infrequent occurrence. But the driver could always save himself and the horses. And with those irreplaceable items safe and secure, the loss of the load and the tarpaulin and sled would be viewed, not entirely with indifference, but with typical Aroostocratic philosophy.

The railroads were having their troubles too. Unless they could offer a transport service with reasonable assurance of delivering the spuds to city markets without freezing them in transit, they just couldn't get the business. Sometime in the interim subsequent to the caveman's achievement with the hot stones and water, but prior to the Amityites' innovation with his tote-sled and stove and tarpaulin, they came out with Eastman Heater cars. But they didn't come out with enough of 'em. The boom of winter markets was too much for the supply of Eastman Heaters. Car Distributors on the B & A, Maine Central and Boston & Maine; and the potato buyers in Aroostook, were going crazy by the dozens. So there was a crying need for still another genius—somebody to grab another mad bull by the horns.

### A GENIUS RESPONDS

But typical of the way a genius always pops up when an emergency calls him, it happened again. And he popped right there in the car shops at Derby. He was not one of the B & A officials among whom you'd more expect to find a genius. He was just one of those guys who goes around with a hammer tapping things under cars; listening for the pings and pongs, a mysterious performance understood only by themselves. But he quite evidently had a head to think with. From constant tapping and listening he had acquired a commend-

able habit of keeping his mouth shut and his ears open, and as he heard the talk about the critical shortage of Eastman Heater Cars and the predicament of the buyers and shippers up in Aroostook he began using that quiet head of his for something more than just a convenience for scratching, or a mere sounding board for the pings and pongs. He put two and two together, and they added up. And he designed the famous B&A lined car, which the railroad and the shippers were happy to adopt.

Using 2x4 scantlings and boards and building paper, they put into a common boxcar a false floor, and false walls up to within a foot of the roof, so fashioned as to leave four-inch air passages all around between the lining and the car's floor, walls and ends. The potatoes were loaded, in bulk, into both ends of the car, with firm plank bulkheads to keep them back out of the gangway between the doors. The gangway was reserved for a woodpile and the sheet-iron stove. One door was drawn back about two feet and the space boarded up, leaving a small door in the boarding through which a man could go in and out. And the stovepipe came out over this little door.

### IT DID THE JOB

It was as simple as that. But it did the job. As long as a small fire was kept going the heat circulated evenly all around the potatoes, and no matter how cold the weather the spuds wouldn't freeze. And for years the B&A lined cars were a common sight on New England railroads.

And so the hirsute joker in leopard-skin attire really started something when he tossed the hot rocks and the turtle into a pot of water. But let's just hope that nobody asks this scribe to prove any of the foregoing historical data—other than the fact that there were such things as lined cars; that they were fashioned according to the description herein given, and that prior to the time when reefer cars became plentiful the old lined cars played an important role in the shipment of Aroostook potatoes.

If there be anyone who can conceive how the B&A and the potato industry could have done without the lined cars, he is just as great a wizard as the Caveman, the Vermonter, the Aroostocratic farmer from Amity or the car knocker in Derby.

And sometime when we're ambitious we'll pen a little yarn about the men who used to travel with the lined cars to keep the fires. They were quite appropriately called "Potato Bugs."



# In The Family

## Accounting Department

Machine Operator *Thomas Mercier*, local chairman of Queen City Lodge No. 970, Brotherhood of Railway Clerks, attended the National Convention as a delegate from the local lodge, at Hollywood, California May 13 through 19. He also attended a seminar on Grievance Procedure at the University of Maine May 24, which featured guest speakers from M.I.T., U.S. Steel, the Pulp and Paper Industry, and others.

PFC *David Titus*, son of Mr. and Mrs. *Lawrence Titus*, has been assigned to Thule Air Force Base, Greenland. Mrs. Titus is a Key Punch Operator in the IBM Section.

Key Punch Operator *Cora Pelky* has returned to her job after a two week confinement at the E.M.G. Hospital, where she underwent surgery.

Mr. and Mrs. *William Brown* spent the week-end of May 25 and 26 in Providence, R. I., where Bill was a contestant in the New England Ten Pin Bowling Tournament.

Mr. and Mrs. *Eugene Rice* spent two weeks recently in Rahway, N. J., visiting Mrs. Rice's sister and family, Mr. and Mrs. *Robert Kendrigan*. Upon their return, they were accompanied by Mrs. Rice's mother, Mrs. *Joseph Perry*, who has been spending the winter and early spring in New Jersey.

Chief Clerk *Edwin L. Roberts*, a

member of Anah Temple's band, attended the Shrine Ceremonial held in Calais May 18.

Friends of *Mildred Wallace* and *Ethel Wallace Mayo* sympathize with them in the death of their mother, Mrs. *John Wallace* at Hampden, Maine May 23.

Clerk *Miriam Rounds*, in company with her sister Mrs. *Stanley Murray* and friends, visited Mrs. Murray's daughter and family, Mr. and Mrs. *Richard Merrill* at Glens Falls, N. Y. over the May 13 week-end.

Clerk *Andrew Caswell* spent the April 19 holiday week-end visiting friends in Boston, Mass.

## Visit With Son

Mr. and Mrs. *Peter Breen* of Au Sable Forks, N. Y. visited with their son and family, Clerk and Mrs. *Donald Breen* of Eddington during the month of April.

*Terry Fahey* has been assigned to the position of variation and difference clerk in the Freight Audit Section. He is a graduate of the Greenville schools and a veteran of the armed forces. He is also a recent graduate of Husson College in Bangor.

Clerk *Lee Barrett* and family spent the Memorial Day week-end at their former home in St. Albans, Vermont.

Miss *Lola Eastmen* of the Freight Audit Section died at a Bangor hospital on Thursday, April 25 after a brief illness. She had been a member of the

First Universalist Church of Bangor and the Staples Class and for 48 years had been an employee of this railroad. Born at Rockland, Maine on September 26, 1892, she was the daughter of *Edward B. and Nellie B. (Martin) Eastman*. She is survived by one brother, *Everett R. of Bangor*.

*G. Victor Vereault*, a clerk in the Car Accounting Section, having been a patient at the E.M.G. Hospital since March 11th, has recently been transferred to the home of his daughter, Mrs. *Albert L. Lavoie*, of the Bradley Road in Milford, Maine, where he is convalescing.

Clerk *Win Bracy* of the IBM Section, hospitalized over an extended period of time due to an accident, has recently returned to work.

The office of the Treasurer, formerly located on the second floor of the Graham Building, has been consolidated with the office of the General Auditor and, while retaining separate identity, both are now located on the third floor along with other sections of the Accounting Department.

*Margaret (Girvan) Patterson*, secretary to the General Auditor, is taking a leave-of-absence.

*E. Joseph Cross* has returned to the Accounting Department from the Research Department as assistant to *O. J. Gould*, general tax accountant.

*Robert (Bob) Girvan* has opened the Kenduskeag Valley Golf Course for the

The women of the general offices held a luncheon in honor of Mrs. *Margaret Patterson* May 28 at the Tarratine Club. Mrs. Patterson is taking a three-month leave of absence from her work as secretary to the Comptroller and General Auditor. Attending were: *Mary Sullivan*, *Lucille Dougherty*, *Alicia Toole*, *Betty Williams*, *Mary Wood*, *Margaret Billings*, *Julia Laffey*, *Mildred Wallace*, *Phyllis Leen*, *Miriam Rounds*, *Mildred McNaughton*, *Mary Daily*, *Helen Brissette*, *Frankie Brown*, *Cora Pelkey*, *Alice Titus*, *Dorothy Prout*, *Roberta Lewis*, *Ouida Long*, and *Gloria Cyr*.







Mr. *Cedric Rhoda*, son of Laborer and Mrs. *Earl Rhoda*, Milo, has been named valedictorian of his class of 1963 at Milo High School, according to an announcement by Dr. *Paul J. Widders*, Principal.

Cedric is President of his class and during his four years he has been active in all forms of extra-curricular activities. He participated in varsity baseball and basketball during his sophomore and junior years and was a member of this year's cross country team. He is also a member of this year's senior play cast. During his junior year, he was elected as Milo's representative to Dirigo Boys' State. He has been accepted to the College of Technology at the University of Maine. He plans to study electrical engineering.

season. The KVG is now a member of the Maine Golf Association.

*R. D. Plumley* recently completed a round trip to Atlanta, Georgia where he attended a meeting of the Association of American Railroads.

*Angus Mountain*, son of Clerk *Harold Mountain* of the General Audit Section, has recently become a member of the baseball "Farm League."

The members of the Accounting Department were pleased to receive a visit from *Gordon White*, former special assistant to comptroller and general auditor, upon his return to Bangor. He spent the winter in Florida.

*Julia Laffey*, secretary in the Treasury Department, and *Mary Sullivan*, secretary to the President, have returned from an early spring vacation, visiting Springfield, Mass., New York City and Miami, Florida.

### Mechanical Department

Our sympathy to the family of *Harland C. Dunphey*, car repairer, Derby, who died May 11, at the Milo Community Hospital after a short illness. Mr. Dunphey entered the employ of the Bangor and Aroostook R. R. on May 19, 1923.

Funeral services were held at the Lary Funeral Home, Milo, with the Rev. *George Broadbent*, of Patten, formerly of the Park Street Methodist Church, Milo, officiating. Burial was in Evergreen Cemetery, Milo.

Congratulations to Mr. and Mrs. *John Hackett*, (nee *Betty Kruck*) on the birth of a daughter, April 21, at the Millinocket Community Hospital. The grandparents are Electrician and Mrs. *J. A. Kruck*, Mechanical Department, and Retired Clerk and Mrs. *Edward W. Hackett, Sr.*, Stores Dept.

Congratulations are in order for Statistician *Chester E. Heath*, Derby, who was elected a member of the Milo Superintending School Committee, at the Municipal election in March.

The many friends of Sheet Metal Worker *A. J. Bushway*, Derby, extend sympathy on the death of his father, *Arthur Bushway*, Brownville Junction, a retired Conductor of the Canadian Pacific Railway, after a long period of ill health.

Our sympathy to the family of *Sherman Willey*, retired blacksmith helper, who died April 6, at the home of his daughter, after a long period of ill health. *Sherman* entered the employ of the Bangor and Aroostook Railroad May 20, 1943 and retired Dec. 10, 1957.

The many friends of Retired Carpenter *Perley E. Joy*, were sorry to hear of the sudden death of his wife, *Lucinda*, at the Eastern Maine General Hospital after a short illness.

Clerks *Richard L. Foster* and *Kenneth C. Foster*, Car Repairer *Bernard Ricker* and Mechanical Engineer *Harold W. Hanson*, Derby, attended the Boston Red Sox-Chicago White Sox double-header ball game at Boston April 28.



About 60 friends and relatives honored Mr. and Mrs. *George C. Folsom*, April 7 on their 25th wedding anniversary. An open House was held at the Folsom home on Park Street, by their children, Mr. and Mrs. *Wayne Folsom* and Miss *Cheryl Folsom*. The couple were presented silver, money, flowers and cards.

Refreshments were served from a table attractively centered with a floral piece and tapers. The guest book was circulated by Miss *Cheryl Folsom*. Mrs. *Olin Dow* dipped punch and the cake was cut and served by Mrs. *Philip Gerow*. Mrs. *Adelbert Dow* presided at the gift table.

Mr. and Mrs. *Folsom* were married April 3, 1938, at the United Baptist Church at Dover-Foxcroft, by the Rev. *W. E. Robinson*. They were attended by her sister, Mrs. *Priscilla C. Easler*, and his brother, *Dwight Folsom*. Both Mr. and Mrs. *Folsom* are graduates of Foxcroft Academy. She is also a graduate of Eastern State Normal School.

Mrs. *Folsom* has been teaching for 17 years. She has taught in Abbot, Ripley, Dexter and Milo, where she now teaches Grade 4 at the Milo Elementary School. Mr. *Folsom* is employed by the Bangor and Aroostook Railroad as an electrician at Derby.

*Leon E. Smith*, crane operator, Mechanical Department, Derby, retired from the service at close of work May 31, on his 65th birthday. His service with the Bangor and Aroostook Railroad Company extended over 40 years. He received a gold pass on Jan. 22, 1963 for completing 40 years.

A party had been planned for *Leon* on May 31, but owing to the fact that he was just out of the hospital it was cancelled.

### Announce Birth

Congratulations to Mr. and Mrs. *Wayne Folsom* on the birth of a son, *Scott Wayne*, at the Eastern Maine General Hospital, Bangor. The proud grandparents are Electrician and Mrs. *G. C. Folsom*, Milo, and the Rev. and Mrs. *George Broadbent*, Patten.

Chief Electrician and Mrs. *V. J. Perry* enjoyed a week's vacation in May which they spent with their son, *Wendell* and family, at Virginia Beach, Virginia.

*Wendell* is a chief fire controlman, U. S. Navy, and is instructor in fire control at Damneck, Virginia. *Wendell* was formerly employed as an electrician in the Diesel Shop Northern Maine Junction.

*V. L. Ladd*, mechanical superintendent and *J. L. Perry*, general foreman Car Department went to *Leon's* home on the afternoon of the 31st and presented him a purse of money from the supervisors, foremen and clerks in the Mechanical and Stores Departments. They were accompanied by Carpenter *C. W. Clark* who also presented *Leon* a purse of money in a suitably inscribed billfold from the men in the shop.

*Leon's* many friends are pleased he is home from the hospital and feeling better.

*A. M. Byers*, son of *F. M. "Pick" Byers*, retired engineer, Hermon, has entered the service of the Bangor and Aroostook as an electrician at the Diesel shop Northern Maine Junction.

Another new employee at the Diesel shop Northern Maine Junction is *David V. Towne*, an engine cleaner. He is the son of Contract Supervisor and Mrs. *Earle W. Towne*, Milo.

### Howse Attends School

*Duane L. Howse*, assistant diesel supervisor, Northern Maine Junction, attended E. M. D. General Motors, Diesel school, Lagrange, Ill.

*V. M. Crosby*, engine cleaner at the Diesel Shop at Northern Maine Junction is out due to sickness. His many friends wish him a speedy recovery.

*Charles H. Russell*, electrician, Northern Maine Junction, is relief foreman for vacations again this year.

At a recent meeting of the East Branch Fish and Game Club, *Frank E. Baker*, retired assistant mechanical superintendent, was elected president. *V. T. Wark*, relief foreman, was elected vice president and *M. Swallow*, carman gang leader was elected to serve on the Executive Committee.



R. J. Crandall, night foreman at Oakfield, and W. J. Warner, foreman at Caribou, have returned from La-Grange, Illinois where they attended Diesel School for two weeks.

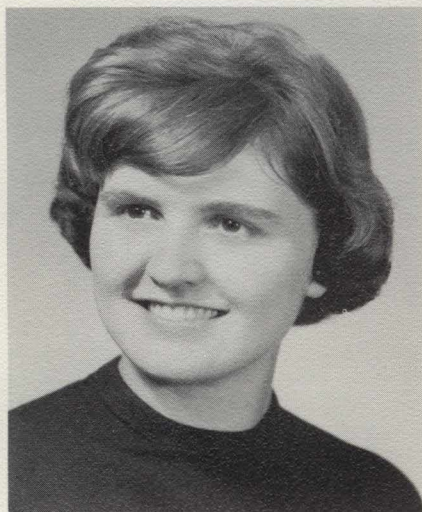
Jeffrey Bubar, son of Chief Clerk to Master Mechanic, V. S. Bubar, has been named as a delegate to Dirigo Boys' State at the University of Maine in June. He is sponsored by the National Honor Society, Averill Chapter at Lee Academy.

Car Inspectors R. J. Cameron and W. V. Farrell have returned to work after several months leave due to illness.

Mrs. Joyce Bartlett, daughter of General Foreman and Mrs. B. B. Libby, and her two sons, Greg and Jon, have returned to their home in Centerbrook, Conn., after a visit of several weeks with her parents in Oakfield.

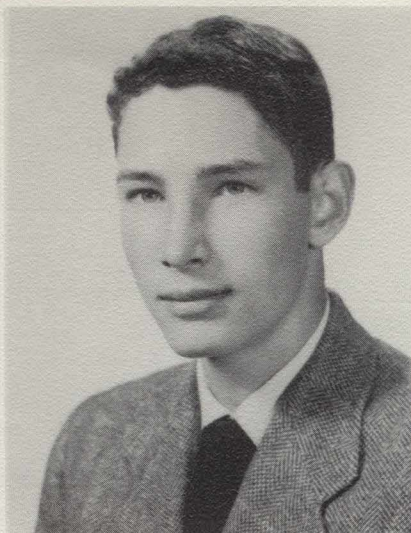
Mrs. Effie Swallow, wife of Carman Gang Leader M. Swallow, and Mrs. Thursie Swallow, wife of Carman Gang Leader H. Swallow, have returned to their homes after being patients at the Milliken Memorial Hospital in Island Falls.

Sedgefield D. Shaw, former Car Inspector at Oakfield died May 17, at Dover, New Jersey and will be interred in Restland Memorial Park, Hanover, New Jersey. He was a resident of Ludlow, until 1955 when he moved to Dover, New Jersey. He leaves his wife, Mrs. Leah Shaw, and two daughters, Mrs. Eldora Reed of Huston, Texas, and Mrs. Mildred Glick of Flanders, New Jersey. Our sympathy to his family.



Miss Mildred Brown, daughter of Carman and Mrs. Maurice H. Brown, of Oakfield, has been named valedictorian of her class at Oakfield Community High School. Mildred is the third daughter of Carman and Mrs. Brown to earn this honor. Their oldest daughter, Marilyn, was valedictorian in 1958 and received her B.A. from Ricker College in 1962. Maureen, second oldest daughter, was awarded this honor in 1959 and is now an R.N. on the staff of the Maine Medical Center. Mildred has taken the college course and has participated in dramatics all four years. During her sophomore year she won the Katahdin Valley League Trophy for public speaking and was also awarded the American Legion Oratory Medal. In her Senior year she was named best actress for her performance in the one-act play contest. Mildred also plans a nursing career.

## Engineering Department



The valedictorian of Ricker Classical Institute was Josiah W. Powell 3rd, son of Mr. and Mrs. Josiah Powell of Houlton. His mother is a stenographer in the Engineering Office at Houlton.

Powell has been an honor student during his four years of school at Ricker and has recently been accepted for admission to both Davidson College and Dartmouth College, where he has won scholarships.

In addition to membership in the National Honor Society, he has been president of his class, a member of the Student Council, French Club, "R" Club and Science Club, and won his letter in varsity basketball. He plans to major in chemistry or physics with a view to research in one of those areas.

Painter Foreman Charles R. Page, Houlton, Retired June 28 after 40 years of railroad service. He was presented his gold pass shortly before his retirement. Mr. Page was born Aug. 3, 1895 at Abbot, Maine, and attended schools there.

During WW I he served in the U. S. Navy and is still active in the American Legion. He is also a member of Voiture 454, "40 and 8", and Penquis Barracks 2124, Milo.

Mr. Page is married and has two children: Robert W., of Stafford Springs, Conn., and Mrs. Charles E. Willard, Bristol, Conn. His wife, Marie E. is a former B. and B. cook.

## Announce Engagement

Mrs. Gelia Hutchins, of Strong, has announced the engagement of her daughter, Miss Dorothy Mae Hutchins, to Wayne Philip Curtis, son of Section Foreman and Mrs. Merle Curtis of Hudson.

Miss Hutchins was graduated from Strong High School in 1957 and the University of Maine in 1961. She is employed as a public accountant by Max Hymans, Boston, Mass.

Mr. Curtis was graduated from Bangor High School in 1958 and is employed as an engineering technician by Transition, Wakefield, Mass.

A summer wedding is planned.

Congratulations to Trackman and

Mrs. Rosaire Deschaine of Fort Kent, who are the parents of a daughter, born recently at Peoples Benevolent Hospital in Fort Kent.

Our sympathy to the family of Trackman Ovide LeClerc, of Caribou, who died May 24. Funeral services for Mr. LeClerc were held at Sacred Heart Church, May 28, with the Rev. J. S. Carrier officiating.

## Thanks Fellow Employees

Trackman Shirley E. Cowing of La-grange wishes to thank his fellow employees and friends for their kindness expressed during his recent illness. They might also be interested to know that he returned to work May 9, after more than four and one-half months of sick leave.

Derrill J. Cowing, son of Trackman and Mrs. Shirley E. Cowing, of La-grange, will attend Boys' State at the University of Maine in Orono, June 16 through 21. He will also attend a youth conference at Tufts University in Medford, Mass., from June 3 through 5, as one of two delegates from his class. Derrill is a junior at Old Town High School where he is an honor student and actively participates in sports.

Christine V. Cowing, daughter of Trackman and Mrs. Shirley E. Cowing, graduates from the Lagrange Grammar School June 12. She is co-valedictorian of her class and will attend Old Town High School in the fall.

Mrs. Raymond A. Goodall, Mrs. William Barrett, Mrs. Clair Wilmot and Mrs. John L. Burton, of Oakfield, and all wives of BAR employees, spent the week of April 28 to May 4 in Washington, D.C., attending a 4-H Leaders' Forum, with other 4-H Leaders in the state. With headquarters at the National 4-H Foundation, they attended assemblies, discussions, and took field trips, to many points of interest in the capitol city.

Beth Holmes, daughter of Trackman and Mrs. Raymond Holmes, of Portage, will deliver an honor essay at the Ashland Community High School commencement exercises on June 12. Miss Holmes is one of the ten top ranking students of her class.

Congratulations to Mechanic and Mrs. Lawrence Veysey, of Houlton, who are the parents of a daughter, Dedra Rae, born April 29 in Houlton.

Miss Faye Albert, stenographer in the Engineering Office, Houlton, has a new 1963 Valiant.

## Purchases and Stores

Manager of Purchases and Stores and Mrs. Paul H. Day attended a luncheon at the Blaine House, in Augusta, recently. There were 400 guests in attendance representing the Penobscot and Piscataquis Counties.

Friends of Raymond Jay are sorry to hear of his illness. Mr. Jay is at Togus, Veterans Administration Center, Ward 5.

Mrs. George C. McIntyre, Jr., of LaJolla, Calif., was a recent guest of her Aunt, Mrs. T. N. Hopper of Derby.

Manager of Purchases and Stores Paul H. Day attended the Eastern Purchases and Stores Regional Group Meeting of which he is vice chairman, recently. While attending this meeting an afternoon was spent at the American Brake Shoe Company's Research and





Alice Russell, secretary in the superintendent's office at Houlton, accepts retirement gift of matched luggage from Superintendent D. Keith Lilley.

Development Plant at Mahwah, N. J. Mrs. Day accompanied her husband to New York.

Assistant Manager Harold F. Bell has been re-elected as a director of Maine Purchasing Agents' Association for a three-year term.

Mr. and Mrs. Joseph A. Harrison, of Springfield, Mass. were holiday week-end guests of their Aunt, Mrs. T. N. Hopper of Derby.

The many friends of William E. Stubbs were pleased to see him as a visitor in this department recently. Mr. and Mrs. Stubbs recently returned to Milo after spending the winter at their home in Plant City, Florida.

Our sympathy to the family of Arthur F. Lewis who died at the home of his son, Liston F. Lewis of Bangor.

The Store Department is busy shipping scrap. Two thousands tons are being shipped to Sydney, N. S. plus 500 tons of scrap wheels that will go to Claymont, Del. The department has been authorized to dismantle 125 cars.

Yard Foreman Morris A. Furlong, retired from the service April 1. Morris entered the service of the Bangor and Aroostook Railroad October 16, 1923. His many friends wish him many years of retirement.

James R. Marks, of Milo, retired from the service June 1. Jim entered the service of the Bangor and Aroostook Railroad April 10, 1930. Jim's many railroad friends wish him many years of health and happiness.

### Transportation Department

Miss Alice E. Russell, secretary in the Transportation Department at Houlton, retired May 31 after a long career with the Bangor and Aroostook railroad. She was honored by fellow employees at a retirement party at Al's Food Shop May 28.

Miss Russell entered railroad service as stenographer-clerk in the railroad's Houlton freight office July 12, 1920, setting a near perfect record for work attendance during her career. She was transferred to the position of secretary in the office of the superintendent of transportation at Houlton April 1, 1955.

Miss Russell was graduated from Brownville High School and Gilman's Commercial School, Bangor. She came to work for the railroad immediately following her graduation. During her railroad career, she has been active in the Houlton Business and Professional Women's Club and the Congregational Church Guild.

Attending the retirement party were: Miss Drusilla Russell, Mr. and Mrs. D. Keith Lilley, Mr. and Mrs. Herschel Lee, Mr. and Mrs. Ben Edwards, George Kearney, Arthur Larlee, Miss Glenna Rines, Mr. and Mrs. Henry White, Mr. and Mrs. Gerald Steeves, Mr. and Mrs. Frank Larlee, Millinocket; Mr. and Mrs. Melvin Walls, Brewer, and Mr. and Mrs. Travers Carleton.

Mr. and Mrs. Robert Groves, Mr. and Mrs. Grant Byers, Mr. and Mrs. Leo Downie, Mr. and Mrs. Dale Greenlaw, Mrs. Flora Powell, Miss Faye Albert, Miss Bernice Bailey, Pat Carroll and Richard W. Sprague.

A gift of matched luggage, a specially-decorated cake and flowers were presented Miss Russell by her co-workers.

The stork has recently visited the following Northern Maine Junction couples: Clerk and Mrs. Harry Perkins, a daughter, Valerie Jean; Chief Clerk and Mrs. Paul Hayes, a daughter, Kathryn Theresa; and Yard Clerk and Mrs. Clement Hatt, a daughter, Jane Elizabeth.

### Nickerson Vacations

Clerk Fred Nickerson, Northern Maine Junction, spent two weeks in the Patten area brook fishing.

Marjorie Bowen, daughter of Traveling Car Inspector and Mrs. Arthur Bowen, was graduated from the University of Maine with a B.S. degree June 8. She was one of 17 students who completed the University's nursing course and is presently receiving clinical experience at Boston State Hospital.

Operator Claude Chasse, Northern Maine Junction, reports that he flew as observer for pilot W. E. Leighton in the Civil Air Patrol plane during the recent search for two University of Maine students drowned in the Stillwater River.

"On May 17," he adds, "I flew my Ercoupe over Northern Aroostook, by way of Houlton and Caribou, then northwest to my home town of Frenchville. From the air, it looked as though the whole County was being planted with one crop or another."

Agent L. D. Labbe, Everett Gerard and H. A. Labbe, recently visited their father and father-in-law, respectively, Dan Labbe at his camp at Eagle Lake.

Agent T. N. Sewell reports that the station at Island Falls is to be closed from July 5 to Sept. 9. Agent F. M. McDonald at Sherman will handle Island Falls from Sherman. Agent Sewell will take time off accumulated since Dec. 1, 1962.

Perley Goodall, Oakfield, is serving as temporary section foreman at Island Falls during the absence of the regular foreman, Wesley N. Bell. Mr. Bell is out on special track work for the summer.

Watchman Amos K. Lane, Searsport, retired April 25. He entered railroad service in June of 1946. He was born in Prospect Dec. 3, 1894 and was educated in Stockton and Prospect schools. He is married and has three children, Alfred, Dorothy Quigley and Joyce Clark, all of Frankfort.

Daniel Lilley, son of Superintendent and Mrs. D. Keith Lilley and a junior at the University of Maine, has been awarded his second jewel of the Debate Key as an outstanding member of the University's debating team. He is also corresponding secretary of Phi Kappa Delta honorary debating society.

### Traffic Department

L. W. Wentworth, General Freight Traffic Manager, was elected a director of Maine Traffic Club at its annual meeting in May. The Maine Traffic Club is a statewide organization of transportation specialists representing the state's principal industries and all transportation media.

Tom Scanlin, traffic analyst, has been elected second vice president of Bangor-Brewer Lions Club. Tom has been a Lion for five years and treasurer for the past year.

### CONTRIBUTING CORRESPONDENTS

Helen Brissette  
Phyllis Leen  
Mervyn Johnston  
Harold Mountain  
C. A. Hamilton  
Virginia Bubar  
Chester Michaud  
Mrs. John L. Burton  
Mrs. Shirley E. Cowing  
H. A. Labbe  
Claude Chasse  
T. N. Sewell