

## Talking It Over

To my Fellow Employees:

The motorists of Maine face a strange and unhappy dilemma. The 102nd legislature, goaded by the powerful trucking lobby, this year permitted a significant increase in the weight limits for tandem axle trucks and other benefits. So generous were the lawmakers in raising the highway limits that the trucks, loaded to their legal limits for the state's winding and narrow highways, are barred from the modern, heavy-duty Interstate Highway system nearing completion.

This gentle bit of irony underscores the reason for some basic changes in the public attitude toward user charges. By user charges, I mean a reasonable fee charged those systems of transport who use public facilities, built with public funds, for private profit.

The history of the public attitude toward user charges has been one of monumental apathy. The abuses of the trucking industry, which operates as if the public highway system were its own private right-of-way, is beginning to give the concept new meaning for motorists. Why Americans have been bullied off highways, built and maintained with their tax money, by the trucking interests is incomprehensible.

But there are now signs that the long-suffering taxpayer is beginning to accept the idea of user charges and so are the political leaders. The last five presidents -- Hoover, Roosevelt, Truman and Kennedy -- and now Lyndon Johnson have expressed their belief that the private interests who use transportation facilities furnished by the general taxpayer should contribute toward their use. Perhaps the effrontery of the trucking people in demanding, and winning, from the lawmakers of Maine such freewheeling license this year have also convinced the people that it is neither just nor right for trucking companies to dominate the highway for only a token payment.

It has been well established by a \$27 million, two-year test of the American Association of State Highway Officials at Ottawa, Illinois, that the heavier the truck, the more damage to the road. The engineers found that a heavy truck increases wear and tear many thousand times as much as a passenger car. Ironically, the passenger car owners, being more numerous than the trucks, furnish the lion's share of the money to build and maintain the highways.

The truckers, of course, have tried to discredit the findings; they argue that they pay heavy taxes, and they use magnifying glass distortions to create the illusion that they are responsible for a better

way of life by transporting consumer goods. But their fuzzy arguments and their cajolery, despite one of the most powerful lobbies in the country, are falling on increasingly sophisticated ears of motorists who have been forced off the highways by heavy trucks.

Public reaction to the abuses in our own state, where the public highways have become the monopoly of the truckers, indicates that we are slowly moving toward the economic justice of a user tax. President Johnson has emphasized the need for user taxes. He wants the trucks to pay a more fair share of highway costs and is asking for higher taxes on highway diesel fuel, on tread rubber and on trucks weighing more than 26,000 pounds.

This seems a modest enough price for those who demand such a large part of the highways. Yet, there will be powerful opposition to the President's proposals from the trucks. Every railroad employee should support this legislation himself and urge his neighbors to help in replacing the looking glass world of transportation with economic justice.

Sincerely,

*W. Jerome Strout*

## BAR NEWS BRIEFS

Directors of the Bangor and Aroostook Railroad approved the acquisition of new equipment totaling more than \$7 million in July. It includes 400 boxcars and two diesel locomotives.

President W. Jerome Strout, said that the boxcar acquisition is part of the company's regular modernization of its car fleet. The new cars will be purchased through competitive bidding and will be delivered during the second quarter of 1966. The 50-foot, 70-ton cars will be equipped with cushion underframes, extra-wide doors and roller bearings.

The two, 2,000 h. p. diesel locomotives will be purchased from Electro-Motive Division of General Motors Corporation, Strout said, and will replace older units now in service. Delivery is expected to be in the first quarter of 1966.



The Bangor and Aroostook again, gave trophies to the queen and contestants in the Maine Potato Blossom Festival Queen contest. Regional Vice President-Sales F. B. Lunt presented the queen's trophy to lovely Sharon Sponberg, Presque Isle.

Retired Bangor and Aroostook people, as well as those on the active list will meet in Millinocket for a turkey and ham dinner and

an evening of renewing friendships and sharing a nostalgic memory or two, Sept. 25. The evening begins with a social hour at the VFW Hall at Millinocket from 6

to 7 p.m. and will be followed by the dinner. Retirees will be guests of the railroad. Cost of tickets for other railroaders will be \$2.00. It is the second such gathering in as many years. All retirees and active employees are invited.

Word was received at presstime of the death of Mr. Ernst D. van Loben Sels, 85, who died in Oakland, Calif.

At the time of his death, Mr. van Loben Sels was honorary co-chairman of Bangor Punta Alegre Sugar Corp. His association with the Bangor and Aroostook railroad dates from 1951 when he became a director of the railroad. Mr. van Loben Sels was elected chairman of the board in 1958. He also served as a member of the executive committee of the road.

He was a native Californian whose parents emigrated to that state from Holland before the 1849 Gold Rush and was keenly interested in railroads throughout his lifetime.

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### ON THE COVER

Most people, railroaders included, never see what happens to railroad cars after loading or unloading . . . the cars are simply loaded with the products we use or sell and moved off as part of a train. The maintenance of those cars is an important railroad job. Keeping them rolling and shiny is, of course, the job of the Mechanical Department and one big part of it is the painting of the fleet. That's what the worker is doing in the dramatically lighted photograph on our front cover.

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# The Boom At Tracksid



*A Bangor and Aroostook bulldozer clears a right of way through a grove of trees for track to Herschel Smith's new potato storage and packing facility in Mars Hill, seen at left during the earlier stages of construction.*

Except for its rolling fields and hills, Aroostook's most characteristic feature is perhaps the ubiquitous potato house. Traditionally half-buried in a hillside to protect it from the bitter cold and constant winds of the Aroostook winter, it is completely indigenous to the potato country.

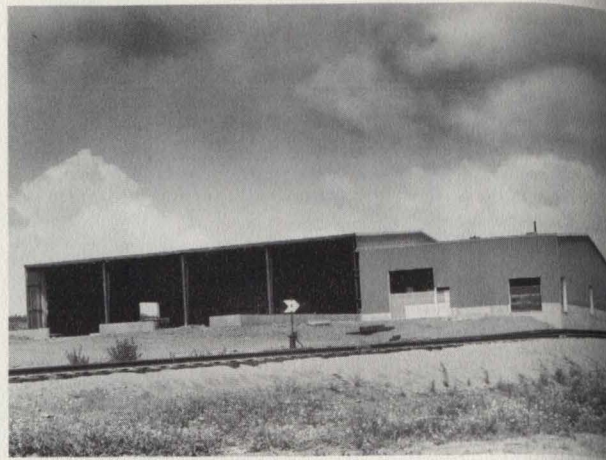
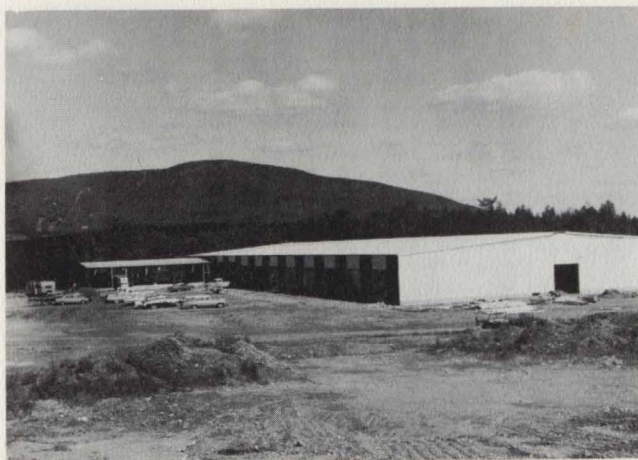
But the characteristic, half-buried house is changing along with the industry that evolved it. It is no longer enough to dig a hole in the hillside of a farm, build a basement with a roof on it and call it cheap storage. Packing and handling potatoes for today's sophisticated market just isn't efficient in this kind of storage. Modern, steel buildings are replacing the sunken farm type storage. But, more important to the process of orderly marketing, more and more facilities are being built at trackside where the storage-packing facility has separate, commercial value and where the shipper has a choice of transportation.

It was no secret that last season's healthy potato prices would encourage a boom in potato house construction. As soon as the frost was out of the good Aroostook soil, growers and shippers started investigating the possibilities.

Early last spring (see MAINE LINE, Mar.-April.) the Marketing Department began a concerted effort to persuade potential builders to locate on rail. Some 2200 letters went out to potato growers, shippers and processors pointing out the advantages of building trackside storage and offering its service in finding locations or helping arrange financing. Some 87 of the prospects responded with requests for more information.

And by mid-August, 25 houses ranging in size from 10,000 barrel capacity to 140,000 barrel capacity were under construction on track. The railroad's Engineering Department has built nearly two miles of new sidetracks to serve the new houses representing an





*Top, left, Mars Hill mountain looms over the largest storage and packing facility to be built in Aroostook this year. The new Herschel Smith house will hold 140,000 barrels of potatoes. Above, right, Nightingale and Company, has built this handsome new facility in Fort Fairfield. At left, Limestone Potato Growers have built a large addition to their present storage.*

investment of \$151,250. The summer marks a record one for potato house construction, topping last year's high of 530,000 barrels of new storage. The capacity of storage built on Bangor and Aroostook tracks in 1965 amounts to 742,000 barrels and has been estimated at a value of \$1½ million.

#### MOST CONSTRUCTION ON RAIL

The business logic of rail storage has apparently made a deep impression on the growers and shippers who built this year for only about 31% of the storage was built off rail. Generally the off rail houses in Aroostook were smaller (average: 17,153 barrel capacity) than those at trackside

which had an average capacity of 29,918.

Heading the list at an impressive 140,000 barrel capacity is the new packing and storage facility of Herschel Smith of Mars Hill. The plant has been designed so that expansion to 300,000 barrels is possible if and when marketing conditions warrant it. The list includes six more facilities with capacities of over 40,000 barrels with eight more falling into the 20-30,000 barrel category.

Most observers of the Aroostook scene believe the increase in average size of the storage and packing facilities is significant. They point out that machinery for handling and packing potatoes is becoming a must and that knowledgeable growers are building facilities large enough to accommodate it. As one

grower put it, bulk handling just doesn't work in the old style potato house.

#### OTHER GROWTH FACTORS

There were other factors involved in the mushroom growth this year of potato houses on rail. Bangor and Aroostook sales people followed up the direct mail campaign with a personal visit. They discovered that such devices as the railroad's free diversion program at Northern Maine Junction, under which some 1500 cars were diverted last season sometimes made enough difference to sway a customer who was undecided. Another factor was the volume incentive rates of the past season which made possible really significant savings.

The sales people who talked with prospective builders also found that a threatened shortage of harvest help for the 1965 harvest decided many to purchase harvesting equipment rather than invest in new potato storage this year. In fact, many growers are voicing concern with the growing scarcity of farmlabor. Several growers indicated that they felt modern packing facilities and good working conditions would enable them to better procure labor. And the packing facility on rail is more accessible than the one off track for transportation needs.

#### CO-OPS AN ANSWER

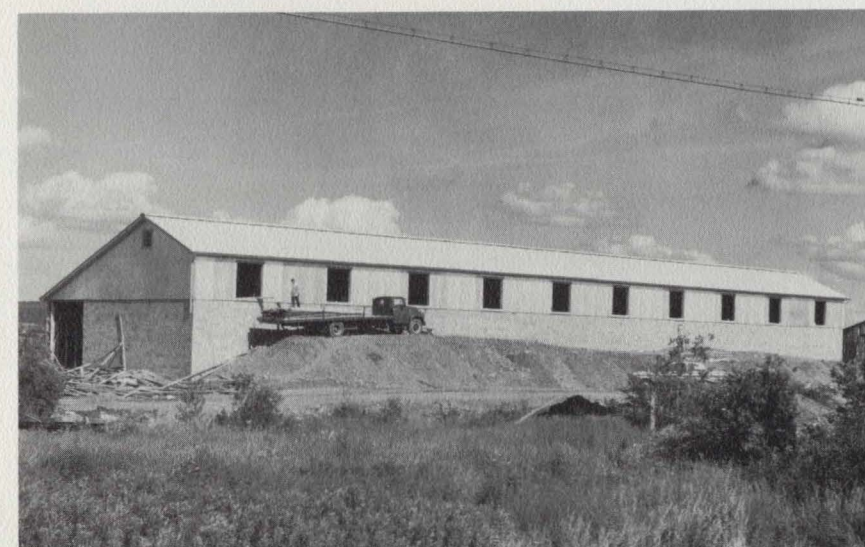
For the grower who can't use a 30,000 barrel house, there is the cooperative venture with several other growers. They may pool their labor, their machinery and ship on a daily basis, as do large shippers, throughout the season. There are those in the industry who feel that such cooperative, economic units are the answer for the smaller grower in an age of increasing bigness.

Of course, the boom at trackside doesn't mean that all the traffic generated from the new construction will go rail. Marketing Department people expect some 1780 cars from it next year. Although some facilities do represent new business, some replaced leased and obsolete storage. What is significant is the potential for traffic from this new storage.

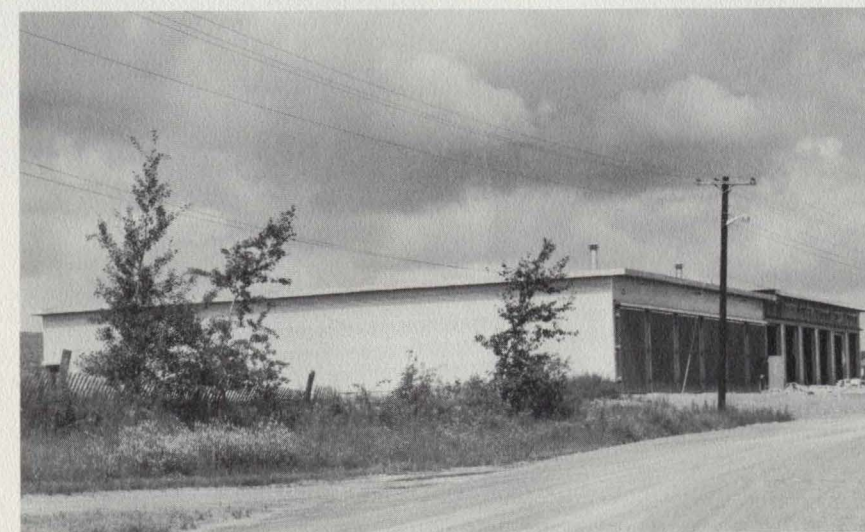
For the railroad's efforts in persuading shippers to locate on track, it gains an opportunity for new growth. For the shipper, trackside storage means property separate from the farm with a separate commercial value and a choice of two transportation outlets. For both the shipper and the railroad, it's a healthy bargain.



*Above, Barnes Brothers in Fort Fairfield have built new storage on rail.*



*Lionel Dionne, Grand Isle, was one of three shippers in Grand Isle who built new railside facilities. Below, John Irwin, Limestone, also built an addition to his storage this year.*





# A New Face On Central Street



*Machine Accounting Inc., a subsidiary of the Bangor and Aroostook, moved into new offices on Central Street in Bangor this summer. The machine bureau will continue to process the railroad's accounts as well as its outside accounts.*

*Key punch operators in the new facility work in their own sound-proofed room overlooking the machine room.*



A street corner lounge soaking up the sights and sounds of a June evening in front of the Graham building in Bangor was startled by a burst of activity at 84 Harlow street. A crew of movers emerges from the building with several tons of complex electronic equipment and moved it, as quickly as one can move several tons of delicate machinery, into a new ground floor suite just around the corner on Central street.

The crew worked feverishly for the entire night and when morning came they had moved six tons of electronic data processing machines from the third floor of the Graham Building to the new address at 98 Central street in the same building. There was also a minor business of moving (without upsetting the classification) more than half a ton of punched cards that feed the hungry machines. These vital pieces of paper contain coded punchmarks that

regularly turn out the information the railroad needs to make decisions, pay its people and to analyze its traffic.

The new quarters were in sharp contrast with those that the Machine Bureau people had left behind. In their old third floor quarters adjacent to the Accounting Department, the machine bureau had grown from a modest installation to a full-fledged machine bureau. The quarters were small for the number of machines and noisy. The new offices are scientifically designed to damp the clatter of the machines. Key punch operators have separate sound-proofed offices on a mezzanine overlooking the banks of machines on the ground floor.

The new installation will continue to serve the railroad as it did before. The move to Central street was prompted to make Machine Accounting Inc., the railroad's data processing subsidiary,

more accessible to its customers, and because of the growing need for office space by Bangor Punta Alegre Sugar Corporation personnel in the Graham Building.

Machine Accounting, Inc. was organized in 1956 to utilize the machines and personnel during that time when they were not engaged in railroad data processing. There has since been a steady, if not spectacular, growth.

The new one-and-a-half story suite has 2400 feet of office space, much of which is air conditioned against the heat of the machines. Supervisor R. E. Clukey says that the bureau uses about 100,000 cards a day and turns out such diverse material as bills for a utility, inventory records for a boatbuilding concern, statistical surveys, highly specialized information for a textile manufacturer and payroll accounting, freight traffic analysis and car service records for the railroad.



*Spacious, sound-conditioned office and a street-floor location make the new suite (some 2400 feet) ideal for the machine bureau. Reasons for moving were to be more accessible to its customers and because of the need for space by Bangor Punta in the Graham Building.*



# Directors Find Road 'Impressive'



*Directors of Bangor Punta Alegre Sugar Corp. watch rail spikes being driven by highly-automated machine during stop in two-day tour of the system.*

Directors of Bangor Punta Alegre Sugar Corp. held their first Bangor directors meeting on July 27 since the merger of Bangor & Aroostook Corporation and Punta Alegre Sugar Corp. last October. After the meeting, directors of Bangor Punta who had not seen the railroad system were guests of President W. Jerome Strout on a tour in the business car.

The group stopped at the Great Northern Paper Company plant in Millinocket, Tuesday, and at Presque Isle. The directors also made several stops Wednesday to inspect Bangor and Aroostook road maintenance crews using mechanized track work equipment. The final tour was made at Derby Shops on Wednesday.

For one director, Mr. Frederick H. Kingsbury, a partner of Brown Brothers, Harriman & Company, of New York, it was a little like coming home. His firm has been associated with the Bangor and Aroostook since the railroad construction era and installed a president of the railroad, John H. Hammond, from its own firm in 1935 to fill the unexpired term of Percy R. Todd. Hammond served as president for four months and as chairman of the board until 1939. Mr. Kingsbury's firm also had a long association with Punta Alegre Sugar Corp. before the merger of the two companies.

Another Bangor Punta director, Mr. James G. Tremaine, a partner



*Directors Frederick Kingsbury, James Tremaine and George Seal watch track machinery in operation during one of the train's stops.*

of Gude, Winmill & Company, commented on the Bangor and Aroostook.

"The degree of mechanization in money-saving, maintenance of way machinery is as impressive as the condition of the road," he said. "It's also unusual to find employees at all levels who have such broad knowledge and interest in

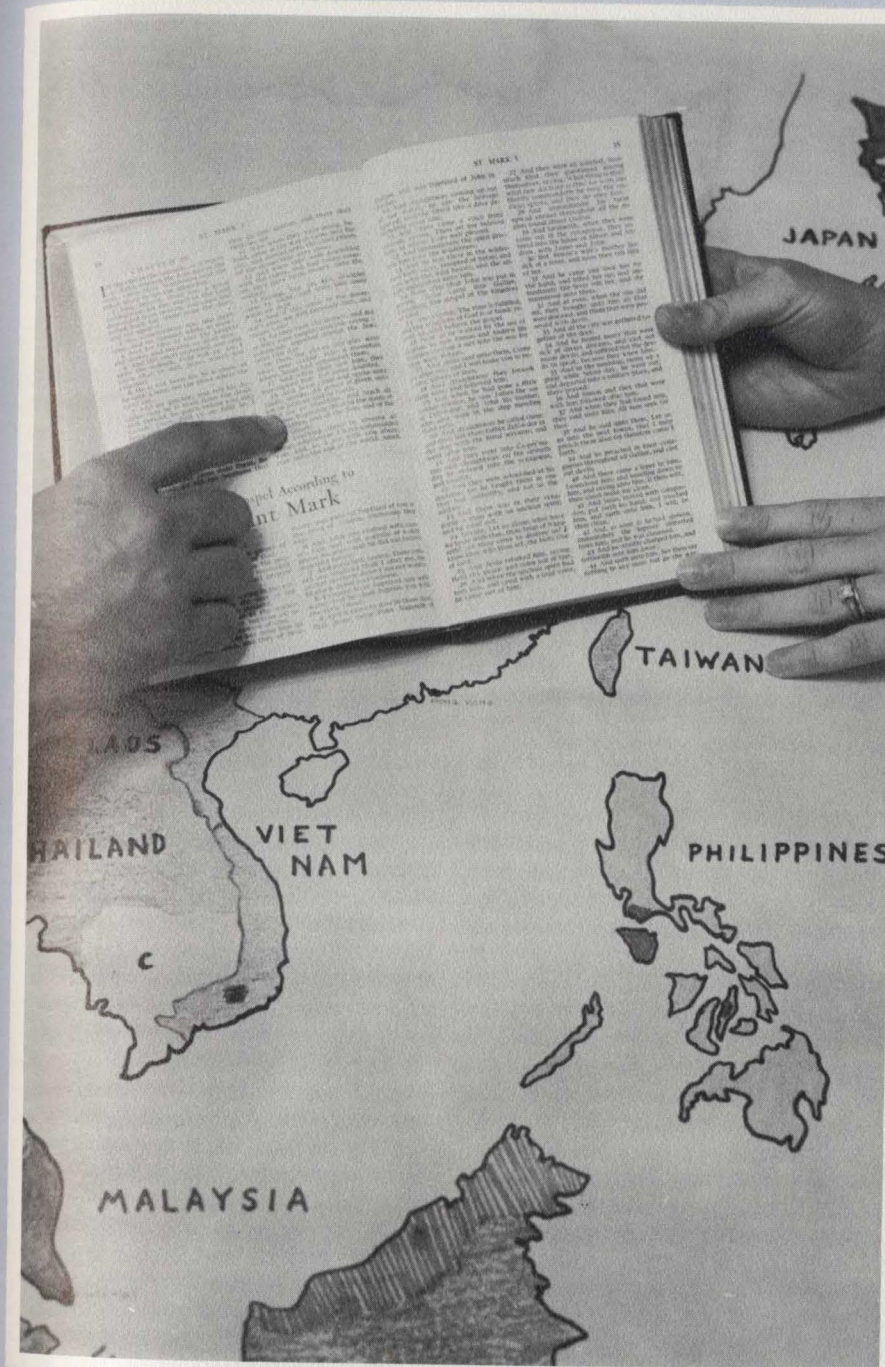
the overall activities of the company."

Bangor Punta President W. Gordon Robertson said that the tour was to familiarize Bangor Punta directors with the Corporation's largest operating Company. The Bangor and Aroostook was the original member of the corporate family and remains its largest.





The group stops at Island Falls to watch track maintainers at work. Below, directors watch mechanized tie crew. Below, directors make the final stop in their tour at Derby Shops, examining freight car in various stages of repair, lower left.



At an age when most young couples are concerned about buying a home, a new automobile or a color TV, Gerald, 28, and Barbara Wiberly, 25, of Milo, have turned their backs on the material goods and creature comforts of the world. They closed the door quietly, but resolutely, when they sailed for Singapore with their 18-month-old son Leonard this month. For the next four years, the Wiberlys will do missionary work among the people of southeast Asia as members of the Overseas Missionary Fellowship.

If tradition had prevailed, Gerald Wiberly would have been a railroad man. His great grandfather, Richard Wiberly, was a roadmaster and helped in the construction of the Bangor and Aroostook. His grandfather, George Wiberly, was a veteran conductor and his father, Melville, is a machinist at Derby Shops.

#### A DANGEROUS, UNCERTAIN LIFE

Instead, Gerald and Barbara Wiberly deliberately chose the uncertain, often dangerous, life of Christian missionaries. It was a decision that was not quickly, nor easily, made. Yet, neither of these dedicated young people has the slightest doubt about the rightness of their course. For both Gerald and his New York City-born wife, the church has long offered more than casual appeal. Gerald, encouraged by the example of church participation by his parents, felt the need to serve when he was still a teenager. His Sunday school classes, he recalls, were often taught by railroaders in Milo.

After graduating from Milo High School, he served a three-year hitch in the Army, then enrolled in Houghton College in New York where he majored in

## 'Go Ye Into All The World'





*Gerald Wibberly and his wife, Barbara, examine map of the area where they will be serving as missionaries for next four years.*

English. It was here that he met his future wife. After graduation and a year as an English teacher, he took the road that had tempted him since he was young; he decided, and knew beyond doubt that he was right, to dedicate his life to the church.

It was a joint decision, of course. But his wife felt the same way and it was unanimous. Barbara Conant Wibberly's uncle and grandfather were both ministers and her background in the church was similar to his. There followed a year at Columbia Bible College in Columbia, S. C. There he was ordained as a Baptist minister last December and has since served as pastor of the churches at East Sangerville and Parkman.

But his real goal has been missionary work and in May he and his wife were accepted as students at the candidate school of the Overseas Missionary Fellowship in Philadelphia, a century-old interdenominational fellowship of many Christian faiths. The Fellowship has 800 missionaries overseas. Some 250 of them are Americans. The training was rigorous; only four of the 10 candidates completed the four-month course.

The candidate school was an intense orientation course. It also provided the hopefuls with an opportunity to look at their own motives as well as for the Fellowship to test their faith under pressure. Mornings were spent in linguistics study . . . learning the sounds and speech rhythms of Asian languages. No word meanings were studied at this point, however. So complicated are many of the Oriental tongues that the Fellowship feels that a candidate will have accomplished the goal of his mission if he becomes fluent in the language and familiar with the customs of his assigned country during his four-year tour. Then the real work of his mission begins. When the candidate school was over in August, Gerald and Barbara Wibberly were among the four successful candidates. They left for Singapore, headquarters for the Fellowship, Sept. 9. They will spend four years in their first post before returning home for one year.

#### LEARNING THE LANGUAGE

During the next five months, the Wibberlys will be in Singapore undergoing intensive language

training for their first mission and only incidentally working with local churches in the city. At the completion of the five-month training period, they will receive their first assignment. It could be in any one of the eight countries in southeast Asia served by OMF . . . South Vietnam, Thailand, Laos, Cambodia, Malaysia, Indonesia, Japan or the Philippines.

That important first post could be in a primitive jungle tribe with only a rudimentary language. It could be in a small village with schools and a nodding acquaintance with Christianity, or it could be on a college campus. The OMF has missions at all these levels. Wibberly thinks it likely that his first post will be in a small village somewhere in one of the eight countries, although he's not making any guesses as to which one it will be. With great calmness, he explains that he will go willingly where he is needed.

If he does go to a small village, the people he will be working with may have been exposed to school. It is unlikely that any will have more than a third grade equivalency, however. And this, along with learning the language and

customs, imposes some special conditions of patience and understanding on the Wibberlys. Many of the primitive people of that corner of Asia still practice some form of animism, or demon worship. It is among these people, rather than those countries with a long history of formal religion (Japan, for example) that missionary experience is most fruitful.

If there is an existing Christian church that has fallen into the doldrums, the OMF doesn't attempt to establish a new church, but rather to breathe new life into the established one. If the Wibberlys draw such a post for their first assignment, his work will be much like that of a pastor serving a church in the western world. Only the working conditions will be greatly different. His wife (the OMF considers both partners as missionaries) will work with the women of the church and hopefully, the village, to win their confidence and support in much the same way that a minister's wife would participate in women's groups of a small Maine church congregation.

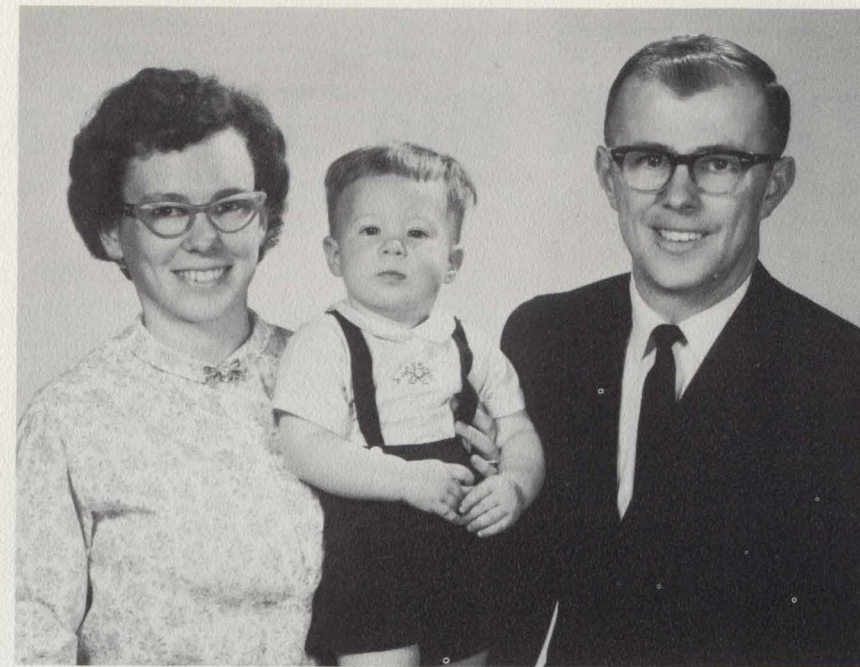
#### A CADRE OF CHURCHMEN

If, and when, the church does become self-sustaining, the OMF pulls out its people, leaving trained native churchmen to carry on the work and the missionaries go on to another post to begin the process of winning the people to Christianity all over again.

There are great stirrings of popular unrest in much of Asia and particularly in that area where OMF works. Only a few weeks ago, a missionary was stabbed in Laos. And uncertainty walks with every westerner, whether of the cloth or not, who works in these troubled lands. Yet, with all of the potential for personal danger, Gerald Wibberly's greatest concern is that he be effective in his work.

He shrugs aside the ultimate question of personal risk to himself and his family.

"I believe," he explains with quiet conviction, "that God is responsible for our obstacles and our salvation. If, in His service, we are to confront danger then we must trust ourselves to His wisdom. Our concern is to be able to



*This family portrait of the Wibberlys was made this summer during the candidate school.*

accomplish the task for which we have been trained."

Children, he feels, are not a difficulty, but a help because Orientals, generally, are much devoted to children. The Wibberlys realize that bringing up their son, Leonard, will be much more difficult in their new world than, say, in some quiet New England town. But they accept this in the same spirit that they have the other difficulties of their role as missionaries.

Until he is six years old, Leonard will remain with his parents in whatever post they are assigned. At six, he will be sent to a boarding school for missionary children in Malaya where he will remain for the nine-month school year. During the summers, he will spend his vacation with his parents the same as any boarding school student. And when he reaches high school level, he will return to the United States to attend a prep school run by the OMF in Philadelphia. During these four years, he will not see his parents at all. But these are all part of the sacrifice for the life they have chosen and the Wibberlys have no illusions about what's expected of them as parents as churchmen and as missionaries.

The pressing question one feels when talking with the Wibberlys

and witnessing their obvious dedication and selflessness is why, in an age dedicated to pursuit of the material goods of the world, would two young people turn their backs on what a majority of their contemporaries are willing to pay almost any price of effort or compromise. The reassuring answer is that these young people have undertaken this task because it has more meaning for them than anything else in life. They are obeying that Biblical injunction to show their brothers the light of Christianity.

#### 'MAKING DO' A TRADITION

They have received a commission from several local churches, none of which implies any financial support. Money, for the Wibberlys and their counterparts across the Pacific, will be a precarious and sometime thing. Mission funds are from voluntary contributions and "making do" is a tradition. It's a heartening thought, though, to know that there are Gerald Wibberlys living in remote villages, far from loved ones, remote from the creature comforts of our industrial society, trying to help man understand the concepts of brotherhood and love.



# P & S: A Big Job, Safely Done



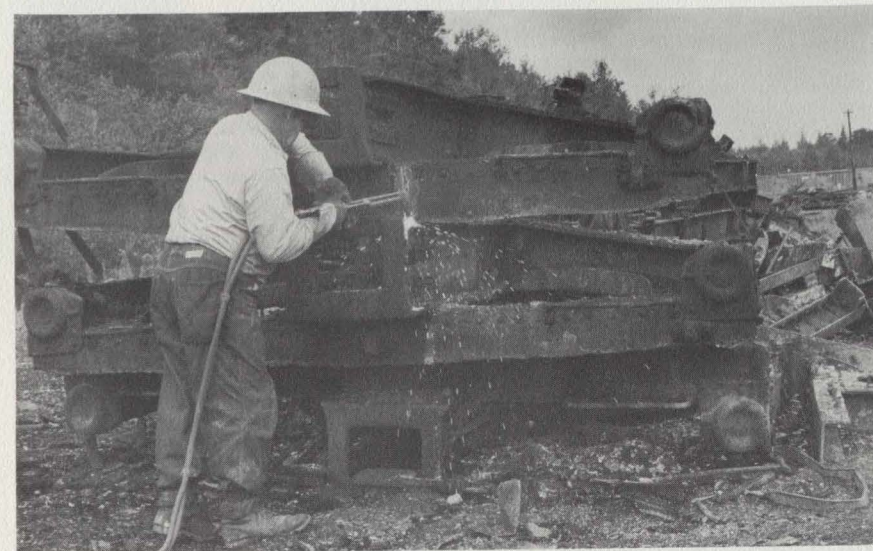
By C. E. GARCELON

There's an old military axiom that says an army travels on its stomach. Broadly, it applies to the whole process of supply in industry, too. A railroad depends on its Purchases and Stores Department in the same way that a military force does its vital supply lines. Without Purchases and Stores people, the simplest maintenance task would become hopelessly complicated. Purchasing and Stores' basic responsibility is to have the proper material at the correct place at just the time it's needed. This deceptively simple feat often requires the delicate judgment of a juggler, the tact of a diplomat and the bargaining instincts of an Arab street peddler.

## HIGH ACCIDENT POTENTIAL

And although we don't normally regard storekeeping as a hazardous occupation, it's just that in the railroad business. The kind of material handled is responsible for the accident potential in Stores. It ranges from center sills weighing 4000 pounds each down through 39-foot steel rails weighing nearly 1500 pounds each, bridge ties, and culverts to track bolts and spikes. Because many of the items that the railroad's Stores people handle are massive and bulky, they are responsible for a host of accident hazards.

After the job of procuring the best material at the most favorable price has been done, the material



*Above, worker using torch to cut scrap wears protective gloves, glasses and is careful not to stand under material that may fall on him. Below, fork lift operator keeps his load close to the ground to maintain stability.*



*Stores Department employees loading rail on flatcar are careful not to stand under the load. This is one job that requires a hard hat.*





Workers pay special attention when attaching chains for the hook in handling scrap. Right, fork lift operator backs down ramp to maintain the stability of his machine. Below, worker on ladder uses proper hand holds and uses hard hat and protective glasses.



must be unloaded, stored, then delivered to the job site or assembly line. And while much of this is accomplished with forklifts and other heavy material handling equipment, there is still a wide margin where human skill and judgment can prevent crippling accidents.

There is also the task of disposing of the obsolete equipment. The acquisition of some 1,000 new cars in the past three years has also meant the dismantling of 144 obsolete cars a year. The scrapping of the cars is also the responsibility of Purchases and Stores people. They are cut up with torches and saws; the wood is burned and the metal salvaged for resale. Last year the department sold 4,400 gross tons of scrap steel from its operations.

And while it's a necessary job, it's also beset with hazards. To safeguard against injury to those parts of the body experience has shown to be most susceptible spe-

cial equipment is used. Safety glasses are required at all times. Special gloves, hard hats and goggles are required for special jobs. Safety shoes, available at cost, are good insurance against a painful foot injury.

During 1964, slipping, tripping, falling and accidents occurring in handling materials accounted for 62% of all accidents on the system. Yet the Purchases and Stores department was able to complete that year without a disabling injury. This proves that, though Stores employees spent most of their time in activities that caused most system accidents, their skill and judgment kept them out of trouble.

When the railroad's safety program began, that department had an accident ratio of 312.65 accidents per million manhours worked and a severity ratio of 7.50

per million manhours. By 1964 good safety techniques and conscientious effort by Stores employees had shrunk this to an accident ratio of 57.95 with a severity ratio of 00.00.

Cold statistics can't tell the story of human effort that underlies an improvement such as this. It speaks eloquently though, for the employees and their supervisors; it also proves, if anyone could possibly doubt it, that safety techniques are highly effective when they are taken seriously. The scoreboard proves that Purchases and Stores takes its safety seriously.

One of the most reassuring aspects of a going safety program . . . one that has the support of all employees . . . is that its effect is cumulative. It grows and becomes more effective from year to year. The regular safety meeting

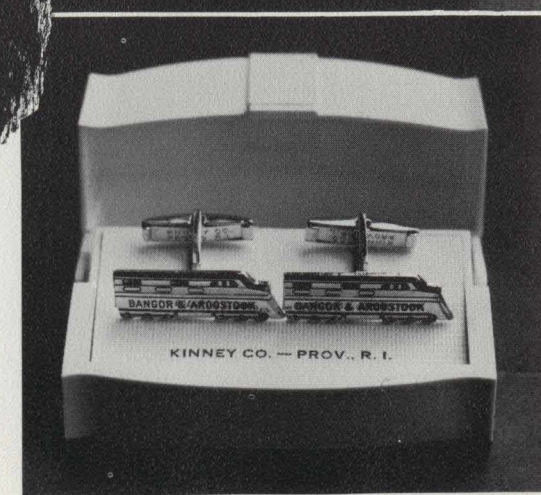
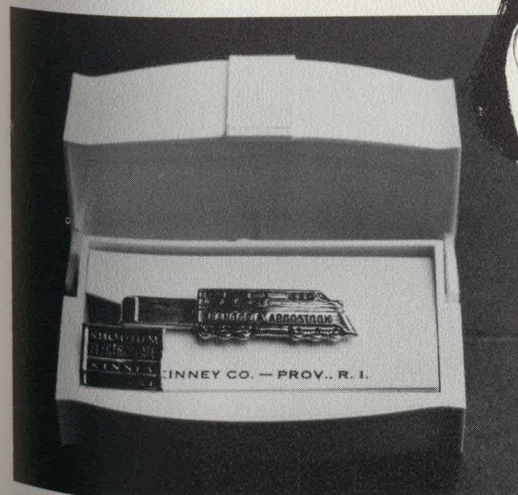
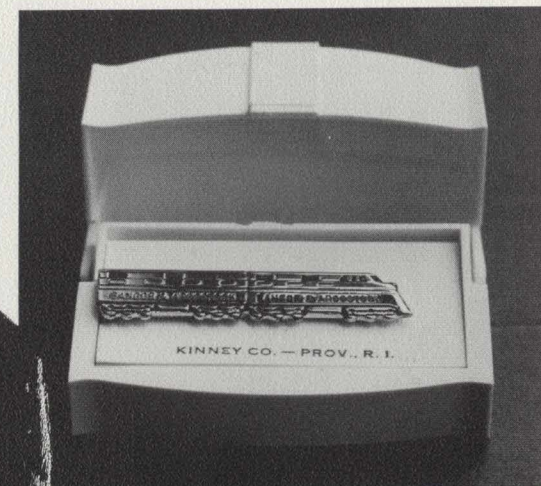
is the building stone responsible for this particular phenomenon. Every man has an opportunity during safety sessions to make suggestions and improvements. And, after all, no one knows more about a job than the man doing it. The end result is a vast body of valuable and expert human experience that is a vital guidepost in the matter of safety.

The safety rulesbook . . . a text that is constantly in the process of being updated and improved . . . is a reflection of human experience too. Through the unfortunate experiences of other men, you can avoid their mistakes.

Purchases and Stores employees take it seriously. They know that it's better than a rabbit's foot, or a horse shoe, or a fourleaf clover. As a matter of fact, it's the only sure protection against the pain, the inconvenience and the expense of an accident.

## WEAR YOUR RAILROAD EMBLEM PROUDLY

Tie clasps, single or double diesel units, \$1.00. Cuff Links, \$1.50 (Sales Tax included, sent post paid.) Very attractive in Rodium Electroplate. In good taste to wear yourself or as gift items. Made by Kinney Company, a subsidiary of Bangor Punta.



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



# Milestones . . .

Congratulations to the following employees who observed service anniversaries with Bangor and Aroostook Railroad Company during the months May through September, 1965.

## 40 YEARS' SERVICE

George C. Crabtree  
Albert J. Dube  
Wallace R. Harris  
Lewis B. Neal

## 35 YEARS' SERVICE

John Levi Burton  
Cecil A. Hall  
Chester E. Heath  
Herschel P. Lee

## 30 YEARS' SERVICE

Howard R. Gessner

## 25 YEARS' SERVICE

Leonard Bourgoïn  
Stanton K. Andrews  
Burns E. Grant  
Leo E. Russell

## 20 YEARS' SERVICE

Walter T. Bohan  
W. H. Buxton  
Holman D. Clark  
Thomas G. Collins  
Roger A. Greenlaw  
Richard F. Harmon  
R. M. Labonte  
Reginald Letalien  
Francis W. McDonald  
Elgin L. McSorley  
Francis E. Michaud  
Wallace H. Page  
Henry R. Rhoda  
J. W. Turner  
George S. Webber  
Herman L. Wright, Jr.

## 15 YEARS' SERVICE

Frank L. Boutilier  
Walter E. Campbell  
Galen C. Carey  
N. W. Cote  
Clement A. Daley

Oliver W. Dwelley  
Hampy Gagnon  
Louis L. Gagnon  
Harold I. Grinnell  
Adrian L. LaPointe  
Floyd A. Lycette  
Neil A. Mayo  
C. B. Miles, Jr.  
Alton D. Moore  
Walter R. Morrill  
Austin C. Randall  
Maurice Raymond  
Alexis Rossignol  
Clair O. Wilmot

## 10 YEARS' SERVICE

Helen F. Brissette  
Dale K. Greenlaw  
William M. Houston  
V. C. Junkins  
Robert S. McMannus  
Paul L. Pratt  
L. L. St. Amant  
Ralph A. Swett  
Frank L. Whitcomb

## OLD SPIKE SAYS

One smile, just one smile is worth a carload of sour grapes. So why not have yourself a bargain and make like your picture is being taken and you want everybody to know what a kind, lovable and generous person you are, anyway. Of course, there are some people who are just crazy about sour grapes. But a bargain is a bargain, and nothing has been known to get better returns, in the long run, than a smile.

Not smiling today? Everything's gone wrong? Should have stayed in bed? Forget it . . . What if the ceiling were to fall in while you were there? Just remember that things could always be worse. And if you keep worrying about them, they probably will be.

# In The Family



Regional Vice President-Sales *F. B. Lunt* presents Bangor and Aroostook Potato Princess trophy to daughters of two Bangor and Aroostook employees who were finalists in the Maine Potato Blossom Festival Queen contest. Left, *Marilyn Snow*, daughter of Mr. and Mrs. *J. A. Snow*, Ashland, entered the contest as Miss Ashland. *Nancy Lee*, daughter of Mr. and Mrs. *Herschel Lee*, Houlton, won the Miss Houlton contest.

## Accounting Department

*Ronald L. Condon*, formerly statistical clerk in the General Accounts Section, has been promoted to Assistant to the general tax accountant.

*Harold Mountain*, formerly assistant to the general tax accountant, has transferred to the Bangor Punta Algire Sugar Corporation as assistant to the chief accountant.

*Robert E. Girvan*, capital expenditures clerk, General Accounts Section, has been granted a year's leave-of-absence from his duties. The position will be covered by *Donald Breen*, presently assistant general accountant.

*Richard Gray* of Brewer, has been assigned, on a temporary basis, to the position of statistical clerk in the General Audit Section, formerly held by *R. L. Condon*.

Miscellaneous Clerk and Mrs. *George Grant* spent a week in Dallas, Texas during the month of July, where Mrs. Grant was a delegate to the International Convention of Altrusa Clubs. The trip down from Boston was made by train (NYC-MoPac), returning via Braniff and Eastern Airlines.

Accountant and Mrs. *R. L. Condon* vacationed in Florida for two weeks beginning on July 19.

*James Wiseman*, Rate and Division Clerk in the Freight Accounts Section, was a patient at the Eastern Maine General Hospital, due to a back injury, from August 17 to 24.

*P. J. McCarty* has been transferred to the Bangor Punta Operations, Inc. as bookkeeper and *D. Thurlow* has taken over the duties of audited voucher clerk, replacing Mr. McCarty.

*William Leonard* of Hermon, Maine is the new clerk typist in the Disbursement Section.

*Cecil Porter* spent his annual vacation taking day-trips, visiting Andover, N.H., "The Bubble" and Pease Air Force Base.



Chief Mechanical Officer *V. L. Ladd* presents 40-year pin to Machine Foreman *Harold D. Parent*, Derby. Mr. Parent entered service as a machinist apprentice in 1924. He was born in Newport and attended local schools. Mr. Parent is married and has two children.

Miss *Miriam Rounds* of the Ticket Audit Section has returned from Glen Falls, N. Y. after a vacation visiting her niece, Mrs. *Richard Merrill*.

*Seth W. Gilman* of the Freight Audit Section was a patient at St. Joseph's Hospital in Bangor during a few days in July.

Clerk *Lee Barrett* and family enjoyed their vacation via a motor-trailer trip to Lake Champlain and St. Albans, Vermont.

*Ward L. Shaw* and family report an enjoyable vacation in New Brunswick Canada and to New Hampshire.

Clerk *Richard Pendleton* and family visited the New York World's Fair during a recent vacation.

Clerk *Terry Fahey* and family spent their annual vacation at Moosehead Lake, where excellent fishing was reported.

Clerk *James Kidder* has ordered a new 1966 Plymouth Sports "Fury" for delivery during October.

Chief Clerk *Mervyn Johnston* and family have enjoyed the summer weekends visiting various camping sites making good use of their new tenting-trailer.

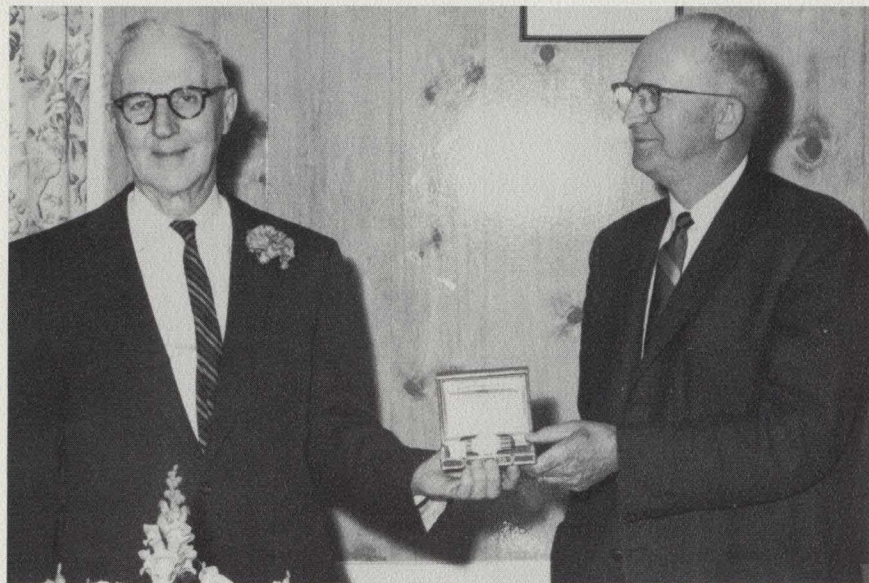
Machine Operator *Paul Grey*, formerly of Keene, N. H. is now employed in the Tabulating Section. Paul is married and has three children. He and his family reside at 54 Sidney Street, Bangor.

## Transportation Department



*Sue Gradie*, a sophomore at Seaport High School, has been elected Public Relations Chairman of the Maine State Future Homemakers of America Club for a term of one year. Her duties will be, to assist in interpreting the program of the Future Homemakers of America to others, and to serve as editor of the State Newsletter.





Stenographer *G. Fred Dow* was honored at a retirement party May 31. President *W. Jerome Strout* makes the presentation. Mr. Dow was born at Houlton May 15, 1900 and entered service in 1919, as a clerk. He attended Houlton Public Schools and Houlton Business College. He is married and has one daughter, Mrs. *Lloyd McHatten*.

At the formal installation, Miss *Gradie* was presented with her State Pin.

She attended the Fall Conference at Bryant Pond, the week-end of September 17-19 with other State officers.

Miss *Gradie* is the daughter of Terminal Agent and Mrs. *Oden Gradie* of Searsport.

The station at Stockholm re-opened August 23 for the season, after being closed for seven weeks.

On August 24th, Former Agent, *A. F. Levesque* visited at Stockholm Station. Mr. *Levesque* was Agent at Stockholm from 1937 to 1943. After leaving the Bangor and Aroostook Railroad, he worked for the New Haven.

He is now retired, and was vacationing in the Province of Quebec.

He spends his winters in Phoenix, Arizona.

Station Agent and Mrs. *Hercules Levesque* of Frenchville celebrated their 25th wedding anniversary July 1. Present were their ten children: Mrs. *Gilman (Pauline) Desjardins* of Madawaska; *Robert James* of Palm Beach, California; *Philip, Rita, Louis, Louise, Cecile, Patrick, Patricia* and *Richard*. Refreshments were served at their residence to relatives and friends. In the evening, supper was served at Val's Lobster House in Frenchville. Those present were: Mr. and Mrs. *Dennis Berube*, Van Buren; Mr. and Mrs. *Gilbert Desjardins*, Patsy *Desjardins*, St. David; Mr. and Mrs. *Gilman Desjardins*, Mrs. *Arlene Michaud* and son *Paul*, Madawaska; Mr. and Mrs. *Armand Levesque*, Mr. and Mrs. *Edwin Pelletier*, Mr. and Mrs. *Leo Raymond*, Mr. and Mrs. *Romeo Bouchard*, Mr. and Mrs. *Gerard Dionne*, Mr. and Mrs. *Henry Parent*, Mr. and Mrs. *Dave Castonguay*, Mr. and Mrs. *Jean Paul Ouellette*, Mr. and Mrs. *Ferdinand Daigle*, Mr. and Mrs. *Allyre Chamberland*, Mr. and Mrs. *Lucien Bouchard*, Mr. and Mrs. *Clovis Daigle*, Mr. and Mrs. *Bertrand Dumais*, Mr. and Mrs.

*Raoul Paradis*, Mrs. *Lucienne Roy*, Miss *Loretta Daigle*, Miss *Annette Levesque*, Miss *Florence Michaud*, Miss *Ursula Michaud*, Mr. and Mrs. *Oneil Levesque*, Mr. and Mrs. *Richard Ouellette*, Mr. *Michael Ouellette*, Mr. *Jean Paul Ouellette, Jr.*, Mr. *Robert James Levesque*, Mr. *Philip Levesque*, *Rita, Louise, Louis, Cecile, Patrick, Patricia*, and *Richard Levesque*, all of Frenchville.

The couple was presented with gifts and a purse.

*Garry Pettengill*, payroll clerk in the office of Supt. Trans. spent two weeks in July at Camp Drum, N. Y. training with the U. S. Army reserves.

Mr. and Mrs. *B. J. Edwards* and son *Benjamin, Jr.*, spent three weeks vaca-



*Thelma O. Kelley*, secretary to the manager of car service, retired May 31. She entered service in 1925 as a record clerk. She was born in Hermon and educated in Bangor schools. Mrs. *Kelley* is a member of Tuscan Chapter, O.E.S.

tion camping with their new travel trailer in Cape Breton Highlands National Park, Nova Scotia

Mr. *P. Gillis*, Operator at Houlton, with his wife and family toured Nova Scotia, Cape Breton Highlands National Park and the Cabot Trail while on vacation this summer.

Engineer *Ray White* and Mrs. *White* also toured Nova Scotia while on vacation this summer.



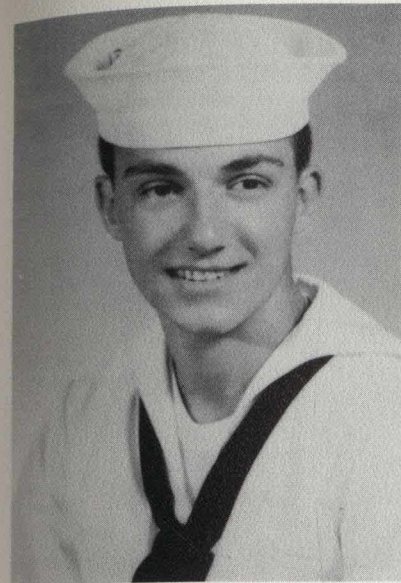
Miss *Ellen Louise Larsson*, daughter of Chief Clerk and Mrs. *Louis P. Larsson*, Presque Isle, became the bride of *Frederick B. Lunt, Jr.*, son of Regional Vice President and Mrs. *F. B. Lunt* of Presque Isle at the Evangelical Covenant Church in New Sweden, July 30.

The ceremony was performed by the Rev. *Lars J. Silverness*, Floral Park, N. Y., assisted by the Rev. *Paul Mann* of New Sweden. The bride, given in marriage by her father, wore a gown of white peau de soie and alencon lace, featuring a sheath skirt with detachable train and long pointed sleeves.

Miss *Norma Larsson*, sister of the bride, was maid of honor. Bridesmaids were Miss *Libby Lunt*, sister of the bridegroom, and Miss *Joyce Larsson*, sister of the bride. Miss *Natalie Pourde*, a cousin of the bride, was flower girl. *Peter Holden*, cousin of the bride, was ring bearer. *Dana L. Hardy, Jr.*, was best man. Ushers were *Larry L. Hersom* and *H. Richard Crandall*. A reception followed the ceremony at the church dining room.

The bride attended Husson College and is employed by Maine Mutual Group of Insurance Companies. The bridegroom will be a senior at Husson College this fall.

*Daniel G. Lilley*, son of Mr. and Mrs. *D. Keith Lilley*, a first year student at Boston University Law School, has been appointed junior law clerk for the 1965-1966 school year. This position is based on performance of oral argument and written brief during the moot court competition for this school year.



R. J. LEVESQUE

*Robert James Levesque*, ETR, SN, son of Station Agent and Mrs. *Hercules Levesque* of Frenchville, has graduated in June from Naval Electronics School, after being schooled for 40 weeks in all phases of electronics with special practical training in radar equipment, at Great Lakes, Ill. Following a two-weeks leave, *Levesque* has been assigned to Mare Island, California, for further schooling prior to permanent sea duty in the Pacific from Long Beach, California. He is a 1963 graduate of Madawaska High School and joined the Navy in April, 1964.

A surprise party was tendered *Brakeman* and Mrs. *G. J. Canders* by their daughter, *Susan*. The occasion was the fourteenth wedding anniversary of the couple. Co-hostess for the affair was Mrs. *James Bennett*. Mr. and Mrs. *Canders* received many lovely gifts of milk glass, and personal items.

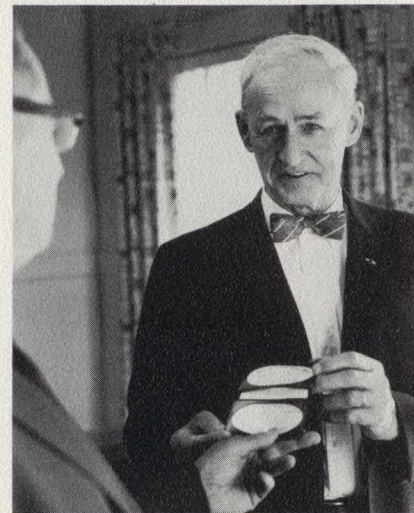
*Janet White*, daughter of Chief Dispatcher and Mrs. *Henry G. White* received high honors on the honor roll of Houlton High School for the past quarter.

Sgt. and Mrs. *Claude F. Levesque* of Fort Dix, N. J. were recently the guests of Station Agent and Mrs. *Hercules Levesque* of Frenchville while on a trip through Maine and Canada. Sgt. *Levesque* has been in the Army for 21 years and has been stationed most of the time in Europe, Pacific and Korea.

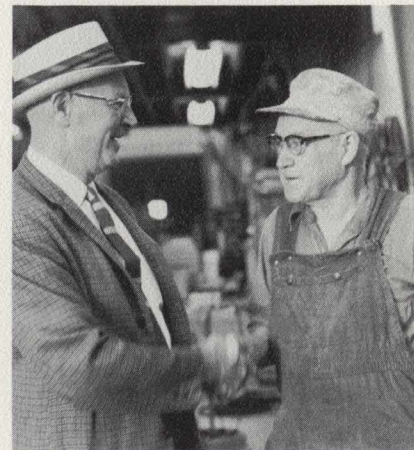
We were sorry to learn of the death of *William M. Larlee*, a veteran railroad employee, in Houlton last month. He was born at Little Falls, Minn., Jan. 6, 1891, the son of *George* and *Anne Miller Larlee*. Surviving are his wife, Mrs. *Ola Knowlton Larlee*; four sons, *Frank*, BAR Trainmaster at Millinocket, *Leon*, of Millinocket, *George*, of Oakfield; and *Arthur*, clerk in the superintendent's office at Houlton; four daughters, Mrs. *Leland Brown*, Oakfield, Mrs. *Ralph Imbri*, East Boston, and Mrs. *Charles Russe*, Malden, Mass.; a sister, Mrs. *Isabel Marsten*, Presque Isle and several grandchildren.

The Rev. *Charles Oehrig*, pastor of the Court Street Baptist Church of Houlton, officiated at funeral services.

Operator *Clause Chasse*, Northern Maine Junction, writes that he was visited recently by Mr. *W. G. Brittain*, superintendent of communications of the Algoma Central & Hudson Bay Railway Co. at Sault Ste. Marie, Ontario. Mr. *Brittain* started his railroad career as an operator for the BAR at Van Buren in 1927. One morning he obeyed an impulse that many people feel but few heed. He left for work, took a taxi, and went across the river to St. Leonard and boarded a CNR train west. He didn't claim his week's pay nor leave a forwarding address. Soon afterwards he was working for the CNR. Mr. *Brittain* also mentioned that his company acquired some of the BAR's stainless steel passenger coaches.



Chief Car Distributor *Herbert C. Curtis*, Northern Maine Junction, receives his gold pass from *F. D. O'Brien*. He entered service in 1924 as Asst. Car Distributor. His father was a former Superintendent of the BAR and a brother, *Earle*, was a dispatcher. He is married and has one daughter.



Mechanic *B. J. Sweet*, Houlton, retired July 23. Congratulating him is Supt. *R. E. Trickey*. Mr. *Sweet* was born in Lindsay, N. B. and educated in Littleton Schools. He entered service 37 years ago as a trackman. He is a member of Monument Lodge, No. 96, A. F. & A. M.

## Purchases and Stores

Mr. and Mrs. *George Crabtree* of Derby, recently attended the New England Grange lectures in Storres, Connecticut.

*Walter B. Chase*, son of Mr. and Mrs. *Walter S. Chase*, was accepted for the summer music round-up for high school musicians which was held at the University of Maine from June 19-July 2.

Mr. and Mrs. *S. C. Genthner Jr.*, of Brownville are announcing the birth of a 7 pound 5 oz. daughter, *Lori Ann Genthner*.

Mr. and Mrs. *Paul H. Day* spent the month of June touring parts of Canada, Returning home through Yellowstone National Park. Mr. *Day* is the former manager of Purchases and Stores.

Miss *Darla Thies*, daughter of Assistant Supervisor of Stores and Mrs. *Thies* has returned home from Laurel, Maryland, where she has had summer employment as a bookkeeper. Miss *Thies* will enter her sophomore year at Farmington State Teachers College this fall.

*Gary Lewis*, son of Assistant Manager of Stores and Mrs. *Lewis* of Brownville has enlisted in the Army. *Gary* left August 4 for basic training at Fort Dix, New Jersey.

Corporal *Frank Harry Cochrane*, son of Mr. and Mrs. *L. G. Cochrane* of Milo, left the first of July for Qui Hon, South Vietnam where he is to be stationed. Qui Hon is 20 miles from Saigon.

## Mechanical Department

The many friends of *L. T. Howard* were sorry to hear of his death May 5, 1965. Roy had worked for the Bangor and Aroostook since January 3, 1918, starting as a tinsmith apprentice. At the time of his retirement he was working as a sheet-metalworker. He was the holder of a Gold Pass for 40 years service. Our sympathy to all of the family.

The many friends of retired engine inspector *E. H. Rolph* were sorry to hear of his death May 4. Ed entered service with the Bangor and Aroostook September 8, 1924 as a Machinist helper. At the time of his retirement in March of 1950 he was working as an Engine Inspector.

Our sympathy to his family.

Retired Locomotive Foreman and Mrs. *W. J. Russell* were entertained recently at an open house at the Derby Community Hall on observance of their 50th Wedding Anniversary. Arrangements were made by the family. Mr. and Mrs. *Russell* were married June 10, 1915 at Eagle Lake, Maine. The couple have nine children.

Wallace was employed by the Bangor and Aroostook Railroad for 38 years. He retired in July of 1962.

Friends of Air Brake Repairer *F. N. Clapp* were sorry to hear of his death Wednesday, July 14. Forest started work with the Bangor and Aroostook as a laborer March 28, 1929, and had worked as a car repairer helper and car repairer. For the past four years he had worked as a welder and Air Brake repairer.





R. H. Boutilier, right, accepts the bowling trophy from Hostler B. E. Clark

Hostler B. E. Clark, captain of the Oakfield Roundhousers Bowling Team, recently presented the runners-up trophy to Car Inspector R. H. Boutilier, Captain of the Car Knockers Team

This is the second year in a row that the Car Knockers have earned this position and are entitled to retain permanent possession of this trophy.

Team members of the Roundhousers are: Hostler B. E. Clark; Machinist C. S. Clark; Night Foreman R. J. Crandall; Electrician E. J. Boutilier; Radio Maintainer R. P. Lycette and Master Mechanic D. G. Merrill.

Team Members of the Car Knockers are:—Car Inspectors R. H. Boutilier, H. D. Clark, F. L. Boutilier, C. C. Johnston, Carman Gangleader R. A. Greenlaw, and retired Car Inspector J. W. Swallow.



Assistant Traveling Engineer Leo Downie congratulates Inside Hostler Herbert Leonard, Van Buren, on his retirement July 30. Born at Washburn and educated in Woodland Schools, he entered service 38 years ago as an engine cleaner. He is married and has 10 children.

Chief Electrician and Mrs. V. J. Perry spent their vacation visiting their son and family, Wendal, in Strone Scotland, where he is stationed on the Polaris Submarine Tender U. S. S. Hunley, in Dunoon, Holy Loch.

While there they enjoyed several trips touring different places in Scotland. On their return trip they went via London and spent three days sight-seeing. They found people very friendly both in Scotland and London.

Machinist and Mrs. M. A. Wibberly spent their vacation visiting their daughter Mrs. Bruce Hodgkins in Germany. While they were away they visited London, Paris and Rome.

Miss Vivian Morin, daughter of Carman Gang Leader and Mrs. T. Morin, recently became the bride of Randolph Powers, son of Mr. and Mrs. Romeo Powers. The Rev. Cyr Parent, S. M., officiated at the double ring ceremony and celebrated the Nuptial Mass at St. Bruno's Catholic Church in Van Buren.

The brides attendants, Mrs. Geneva Powers, matron of honor, and bridesmaids, Miss Lorraine Powers and Miss Ann Marie Powers, wore ankle length gowns of mint green linen. They each carried a cascade of white and green carnations.

The best man was Norman Powers. The ushers were Iva Bellefleur and Don Rossignol. Miss Diane Powers was the flower girl. Her gown and veil were a replica of the bride. Jerry Ouellette was ring bearer.

Following the ceremony, a reception was held at the Van Buren Hotel. The Guest Book was circulated by Mrs. Velma Dugan.

The couple left for a wedding trip to the New York World's Fair. Upon returning they will make their home at 192 Sargeant Street, Hartford, Conn.



Miss Dayle Ellen Dwyer, daughter of Hostler and Mrs. Ralph A. Dwyer of Millinocket, became the Bride of Henry W. Blair at St. Martin of Tours Catholic Church on June 12.

The bride is a graduate of Stearns High School and the Bridegroom is employed in the IBM Department of the Great Northern Paper Company in Millinocket.

After a wedding trip the couple will be at home at 48 State Street, Millinocket.



Printer George C. Crabtree, Jr. receives his gold pass from Manager, Purchases and Stores Harold F. Bell. Mr. Crabtree was born in Abbot and educated in local schools. He entered service at Derby as a stores clerk in 1925. He is married and has two daughters.

Major and Mrs. Ronald R. Dugas and children Ron Jr., Eddie, Steven and Kathie spent a two week leave in August with Major Dugas' parents, Machinist and Mrs. R. A. Dugas of Millinocket. After his leave Major Dugas reported to Fort Benning, Georgia for reassignment.

Dwight Clark, son of Gas House Attendant and Mrs. M. R. Clark is attending the Air Force Academy in Colorado. He has completed his seven weeks basic and is now taking his College Courses.

#### Engineering Department

Section Foreman and Mrs. R. W. Linnell of Medford, are announcing the marriage of their son, William to Miss Cheryl Thomason. The couple were married in Sunland, California Aug. 27. Bill was graduated from high school in 1963 and played varsity basketball on the Brownville Junction team for four years.

Mrs. Inza M. Day, who is employed at Wassaic State School, Wassaic, N. Y., spent two weeks recently as the guest of her brother and wife, Section Foreman and Mrs. R. W. Linnell in Medford. During her winter vacation she visited Mr. and Mrs. Guy E. Linnell in Port Charlotte, Florida. Guy is a retired BAR employee.

Guy I. Linnell of Thompsonville, Conn. and Mrs. Inza Durion of Malden, Mass., spent the fourth of July holidays with their father, Ralph Linnell and Mrs. Linnell of Medford.

Timekeeper and Mrs. Kenneth G. Cosman, daughter Cynthia, and Mrs. Cosman's mother, Mrs. Fred Albert, all of Houlton, visited Mr. Cosman's mother, Mrs. Murray O. Cosman, and his brothers in Rockville, Conn. during his vacation. While away, Mr. and Mrs. Cosman enjoyed a day at the World's Fair in New York City.

Our sympathy to Assistant to Superintendent of B. & B. Gerald E. Wiggins, and members of the family, whose father, Stephen E. Wiggins died June 4.

Mr. Wiggins was a member of the Church of the Good Shepherd and a lifelong resident of Houlton.

Funeral services were held at the Church of Good Shepherd in Houlton, with the Rev. Robert Black officiating.



Gail Ann Blinn, daughter of Mr. and Mrs. Nelson J. Blinn of Hodgdon, and Harold H. Ewings, son of Foreman Section 335 and Mrs. Harry L. Ewings of Houlton, were married June 25 in an evening wedding at the Hodgdon Baptist Church.

Bridemaids were Mary Ellen and Rhonda Blinn, sisters of the bride.

Wayne Brown attended the bridegroom, while ushers were Steven McQuarrie and Allison Ewings.

The Hodgdon High School gymnasium was decorated with a cedar archway, white flowers and pink and blue streamers, for the reception.

The bride was graduated from Hodgdon High School in 1964, and the bridegroom was graduated from the same school in 1963. He is employed by Clinton Wright.

The couple is residing at 60 Green Street, Houlton.



Mr. and Mrs. Don Mitchell of Smyrna Mills have announced the engagement of their daughter, Virginia, to Lawrence Bell, Mattawamkeag, son of Ballast Regulator Operator and Mrs. Wilfred W. Bell of Mattawamkeag.

Miss Mitchell is a graduate of Ricker Classical Institute, Houlton, and Faith School of Theology, Old Orchard Beach.

Mr. Bell attended Stearns High School, Millinocket, and is also a student at Faith School of Theology.

The wedding will take place in September.

Supt. B. & B. and Mrs. R. E. Trickey of Houlton, visited Mr. and Mrs. Ignazio Friscia and family in Staten Island, N. Y. one week during vacation. Mr. and Mrs. Friscia are the parents of a son, Robert Ignazio Friscia, born May 7.

Norman Swales, son of Chief Engineer and Mrs. P. H. Swales of Houlton; Stephen Corey, brother of Supervisor of Roadway Machines W. E. Corey, Houlton; and Dennis Morton, son of Leading Signalman and Mrs. W. I. Morton of Oakfield, were on the list of honor students from their respective high schools at the end of the school year. All three boys have had summer employment in the BAR Engineering Department.

Mr. and Mrs. Millard A. Fairley, Jr., and children of Spencerport, N. Y. visited his parents, Special Asst. to Chief Engineer and Mrs. M. A. Fairley, Sr., of Houlton this summer. While here they also attended the 20th reunion of Mr. Fairley's class from Houlton High School.

Miss Faye L. Albert, who has been employed in the engineering Office at Houlton for more than six years, assumed the duties of stenographer to the Chief Engineer, beginning June 1. She replaces G. Fred Dow, who has retired.

Miss Joan Butler of Houlton, is a new employee in the Engineering Office at Houlton. She has been employed as a legal secretary for several years.



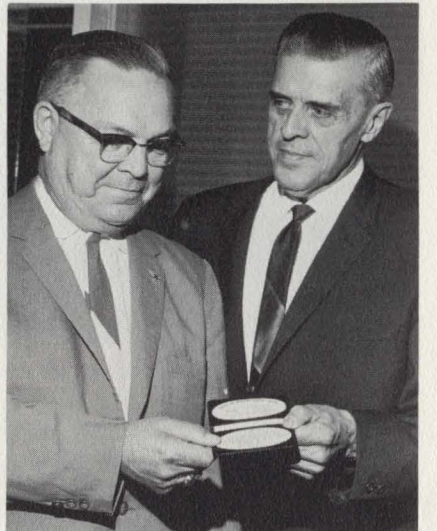
Announcement has been made of the marriage of Miss Ina Lurette Connors, of Auburn, daughter of Sub-Foreman and Mrs. Lloyd T. Connors of Millinocket, to Joseph Lucien Lacourse of Lewiston.

The double ring ceremony was performed at St. Michael's Church, Auburn, in May.

White gladioli decorated the altar to which the bride was escorted by her father. Her sister, Mrs. Nancy Henry of Mexico, was matron of honor and the bridesmaids were Mrs. Floyd Hooper, Portland, another sister, and three sisters of the bridegroom, the Misses Arlene, Janet and Linda Lacourse.

The couple now reside in Auburn.

The bride is a graduate of Bingham High School. The bridegroom, educated in Lewiston schools is employed at Belleville Moc Inc.



Assistant Treasurer Lewis B. Neal, Bangor, receives his gold pass from R. D. Plumley. He entered service in 1925 as a baggage master, later serving as telegrapher, station agent and traveling auditor. He attended Bangor H. S. and LaSalle University. He is married and has two children.

Mrs. Edward Currie, Houlton, is announcing the engagement of her daughter, Pruilla N. to Reginald C. Corey, son of Mrs. Rena Corey of Littleton.

Miss Currie is a graduate from Houlton High School, class of 1964, and employed at Tingley's on the North Road.

Mr. Corey was Graduated from Ricker Classical Institute and will begin his junior year at Ricker College this fall. He has been employed with BAR as a helper in Bridges and Buildings during his summer vacation.

Mrs. G. L. Swett, wife of Superintendent of Track and Work Equipment G. L. Swett, Houlton, was graduated from Northern Maine Vocational School of Practical Nursing, Presque Isle, Aug. 27.

The following graduates this past June are from our BAR family: Susan D. Swett, Houlton High, daughter of Supt. of Tk. and Work Equip. and Mrs. G. L. Swett, Houlton; Dorothy E. Buxton, Houlton High, daughter of Mail Clerk and Mrs. Willard Buxton; Carole B. Barton, Houlton High, sister to Stenographer Joan H. Butler; Dennis L. Morton, Oakfield High, son of Leading Signalman and Mrs. W. I. Morton, Oakfield;





Mrs. Lionel (Chasse) Morin, Kensington, Conn., was host this summer to four of her sisters who are nuns, her 87-year-old mother, another sister and three brothers. It was the first time all have been together in 12 years. Seated, left to right, are: Sister St. Theresa, Port Jefferson, N. Y.; Mrs. Adeline Chasse, 87, Binghamton, N. Y.; and Mother Superior Fortunat, Ontario, Canada. Standing are: Mrs. Morin, Sister Adeline, Millinocket; Claude Chasse, Bangor; Sister Bernadette, Upper Frenchville, and Mrs. Gerald Chasse Barenteau, New Britain, Conn.

Donna Cole, Stearns High, daughter of Maintainer Operator and Mrs. A. L. Cole, West Seboois; Alice Mary McDonald, University of Maine, daughter of Foreman and Mrs. J. C. McDonald, Derby, B.A. in Government; and David W. Wheeler, University of Maine, son of Ass't. Engineer and Mrs. P. S. Wheeler, Houlton, B.A. in Sociology.

Twenty-seven members of the Junior and Senior Classes at Houlton High School have been elected to the National Honor Society. Of this group were Norman Swales, son of Chief Engineer and Mrs. P. H. Swales and Susan Swett, daughter of Supt. of Track and Mrs. G. L. Swett, both of Houlton.

Miss Swett was a member of the Glee Clubs and All State Chorus at the high school. She will enter University of Maine this September.

Miss Joan Butler, stenographer in the Engineering Office at Houlton, scored high in all three individual departments of the Ladies' A League in their competition the past season at the Bowling Center. League rules restrict her to a single trophy and she received the high average trophy for her 97.6 season. Her high three was 352, and her high single a 145.

Recent visitors at the home of Construction Foreman and Mrs. Joseph A. Allen, Smyrna Mills, have been his brother and sister-in-law, Mr. and Mrs. Philip Allen and son, Vaughn, of Kensington, Conn., and their daughter, Mrs. Mary Merrill and daughter, Jeanine, of Brewer.

Norman Swales, son of Chief Engineer and Mrs. P. H. Swales, Houlton, was one of 10 members of the Junior Class of Houlton High School, who represented



Marjorie I. Bowen, R.N., daughter of Car Service Inspector and Mrs. Arthur Bowen, Oakfield, has been appointed to the staff of the VA hospital at West Haven, Conn. She received her B.S. degree from the University of Maine in 1963 and has been on the staff of Maine Medical Center, Portland.

the school at Dirigo Boys State from June 27 through July 2, at the University of Maine. Norman was sponsored by the Dead River Oil Company.

Accountant and Mrs. Kenneth Lovely of Houlton, spent their vacation with

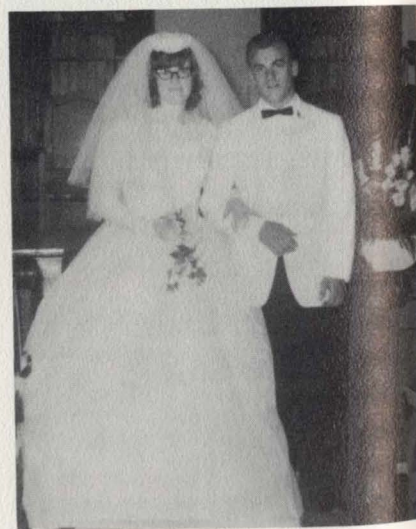
2nd Lt. and Mrs. Peter Thompson and son, in Augusta, Georgia, where Lt. Thompson is stationed at Fort Gordon. Mrs. Thompson is their daughter.

David W. Wheeler, son of Assistant Engineer and Mrs. P. S. Wheeler of Houlton, has accepted an appointment at University of Maine as graduate assistant in the Department of Sociology and Anthropology. While teaching, he will continue his graduate work towards a master's degree.

Mrs. Temple Appleby, widow of Sect. Foreman C. Temple Appleby, Island Falls, was a guest of honor at a dinner party at Joe's Lodge at Pleasant Lake, in June. She has retired from teaching after 42 years, 34 of which have been in Island Falls.

A quiet wedding took place at the home of Leroy Gardner in Smyrna Mills on Aug. 20, when Miss Margaret L. Russell, daughter of Mr. and Mrs. Harry Russell, became the bride of Russell C. Ewings, son of Trackman and Mrs. Lester Ewings of Smyrna Mills. The double ring ceremony was performed by Mr. Gardner.

Following the ceremony, a reception was held in the Oakfield Grange Hall, after which the couple left on a wedding trip. On their return they will reside in Merrill. Our best wishes are extended to them.



MRS. GREGORY BARTLETT

Miss Karen DeMerchant, daughter of Mr. and Mrs. Chester E. DeMerchant, Presque Isle, became the bride of Gregory Ralph Bartlett, son of Section Foreman and Mrs. Ralph Bartlett of Ashland, on July 3, at the United Baptist Church, Presque Isle.

The ceremony was performed by the Rev. John McNeil.

Miss Lorraine Pelusa of Presque Isle was maid of honor and Mrs. Marlene McLaughlin of Mapleton was bridesmaid.

The best man was Dan V. Bartlett, Wallingford, Conn.

The bride is a graduate from Presque Isle High School, class of 1965. The bridegroom attended Ashland Community High School and is employed at Pratt and Whitney Aircraft, North Haven, Conn. They will reside in Wallingford, Conn.

Leading Signalman Wallace I. Morton, Oakfield, has been commissioned a Lieutenant in the Maine State Guard, newly formed by Governor Reed. There will be two platoons in Houlton and one in the Oakfield, Island Falls and Smyrna Mills area, under the command of Captain Henry Deabay of Houlton.

Temp. Sect. Foreman Clayton Richards at Island Falls, B. & B. Carpenter R. G. Browne and Signalman Paul Pratt, both of Oakfield, have been chosen as platoon Sergeants.

Byron W. Powell and Daniel W. Powell will leave September 16 to attend school at Phillips Academy in Andover, Massachusetts. This will be Byron's senior year at Phillips, and Daniel is entering as a sophomore. They are the sons of Mr. and Mrs. J. W. Powell, Jr., of Houlton. Their mother is employed as stenographer in the Engineering Department, Houlton.

Dennis L. Morton, son of Leading Signalman and Mrs. W. I. Morton, and a 1965 graduate from Oakfield High School, delivered the second Honor Essay, and was awarded the Balfour Key and Best All Around Boy Award. He has been employed in BAR as S. & C. helper during his summer vacation. He will enroll in Farmington State College this September.

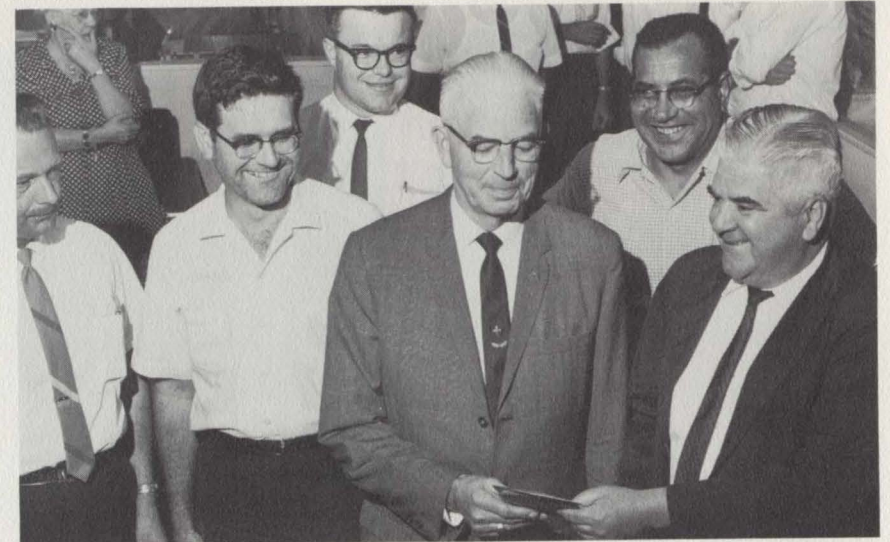


Clerk T. M. White, Northern Maine Junction, receives his gold pass from CMO Vaughn L. Ladd. Mr. White entered service as a ticket sorter, later working as payroll clerk, expenditures clerk, and timekeeper. He was born at Levant and educated at Hampden schools. He is married and has one daughter.

Trackman (ret.) and Mrs. George Hayes of Sherman Station, have announced the engagement of their daughter, Georgie Mae, to Lance Wheaton, son of Mr. and Mrs. Woodworth Wheaton of Grand Lake Stream.

Miss Hayes is a graduate of Sherman High School, 1963, and of the Maine School of Practical Nursing, Presque Isle, in March 1965. She is employed at the A. R. Gould Memorial Hospital in Presque Isle.

Mr. Wheaton is a graduate of Woodland High School, and of the Northern Maine Vocational Technical Institute, Presque Isle, 1965. He plans to enter



Clerk George N. Grant, Bangor, retired Sept. 10, after 16 years BAR service. Accountant Gilbert Jameson presents purse of money from his fellow employees. Prior to his Bangor and Aroostook service he was employed by the New York Central in Boston, and prior to that the Great Northern Paper Company. He is a member of the Masonic Bodies and has been active in the Boy Scout movement. He is married and has three children.

the fall term at Southern Maine Vocational Technical Institute in Portland.

Burro Crane Operator and Mrs. John L. Burton and daughter, Marilyn, of Oakfield, spent a vacation in Massachusetts, visiting friends and relatives. One point of special interest was a visit to the Edaville Railroad at South Carver, a "two-footer" where they enjoyed a 5½ mile ride around the cranberry bog. Two of the locomotives in use were formerly the property of the Monson R. R.



MRS. JEROME BOUTOT

Joyce Rita Picard, daughter of Oper. Track Liner and Mrs. Josephel Picard, Fort Kent, was married to Jerome Boutot on June 26, at Southington, Conn.

Mrs. Boutot has been employed as tele-typist with the Aetna Insurance Company in Hartford, Conn.

Our heartiest congratulations and best wishes are extended.

Joan M. Robinson, daughter of Foreman and Mrs. Harold Robinson, Ashland, was graduated in June from Ashland Community High School. She was a member of the National Honor Society, on the honor roll and had a record of perfect attendance.

Captain and Mrs. Donald E. Burton and children, Michael and Rhonda, who have been stationed in Turkey, are now located at Nellis Air Force Base, Nevada. They have been recent guests of their parents, Mechanic and Mrs. Burns E. Grant of Island Falls and Burro Crane Operator and Mrs. John L. Burton of Oakfield. Enroute to Nevada they visited friends in Washington, D. C.

Miss Marilyn Burton, daughter of Burro Crane Operator and Mrs. John L. Burton will enter her freshman year as a student at Lee Academy on September 7.

Paul H. Beals, son of B. & B. Foreman and Mrs. K. H. Beals of Milo, will transfer to Gorham State Teachers College in September to begin his junior year. He previously attended State Teachers College at Farmington.

Mrs. Eda Chambers, widow of Section Foreman Guy B. Chambers, Oakfield, has been a patient at the Folsom Convalescent Home, 8 Leonard Street, Houlton, since this past spring.

Special Asst. to Chief Engineer and Mrs. M. A. Fairley, Sr., left Houlton on Sept. 1, for a visit with Mr. and Mrs. M. A. Fairley, Jr. and family in Spencerport, N. Y.

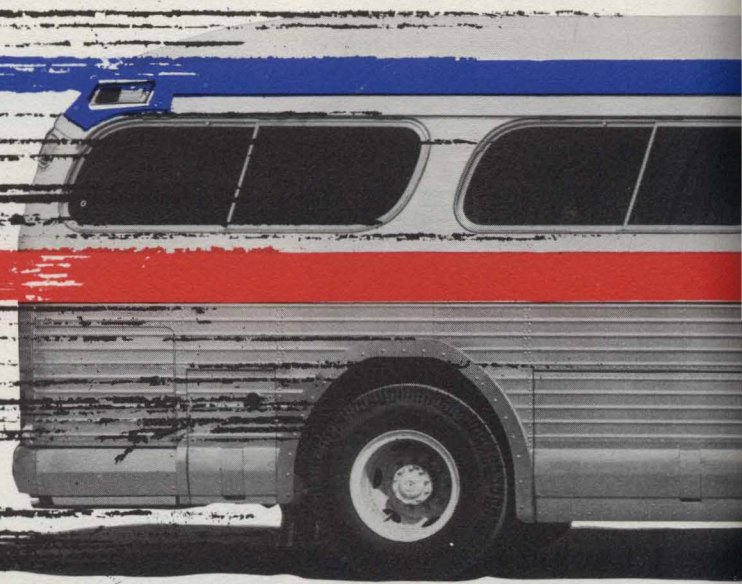
#### Marketing and Traffic

Gary Lewis, son of Roberta and Liston Lewis of Marketing and Purchasing Departments respectively, has enlisted in the U. S. Army and is taking Basic Training at Fort Dix, New Jersey.

Dot Prout has returned to work after spending six weeks touring Germany and neighboring countries.



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