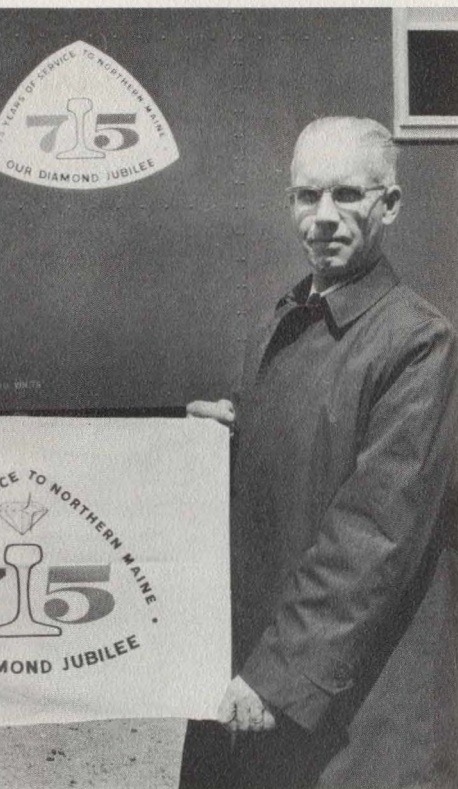


MAINE LINE

MAY - JUNE 1966



Diamond Jubilee Special Draws Thousands



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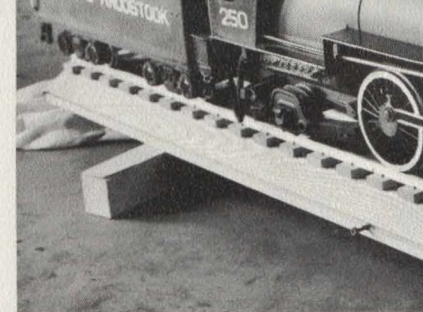
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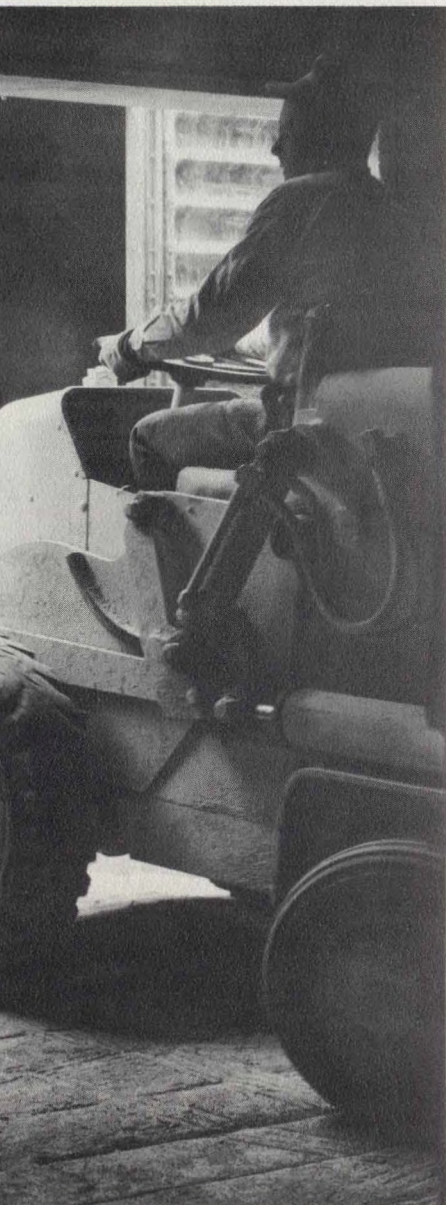
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Perhaps the single development which has contributed most to the blossoming of the bulk fertilizer concept at this particular time is the potato harvester. The 1965 harvest saw harvesters in unprecedented numbers in Aroostook fields as a result of both a labor shortage and a good potato price from the previous year. The bulk truck bodies that are used to handle bulk potatoes are a natural for conversion to bulk fertilizer handling. By a moderate expenditure, a grower has a piece of labor saving equipment that he can use for planting in the spring and harvest in the fall.

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Talking It Over

And there are other healthy signs on the horizon. The beet sugar industry is off the ground; it promises a healthy addition to our traffic picture. Certainly, food processing in Aroostook has not reached its full potential. And there are solid growth prospects ahead in construction, projects that will require the strength of rail transportation.

The graduate looking for his life's work could also read in this issue of the yearly safety awards. And he might think it significant that this is a company that's as concerned with its human resources as with its balance sheet. If it were possible to talk with him I would tell him that one is as important as the other, that good people constitute most of the wealth of a company.

In order to fulfill our obligations to the northern Maine community and to ourselves, we must attract bright young people who will grow with us and keep us strong. But we no longer have such direct contacts with this segment of the community as we once did. Our contact is largely with the business community. The railroad station is no

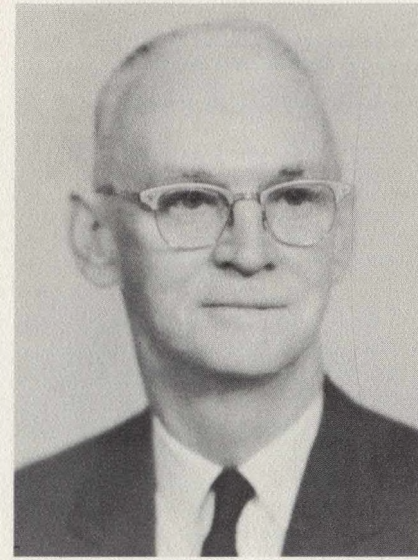
longer the hub it was before the automobile supplanted the railroad as a prime mover of people. And, long before this came about, space and aircraft had occupied the glamour niche held by the railroad two generations ago.

So the opportunity to communicate with the young people of the community within the framework of the 75th observance is important to us. I believe we have demonstrated to these young people in the past six months that not only has the railroad deep roots in the community, but that it will continue to be a vital force in the economy.

Those of us within the family well know that we have not solved all our problems. And we know, too, that it is never easy to be the best. But we know that we have the resources and the will to do it and you can feel proud for your efforts toward Milepost 75.

Sincerely,

W. Jerome Strout



H. C. Duffy

The Bangor and Aroostook reported 1965 pre-tax net income of \$898,631 at the annual meeting of stockholders April 15. President W. Jerome Strout predicted 1966 earnings would approach "substantially the same levels as 1965."

Following the stockholder's meeting the road's board of directors met and re-elected four directors for three year terms. They were: David D. Daigle, Fort Kent; Fred L. Putnam, Houlton; W. Jerome Strout, Bangor; and Harry E. Umphrey, Washburn. The board also appointed W. Gordon Robertson as chairman, W. Jerome Strout as president, R. D. Plumley as treasurer and general auditor and W. M. Houston as clerk.



P. H. Swales

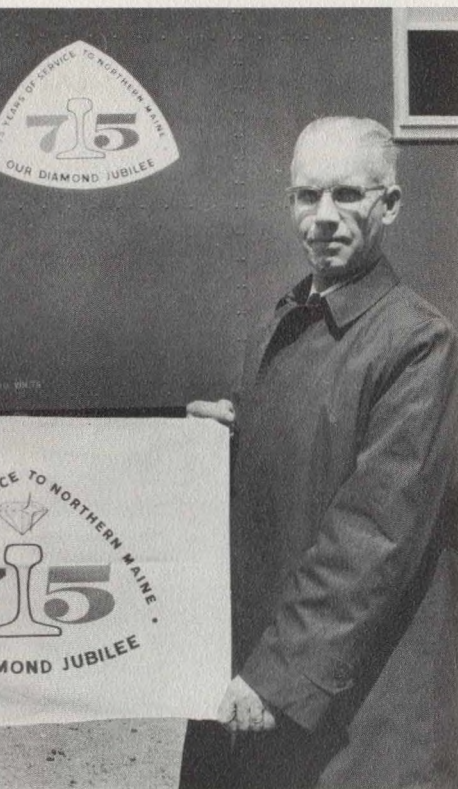
Harold C. Duffy, will retire as manager of operations of the Bangor and Aroostook June 30. He has 42 years of service. W. Jerome Strout, has named Palmer H. Swales, 39, of Houlton, to succeed him. Swales is presently chief engineer. Strout named Vinal J. Welch to succeed Swales as chief engineer and Carvell G. Hatfield as principal assistant engineer.

Duffy, 64, was born in Boiestown, N. B. and educated in schools there. As a boy, he was taught telegraphy by the agent at the local Canadian National station in return for performing chores around the station. When he was 20, he was made a relief operator for the Canadian National on the Campbellton Division. He became a Bangor and Aroostook operator at Oakfield on his 21st.

VOL. 14 MAINE LINE NEWS No. 3
BANGOR AND AROOSTOOK RAILROAD COMPANY
84 HARLOW STREET — BANGOR, MAINE
RICHARD W. SPRAGUE, DIRECTOR OF PUBLIC RELATIONS
EDITOR
ASSOCIATE EDITORS
BENJAMIN J. EDWARDS BERNICE BAILEY

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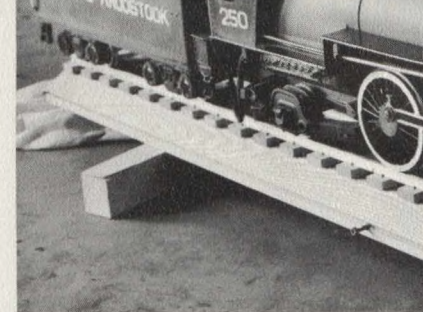
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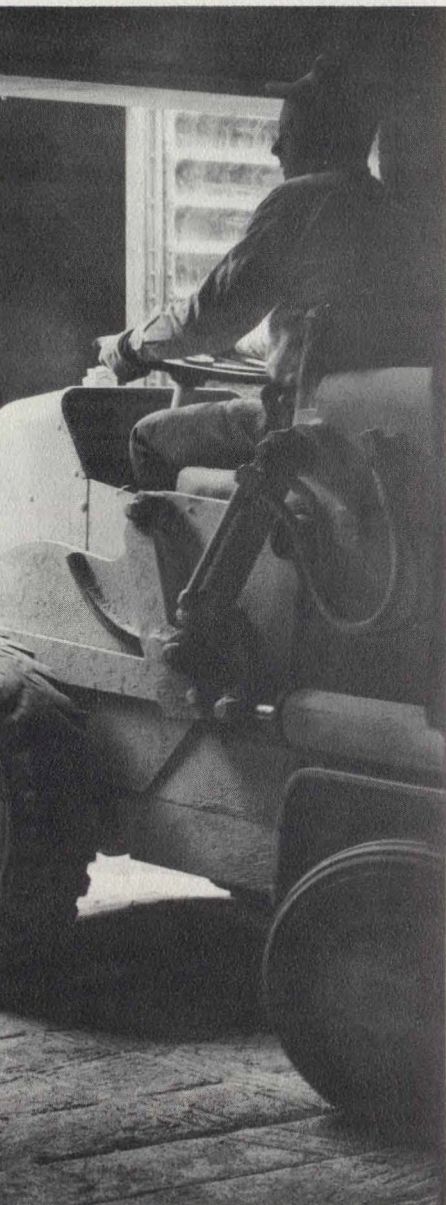
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Class Could Save Your Life

From the welter of frightening highway accident statistics dinned at drivers, it sometimes seems a case of a lot of talk about safety and not much action. Of course, this isn't true; statistics are necessary to make the public aware of the slaughter on the highways. But to prove the point, the Bangor and Aroostook, in cooperation with the Maine Highway Safety Committee, is doing something about it.

On the evenings of April 25, 26, 27 and 28, some 27 railroaders from the Mechanical, Stores and General Offices met at the Community Hall in Derby for two-hour sessions of a Driver Improvement Course. The entire course was completed in eight hours and, although some students approached it with skepticism, the entire 27 were believers when they "graduated" Thursday night. An unsigned questionnaire indicated that the course was a valuable aid to safe driving and all 27 felt the time was well spent.

one out of every two people will be involved in an auto crash that produces death or serious injury before he reaches age 65. Every single driver will be involved in a traffic accident every four years during a 50-year driving lifetime.

Last year, Maine experienced more than 58 highway crashes a day seriously injuring 26 people a day. A person died in a highway accident on Maine highways last year every day and a half.

Frightening? Of course. But experience has shown that educating drivers in the ways of safety can prevent many of these tragedies. And that's the purpose of the Driver Improvement Course.

It's the project of the National Safety Council who devised its format and technique. The course is taught by an instructor who has been trained by the Council and certified by the Maine Highway Safety Committee.

Special Agent A. W. Parlee is the

"Students" Julian Perry and V. J. Perry, Mechanical Department, take Parlee's highway safety message seriously. Special Agent Parlee, center, used such training aids as films, magnetic boards to make his subject come alive. The course is not, he insists, one on how to drive, but how to improve driving. It was given in four, two-hour sessions. Students, below, took a coffee break at the half-way point each evening.

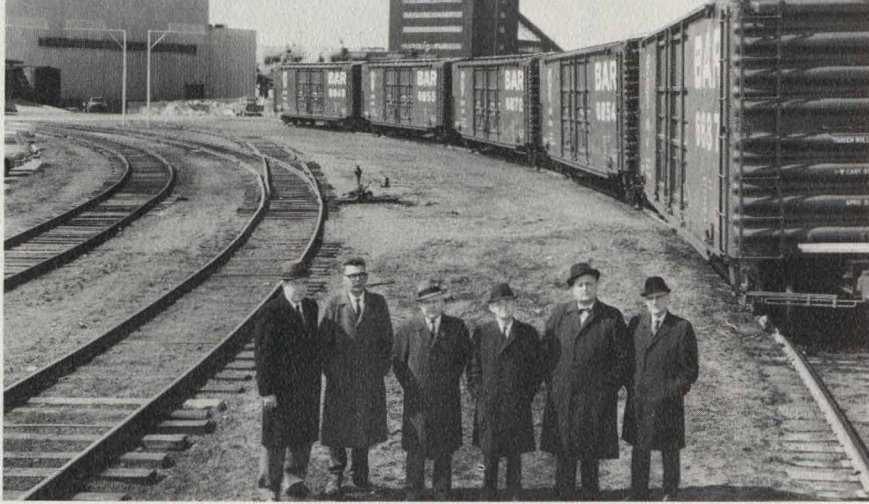


"This course isn't intended to teach any one how to drive," Parlee emphasizes, "It's what its name implies, a course to help improve your driving."

During the eight-hour course, the group considers such subjects as "Preventable or Not?"; "The Practice of Defensive Driving"; "How to Avoid a Collision with the Vehicle Behind"; "How to Avoid a Collision with an Oncoming Vehicle"; "How to Avoid an Intersection Collision"; "The Art of Passing and Being Passed"; and "The Mystery Crash." All of the subjects are designed to provide the student with a different perspective for his driving.

The course is being presented again in Bangor May 23-26 at the Tarratine club from 7 to 9 p. m. for Railroad people and their families. Plans call for the course to be given to all employees and their families throughout the system who wish to





Inspecting new Bangor and Aroostook Boxcars at the Great Northern Paper Company's East Millinocket mill are: Frank Keenan, traffic manager, Great Northern Paper; Robert J. Shinnars, resident manager and assistant vice president-operations, Great Northern; and Martin Roach, mill manager, Great Northern; H. C. Duffy, manager of operation, BAR; F. B. Lunt, regional vice president-sales, BAR; and V. L. Ladd, chief mechanical officer, BAR.

s First of New Paper Cars

Fraser Paper Company officials at Madawaska, inspected the first of 400 new boxcars ordered for 1966 delivery by the Bangor and Aroostook Railroad. Left to right, James Reeth, assistant traffic manager; Elmer Hunting, production superintendent; R. J. Martin, assistant mill manager and H. B. Conner, mill manager; H. C. Duffy, manager of operation, BAR; V. L. Ladd, chief mechanical officer, BAR; and F. B. Lunt, regional vice president sales, BAR.



1965 Safety Award

The safety awards program is a tradition of long standing on the Bangor and Aroostook. As with any awards program, there is, perhaps, a tendency to regard safety as a competitive game. . . like a track meet or any game of skill with the winner receiving the shining brass-and-walnut trophy that proclaims him the best.

Certainly, there is a skill involved in safety. But it is in no sense a game or a competition. Those departments and people who won 1965 safety awards received them because of exemplary performance. And the reward of that performance was not the plaque, but the physical and emotional well-being of being free from injuries.

The winners of the safety awards can be proud of their achievement, for the standards are high. The price they have paid is constant vigilance and this is a considerable job. Good safety performance is never the result of any single person; it is the result of a whole group of people working together.

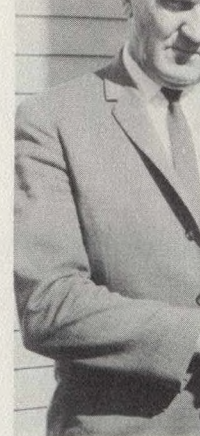
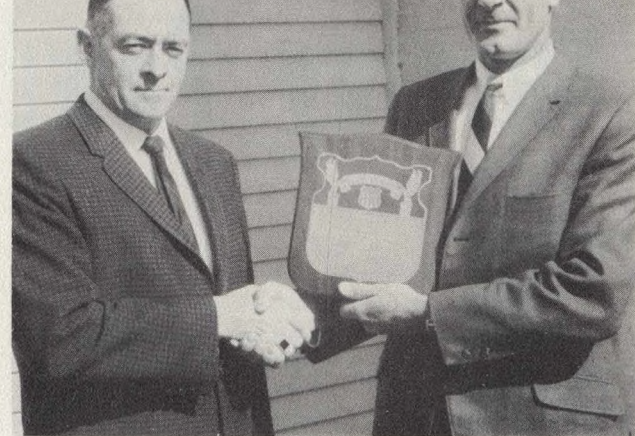
A productive group effort is an infinitely more difficult achievement than an individual effort. Those people whose groups received recognition have every right to be proud of it.



Top, President W. Jerome Strout presents President's Award to Superintendent Herschel P. Lee who accepted plaque for members of the Transportation department. The award is given for the best record of all transportation departments of New England railroads. Center, Chief Mechanical Officer V. L. Ladd accepts President's Award for most outstanding record among mechanical departments of New England railroads in 1965. Below, Chief Engineer P. H. Swales accepts for his employees Manager of Operations Award from H. C. Duffy for the most improved safety record.



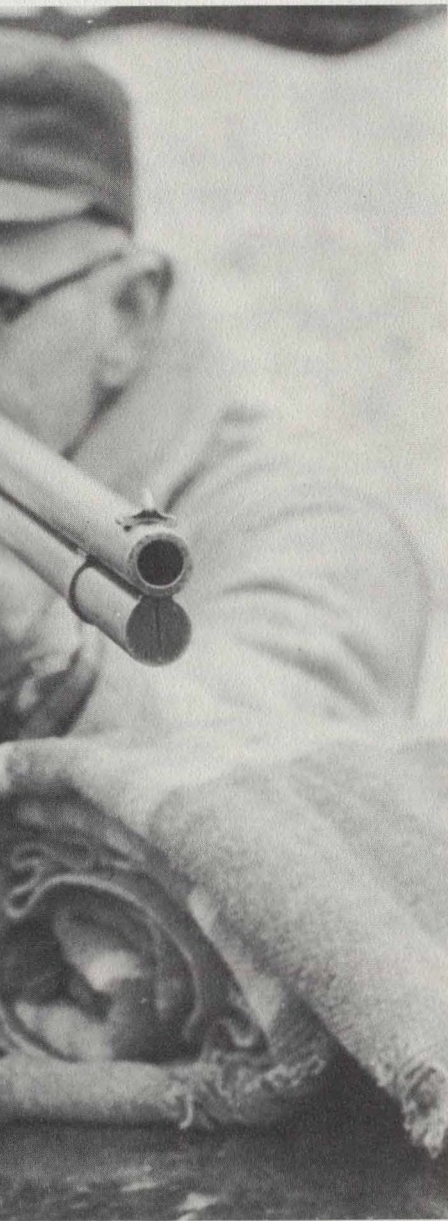
Left, S. F. Corey accepts Award of Honor for Highway Division for completing a year without a personal injury. Below, James Furlong and Henry Thies accept Manager P. and S. Award from L. F. Lewis for a year without a personal injury. Bottom, Engineer F. D. Parent and Fireman H. D. Davies accept Superintendent's Award for engineering of District 1 from M. E. Walls. Center, left, Foreman B. B. Libby accepts Chief Mechanical Officer's Award for employees at Oakfield from Master Mechanic D. G. Merrill. Bottom, left, E. J. Berry and the employees of the locomotive shops received a Chief Mechanical Officer's Award for their record in 1965.



Above, W. E. Corey accepts Chief Engineer's Award from V. J. Welch for the employees of the Houlton Shop. Above, right, Roadmaster E. D. Ross accepts Chief Engineer's Award for the employees of District No. 4 for the best record among roadmaster districts. Right, Conductor Linwood S. Welch, Superintendent of Transportation Award for the Conductors and Trainmen of District No. 1, from F. D. Larlee. With him are Brakeman P. L. Fleming, P. B. Sherman and M. L. Fitzgerald. Below, Station Agent Jerry Hood accepts Superintendent of Transportation Award for station employees for a year without a personal injury from M. E. Walls. Below, right, Bus Operator C. A. Bailey receives an Award of Merit from Clark Crane for driving the greatest number of miles in 1965 without an accident.



e For Burning Powder



The tall, spare man bent deliberately over the long-barreled rifle. With a visible effort, he made himself relax. The piece was inordinately long, perhaps four feet, with an exposed hammer. It was covered with a patina of age. Not neglect, mind you, but the polish and small blemishes that come with long life. Clearly, it had been a cherished possession in another age. The tall man let out his breath slowly, quietly, as his finger tightened on the trigger. There was a critical interval before the hammer fell. The rifle lifted in recoil as the sharp report racketed across the gravel pit.

After chips flew from his target 100 yards from his bench rest, Paul Wheeler turned from his vintage rifle with a broad grin.

"That's not bad for a rifle that's over 70 years old," he quipped.

Paul can usually be found at some time during any weekend when it's warm enough in a convenient gravel pit trying out one of his antique rifles with a new load, always trying for that elusive one-inch, five shot group. He comes surprisingly close to his goal, too.

Paul is a 6 ft. 3 engineer in Maintenance of Way, the kind of outdoor type who looks like he might belong in a cigarette ad when he's behind his transit. Besides a dry, Yankee wit and an abiding respect for honest craftsmanship, he has a consuming interest in firearms, particularly vintage arms. He not only likes to hang them in his gun rack; he likes to shoot them.

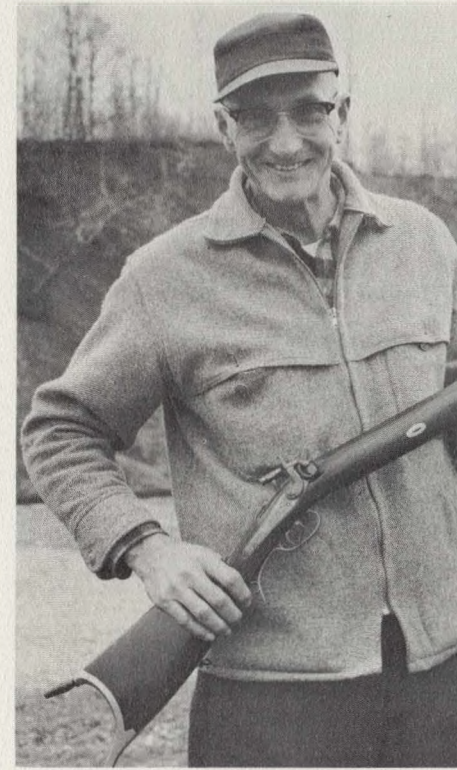
Modern arms also have a place in his shooting. He is a particular ad-

miration of Smith & Wesson handguns and was delighted when the railroad's parent company, Bangor Punta Alegre Sugar Corp., acquired the quality gun making firm.

There's a word in vogue that describes men like Paul Wheeler. They're called gun cranks. But that word conjures up a misleading image of eccentrics who covet firearms the way Silas Marner did his silver. Since men first learned to sharpen a spear in his fire as a weapon to hunt with and protect himself, he has been preoccupied with weapons. As we become more civilized, this interest has been academic and it is more accurate to describe men like Paul Wheeler as students of firearms. He's a student in the best sense of the word.

Paul's particular field of interest is in the rifles made by Winchester prior to the turn of the century. Students of these matters are concerned about such details as the number of screws showing on the frame, the markings of a particular model and factors like barrel length, whether a barrel was made octagonal in shape or round and scores of seemingly-minor variations. When a small number of units of a certain model were made with an odd variation, it affects their scarcity, and their worth on the collectors market.

While many of these fine old guns have been destroyed through neglect, or because people who inherited them from their original owners thought them obsolete, there are still a few in desirable condition

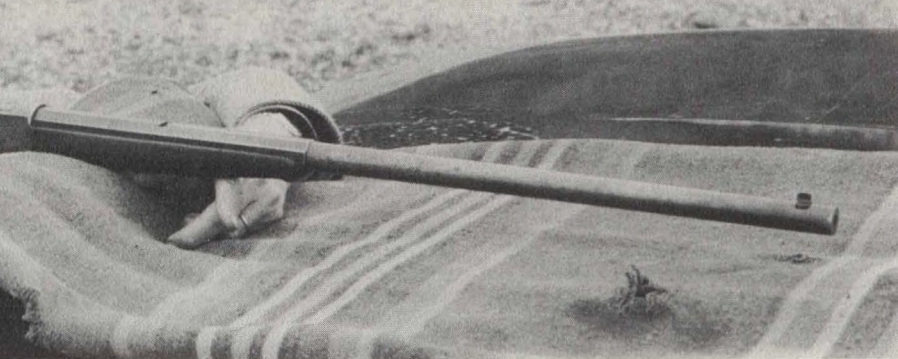


The 13-pound muzzle-loading target rifle. It's in excellent condition and capable of doing much better than many of the old timers are capable of producing rifles.

to be found in attics or back closets. Some command fancy prices; some more modest prices. But almost all that are in good condition will bring more than their original cost.

Paul Wheeler's particular pet is a graceful single shot Winchester Model 1885 in the venerable 38-55 caliber. The ingenious falling block action was designed by the American firearms genius Moses Brown-

this rifle
an optical
del 1886
his means
diameter of
The man
Engineer



Above, Wheeler shoots one of his particular pets, a Winchester Model 1885 single shot, at a gravel pit. The Winchester High Wall is in .38-55 caliber, a cartridge considered obsolete by modern standards, but capable of gilt-edge accuracy and decent hunting performance under eastern brush conditions.

(.375 inches) and the 55 indicates the original amount (in grains) of black powder used as a propellant.

Part of the fun of collecting and shooting the old arms, he says, is in loading your own ammunition. Paul Wheeler is a deliberate, methodical man and nothing delights him as much as eliminating the variables of a load, one by one, until he has found the most accurate load for a particular rifle.

SCORNS MODERN BULLETS

He scorns modern bullets that are clad in a thin jacket of gilding

the mild steel of the old rifle barrels. Instead, he prefers original lead bullets originally designed for the arm lubricated with a mixture of deer tallow and beeswax.

The bullets are cast from a 1:16 alloy of tin and lead with the mold that Winchester once furnished with every rifle it sold. The tin hardens the lead so that friction will not wipe off the soft metal in the rifling and destroy the accuracy. The lubricating grease also lessens the friction as the bullet passes through the bore.

The brass cartridge case, salvaged from an original factory box of ammunition, will have been fired perhaps 15 times. Using the old Win-

chester Model 1885 single shot, at a gravel pit. The Winchester High Wall is in .38-55 caliber, a cartridge considered obsolete by modern standards, but capable of gilt-edge accuracy and decent hunting performance under eastern brush conditions.

Wheeler no longer uses the original black powder for this piece (it's too dirty), but a small amount of modern smokeless powder. After he's inserted a new primer, carefully measured in a charge of powder and seated the bullet, he has a loaded round. The cost of his reload is slightly more than 1¢.

The care he takes in preparing his ammunition and in shooting a tar-

get is 50 years. Bullets are weighed and examined for variations. So are primers. Sometimes, the bullets are even fired in the order that they were cast. And just before he settles down to shoot, he raises the barrel of the rifle and thumps the stock so that the powder will be in the same position in the case at each shot.

"I admit it's a lot of trouble just to produce a small cluster of holes on a target," he grins, "but there's a certain pleasure involved in duplicating the results of the old shooters, placing yourself under the same

Milestones . . .

SERVICE ANNIVERSARIES

FORTY YEARS

E. Donald Ross
W. Jerome Strout

THIRTY-FIVE YEARS

T. W. Cudhea
Herman L. Wright, Sr.

TWENTY-FIVE YEARS

B. B. Black
F. W. Day
Louis P. Larsson

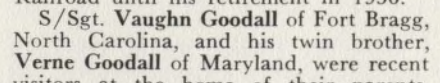
TWENTY YEARS

Leo J. Blanchette
Wendell E. Corey
Donald E. Henderson
Ralph E. Hill
Francis N. McLeod
Harry G. Sinclair
Joseph D. Smith
Dermond Trafton
Enoch T. Trafton
Alton L. Wardwell

mic plaque in red, blue
black on white. Six inches
re also \$1. Carefully
red and mailed postpaid but
ceiver's risk.



Dr. Richard McGraw, Randolph AFB, Texas, was best man. Ushers were Jeff Rybar, Gordon Kirkpatrick, Jim Dwyer,





Section Foreman **Merle E. Lyford**, Brownville, has received a gold pass for 40 years' service with the Bangor and Aroostook. He was born in Milo and attended Milo schools. His first railroad job was as trackman in 1925. He has also served as plowman and welder. He is married and has two children, **M. E. Lyford, Jr.**, and **Mrs. Beatrice A. Knowles** of Hartland.

Engineering Department

Chief Engineer **P. H. Swales** of Houlton sustained a back injury in April as the result of a fall. He has been hospitalized but it is expected he will be able to return to his home shortly.

Robert Paradis, son of Trackman and **Mrs. Edward L. Paradis** of Island Falls, has been named salutatorian of the 1966 graduating class from Island Falls High School. He is a member of the National Honor Society, and has participated in basketball, baseball, crosscountry intramural sports, public speaking, one-act plays and glee club. He was the school representative to Dirigo Boys' State and Northern Maine foul-shooting championship in 1965. He has been accepted by the College of Arts and Sciences at the University of Maine.

Mr. and Mrs. William Adams of Pine Street, Rumford, announce the engagement of their daughter, **Elaine Margaret**, to **Paul H. Beals**, son of B. and B. Foreman and **Mrs. Kenneth H. Beals** of Milo.

Miss Adams will graduate from Gorham State College in June.

Mr. Beals is a junior at Gorham State College. He has completed a three-year tour of duty in the U. S. Army and has worked in Bridges and Buildings at Derby, the past three summers.

A September wedding is planned.

Norman Swales, son of Chief Engineer and **Mrs. P. H. Swales** of Houlton, a senior at Houlton High School, was on the honor roll during the last ranking period.

Custodian and **Mrs. Willard Buxton** of Houlton returned April 24 from a visit with their daughter and son-in-law, **Mr. and Mrs. Ronald Miller** in Meriden, Conn.

David M. Ewings, son of Trackman and **Mrs. Lester Ewings** of Merrill, died

Marine Corps at Paris Island; paternal grandparents, Section Foreman (Ret.) and **Mrs. Charles Ewings** of Millinocket; and maternal grandparents, Trackman (Ret.) **Mr. and Mrs. Zadoc Russell** of Merrill.

Funeral services were held at the Smyrna Mills Methodist Church with **Rev. John Ruth** officiating.

A Military Service was conducted by the Caribou National Guard. Our sympathy to the family.

Roadmaster **R. H. Tweedie** of Oakfield and his brother, **Arnold**, of Patten, motored to Yorktown, Virginia, the latter part of March. On their return they were accompanied by their mother, **Mrs. V. L. Currie**, who will reside with Roadmaster and **Mrs. Tweedie**.

Friends of **Mrs. Raymond Porter**, widow of Section Foreman **Raymond Porter** at Grindstone, will be sorry to learn she is ill at the Millinocket Community Hospital.

Mrs. Porter's son, **Earl R. Porter**, is the present section foreman at Grindstone, the same section of which his father was foreman for more than a decade.

Mr. and Mrs. Ellery S. Robinson observed their 50th Wedding Anniversary on April 24, at their home in Garfield Plantation, with relatives and friends extending good wishes and congratulations. They have two sons who are members of the BAR family—Equipment Operator **Harold Robinson** and Conductor **Vernon D. Robinson**.

Mrs. Mary Doucette of Stockholm died on April 10 at a Caribou hospital. She was born at St. Agatha on April 16, 1900.

Mrs. Doucette is survived by her husband, **Lawrence**, of Stockholm, and six sons, two of whom, **Gilbert** and **Wilbert Doucette**, are BAR Trackmen.

A Requiem Mass was celebrated April



Miss Peggy Dwyer

Miss **Peggy Lee Dwyer**, daughter of S. and C. Helper and **Mrs. Virgil Dwyer** of Oakfield, has been named valedictorian at Oakfield Community High School for the class of 1966.

She has studied the college course through high school and has been active in public speaking, one-act plays and has been an honor student all four years. She has been president of her class during her freshman, sophomore and senior years. She was office secretary during her senior year, literary editor of the 1966 Acorn, and a delegate to Dirigo Girls' State.

Miss Dwyer plans to attend Aroostook State College at Presque Isle this fall.



Mrs. Donald Whipple

Miss **Joan Marie Robinson**, Masardie

Rev. **Carlton Hume** of **Sherman** officiating. Music was by **David Walker**. **Miss Marion Craig** sang "O Promise Me."

Given in marriage by her father, the bride wore a street length gown of white lace over taffeta, with a fitted bodice and scoop neckline centered with a taffeta bow. Her veil was held by a double crown of hairbraid and pearls. She carried yellow jonquils with round bouquet.

The maid of honor, **Miss Harolyn Robinson**, wore a brown tunic dress trimmed with white. She carried yellow pompons.

William Whipple, Jr., brother of the groom was the best man.

A reception was held at the Oxbow Grange Hall. Assisting at the gift table were **Pamela Snow**, **Harolyn Robinson** and **Marian Craig**.

Aroostook Chapter N. 20, Royal Arch Masons, installed officers at Masonic Hall, Houlton, in March. Among those installed were Assistant to Supt. B. and B. **Gerald Wiggins**, scribe, and statistical Clerk **Frank Shields**, secretary.

Gordon Duncan, assistant supt. of track, was named finance chairman of the Republican Town Committee of Houlton at a recent Republican Caucus. The meeting was held at Al's Food Shop in Houlton, preceded by a smorgasbord supper.

Mr. and Mrs. Merrill F. Goodall of Landover, Maryland, are receiving congratulations on the birth of a daughter, **Tammy Denise**, born May 1. The new-comer's paternal grandparents are Trackman and **Mrs. Perley Goodall** of Oakfield.

Donald B. Ryder of Charlton, Mass., died on April 23 as the result of an automobile accident.

He was born at Presque Isle, Maine, son of **Ernest D. and Luetta Ryder**.

Surviving are his widow, **Mrs. Pearl Ryder** of Charlton, his mother, **Mrs. Luetta Ryder** of Presque Isle, and several brothers, one of whom is Section Foreman **Elmer W. Ryder** of Presque Isle.

Funeral services were conducted at the Lullmann-Paradis Funeral Home in Oxford, Mass. Our sympathy to members of the family.

Among those listed on the Honor Roll for the last ranking period at Oakfield High School were: **Rodney Swallow**, sophomore, son of B. and B. Helper and **Mrs. A. M. Swallow**; **Rodney Kennedy**, sophomore, son of Trackman and **Mrs. Edward Kennedy**; **Douglas Clark**, sophomore, son of Trackman and **Mrs. Norman Clark**; and **Kenneth McDonald**, freshman, son of Section Foreman **Archie McDonald**.

At a meeting of Monument Lodge of Masons, Houlton, on March 5, Chief Clerk **M. A. Fairley** was installed as secretary.

Trophies were presented the last of April to the three holding individual highs for their individual performances in the Ladies A League bowling this

...The Latin Club and The French Club. She has been a member of the High School Band for four years and the Chorus for one year. She also was a delegate to Dirigo Girls' State, and Chairman of the Credentials Committee Model United Nations. Janet is on the staff of the North Star and was a member of the Senior Play cast. She plans to enter the University of Maine in the fall.

Miss **Janet White**, daughter of Chief Dipatcher **Henry G. White**, has been installed as Worthy Advisor of Houlton Rainbow Assembly #26. She was installed by her father. She has also been selected as Grand Religion of the Grand Rainbow Assembly of Maine and will be installed in Augusta on April 30th.



Janet White



Airman Third Class **Stephen C. Barnes**, son of Conductor **Ervin J. Barnes** and Mrs. **Barnes** of R. F. D. 2, Washburn, Maine, has been graduated with honors at Amarillo AFB, Texas, from the training course for U. S. Air Force adminis-

...Board of Directors of SAB #33 (comprising the towns of Frenchville and St. Agatha) for the year 1966-67, at the Board meeting April 5, 1966.

Station Agent **Hercules Levesque** has also been re-elected president of the Frenchville Federal Credit Union for 1966.

Operating Department

Friends of Mrs. **Virginia Bartlett**, Secretary, Highway Division, are sorry to learn she had to undergo surgery recently at the James A. Taylor Osteopathic Hospital, Bangor. Mrs. **Shirley Brewster** has been substituting during Mrs. Bartlett's absence.

Highway Division headquarters are now located on sixth floor, Graham Building, Bangor.

Accounting Department

Bud Clark, stenographer in the Freight Claim Section, represented the Bangor Toastmasters Club and took second place in the International Toastmasters Area III Speech Contest at Waterville April 21, 1966. A bronze plaque was awarded to Bud for his participation in the contest.

Staff Sgt. **Robert E. Plumley**, U. S. M. C., son of Treasurer and General Auditor and Mrs. **Roy D. Plumley**, has received official notification of his promotion to Warrant Officer effective June 15th. Plumley is a career man in the Marine Corps and is presently enrolled in a 47-week course in Vietnamese being held at the Foreign Language Institute, Monterey, California.

Mildred Wallace, invoice clerk in the Disbursement Section, spent two weeks in Florida visiting and touring the state with friends.



Alice Titus, key punch operator, recently returned to work after having a minor surgical operation at St. Joseph Hospital in Bangor.

Miss **Gloria LeGuff**, daughter of Mr. and Mrs. **James LeGuff** of Brewer, and Machine Operator **Rodney J. Cyr** were married Friday, April 15, 1966 at the Second Congregational Church in South Brewer.

Mr. **Lyle Shelley** has been assigned to the position of machine operator on the night shift in the Tabulating Section. Lyle is married and has three children. He was formerly employed by the State Employment Security Commission in Augusta.

...and graduated by the IBM Educational Center in Boston, Massachusetts.

Shirley Wiedlocher, Key punch Operator, has left the employ of the service bureau, Machine Accounting, Inc. She has returned to Indiana with her husband, who was recently discharged from the Air Force.

Donald Annis, assistant to treasurer, recently attended a Railway Systems and Management Association seminar in Chicago. This seminar dealt with cash flow, short term investments, freight payment plans, and was attended by approximately seventy representatives of the rail-

BAR NEWS BRIE



Carvell Hatfield

end of U. S. Army Air Corps service in 1946 when he became a brakeman while waiting to re-enter the University of New Brunswick.

During summer vacations he worked as a rodman in the engineering department and became an assistant engineer after he received his BS degree in civil engineering in 1949. He became principal assistant engineer in 1953, assistant to the mechanical superintendent in 1954 and division master mechanic in 1956. He was made chief engineer in 1957 and was responsible for extensive mechanization of the road's maintenance of way forces. Swales is a graduate of the Management Development Program of the College of Business Administration of Northern University.

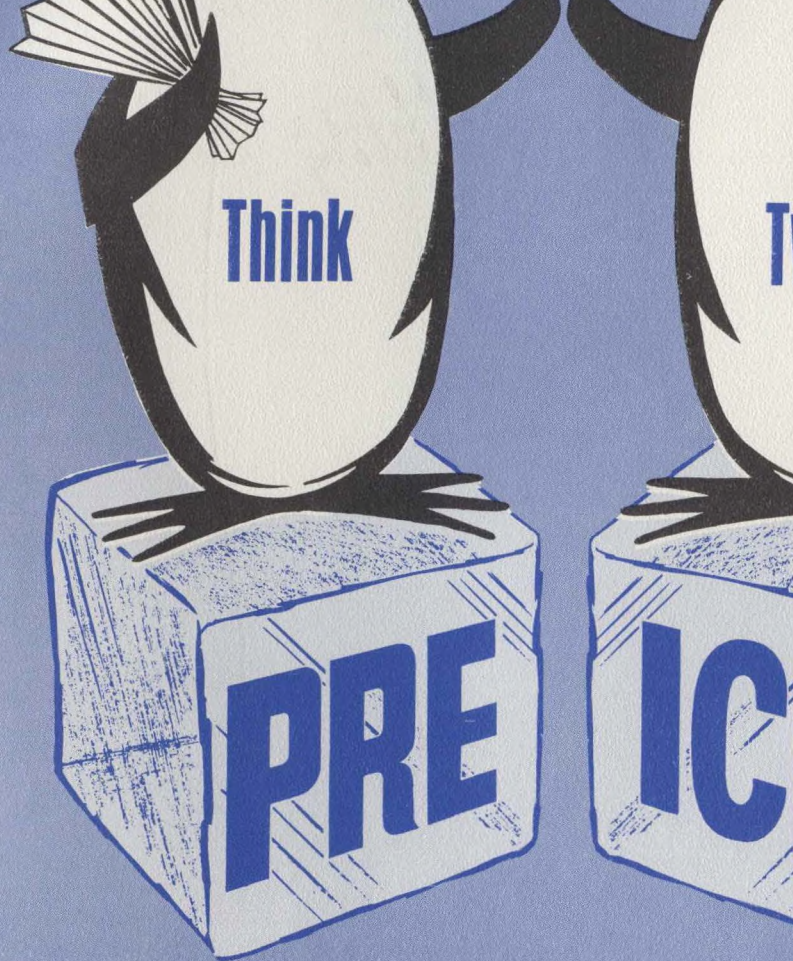
Succeeding Swales as Chief Engineer will be Vinal J. Welch, 39, of Houlton. Welch has been in Maine



move as a line haul over the Bangor and Aroostook Railroad was shipped as part of a train. Two sections, weighing 41 and 31 tons respectively, contained parts of a dryer for a paper refinery at Easton. At the road's bridge spanning the West branch of the Penobscot River, there was a clearance of only two inches between the load and the trusses of the bridge. Railroaders inched them across the span. Some 47 cars of machinery moved in the special train to move over the railroad for the new refinery.



MODEL TRAIN WINNERS — The Bangor and Aroostook Railroad and the Parks and Recreation Department sponsored the ninth annual model train races at the Gentle Memorial Building in March. Displaying their trophies for winning in the various classes are, left to right, front row, Gregory Lezotte, John Burpee, Douglas Page and Leonard Cumming; back row, Mark Dobbins, Fred Lunt of the Bangor and Aroostook, Harold C. Duffey, manager of operations for BAR, who presented the trophies, Walter Burlock, recreation superintendent, and Michael Cummings.



POTATO CARS PRE-COOKED MAY 1 thru JULY 1

