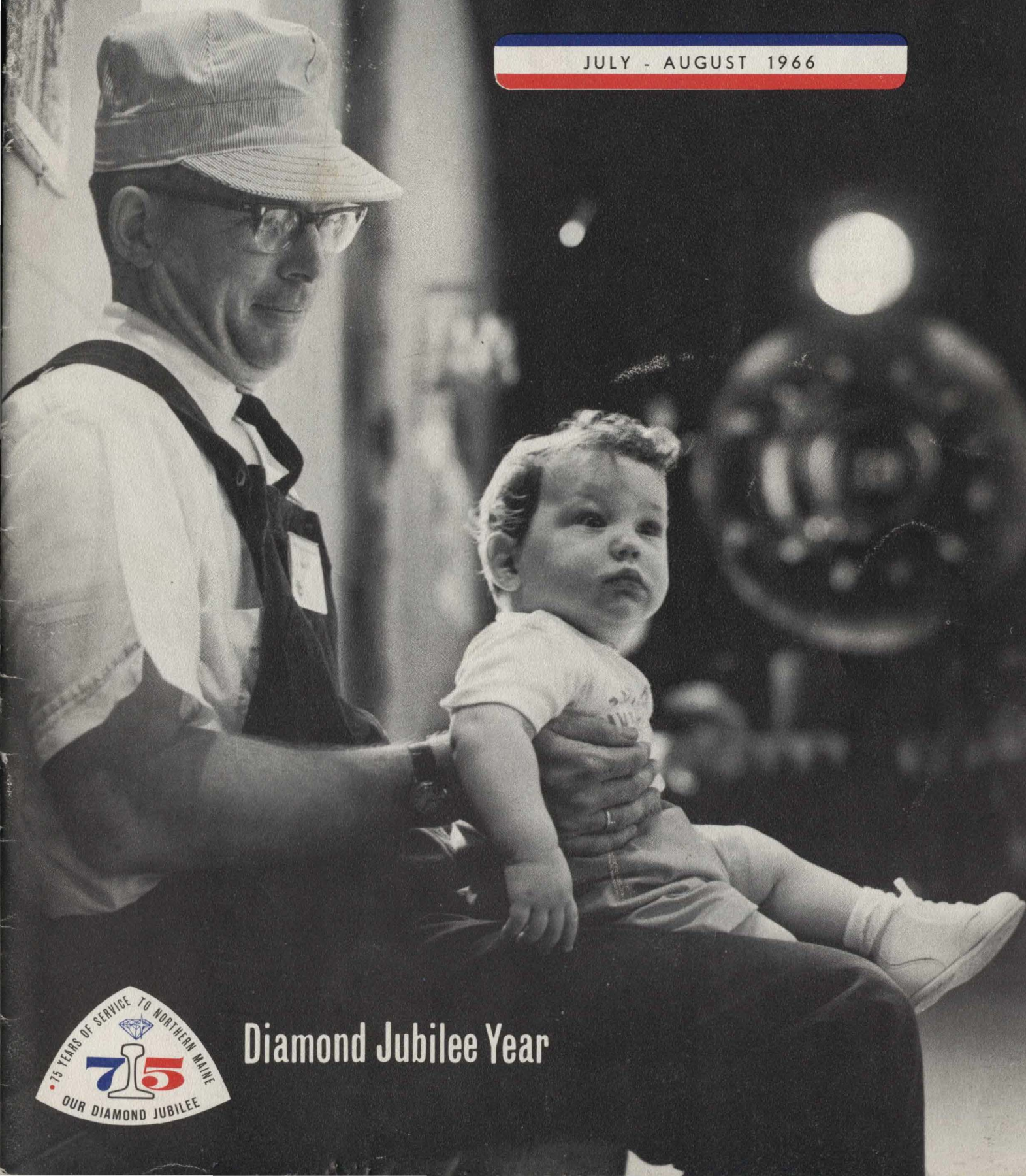


*K. D. Lilley*

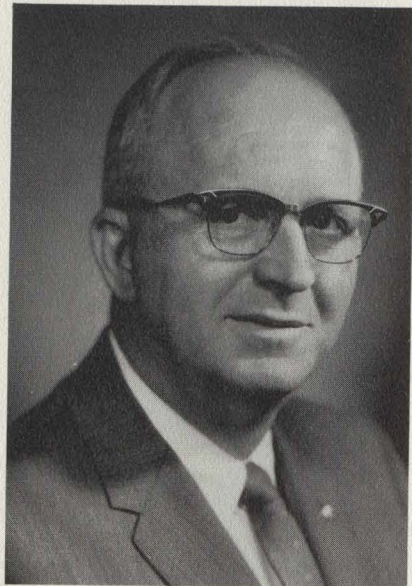
# MAINE LINE

JULY - AUGUST 1966



Diamond Jubilee Year





## Talking It Over

To My fellow employees,

As I write you this month I can almost sense the presence of Albert Burleigh, Moses Burpee and Franklin Cram, at my elbow. The Diamond Jubilee Special was a vital experience, reminding me of the contributions of those who preceded us in the Company. It left me, not only with a feeling of pride in the achievements of the railroad, but also with a sense of urgency for the tasks ahead.

I have been asked what purpose such an expensive and ambitious anniversary observance served and I have told my questioners that it accomplished two important goals. First, it gave the public an opportunity to see us at our work. Many of our guests, I know, regarded the railroad as still living in the age of the little red boxcar. These people saw us at work with the complex maintenance machinery, sophisticated rolling stock and the most modern tools of our craft.

I believe that we were able to convince the doubters that we not only do a healthy business in this space

age, we are actually of this time. In brief, for the 35,906 people who visited us, the exhibition train and the open house observance laid to rest the myth that we are in any sense outdated. It also gave us an opportunity to become acquainted with a generation of school-children that has grown up without even a nodding acquaintance with railroads.

The rest of the answer is that the observance brought us together as a family more than anything that I can recall in a lifetime with the railroad. As the train made its way over the system, more and more railroaders were caught up in the spirit of the occasion. Most of the work of running a railroad takes place away from the public eye. The Jubilee Special gave many of us an opportunity to demonstrate our jobs to an interested audience and it was a strangely exhilarating experience. I think most railroaders who participated shared my own feeling; I was proud to be part of an organization that could do something like this.

The anniversary observance was easily the most comprehensive public relations effort that we have undertaken in many years. The train, with its special equipment, exhibition and museum cars, involved the time and talents of scores of our people for much of the past six months. So did the open house observances.

The tour of the train and the open houses at Northern Maine Junction, Derby, Houlton, and Presque Isle touched nearly every member of the railroad family, from the men who guided tours to those who attended to the necessary housekeeping chores and parked cars.

Wives and daughters of employees helped serve refreshments to the crowds who came to visit the train and to see our facilities. People helped, too, who were just friends and not regular members of the railroad family.

The observance could not possibly have succeeded without the fine help and enthusiasm of every railroader who participated. Our guests judged us by the collective impression we made, and that impression was a good one.

It was railroad people, not buildings or equipment, who provided the heartbeat for our birthday. As necessary as good tools and rolling stock are, people are the life force in any company and you have made me extremely proud to be a part of this one.

Sincerely,

*W. Jerome Strout*

## BAR NEWS BRIEFS



Harold C. Duffy and President Strout

More than 100 guests attended a retirement party for former Manager of Operations Harold C. Duffy at Pilots Grill in Bangor June 30. Treasurer and General Auditor Roy D. Plumley served as master of ceremonies at the dinner. Mr. Duffy received several gifts including a television set and radio.

Duffy, a native of Boiestown, N. B., had worked for the BAR for 42 years and had been manager of operations for the past 10 years.



Manager of Operations Palmer H. Swales presented the railroad's last steam locomotive bell to the Bangor YMCA's Camp Jordan in Ellsworth last month. Accepting the bell for the YMCA was David Fox of the Board of Directors, Tom Greenquist and Roland Chandler.

Camp Director William Bennett said the bell would be used to call the youngsters to camp assemblies.

General Freight Traffic Leslie W. Wentworth was elected president of the Maine Traffic Club at the Eastland Hotel in Portland last month. He is the first Bangor and Aroostook representative to hold the office.

The Maine Traffic Club is made

up of transportation people and traffic representatives from Maine industry. Wentworth took over the presidency from a former Bangor and Aroostook employee, William Fernald, now with the Maine Public Utilities Commission.

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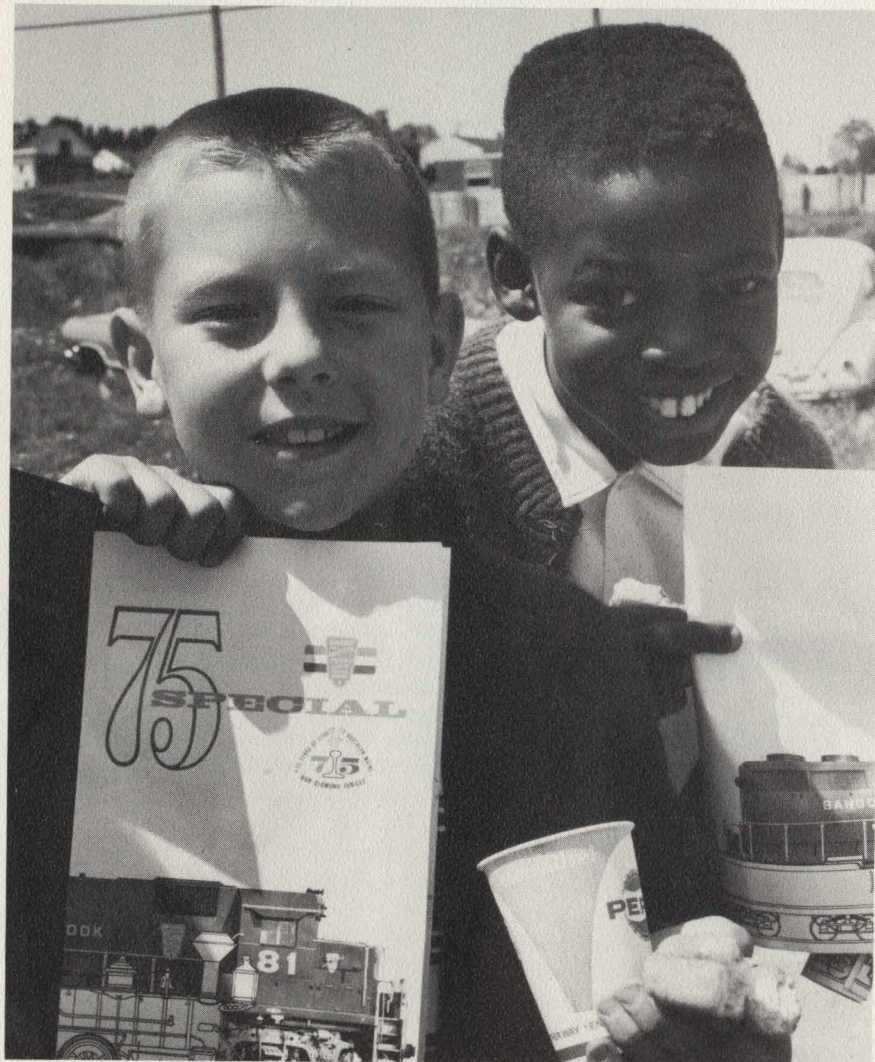
### ON THE COVER

Guides on the railroad's Diamond Jubilee Special found themselves doing all sorts of odd jobs, including babysitting with infants while their mothers looked at the train. Division Master Mechanic David G. Merrill, pictured with a friend on the front cover, was so much in demand as a sitter that his colleagues promptly nicknamed him Father Goose.

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84 HARLOW STREET — BANGOR, MAINE		
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# BAR Birthday Party Draws 35,906 Guests



Clutching a donut and a cup of Pepsi-Cola, these youngsters at Limestone were typical of the thousands from northern Maine who visited the railroad's Diamond Jubilee Special.

It was like a circus train that struck its tents every night and played a new town every day. And the railroad people who worked the train lived like nomads of the road. In 17 days the Bangor and Aroostook's Diamond Jubilee Special, an 18-unit exhibition train, stopped in 18 communities along BAR lines and played host to 35,906 people, most of them in Aroostook County. The Aroostook attendance figure is nearly one-quarter of the population of the county.

Of the nearly 36,000 guests, about 75% were school children. The remainder were interested adults, many of whom were customers of the railroad. School authorities were contacted in March and the initial response indicated that about 13,000 youngsters would be bussed to the train and open house celebrations. By the time the Special had been on the road for a week it was evident that the pre-trip estimates of attendance were low. Schools were bringing their children from as far away as 100 miles on a round trip basis. And, as designated groups from a school finished their tour, others, who had not been scheduled, asked to attend. At the end of 23 days the attendance had soared to twice the original estimates.

Plans for the Special were begun nearly a year before the train was actually assembled at Northern Maine Junction May 17. By January of 1966, committees had been named for the train, for the open house observances and the dozens of other tasks necessary to the success of the celebration. Requests went out for artifacts to fill the museum car and for exhibits for the Maine Products car.

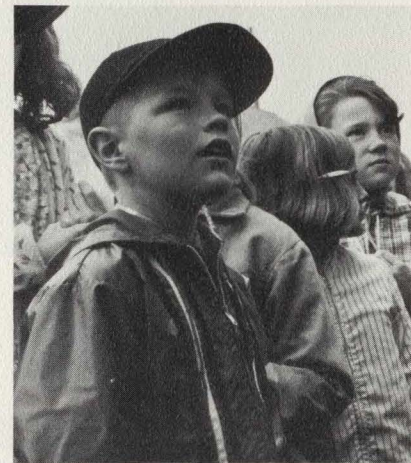
During the last frantic weeks before the launching of the project on May 17, men worked Saturdays, Sundays and late into the evening at Derby Shops where all the work on the special cars for the train was

done. By the time of the open house at Northern Maine Junction May 17 the last exhibit had been secured in the products car and the exhibits housed carefully under glass in the museum car. Every piece of rolling stock included in the train shone under new paint.

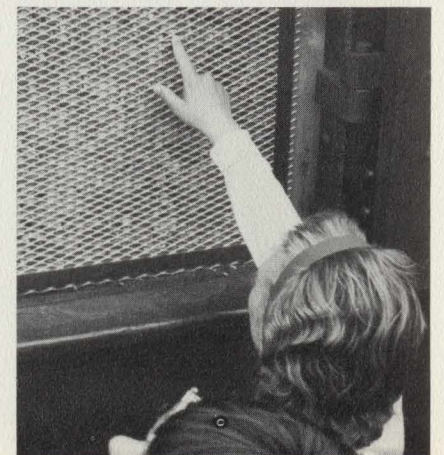
The degree of organization of the operation of the train and the four open house observances held in conjunction with it was a tribute to the resourcefulness of the railroad people involved. Displays of equipment and work projects performed at Northern Maine Junction, Derby Shops, Houlton and Presque Isle were features of the open house observances. Guides with hard hats and armbands conducted tours through the facilities. Other guides, supervisors from each department, had the ambitious task of taking guests through the train itself.

The morning of May 17 dawned warm and sunny. To the men responsible for the critical first day it was filled with uncertainty. There is little in the craft of railroading that prepares one for the problems of handling large crowds. The scheduling of 2,000 school children the first day was critical. It was important for them to arrive at regular intervals, to spend enough time on the train to be meaningful, but not enough to cause bottlenecks. But by 7 o'clock that evening the train personnel and Linwood Littlefield's open house people had survived the first onslaught of visitors. They had been served refreshments by wives and daughters of Northern Maine Junction employees. There were no bottlenecks and the response on that first day was a smashing 3,000 people.

Nightfall of the first day found a footsore group of guides. Unaccustomed to continuous walking the men had covered between 5 and 10 miles that first day and were to do so for the rest of the tour.



A cold, grey day with gusty winds and rain didn't discourage crowds in Millinocket, above, from visiting the train. More than 3,000 school children and a surprising number of adults turned out for the third day of the exhibition train. There were sights to see as evidenced by the rapt attention of the youngsters at left. Many carried notebooks and made careful entries of the displays and statistics on the train.

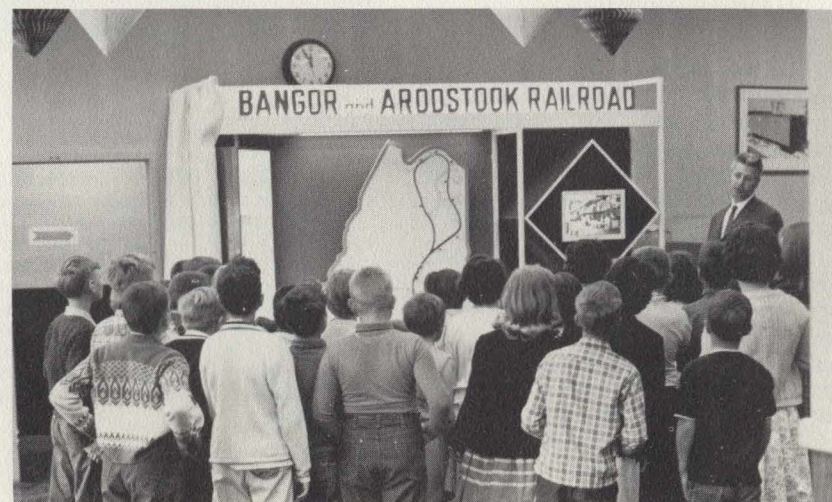


School children at Houlton, above, watch a demonstration by the road's mechanized tie crew which was a part of the open house display. The sense of touch is, apparently, an important part of the learning process. Curious little fingers touched every display within reach in the train, including woodchips held fast behind the grating of a chip car, right.





Looking for all the world like a 20th century Pied Piper Trainmaster Frank Larlee, a guide on the Diamond Jubilee Special, back packs one of his charges who tired during the long walk through the train at Washburn. Left, a map of the U. S. showing distribution of the potato crop excited the interest of school children at every stop, but nowhere more than Limestone where Air Force children excitedly pointed out their home states. Babysitting for mothers going through the train was a common chore for train guides, one that Traveling Auditor E. E. Dow, lower left, obviously doesn't find unpleasant. Below, Vice President-Marketing H. L. Cousins, Jr., explains slides in railroad display at the open house in Presque Isle June 2.



The Diamond Jubilee Special's museum car held great interest for the adults who visited the train. At right, a man and his wife examine the photographic murals of early construction scenes and the artifacts in the display cases. The car displaying products of Northern Maine, from potato barrels to men's cologne, below, was one of the most popular exhibits in the train. A little girl with a cast, center photo below, gets a helping hand from Assistant Traveling Engineer Leo Downie, a guide on the train. Whether it was a strayed parent or a misplaced youngster, lower right, the man in the overalls and trainman's cap looked like a safe haven in the crowd.







Robert Breedlove, manager of Birds Eye Division of General Foods in Caribou, examines the display of his company's products in the display car.



The railroad received community service awards on its 75th anniversary from Fort Kent, above left, Presque Isle, above right, Washburn, below, Houlton and Fort Fairfield. Pictured with BAR President W. Jerome Strout (above left) is David D. Daigle, (above right) Burt Thompkins and (below) Milton Blackstone and Station Agent Byron Black.



The turnout at Derby Shops the following day equalled the first day. So did the third day at Millinocket. But on the third day what had been a series of crisp, blue spring days turned successively into drizzle, sleet and, finally, a steady rain.

By this time the guiding staff was becoming conditioned to the daily 10-miles hike. They were also becoming accustomed to off-beat requests and questions from their young guests: ("Mister, how many miles does a locomotive wheel last?") When the rain came there was hardly a letup in the crowds that visited the train. From Millinocket, the train traveled to Patten and Oakfield, then on to Houlton where an open house was held. The Engineering Department set up an exhibit of its mechanized tie crew that attracted wide attention. And at each community the word traveled ahead of the train that here was something that shouldn't be missed.

Over 3200 people visited the train at Houlton. And what had started out as an assignment to be endured for the 21 men who served as guides took on an entirely new character. There was a curious chemistry at work as the enthusiasm of the crowds made itself felt. There was the good-natured bantering of men on the road who are bent on a common purpose in which all of them believe. There was pride in the task at hand and a sense of camaraderie.

Cecil E. Garcelon, safety supervisor, had overall charge of the day-to-day operation of the train. Serving as guides were: G. E. Wiggins, P. S. Wheeler, J. C. Conners, Leo Downie, D. G. Merrill, Guy Jackins, George Mossey, A. B. Nadeau, E. E. Dow, R. P. Groves, F. D. Larlee, J. F. Mills, R. W. Miller, L. H. Kitchen, L. S. Milton, A. J. Duplessis, M. E. Walls, G. L. Lovett, N. J. Tardif, L. B. Neal and J. C. Hickson.

The guiding assignment was an early-in-the-morning until late-at-night job. Guides reported and began setting up steps and readying exhibits at 7:30 a. m. There were days when the train didn't close until 8 p. m. After each day's crowds the guides swept the carpets in the display cars and repaired the damage done to the exhibits by hundreds of small, curious fingers. The sense of touch is apparently an important part of the learning process.

As the train wound its way northward to Fort Fairfield, Caribou, Van Buren, Madawaska and Fort Kent, adults turned out in increasing numbers. It became apparent the train had proved an eyeopener for many of the adult visitors. The staff heard comments about the new machinery, the number of industries served by the railroad and, importantly, the progressive atmosphere surrounding it.

In Fort Fairfield, Presque Isle, Fort Kent, Washburn and Houlton, plaques for community service were presented the railroad. And in Fort Kent (pop. 4,761) more than 3,000 people turned out for the train.

It wasn't until the train reached Washburn on June 6 that the rain hampered operations. The railroaders traveling with the train promptly erected a blue and gold tent measuring 20 x 40. Still, some 1500 people streamed through the train in a community of 2,083 souls.

By the time the Special reached East Millinocket June 8, the final day of the tour, wives and daughters of employees, and volunteer helpers had dispensed 2,205 gallons of soft drink, 2,181 dozen donuts and nearly 10,000 cups of coffee to school children and adults who visited the train.

The original concept of the Diamond Jubilee Train, to demonstrate the vitality of the railroad and its modern technology, had been realized. The accent was on sales, in spite of the elaborate museum car, and sales representatives lost no opportunity to establish customer contacts throughout the tour.

But the Special did much more than just demonstrate that the Bangor and Aroostook is still a vital member of the northern Maine community. The preparation and operation of the Special touched nearly every member of the railroad family. And it brought a certain pride among employees who helped put the crowds through the train and through the facilities at points where the railroad held open house. It was evident in the way they did their job. Call it esprit de corps, or morale, or spirit, it is that elusive ingredient which is a necessary part of any successful enterprise.

"These railroad men seem to be having almost as much fun as the children," one teacher commented while ushering her flock through the train.

And that's the way it was.



Nineteen (count 'em) guides of the Diamond Jubilee Special posed for an "official" photograph at Presque Isle. Below, left, Frank Brown and Charles Nutter (right) of Mars Hill inspect the exhibition train. Mr. Nutter remembers when the BAR came into Mars Hill and once wanted to become a telegrapher.



Principal Assistant Engineer Carvell Hatfield (above, right) chats with retired agent Maxime Chasse, of Frenchville, one of many veterans to visit the train. Below, Cecil E. Garcelon, right presents a bouquet of roses and an Anniversary Plaque to the train's 35,000th visitor Mrs. Dorothy O'Halloran, Millinocket, on the final day of the tour. With him is H. C. Duffy.





# Bond Buying Is A Railroad Tradition



Foreman and Mrs. J. A. Allen, Smyrna Mills, used the savings they have accumulated in Savings Bonds to help build their new home.

Thrift is such a traditional facet of the New England character that it sometimes becomes an end to itself. . . at least in fiction and legend. But thrift really isn't just the accumulation of money to see the pile grow. Thrift is actually deferred spending. One saves so that he can accumulate enough to make an important purchase or to provide a blanket of security for the future. Railroaders have been practicing this kind of thrift through the purchase of U. S. Savings Bonds for 25 years. And many of them have reached the goals they set for themselves.

Clerk Edgar E. Carter, for example, has been buying bonds through the payroll savings plan since they were first offered back in the early WW II years. Not only has he been buying them, he's been keeping them. To date, he has not cashed a bond. But when he retires, the dollars invested in U. S. Savings Bonds over the past 25 years will help make his retirement years meaningful.

Constructing and distributing Foreman J. A. Allen, Oakfield, is another railroad bond buyer of long standing. U. S. Savings Bonds helped him build a new home in Smyrna Mills a few years ago. And the bonds he has purchased since are going into a retirement fund.

Superintendent of Signals and Communications T. W. Cudhea of Milo has been buying bonds since they were known as Defense Bonds. Later they came to be known as War Bonds and, finally, as U. S. Savings Bonds. Like many other railroaders who buy bonds, Cudhea finds bonds a good way to save for the future.

Bonds helped Supervisory Agent Percy Hoar, Houlton, purchase his first home when he was agent at Mars Hill and, again, when he was transferred to Houlton.

"It was just after the outbreak of World War II when Trainmaster Harry Johnson walked into Mars Hill station where I was agent," he recalls. "I'm signing up employees for Defense Bonds," he told me, "and I'm putting your name down." I've been buying them since. They helped me to buy a home and to send my daughter to school."

The earnings power of U. S. Savings Bonds has recently been increased. Every Series E bond bought now, or purchased since Dec. 1, 1965, earns interest at the new, higher rate of 4.15% compounded semi-annually, when held to maturity. They mature faster. . . in just seven years. The higher interest rate also applies to all older series E bonds from Dec. 1, 1965 for their remaining period to maturity. So it pays to hold onto your old E bonds even as you continue to buy new ones.

There's another reason for buying bonds, too. Even though patriotism seems to be a little out of style, the thinking American realizes that, imperfect though it may be, our government represents the highest aspirations of man. And even though we are a young country, our system represents one of the longest spans of self-government history has recorded.

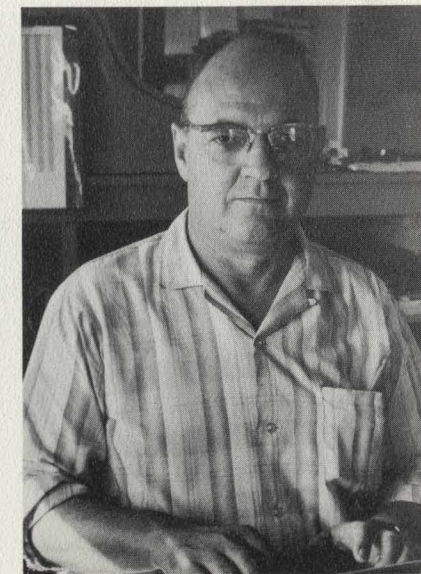
Thomas Jefferson wrote that the tree of liberty must be refreshed from time to time with the blood of patriots. Even though such sentiments elicit cynicism in our sophisticated society it is no less true now than it was in Jefferson's time. The money that citizens invest in their government represents a kind of obligation, too. Some of each generation pays for our ideals with their blood; others lend their resources. And Savings Bonds represent one facet of citizen resources.

"Bangor and Aroostook employees buy \$1,745.50 worth of Savings Bonds every week. But the 236 people who are buying bonds represent only 19% of the railroad family," says Assistant Manager Purchases and Stores Liston F. Lewis, chairman of this year's Bond Drive. "We'd like to see at least half of the railroad family participating."

During the next month, a representative of your department will ask you about signing up for Savings Bonds. When he does, remember that it's not only a good way to save; it's like buying a piece of the future.



Supervisory Agent P. W. Hoar, above, used bonds to help purchase a home and to educate his daughter. Right, Supt. S. & C. T. W. Cudhea is a regular bond buyer, saves for retirement years. Below, Clerk Edgar E. Carter, Searsport, has been buying bonds since they first became available through payroll savings plan and has never cashed a bond. Operator George Webber, right, Searsport, has been buying bonds since W. W. II.







## Railfans Take A Holiday

Heat waves shimmering in the July sun, a special train chartered by the Downeast Railroad Club, of Brunswick, moves across Colson Brook viaduct on the Searsport Branch. The passengers rode in open gondola cars.

Maine people are fond of saying that their state has two seasons. . . the Fourth of July and winter. The weekend of the Fourth lived up to expectations with a searing heat-wave, a condition that did not in the least trouble 116 railfans, members of the Downeast Railroad Club of Brunswick, who rode the second "passenger" train on the Bangor and Aroostook's Searsport Branch in 35 years.

The same group also had the distinction of making the first passenger run over the branch in 35 years last year. The "passenger" train bore little resemblance to anything ever seen in actual service. It consisted of a branch liner locomotive, four open gondola cars with folding chairs and three cabooses.

Some of the railfans came from as far away as Boston to make the

open-air ride. Some weren't railfans at all, but vacationers who had read the club's advertisements and took the trip as a lark. The train was chartered by the club who sold \$6 tickets to members and the public on a first-come, first-served basis. It ran from Searsport to Northern Maine Junction and return.

It was a gay, leisurely trip with frequent stops for pictures. The open-top cars took the curse off the sticky heat that drove city-dwellers to lakes and beaches. At highway crossings and small towns along the route startled motorists stopped their vehicles to stare at the spectacle of 116 people riding in what are normally freight cars. The railfans waved at the motorists and, after overcoming their surprise, the motorists grinned and waved back. The proceedings were enormously entertaining for the train passengers.

The train reached Northern Maine Junction at midday where the Hermon Band Parents Club had prepared a chicken barbeque for the railfans. There were more pictures and a brief rest before the group boarded the train for Searsport again.

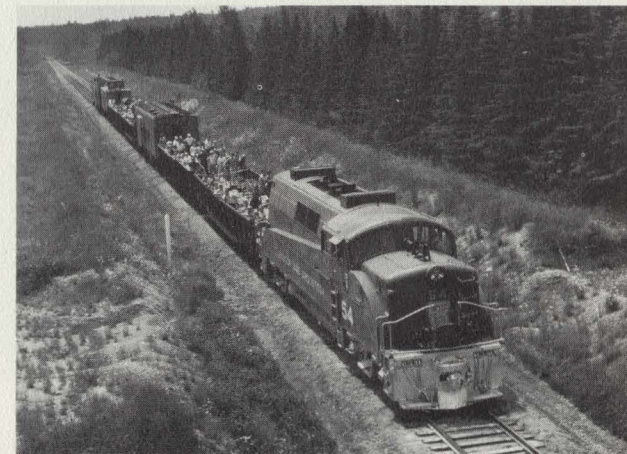
The kind of people that drive up to 400 miles to ride 59 miles in an open-top railroad car are doctors, attorneys, businessmen, clerks, laborers, engineers and more. The bond that unites them is a common interest in railroads and trains. They will become misty-eyed at the mention of steam power, but they're also keen on diesel locomotives. Often, they collect insignia from various railroads. They also treasure such diverse items as employee timetables, train orders, pictures and brakeman's lanterns.

These friends of the railroad are almost invariably courteous and considerate when they visit railroad installations. They are grateful for information and they are most active letter writers. In times when railroads have needed public support they have been vocal in active support of railroad legislation.

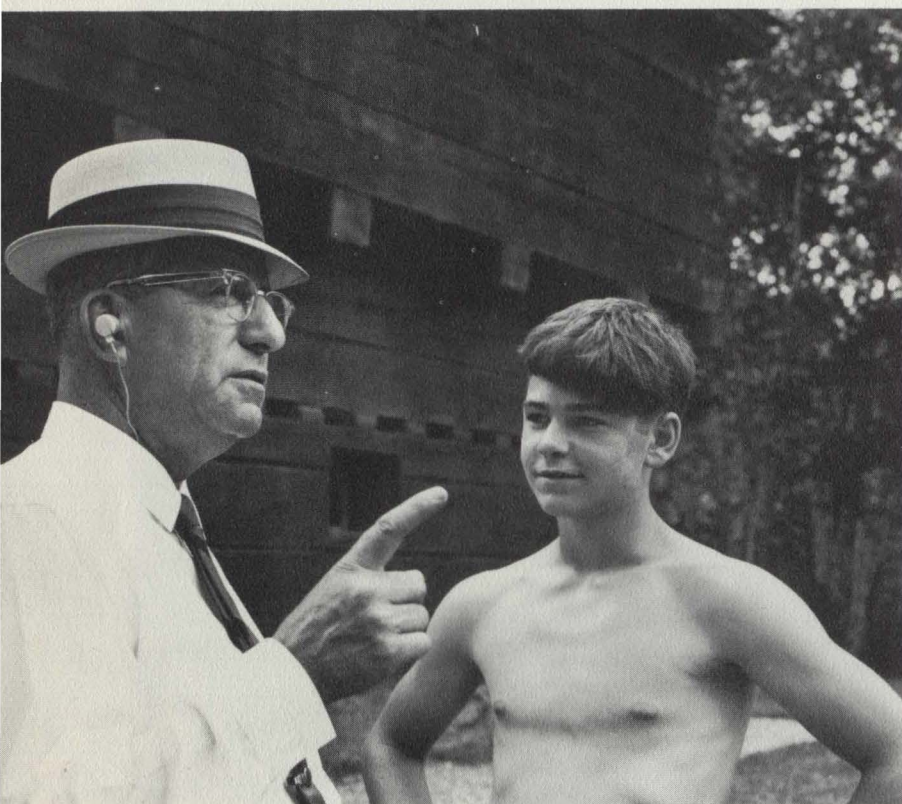
Generally, although not always, the railfans have no financial interest in railroads. But it would be difficult, indeed, to name an industry that has this kind of hardcore loyalty from any outside group, including stockholders.

A chicken barbeque, prepared by the Hermon Bandboosters, awaited the railfans at Northern Maine Junction. The sizzling heat did nothing to dampen the spirits of railfans who made the 60-mile round trip in open cars.

At every grade crossing and small village, people stopped to stare and the passengers, hugely entertained, waved at them. Below, the train slows at the foot of Mount Waldo's granite cliffs for a better look. The train made frequent photographic stops.







## Service... In The Public Interest

To plant a tree and still make it appear that nature intended it to grow there is a subtle and difficult feat, BAR Director David D. Daigle, Fort Kent, explains to Yves Theriault, one of three Scouts who works at the Fort Kent blockhouse caring for the grounds. Mr. Daigle supervised an ambitious landscaping project at the historic site.

The Bangor and Aroostook has long had a policy of encouraging its people to become involved in civic affairs. It is a philosophy that has been good for both the railroad and for the communities it serves for it provides them with a wellspring of talent. Railroad employees serve on school boards, budget committees, town councils. . . anything that touches the economic and social roots of the community.

It's not just a matter of lip service, for the men who make policy for the railroad put into practice what they advocate. Few railroad people are more dedicated to the ideal of citizenship than David D. Daigle, the railroad's energetic director in Fort Kent.

At a vigorous 61, Mr. Daigle has just completed a community landscaping assignment that would have done credit to any accomplished professional landscapist. The project

had its roots in 1952 when at the urging of attorney Robert Jalbert, Fort Kent, the community decided to clean up the old blockhouse from which the town takes its name. The blockhouse, a relic of the border troubles between the United States and Canada in the late 1830's and early 40's, had fallen into a sad state of disrepair. It had, in fact, become somewhat of a refuse heap and a community eyesore.

### A HOME FOR SCOUTS

Removing the refuse of decades was a monumental task and when Jalbert and his Boy Scout Troop had completed it, they set about staining the interior and making it suitable as an all-weather meeting place. There were troubles with the state Historical Sites Commission who pointed out that the blockhouse

came under the jurisdiction of this governmental body. Jalbert fired back a letter saying that no one had seen fit to do anything about the deplorable state of the Fort, that the Boy Scouts did and that they intended to stay there.

The letter brought prompt response and a visit from the state people. They convinced themselves that Jalbert was dedicated to the task of restoring the old Fort and established a cordial relationship that still exists.

As the project progressed Jalbert became obsessed with the dream of making the Fort site a spacious park with an adjacent recreation area. . . a tourist attraction rather than a relic hidden by an intervening bog and encroaching undergrowth. It was a bold dream but it had potential for the blockhouse was perched on a promontory at the confluence of the Fish and the St. John Rivers.

The Scouts, doing the renovating work, were careful not to cut or alter any original timber. The grounds were cleaned up and signs made.

Little by little, through personal appeals, state funds and community appropriation, the improvements grew larger until, last year, additional land was purchased. The stage was set for a major landscaping effort for the land around the area was boggy and needed the natural grace of trees artfully placed.

When the town appropriated money for the acquisition of additional land and for landscaping, town officials also suggested to Jalbert that he approach Dave Daigle to supervise the work. It was a challenge that Mr. Daigle could not resist. Since his boyhood, when he had planted a grove of trees on the homestead farm in Fort Kent, he has had the instincts of a born arborist. The trees have long since grown to mature timber nearly two feet in diameter and there have been other groves carefully nurtured during the intervening years.

He approached the task with the deliberation of a diamond cutter surveying an uncommonly large gem. As soon as he could travel in the woods last spring he began the search for suitable evergreens and hardwoods for the broad park he visualized approaching the blockhouse grounds. He selected white birch as deciduous trees to contrast with the native spruce as an evergreen background. Each tree was prospected with care until he had located 45 perfect specimens, some as high as 20 feet. The trees were located in widely separated sites; they were chosen strictly for beauty, not ease of removing.

### THE MOVING OF TREES

"There was a time element involved," Mr. Daigle explains, "and there wasn't time to remove the trees the way I like to. Usually when I'm transplanting trees, I'll have a deep trench dug all around the tree in the fall, loop a wire cable from a tractor around the ball and cut the bottom. The original soil is then replaced in the trench along with some organic matter and lots of water and the tree is left until the following spring. This gives the tree a chance to recover from the shock of having the roots severed, and makes it better able to withstand the

second shock of being transplanted in alien soil the following spring."

"These trees had to be taken up and transplanted within a period of days and this greatly increases the chance of losing them."

Using crews from his own farms, his own trucks and personally supervising every phase of the work, Mr. Daigle had the trees painstakingly removed from the native soil and placed in the newly-filled and graded park. Any tree that was bruised in the process was left in the forest; each tree was selected for color as well as its shape.

The last transplant was made last month. The spacious approach to the historic Fort has been freshly graveled and the new lawn is beginning to cover the raw soil with a fresh carpet of green. The grove reflects Dave Daigle's conviction that trees should be planted with calculated irregularity; not with mathematical precision. The handsome birch groves are thriving inside a slightly irregular line of spruce, looking for all the world as though it is part of nature's scattering of the seed and a happy combination of soil and water.

### A NICELY AGED FENCE

Perhaps a crowning touch is a rail fence, nicely aged by 40 years of the northern winters and summer suns to a silvery grey, that borders one side of this delightful glade. It was found in Canada, purchased from the owner, disassembled and reassembled on the site.

The Blockhouse, with an adjacent recreation facility maintained by the Scouts, isn't exactly what Bob Jalbert wants yet, but it comes close. Uniformed scouts are on duty every day to greet the tourists who visit the attractive fort in ever-increasing numbers. The townspeople use the recreational facility near the fort for public picnics with the whole area being kept under the supervision of the Scouts. Three of the senior members of the troop are employed at the area on a full-time basis clearing undergrowth, doing routine maintenance and working on new projects. They are paid from funds from the town, from voluntary contributions and with state funds.

And what had been a community eyesore has become an attractive historical site. More important, Fort



The Boy Scouts man the Fort every day to help tourists and answer questions. The new grove in the background, Daigle chats with Duty Scout Gary Martin.



Fort Kent Boy Scouts Greg Jalbert, left, and Yves Theriault, right, show items from the museum in the old blockhouse to BAR President W. Jerome Strout and BAR Director David D. Daigle.

Kent citizens now show their blockhouse to visitors with pride. It is apparent that Bob Jalbert's vision has caught the imagination of this community from his well disciplined Scouts to the business men.

As one of his friends jokingly remarked, "I used to take visitors down to see how the work was coming, but it got so I couldn't go there without someone sticking a rake in my hand."

### A COMMENTARY ON CITIZENSHIP

When one enters the Blockhouse area now, he drives up a broad, graveled driveway, bordered by lawns and a flourishing grove. It's an eloquent commentary on citizenship and community effort.



# Deadly Race At The Crossing



Will he stop or will he make a race of it is the question Engineer Barney Nadeau faces every time a car speeds toward a crossing in spite of the diesel's horn and bell. It's a deadly kind of race.

The engineer at the controls of the diesel locomotive watched the automobile racing for the crossing with an expression of frustration and anger on his face. The driver of the vehicle had ignored the flashing red lights of the crossing signal and the urgent warning blast of the diesel's horn. With his load and speed the engineer knew that his stopping distance was nearly a third of a mile. There was nothing more that he could do. Clearly, the driver of the speeding car intended to make a race of it to the crossing. Every eye in the cab of the diesel was riveted on the senseless drama unfolding before them.

The gap narrowed and the automobile hit the crossing only seconds ahead of the locomotive. The engineer exchanged a relieved look with his fireman.

"Chalk up another close one," he said, breaking the tension that had built up in the cab.

Sadly, the scene is enacted many times a week at highway grade crossings throughout the Bangor and Aroostook's system. And each time it happens, the engineer at the controls dies a little bit.

What goes through his mind during those endless seconds when a driver decides to gamble his life for the sake of a few minutes saved at a grade crossing?

## BARNEY NADEAU ANSWERS

Engineer Barney Nadeau, a 24-year veteran with lines etched around his eyes from years of peering through the windshield of a locomotive, answered the question:

"This is the most helpless feeling you can imagine. You approach a protected crossing and there's a car on the highway approaching the crossing. You sound the horn and watch for him to slacken his speed. Some do, of course, but they may be almost on top of the crossing before they hit the brakes. I don't really know which is worse, waiting to see if they are going to brake or praying that they'll make it across safely when they're trying to beat you across. It seems to take forever to happen. I can tell you that it's an experience no human being should ever put another through."

Hardly a day passes when, somewhere on the railroad, a motorist doesn't put an engineer's heart in his mouth by his behaviour at a grade crossing. What motivates driv-

ers like these is one of the great mysteries of our time. It is, of course, an extension of the pattern one sees on the highway, the reckless passing in the face of heavy oncoming traffic. It may be a disease of our times, but if it is the fatality rate at grade crossings is becoming increasingly high.

## NOT ALL DELIBERATE

Not every close call at grade crossings is deliberate, of course, but the consequences of inattention and carelessness are the same. In 1965, two persons were killed and five were injured in accidents on the Bangor and Aroostook system. The great tragedy is the utter needlessness of these accidents. In all cases the crossings were protected by automatic signal devices. Most occurred during the daylight hours in good visibility. In three of the six mishaps, the drivers of the vehicles actually drove into the side of the train while it was on the crossing and the lights were flashing.

And if this sounds hard to believe, consider the case of one driver who drove around several cars stopped at a flashing light warning signal, drove around the crossing gates and into the side of a train.

It's frightening because there is no pattern to grade crossing accidents unless it is the disregard with which some drivers hold their lives and those of others. Only two of the six crossing accidents in 1965 occurred during the cold weather months when there were the natural hazards of bad weather and icy roads. Although, in Aroostook County, the harvest season usually is a time of high risk at the crossing with farm trucks shuttling back and forth to the fields.

## INATTENTION IS DEADLY

In a vast majority of the accidents, the cause is inattention to the road ahead. Because the cause is so obvious this does not mean that the remedy is simple. But there are a few simple precautions that will prevent this kind of accident. Keep the radio volume down to a reasonable level that lets you hear the horn of an approaching locomotive. In warm weather, keep a window down part way for the same reason.

Use your defrosters and windshield wipers to keep the windshield



From the driver's seat of a passenger car, the diesel locomotive is hard to miss with its bright headlight and bull-voiced horn. Yet, hundreds of drivers risk their lives at grade crossings.



A car flashes across the tracks only seconds ahead of the train. An engineer dies a little, says Nadeau, every time a motorist risks life and limb for a few meaningless seconds.

clear. Slow down to road conditions during bad weather situations. At night, don't overdrive your headlights; maintain a speed that will enable you to stop within the distance of your highbeam lights.

When you approach a railroad crossing, slow down to assure yourself that there is no train approaching. If there is, don't bet your life on the few minutes you may gain by racing it to the crossing. When you race, you bet the engineer's life as well as your own.

When you do near a crossing on which a train is approaching, hit your brakes a couple of times at a reasonable distance from the intersection of the road and track to let the engineer know you're not going to engage in that deadly race.

Barney Nadeau and his friends will love you for it.



# Mileposts . . .

## SERVICE ANNIVERSARIES

### THIRTY-FIVE YEARS

George D. Faulkner  
Alfred Lebel, Jr.  
Norman K. Dixon

### THIRTY YEARS

Merle W. Curtis

### TWENTY-FIVE YEARS

Merle R. Clark  
L. G. Currie

Edmund E. Dunham  
Liston F. Lewis  
Charles H. Russell  
Roy H. Russell

### TWENTY YEARS

Charles S. Burgess  
Herman E. Grant  
John S. Loftus  
Leroy H. Miles  
Burton A. Sawyer  
Francis J. Violette

### FIFTEEN YEARS

Merrill L. Bennett  
Wilbur R. Nichols  
Phillip J. Porter  
Robert W. Robinson

### TEN YEARS

Clark E. Crane  
James F. Dwyer  
George C. Frost  
Herbert J. Labbe  
Lamont C. Stanchfield  
James R. Wiseman



## HOT WEATHER TIP

I know enough to take it easy when the weather gets hot. And my pal, the man from C.O.M.C.H., is just as smart. When he cuts cars in hot weather, he sends them rolling without much speed. Because he knows that heat softens the journal oil, and cars naturally roll faster and farther.

He's a sharp one, this man from C.O.M.C.H. His motto is: Count On Me for Careful Handling. And I'm sure counting on him.

P.S. That drink in my hand.  
It's lemonade. Rule G, you know.



We are still offering this overnight bag at cost. However, due to an increase in manufacturer's prices, we are obliged to notify you of the new (but still low) price of only \$1.50 as of July 18, 1966.

# In The Family

## Engineering Department

Miss Marilyn Burton, daughter of Burro Crane Operator and Mrs. John L. Burton of Oakfield, has finished her freshman year at Lee Academy, achieving A grades at each ranking period. She was also the recipient of two merit awards, one for outstanding achievement in algebra and the other for perfect attendance for the year.

Mrs. Eda Chambers, widow of pensioned trackman Guy B. Chambers, who has been at the Folsom Convalescent Home in Houlton for the past year, is now at her home in Oakfield.

A/1c Clyde L. Burton, son of Burro Crane Operator and Mrs. John L. Burton of Oakfield, who has been stationed at Travis Air Force Base in California, is being transferred to McGuire Air Force Base, New Jersey.

Our sympathy to the family of Mrs. Ruby I. Shields, who died at an Island Falls hospital June 3. She was a member of the Oakfield Universalist Church. Funeral services were held at the church June 6, with the Rev. Robert Black officiating. Signalman Leighton E. Shields of Millinocket, is a son.

Gary C. Finnemore, son of Rail Repairman Helper and Mrs. Stanley Finnemore, of Bridgewater, has received an early promotion to Army pay grade Private E-2 on completion of basic combat training at Fort Dix, N. J. Finnemore



BAR President W. Jerome Strout received a gold pass for 40 years of railroad service from Bangor Punta Alegre Sugar Corp. President W. Gordon Robertson last month. The presentation was made at a meeting of Bangor Punta at Northeast Harbor. Strout was born in Milo and received his BS degree in civil engineering from the University of Maine in 1929. He became president of the railroad where he worked as a laborer when he was a student. He has been a special engineer, superintendent B & B, chief engineer and mechanical superintendent, general manager-operations, vice president-operations and maintenance, and executive vice president. He is married to the former Ethel Dow and has one son, Ronald.

was awarded the promotion two months earlier than is customary because of his score in firing the M-14 rifle, high score on the physical combat proficiency test and his military bearing and leadership abilities. Finnemore entered the Army in February of this year. The 20-year old soldier was graduated from Bridgewater Classical Academy. Before entering the Army, he was employed by the W. H. Hinman Corp., Westbrook.

Helen Dale (Ginger) Kinney, daughter of Mechanic and Mrs. Austin S. Kinney of Houlton, has returned home following surgery at the Shriners' Hospital for Crippled Children in Springfield, Mass. Ginger has been at the hospital for two months. This is the third time she has been a patient there, and has been greatly helped. She will enter Houlton High School in September as a freshman, along with her sister, Fauna.

Mrs. Flora I. Powell, stenographer in the Engineering Office, Houlton, attended the graduation of her son, Byron, from Phillips Academy in Andover, Massachusetts, on June 11. Byron has earned varsity letters in wrestling, crew and riflery. He was Executive Officer of the Rifle Club and Rifle Association in his senior year. At the graduation exercises he was presented with the Winfield Sides award in mathematics for excellence in mechanical drawing.

Josiah W. Powell, IV, eldest son of Mrs. Flora I. Powell, is working at Dartmouth College in Hanover, New Hampshire during the summer months. Daniel



Section Foreman Walter J. Wardwell, Stockholm, retired June 3 after more than 43 years with the railroad. Pictured with him is Chief Engineer V. J. Welch. Wardwell was born in Caribou and entered service as a trackman in 1923. During WW I he served in the U. S. Navy. He is married and has one son, Alton, also a Bangor and Aroostook employee.





Congratulating Section Foreman Ellsworth E. Dyer, Presque Isle, on his retirement is Chief Engineer Vinal J. Welch. Dyer was born in Wade and entered railroad service in 1924 as a trackman. He later became a section foreman. Mr. and Mrs. Dyer make their home at 110 Chapman street, Presque Isle.

Powell, the youngest son, is visiting relatives in Montgomery, Alabama.

Charles L. McPherson, foreman Section 478 at Squa Pan, wishes to express his thanks to all friends for remembering him during his illness, through their generous contributions, cards and flowers. These acts of kindness were greatly appreciated.

Among sorority officers of the Psi Chapter of Beta Sigma Phi, installed the latter part of May, were Mrs. Carvell Hatfield, corresponding secretary, and Mrs. Rand Marsters, recording secretary. Mrs. Hatfield is the wife of Principal Assistant Engineer Carvell Hatfield and Mrs. Marsters the wife of Assistant Engineer B. A. Rand Marsters, both of Houlton.

Trackman and Mrs. Charles W. Russell of Linneus, are receiving congratulations on the birth of a daughter, Theresa Lynn, born June 24 at the Madigan Memorial Hospital in Houlton.

The following in the Houlton-Oakfield area were on honor rolls from their respective schools during the final ranking period in 1966:

#### Houlton High School

Norman Swales, son of Manager of Operations and Mrs. P. H. Swales of Bangor; and Lawrence Veysey, son of Mechanic and Mrs. L. S. Veysey of Houlton.

#### Houlton Junior High School

Lois Veysey, daughter of Mechanic and Mrs. L. S. Veysey of Houlton; Wendy Beaulieu, daughter of Mechanic and Mrs. Frank Beaulieu of Houlton.

#### Ricker Classical Institute

Stephen Corey, son of Mr. and Mrs. W. E. Corey, Littleton.

#### Oakfield Community High School

Helper and Mrs. Virgil Dwyer of Oakfield and her sister, Virgie Dwyer; Rodney Swallow, son of B. & B. Helper and

Mrs. A. M. Swallow of Oakfield; Kenneth M. McDonald, son of Section Foreman Archie McDonald of Smyrna Mills; Karen Boutilier, daughter of Trackman and Mrs. E. H. Boutilier of Oakfield.

#### Oakfield Grades

Patrice Drew, daughter of Foreman of Track Liner and Mrs. L. G. Drew of Oakfield; Ralph Dwyer, son of B. & B. Cook and Mrs. J. F. Dwyer of Oakfield; Judy Dwyer, daughter of S. & C. Helper and Mrs. V. L. Dwyer of Oakfield; Deborah Clark, daughter of Trackman and Mrs. Norman Clark of Oakfield; Nancy Kennedy, daughter of Machine Operator and Mrs. E. E. Kennedy of Oakfield; and Carol Wilmot, daughter of Painter and Mrs. Clair O. Wilmot of Oakfield.

Trackman and Mrs. Raymond Holmes of Portage, are announcing the engagement of their daughter, Beth Ann, to George Bell, son of Mr. and Mrs. Garland Bell of Buckfield.

Miss Holmes is a 1963 graduate from Ashland Community High School and is a senior at Central Maine General Hospital School of Nursing, Lewiston.

Mr. Bell was graduated from Buckfield High School and is a seaman in the Coast Guard, stationed in Portland. A fall wedding is planned.

Christopher Sprague, son of Director of Public Relations and Mrs. R. W. Sprague, Houlton, left June 19, to spend a month at Camp Bishopwood in Hope.

Mrs. John Landers and children, Michael, Marcia and Karen, of Conway, N. H., have been the guests of her parents, Leading Signalman and Mrs. J. L. Rowe at Ron Inn Cottage, Lakeview. Mrs. Gene Hussey, wife of Dr. Gene Hussey of Conway, N. H., has also been a guest of the Rows at Lakeview.

Norman P. Swales, son of Manager of Operations, Bangor, and Floyd Veysey, son of Mechanic and Mrs. Lawrence

Veysey, of Houlton, were members of the 1966 graduating class from Houlton High School.

Mrs. Peter Thompson and son, John, of Augusta, Georgia, have been guests of her parents, Accountant and Mrs. K. W. Lovely in Houlton for a three-week vacation. They have returned to Augusta where Mr. Thompson is stationed at Fort Gordon.

Supt. Bridges and Buildings and Mrs. R. E. Trickey of Houlton, have returned from a trip to Staten Island, N. Y., where they visited Mr. and Mrs. I. F. Fricia and family. They also visited Mr. and Mrs. Richard Bradt in Rochester, N. H. Mrs. Fricia is the daughter of Mr. and Mrs. Trickey while Mrs. Bradt is Mr. Trickey's sister.

Rodney W. Cole, son of Pettibone Operator and Mrs. Harold G. Cole of West Seboois, was graduated with high honors from Stearns High School in Millinocket in June. He was a speaker at the commencement exercises. Rodney was also the recipient of a \$50 U. S. Savings Bond presented by the Great Northern Paper Company in recognition of his outstanding work in the Vocational Shop course.

Trackman and Mrs. Adrian Lapointe and family of Fort Fairfield, spent Memorial Day weekend with relatives in Vermont.

Norman Swales, son of Manager of Operations and Mrs. P. H. Swales, has been accepted at Cornell University, Ithaca, N. Y. He will enter Cornell in September and will enroll in the electrical engineering course.

Assistant Supt. of Track G. S. Duncan of Houlton attended the Accident Prevention Institute held in June at Colby College, Waterville. Mrs. Duncan and daughter, Bonnie, have returned from a visit with her mother, Mrs. Eva B. Mayer in Pittsburgh, Pennsylvania.

Allen L. Cole, Jr., son of Oper. Weed Burner and Mrs. A. L. Cole of West Se-



Clarence L. McPherson, son of Section Foreman and Mrs. Charles L. McPherson of Masardis, will be graduated from a four-year Machinist Apprentice Program July 26. He has taken his apprenticeship training at the UTD Corp. located in Athol, Mass. Clarence is a 1961 graduate from Ashland Community High School and expects to enter the armed forces in August.



J. E. Tilley, left, presents Austin Randall a purse of money from his fellow workers at Northern Maine Diesel Shop, on his retirement. Randall, an engine cleaner at Northern Maine Junction, retired to take his pension, June 29. Austin was born in Bradford Center, and attended Bradford Schools and Radio School in Washington, D. C. Austin started work at Derby in 1950 as a car repairer. In 1952 he went to Northern Maine Junction as a machinist helper. While at Northern Maine he worked as a laborer, a car repairer helper, and as an engine cleaner. Austin is married and has four children, Lawrence B. Randall, of Bangor, Marlin Willsey, Bangor, Malcolm N. and David, both of Bradford.

boois, was graduated from Stearns High School, Millinocket, in June. He is presently employed with the BAR at Millinocket.

Ronald Miller, who is in the U. S. Navy will be home on leave July 21. He is the son of Section Foreman and Mrs. W. E. Miller of Caribou.

Trackman and Mrs. Carl H. Bondeson of Perham, announce the engagement of their daughter, Alice Ann, to Wendell J. Ruth, son of Mr. and Mrs. Harry Ruth of Houlton.

Miss Bondeson is a 1965 graduate from Washburn High School and is employed by Supreme Industries, East Granby, Conn. Mr. Ruth is a graduate from Houlton High School and the Hartford Plus School of Business. He has served three years with the U. S. Navy and is employed by the Holo Krome Corp., Hartford, Conn. An October wedding is planned.

Marine Private Arnold R. Ewings, son of Trackman and Mrs. Lester A. Ewings of Smyrna Mills, has completed Marine recruit training at the Marine Corps Recruit Depot at Parris Island, S. C. During the eight weeks of intensified recruit training he learned small arms marksmanship, bayonet fighting, and methods of self-protection. Instruction was given in military drill, history and traditions of the Marine Corps, and other academic subjects. He is one of the members who will undergo four weeks of individual combat training and four weeks of basic specialist training in the military occupational field before being assigned to a permanent unit.

Derrill J. Cowing, son of Trackman and Mrs. Shirley E. Cowing, of Lagrange, was on the dean's list for the spring semester at the University of Maine. He has completed his second year at U. of M. and is majoring in Civil Engineering. He was graduated from Old Town High School in 1964 with high honors. He is employed this summer as an engineering aide by the State of Maine. His sister, Christine, is an honor student at Old Town High School, having recently completed her junior year. In April she was made a member of the National Honor Society of which her older brother is a charter member. She

vice. Mrs. Forrest Barnes was the soloist, accompanied by Mrs. Leo Downie.

The bride, given in marriage by her father, wore a floor length empire sheath of brocade satin with matching train. Her shoulder length veil fell from a head-dress of pearls and lace. She carried a cascade of pink sweetheart roses and baby's breath. Mrs. Murray Varney, Jr., sister of the bride, was maid of honor. Bridesmaids were Miss Linda Graham, Miss Cheryl Putnam and Miss Kathy McCue. Miss Julie Putnam was the flower girl. Leigh Putnam was best man and ushers were Gene Putnam and Murray Varney, Jr.

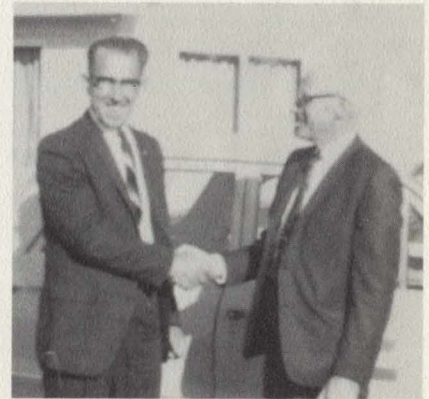
A reception was held at St. Anthony's Hall following the ceremony. The guest book was circulated by Mrs. Linwood Jackson and Mrs. Lawrence Ward. Mrs. Leigh Putnam presided at the gift table. Mrs. Willard Miller served the wedding cake and Mr. and Mrs. Alex Gombita were in charge of the punch bowl. Also assisting in serving were Miss Susan Jackson and Miss Kathy McCue.

The bride was graduated from Houlton High School and attended Aroostook State College in Presque Isle. She is now employed at the Houlton Trust Company.

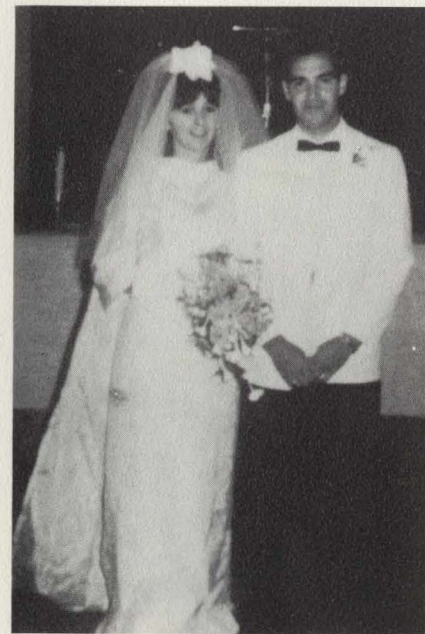
The bridegroom was graduated from Aroostook State College and will teach at Houlton Junior High School when schools open. For their wedding trip the bride chose an aqua dress and wore a corsage of pink and white sweetheart roses.

The couple will reside at 19 Franklin Street, Houlton.

#### Mechanical Department



Chief Mechanical Officer V. L. Ladd, right, congratulates Foreman S. S. Davis, Searsport, on his retirement, and presents him with a purse of money. Sherman retired June 29, after almost 44 years service with the Bangor and Aroostook. He started work as a car repairer helper at Derby, July 25, 1922, and since that time has held positions of acetylene cutter, car repairer, car inspector, sheet metal worker, carpenter, air brake repairer and carman gang-leader. In 1944 he went to Searsport as a car inspector and became foreman in 1946. He attended Derby Grammar School, East Eddington Grammar and Brewer High School. From High School he joined the Navy and, on his discharge, went with Bangor and Aroostook. In October of 1942 to April 1943 he served with the U. S. Army, and then back to work for the Bangor and Aroostook.



Mr. and Mrs. Vaughn G. Putnam

Miss Mary Ellen McCue, daughter of Rodman and Mrs. Clayton McCue of Houlton, became the bride of Vaughn G. Putnam, son of Mr. and Mrs. Philip Putnam of Cary, July 2 at St. Mary's Church in Houlton. The Rev. Antonio Amato officiated at the double ring ser-



Sherman is married and has three children, Francis E. of Hermon, and Rhonda L. and S. Sherman, Jr., of Belfast.

The many friends of George W. Black were sorry to hear of his death recently. George was a Car Repairer Helper and had been retired since March 31, 1954. Our sympathy to all of the family.

Carpenter and Mrs. C. W. Clark of Derby are announcing the marriage of their daughter, Hedda Louise, to Seth M. Gamage, son of Mr. and Mrs. Eliot Gamage, of Mexico, Maine.

Miss Clark is a graduate of Milo High School, and attended the University of Maine and Aroostook State Teachers' College.

Mr. Gamage is a graduate of Mexico High School and is stationed at Charleston Air Base. They were married July 9.

Edward Degerstrom, son of diesel machinist and Mrs. Theodore Degerstrom has enlisted in the United States Air Force. He is taking his basic training at Lackland Air Force Base, Texas. The Degerstroms have two other sons currently serving in the Air Force. A 1/c Theodore Degerstrom is an administration specialist, stationed at Hickam Field, Hawaii. A 3/c Donald Degerstrom, a flight control specialist, is stationed at Kincheloe AFB, Michigan.

Car Repairer L. J. Robichaud, Derby, retired to take his pension June 30th. Levi started work July 19, 1922 as a car repairer helper, and on July 21, 1922, was made a car repairer. He has worked in that capacity since except for brief intervals when he worked as a carpenter, temporary freight car foreman, and inspector of new cars.

He was born in St. Charles, New Brunswick, Canada. Prior to coming to Derby he lived in Old Town and worked for the Old Town Canoe Company. He has three children, Thomas, Armed Services; Corinne, Attleboro, Mass.; and Robert of Newport, Maine.

#### "THE B AND A DIAMOND JUBILEE"

'Twas a gala day in Derby, Maine,  
When the people flocked to see  
The B and A RR wonder train,  
'Twas their Diamond Jubilee.

School busses from all central Maine  
Were parked on Derby Streets,  
Plumb full of happy school kids  
There were no empty seats.

Some too young to understand  
What the train was all about;  
They didn't know and didn't care,  
For them their school was out.

Retired friends and families  
Met on the right of way,  
And everyone seemed happy  
In Derby, Maine, that day.

The Train that they had come to see  
Was 18 car lengths long,  
And the people going in and out  
Were some three thousands strong.

Along the Track many old friends met  
And talked of days gone by—  
How times had changed o'er the years  
And how the years could fly.

Business men and workers  
All mingled with the crowd,  
As B and A men in overalls  
Guided them so proud.



Engineer Remi Albert, Van Buren, retired May 31 after nearly 46 years of service. He was born in Madawaska and attended local schools and St. Mary's College. His first railroad job was as a trackman; he later became a fireman and engineer. Congratulating him is Supt. H. P. Lee as Trainmasters F. D. Larlee, L. S. Milton and Assist. Supt. R. P. Groves watch.

Little boys with freckled faces,  
Girls with ribbons in their hair,  
Plumbers, Salesmen and Bankers  
All flocked to see it there.

Teachers, housewives and widows  
Came from towns of Central Maine,  
And lined the tracks and right of way  
To see this wonder train.

And all of them who saw it  
Not one can but confess  
The display train of the B and A  
Was a mighty big success.

So hats off to the B and A Railroad  
That has much to offer and give;  
Dear to the hearts of Maine people,  
Long may it flourish and live.

E. L. McSorley  
Trackmobile Operator  
Derby

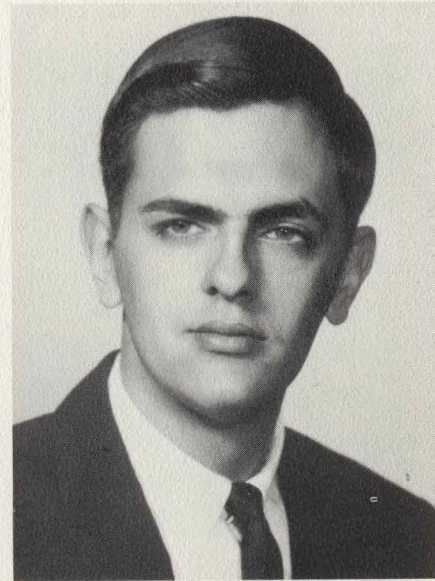
#### Purchases and Stores

H. W. Hamlin, shipping clerk, has been a patient at the Millinocket Community Hospital, Millinocket, Maine.

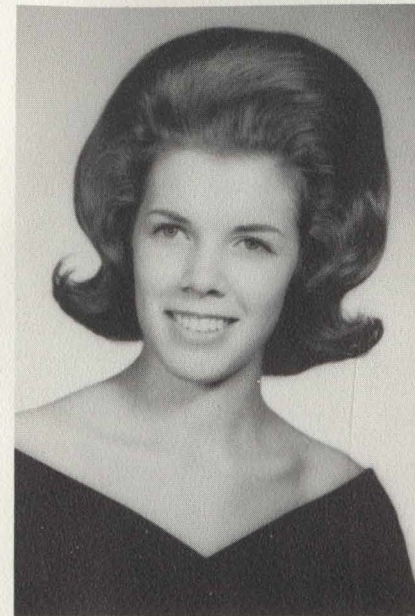
Our sympathy to Burro Crane Operator J. W. McIntyre, on the death of his brother.



Charles T. O'Connell, 24, son of Bus Operator and Mrs. Pat O'Connell, Brewer, was graduated from the University of Maine with a BA degree in history and Government in June. He is attending an NDEA Foreign Language Institute at the University this summer and will teach in the fall.



John L. O'Connell, 20, a second son of Bus Operator and Mrs. Patrick O'Connell, was graduated from Husson College in June. He completed the two-year course in business administration and plans to enter the U. S. Navy this fall.

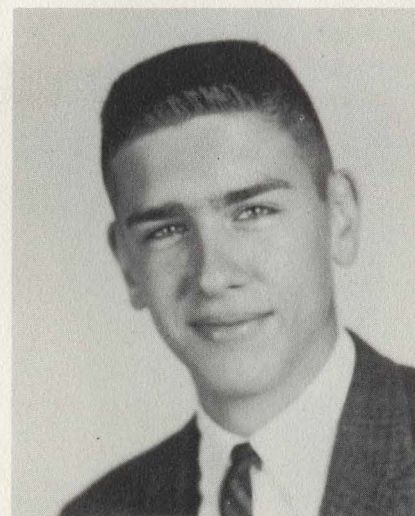


Miss Cheryl Bell

Cheryl Bell, daughter of Manager of Purchases and Stores and Mrs. H. F. Bell, is a June graduate of Milo High School, Milo, Maine. While in high school Cheryl participated in Cheerleading, The Future Homemakers of America, the Beacon Staff, and the Chorus. She was also in the Order of Rainbow for girls. This fall she plans to attend the D'Lor Beauty School in Brewer, Maine.

Alan L. Lewis, son of Assistant Manager of Purchases and Stores and Mrs. L. F. Lewis is a June graduate of Brownville Junction High School. Alan is a member of the National Honor Society, French Club, and the Future Teachers of America. He plans to enter the University of Maine in Orono this fall.

Panel Clerk S. C. Genthner, Jr., and his family have returned from a vacation in New Hampshire.



Michael P. O'Connell, 18, another son of Bus Operator and Mrs. Patrick O'Connell, was graduated from John Baptist Regional High School in June. He plans to attend teachers college in the fall.

Order Clerk G. L. Dow has returned from a trip to Quebec.

Storekeeper W. S. Chase spent a two week vacation in Bar Harbor, Maine. He was accompanied by Mrs. Chase and their son, Walter, Jr.

Laborer and Mrs. W. T. Bohan have returned home after a vacation in Florida.

Stores Department Printer and Mrs. G. C. Crabtree have returned home from a vacation in California. They were accompanied on their trip by Mr. and Mrs. Arno Ellis of Bangor. While in California they visited Mrs. Crabtree's brother in San Pablo, California. They also visited San Francisco, Disneyland, Knockberry Farm, and Mirror Forest. They went to California the northern route and returned home the southern route. On the way home they visited Yellowstone National Park and Mount Rushmore.

#### Accounting Department

Alice Titus, key punch operator, is a patient at St. Joseph Hospital in Bangor. We wish her a quick recovery and return to work. She would appreciate cards from her friends. Carmen Colford is filling in during Alice's absence.

Miss Lorraine Ann Breton, daughter of Mr. and Mrs. Adolphe Breton of Lewiston, and Machine Operator Stanley W. Weston were married June 11, at Holy Cross Church in Lewiston. On their wedding trip, the couple traveled to Prince Edward Island and other Canadian points.

Tabulating Supervisor Robert E. Cluckey took 4th net honors out of 124 entries in the Paul Bunyan Golf Tournament which was held on June 17, 18 and 19 at the P. V. C. C., Pinewood and Bangor Municipal courses.

Tabulating Supervisor Robert E. Cluckey and Machine Operator Richard Gould have completed a two-month classroom study course on programing the IBM 360, Model 20, computer. This was a follow-up to the completion of the Basic Computer Principles Course.

Paul Foster, bills collectible clerk, received his certificate from A. W. Parlee after completing the National Safety Council's Driver Improvement Course.

Friends of retired Special Asst. to the General Auditor, Gordon R. White, of St. Petersburg, Florida are glad to welcome him back to Bangor for the summer.

Gene Rice, chief clerk in the Ticket Audit Section will be assuming the duties of Traveling Auditor on the retirement of Earle Dow. Miriam Rounds in the Ticket Audit Section has been transferred into the Freight Audit Section.

Valuation Accountant John C. Burrill, Jr., and family, have purchased a cottage at Hart Pond.

Roland Faunce, Jr., has been assigned to the new position of Bus Accounts Clerk in the Freight Audit Section.

Paul McTigue has been assigned to the position of Abstract Machine Operator vacated by Mr. Faunce. Paul is a graduate of Bangor High School and was released from active duty with the United States Navy in January 1966. He has been employed part-time with Bangor

Punta Operations prior to his new assignment. Paul lives with his parents at 39 Yale Street, Bangor.

Bruce W. Shaw, son of Clerk and Mrs. Ward Shaw, was a June graduate at Bangor High School and will resume his studies at the University of Maine in the fall. He was on the honor roll for the spring term.

Clerk Terry Fahey and family have just returned from their vacation at Greenville. Terry reported good fishing and a nice time.

Rate and Division Clerk James R. Wiseman traveled to Kansas City, Missouri during his vacation to visit with his family and friends.

Treasurer and General Auditor and Mrs. Roy D. Plumley attended the Annual Meeting of the AAR Accounting Division in Washington, D. C., on May 30-31-June 1. They were accompanied by their granddaughter, Irene Mooney, of Patten.

Friends of Asst. Treasurer Lewis B. Neal extend sympathy to him and his family on the loss of his brother, Harvey, who died in Millinocket on July 2 after a long illness.

#### Transportation Department

Gaynor M. Littlefield, daughter of Assistant Manager Car Service and Mrs. Linwood Littlefield of Hermon, was graduated from Burdett College, Boston, at exercises held on June 10, at John Hancock Hall. Miss Littlefield, a graduate of Hermon High School, was an advanced secretarial major in the school of secretarial science. She is now employed by the railroad as a receptionist at the General Offices in Bangor.

Sgt. George R. Morrill, son of Conductor and Mrs. Ira J. Morrill, Milo, has been promoted to the rank of staff sergeant. Sgt. Morrill is a military policeman stationed at Fort Devens in Massachusetts.

Agent Harold Labbe, Mars Hill, spent the week of June 12-18 on a fishing trip on the St. John River. Accompanying him were railroaders Charles Johnson, and Norman Dixon. Gerald Jones, Alonzo Jones, Harry Lake, Sylvanus Pierce, Les Taylor, Frank Mahan, Herschel Smith, Dwight Smith and Ed Sylvester, all of Mars Hill, and Robert Linders, Halloworth, N. J., also went on the trip.

Mr. and Mrs. John Kelley and son, Brian, daughter and son-in-law of Agent and Mrs. Harold Labbe, Mars Hill, spent their vacation with the Labbes at Eagle Lake. The Kelleys live at Palisade Park, New Jersey.

Agent and Mrs. Hercules Levesque, Frenchville, spent one week of vacation the first of July in Massachusetts and New Hampshire. They were met there by Mr. and Mrs. Gerard Levesque, New Britain, Conn., and Sgt. and Mrs. Claude Levesque, Fort Dix, N. J.

Philip G. Levesque, son of Agent and Mrs. Hercules Levesque, Frenchville, has enlisted in the U. S. Army and is stationed at Fort Dix, N. J. He is a 1966 graduate of Madawaska High School. His brother, Robert, is now serving in the U. S. Navy with the 7th fleet in the South China Sea area.



# WE

of the Bangor and Aroostook Railroad are extremely gratified by the widespread interest shown in our 75th Anniversary Special Exhibition Train. Thousands and thousands of men, women and children in eastern and northern Maine took the opportunity to become better acquainted with the railroad, its equipment, services and history.

To these many friends of the Bangor and Aroostook, mindful of your sincere interest and hearty participation in our Anniversary Celebration, we say

# THANK YOU

From the vantage point of our 75th Anniversary, we look backwards with pride. As we look ahead with confidence, we are Ready, Willing and Able for another 75 years of service.

