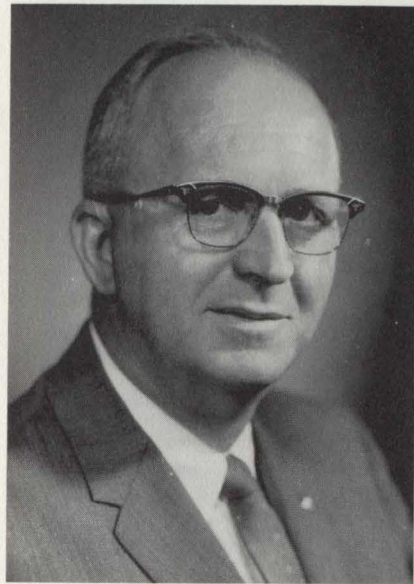


# MAINE LINE

MAY - JUNE 1967



Bangor and Aroostook Railroad



To My Fellow Employees,

On May 8, the Bangor and Aroostook was ordered to cease connection with Fox and Ginn, a motor carrier, on intrastate less carload shipments after seven years of operating the joint service. The ruling by the Maine Supreme Court climaxed several years of court action by other carriers against Fox & Ginn and the railroad. The decision did what the apathy of other rail carriers could not; it effectively hamstrings the road's ability to perform a valuable service for its customers.

Sadly, the action came after 13 years of intensive effort on the part of the railroad to provide the service as part of the concept of total transportation. In 1954, the Bangor and Aroostook's less-than-carload traffic, l.c.l. in the railroad idiom, had slowed to a trickle. It was an experience that was being shared by many other American railroads.

BAR marketing people took a long look at the dwindling business and decided that the service would have to be improved or the railroad would have to get out of the business. There were strong arguments for making an intensified effort to save the traffic. There was an implicit obligation for a railroad to provide the broadest possible transportation service. L.C.L. traffic kept the railroad in contact with the small businessman. It provided railroad jobs. And it looked as though it could be saved.

Service, or lack of it, cost the industry its l.c.l. business. And the Bangor and Aroostook soon discovered that it would have to change some traditional thinking of its own. We introduced free pick-up-and-delivery of the traffic and fought for the necessary rights to perform the service. A hard-sell sales approach was taken, accompanied by an integrated advertising program. Schedules were tightened.

Winning back business that had slipped away was slow business but by the late '50's it was paying off. The railroad was also making new friends for itself.

Unfortunately, at the same time the Bangor and Aroostook was making its bid to keep the traffic and winning, the national record among rail carriers of l.c.l. was dismal. By 1960, the road found itself virtually without connecting rail service in some vital areas. So much effort had been invested in the program by this date that it was unthinkable to permit it to die. In spite of stiff opposition from other carriers, the BAR obtained permission from the Maine Public Utilities Commission to connect with a highway carrier, Fox & Ginn, to provide the vital link for its less-carload traffic. It was the first time a Maine railroad had published joint rates with a motor carrier as specifically encouraged in the 1958 Transportation Act.

For nearly seven years, the Bangor and Aroostook brought high standards of service to the area. As important as staying in the business when others were faltering, the railroad provided a choice for shipper, instead of a single carrier. Competition is healthy for shipper and car-

rier alike and the road fulfilled this role.

When the court ruled that the railroad had no specific authority to publish joint rates with Fox & Ginn and, therefore, must desist, the Maine Public Utilities Commission immediately introduced a bill in the Maine legislature to permit any railroad to publish intrastate rates with a motor carrier. The bill is meeting stiff opposition from the same carriers that fought the issue for seven years in the courts.

Good friends and customers have testified before the legislative committee studying the bill and it was reported out of committee with an "ought to pass" recommendation. And, although we are making the most strenuous effort, the outcome of the bill is by no means certain.

Less-carload traffic has been only modestly profitable for the railroad, even with the vital intrastate connections that Fox & Ginn have provided. Without that connection, it will show a deficit the road cannot afford. At stake are 27 jobs and the necessary function of providing choice for the l.c.l. customer in northern Maine.

No matter what the outcome of the bill, I want to assure every customer and employee that we have spared no effort to stay in the l.c.l. business. We feel that we have kept the standards of that service to Aroostook County high. And we want to thank those customers who have helped us during the difficult years.

Sincerely,

*W. Jerome Strout*  
President

## Talking It Over

# BAR NEWS BRIEFS



Thomas E. Houghton

Thomas E. Houghton, a member of the railroad's Advisory Committee and former director, died May 11 in Fort Fairfield. Mr. Houghton, a prominent potato grower and shipper, had been associated with the railroad since 1951 when he was



Clark E. Crane

elected to the board of directors. He resigned in 1964.

Mr. Houghton was a former member of the Maine House of Representatives and had been a trustee of the University of Maine for 21 years, receiving its "most outstanding farm citizen award" in 1957. He was also a director and past president of the First National Bank of Fort Fairfield.

He is survived by his wife, Mrs. Cenith Watt Houghton, two daughters, Mrs. Mary Cheney, Presque Isle; and Mrs. Frances Whited, Fort Fairfield; two sons, Thomas E., Jr., Fort Fairfield; and Jack, Fort Kent; 13 grandchildren and two great-grandchildren.

Treasurer of BARCO Federal Credit Union George Willette has announced that the railroad credit union is the 27th largest (in members) in the state. There are 180 credit unions in Maine. BARCO now has 1,080 members, \$700,000 in assets and loans of \$676,000.

Clark E. Crane, assistant to the manager of the highway division, has received an "outstanding young men of America award," and will be included in a book "Outstanding Young Men of America." The publication is sponsored by the Montgomery, Ala., Junior Chamber of Commerce. Crane has been active in local Jaycee work and has held an office in the state organization.

The award was given in recognition of "ability, accomplishments and service to community."



Pictured at 10th running of model train races sponsored by the railroad and the Houlton Recreation Department were winners, kneeling: Tim Reed, Wayne Miller, Mike Grant, Donald Dunn, Brian Doescher and Mike Cummings. Seated are: F. B. Lunt, regional vice president-sales; Wayne Hartford, recreation director for Houlton; President W. Jerome Strout; Howard L. Cousins, Jr., vice president-marketing; and J. Charles Hickson, assistant to vice president-marketing.



The Highway Department has replaced one of its main line busses with a new PD 1407 General Motors bus. The \$47,000 vehicle is air conditioned and equipped with a lavatory. It also boasts a music system.

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### ON THE COVER

The telegraph instrument, as pictured on our cover, will become a quaint antique this summer when the railroad completes installation of a new \$63,000 carrier communications system. The system will be used by car distributors and others. See story page 4.

VOL. 15	MAINE LINE NEWS	No. 3
BANGOR AND AROOSTOOK RAILROAD COMPANY		
84 HARLOW STREET — BANGOR, MAINE		
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HAROLD I. GRINNELL	GUY DOW	
MRS. PHYLLIS LEEN		

# Last Of The Brass Pounders



In August the telegraph will be a thing of the past on the Bangor and Aroostook. Now used only by car distributors like O. E. Ingerson, pictured at left, it will be replaced by a voice carrier communications system that will connect all stations and several offices throughout the system. The \$63,000 system will save about 9% on the investment and will eliminate the need for station agents to know telegraphy.

During those free-wheeling years at the end of the century, the dream of most small boys was to be railroad men. The iron horse, marking the horizon with its belching smoke, was king and the man behind the throttle with his elbow casually out the window of the cab and a worldly expression on his face was, at least, the crown prince. For those youngsters with their eyes firmly fixed on the stars and their feet on the ground, there was also the unique position filled by the station agent. . . a lordly personage who understood the mysterious clattering of the telegraph instrument and who, often, became superintendent or general manager with awesome authority.

Those who aspired to follow that road leading to the glory of being a station agent submitted themselves to an extended period of tutelage

under a kind (hopefully) agent. The apprentice was expected to know the Morse code. He would be permitted to practice on the instrument, sweep the floor, empty the wastebaskets, black the stove and generally make himself useful. If, at the end of a period of up to two years, he was deemed worthy by his patron, and if he was lucky, he became a relief operator and would receive a modest wage in some remote station. Up to this point, his reward for his labors had been the tutelage of the agent.

This system of procurement worked until perhaps a generation ago. Then, it seemed, young men were no longer interested in a long apprentice period without wages. Finally, it became difficult to get men who were willing to spend the long hours necessary to master the wire even when paid for it.

This was the situation in which the railroad found itself two years ago. It was possible to interest bright, young men in becoming agents, but not if they had to learn Morse. In late 1965, a study showed that, of the 86 men on the operators list, more than 20% were unschooled in Morse. The car distributors were the only group using the wire at this time. And by next August, telegraphy will have passed into the age of the steam locomotive, the depot, and the little red boxcar, as the railroad moves into a new era of communications.

This May, Bangor and Aroostook Signal and Communication crews, under the direction of engineers from Harmon Electronics, Grain Valley, Mo., began installing equipment for a system-wide carrier communications system.

Tom Cudhea, superintendent of signals and communications, explains: "This is basically radio equipment; but instead of transmitting through the atmosphere, we steal a ride over our own company wires. What we're doing is superimposing the system on physical wires. The principle isn't new—perhaps 20 years—but it is known to be very reliable and of high quality transmissions."

The new communications system will be superimposed on the present voice train dispatching wires, installed in 1938, but will not affect its operation as a dispatching system. The principle is like that employed by the telephone companies to carry several messages simultaneously on a single wire. The system operates on FM, the same principle employed in television, which is characterized by a low level of interference as compared with AM. It is expandable, says Cudhea, so that more circuits can be added to the same wire when needed.

## SYSTEM FOR CAR DISTRIBUTORS

The carrier system will be principally for the use of the car distributors, who are the last to use telegraphy for their car reports. But it will be available for other departments when it is not being used by car service. There will be three districts, and it is essentially one large party line. One point on the system will be able to dial any other point, but if the call extends through all three districts then the lines of all

three will be busy. Two stations within the same district can communicate, however, without effecting the other two.

All switching equipment in the \$63,000 system, will be installed in Oakfield. The transmission quality is expected to be comparable with commercial service. The decision to install the system came after a study of several years. Considered were the leasing of commercial lines and microwave as well as the carrier possibility. Commercial leasing proved too expensive and microwave was not practical for the terrain and size of the Bangor and Aroostook.

"We anticipate that we'll realize a yearly savings of about 9% on our investment," explains Chief Engineer Vinal J. Welch. Most of the savings will be from inter-company toll calls, although some will result from not having to train operators in Morse code."

A bonus from the new system will be its utilization by mechanical, transportation, engineering and sales departments during the hours when it is not needed by the car service people. Some of the 65 phones scheduled for installation will be placed in mechanical department facilities at Northern Maine Junction, Derby, Millinocket, Oakfield and Caribou, with others at the Engineering Department at Houlton, the Transportation Office at Houlton and the sales office at Presque Isle.

The reaction of the people involved in the change is universally favorable. Manager of Car Service

Linwood Littlefield believes that it will save his people a lot of time. Superintendent of Transportation Herschel P. Lee feels that telegraphy is outdated.

"After all," he quips, "it hasn't been improved upon, except for the automatic 'bug', since it came into use.

When the carrier system is operational in August it will mark the end of a colorful era in railroading on the Bangor and Aroostook. Anyone over 30 will miss the clatter of the instruments in the station. "The wire" provided a common bond of recognition to that select fraternity that had learned the craft at the hand of the masters. A man's sending, his "fist", was as distinctive as his handwriting.

## BOOMERS HAVE DISAPPEARED

The "boomers", those nomadic telegraphers who drifted casually from railroad to railroad, have long since disappeared, replaced by a stable employee with different and more versatile skills. And now even the skill that they marketed is no longer in demand.

Those who grew up with the old breed of "brasspounder," may experience a twinge of nostalgia, as did many when the steam locomotive gave way to the diesel electric. But just as there are few locomotive engineers who bemoan the passing of the steamer, so few telegraphers will pine for the telegraph.

And, even for the sentimental, it's a small price to pay for progress.

# New Directors, Other Appointments

Three prominent Bangor area men have been elected to the board of directors of the Bangor and Aroostook. Following the company's annual meeting April 21, President W. Jerome Strout announced the election to the board of John R. McPike, Hampden Highlands, president of Dead River Co.; Richard K. Warren, Bangor, editor and publisher of the Bangor DAILY NEWS; and Edwin Young, president of the University of Maine.

McPike, a native of Waite, Maine, received his education at Lee Academy, Princeton High School and Husson College. In 1951 he com-

pleted the advance management course conducted by the Harvard School of Business Administration. He is a director of the Merrill Trust Company, the New England Council and a member of the Maine Industrial Building Authority.

Warren, a native of New York City, has been associated with the Bangor DAILY NEWS since 1948 when he became assistant publisher of the paper and treasurer and director of the Bangor Publishing Company. He became editor and publisher of the paper and vice president of the Bangor Publishing Company in 1955. His father,

George Warren, was also a director of the railroad from 1952 until 1960.

He is a director of the Merrill Trust Company, the Maine State Chamber of Commerce, United Community Services, Good Will Home Association, Good Samaritan Home Association and a trustee of the Maine Higher Education Assistance Foundation.

Edwin Young was born in Newfoundland and grew up in Maine. He attended Bangor High School, the University of Maine and received his doctorate in economics from the University of Wisconsin.



**William M. Houston**

Prior to joining the University of Wisconsin faculty in 1947, he was an instructor at Westbrook Junior College and the University of Maine. He later became a full professor and chairman of the Department of Economics at Wisconsin. In 1961, Young completed a leave during which he was a member of the Harvard Advisory Commission to Pakistan. On his return to the United States he became dean of the College of Letters and Science at Wisconsin. He left in 1965 to become president of the University of Maine.

Strout also named two men to vice presidencies. Palmer H. Swales was named vice president-operations and maintenance and William M. Houston was named vice president and general counsel. Houston will continue to serve as clerk of the company.

Swales, a native of Florida, joined the Bangor and Aroostook engineering staff in 1949 as an assistant engineer. He was made principal assistant engineer in 1953, assistant to the mechanical superintendent in 1954 and division master mechanic in 1956. In 1957 Swales became chief engineer and was responsible for the road's extensive mechanization of its maintenance of way department. He was appointed manager of operations in 1966.

He received his B. S. degree in civil engineering from the University of New Brunswick and is a graduate of the Management Development Program of the College of Business

**Pictured, top to bottom: John R. McPike, Richard K. Warren, Edwin Young, Palmer H. Swales.**

**Liston F. Lewis**

Administration of Northeastern University. During WW II Swales served in the Air Force.

Houston joined the railroad as an attorney in 1955 and was named assistant counsel in 1957. He became assistant general counsel in 1958 and general counsel in 1965. A year later he was also named clerk of the company.

Houston is a native of Milo and was educated at Bowdoin College and Harvard University Law School. Before joining the Bangor and Aroostook he was an attorney for the law firm of Waldron Boynton and Waldron in Portsmouth, New Hampshire.

Strout also named a new manager of personnel. Liston F. Lewis will be manager of personnel with headquarters in Bangor. At the same time two other appointments were announced by Palmer H. Swales, manager of operations. Alvin W. DeLong, Millinocket, was named special agent with headquarters at Northern Maine Junction and Harold R. Mountain, Bangor, was named assistant manager of purchases and stores at Derby.

Lewis succeeds Carl E. Delano, who has been named assistant to the Chief Executive Officer of the railroad's parent company, Bangor Punta Corporation. Lewis, a native of Milo, has been associated with the railroad since 1940. Prior to his appointment, he had been assistant director of personnel and assistant manager of purchases and stores.

He was educated in Milo schools and Husson College. Lewis is a member of the New England Railroad Club, the Bangor Industrial Management Club and the Masonic Orders.



**Hugh G. Goodness**

Mountain comes to the railroad from Bangor Punta Corporation where he was assistant to the chief accounting officer and corporate group benefit manager. He is a native of Dexter and entered service with the railroad in 1960. Prior to his railroad association, he was employed by the Nestles Company and the Prudential Insurance Company.

DeLong is a native of Bridgewater and has been employed by the railroad since 1964 as an operator in its transportation department. Prior to that time, he was a member of the Houlton Police Department and a credit manager for Sherwin-Williams Company.

L. W. Wentworth, general freight traffic manager of the road, has announced the appointment of Hugh G. Goodness, Bangor, as freight traffic manager.

Goodness joined the railroad's Accounting Department in 1952. He became a tariff clerk in the Traffic Department in 1954, and was chief rate and tariff clerk before becoming assistant general freight agent in 1957.

He attended John Bapst High School, the University of Maine and is a graduate of the Railroad Management Institute of the School of Business Administration of The American University, Washington, D. C. He has also completed the Advanced Transportation Management Program at the Transportation Center of Northwestern University, Evanston, Ill.

Goodness has served as chairman of the New England Railroads Divisions Committee since 1963 and is a member of the Traffic Executives Association of the Eastern Railroads.



**Harold R. Mountain**

During WW II he served in the office of the Chief of Transportation, SHAEF, in Europe.

Herschel P. Lee, superintendent of transportation, has announced the appointment of James H. Steeves, Caribou, as general yardmaster with headquarters at Northern Maine Junction.

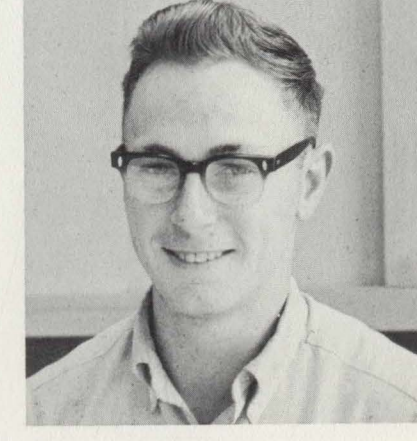
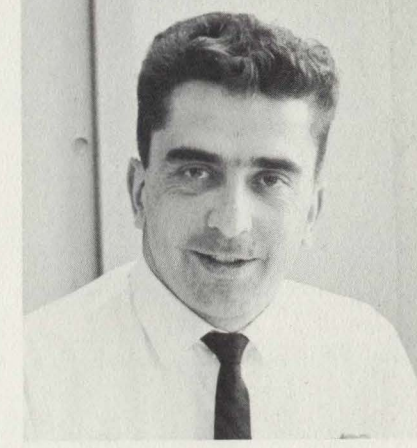
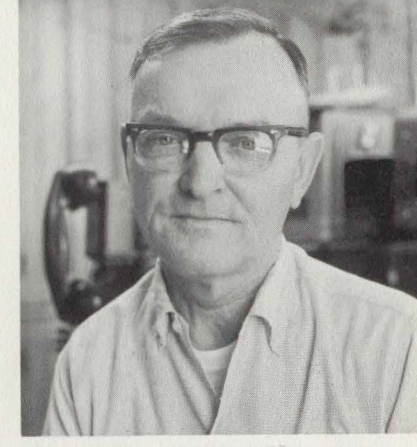
Steeves, a conductor, is a native of Caribou and entered railroad service as a brakeman in 1941. He later worked as a conductor and, for a time, as traveling conductor. Prior to his railroad service, he was employed by New England Starch Company.

Leo C. Fournier, a native of St. Albans, Vt., and Aaron R. Picken, a native of Hartland, have been named assistant engineers in Houlton, by Chief Engineer Vinal J. Welch.

Fournier attended St. Anne's Academy, Swanton, Vt., and received his BS degree in civil engineering from Chicago Technical College. Prior to his Bangor and Aroostook employment he was an assistant engineer for the Central Vermont Railway. He is married and has two sons. He is a USAF veteran.

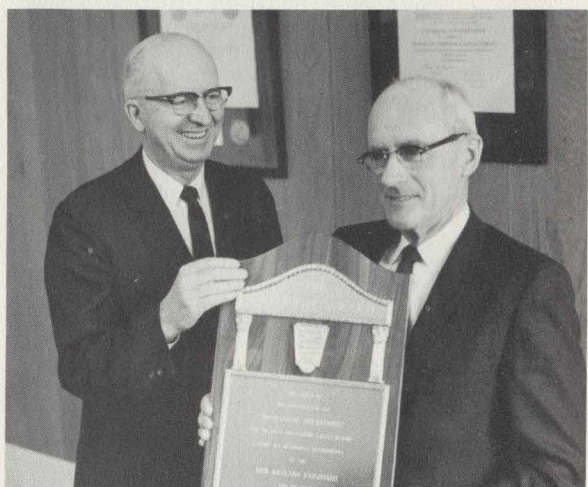
Picken attended Maine Central Institute and received his BS degree in civil engineering from the University of Maine. He is a member of the American Society of Civil Engineers. Picken is married and has one son.

**Pictures, top to bottom: Alvin W. DeLong, James H. Steeves, Leo C. Fournier, Aaron R. Picken.**





Chief Engineer V. J. Welch accepts President's Award for employees of the Engineering Department for the most outstanding safety record among all engineering Departments of the New England Railroads in 1966 from President W. Jerome Strout.



V. L. Ladd receives a President's Award for employees of the Mechanical Department for the best safety record among all Mechanical departments of New England railroads in 1966.



Employees of the Purchases and Stores Department received the President's Award for having a safety record equal to or better than any other purchases and stores department among the New England roads. Harold F. Bell accepted the award for his department.

## BAR Wins Top Safety Council Award

The Bangor and Aroostook has won the National Safety Council's first place award for employee safety among some 20 group D railroads. The railroad was one of four receiving awards in the council's 40th Railroad Employees' Safety judging.

It is the third time in nine years that the Bangor and Aroostook has received the award. The first was received in 1958 and the second in 1963. The award is given to the road with the best employee injury frequency rates in its group. Group D railroads are those that work from two to five million manhours a year. Winners in other groups were the Union Pacific Railroad, the Chicago and North Western Railway Company and the Elgin, Joliet & Eastern Railway Company.

President W. Jerome Strout called the award "a significant achievement" for Bangor and Aroostook people.

"This honor belongs to the employees," he said, "because it would not have been possible without their determined effort. The award means that we are all doing our part toward making the railroad a safer place to work. And that's important to all of us and our families."

Trophies and plaques have also been presented to the groups of employees within the railroad with the best safety records during 1966.

The awards are presented, not because safety is some kind of game or a competition. The awards program reflects a railroad tradition of recognizing excellence in any area. It is particularly fitting to recognize those groups who have made a conspicuous effort, for safety is largely an attitude—a state of mind—that comes only from 100% participation.

Purchases and Stores employees also received the Manager of Operations' Award for the most improved safety record over the previous year. Bell accepted the award from P. H. Swales, right.

At center, right, Trainmaster F. D. Larlee, presents Superintendent of Transportation Award to Conductor Linwood Welch for conductors and trainmen of District 1. With him are John B. Dow and William McDonald. Lower right, Trainmaster M. E. Walls presents Superintendent of Transportation Award to the enginemens of District 1. With him are Engineer F. D. Parent and Bert Webber. Middle, left, Safety Supervisor C. E. Garcelon presents Chief Engineer's Award to Roadmaster E. D. Ross and employees of District 4 for the best safety record in that group. Bottom, Assistant Superintendent of Track Gordon Duncan presents Chief Engineer's Award to S. E. Cleaves and the employees of Maintainer Crew 1 for the best safety record among B. and B., S. and C. and extra gang crews.





Left, C. E. Garcelon presents an Award of Honor to S. F. Corey and the employees of the Highway Division for having completed a year without a personal injury. Below, right, Assistant Manager Purchases and Stores Harold Mountain presents the Manager of Purchases and Stores' Award to H. A. Thies and James Furlong for employees at Northern Maine Junction for having completed a year without a personal injury. Bottom, right, receiving Honor Safety Awards were V. J. Perry, James Jewell, A. J. Dube, W. J. Warner, E. J. Berry and Aurell Dumond. Center, left, S. K. Andrews accepts Chief Mechanical Officer's Award for employees at the Northern Maine Junction Car Repair Track. Bottom, H. D. Parent, right, accepts CMO Award from Master Mechanic D. G. Merrill for employees of the Machine Contract Shop at Derby.



## Graham Building Gets A New Look

The Bangor Investment Company, a wholly-owned subsidiary of the railroad, is putting the finishing touches on a major renovation of the Graham Building. The six-story structure at Harlow and Central Streets was built after the Bangor fire of 1911. It has served as general offices for the company continuously since 1912 and has been owned by BI since 1947.

Although it was conceived as a railroad building, the character has changed. The railroad now occupies only 43% of the space while 14 other tenants, including Bangor Punta Operations, Inc., occupy the remaining 57%. The major, \$362,000 remodeling job includes complete paneling of walls, new floors and ceilings, plus a new lobby and new fascades on Central and Harlow Streets.

"The job we've done on the building makes it one of the most modern buildings in the city," says President W. Jerome Strout. "Since the railroad now occupies less than half of the space we consider it less a railroad building than a diversified up-to-date office building. The new decor deliberately underscored this point."

The basement, first, fifth and sixth floors have been completely renovated, plus half of the third and fourth floors. Some two-thirds of the second floor has also been redone. All offices occupied by tenants, other than the railroad, have been refurbished.



The Graham Building, upper right, has undergone a major, \$360,000 renovation, including new facade on Central and Harlow streets. The building, long the general offices for the railroad, has become one of the city's most modern office buildings with 57% of the space occupied by non-railroad offices. The new decor, as seen in the lobby, below, reflects its changed character.





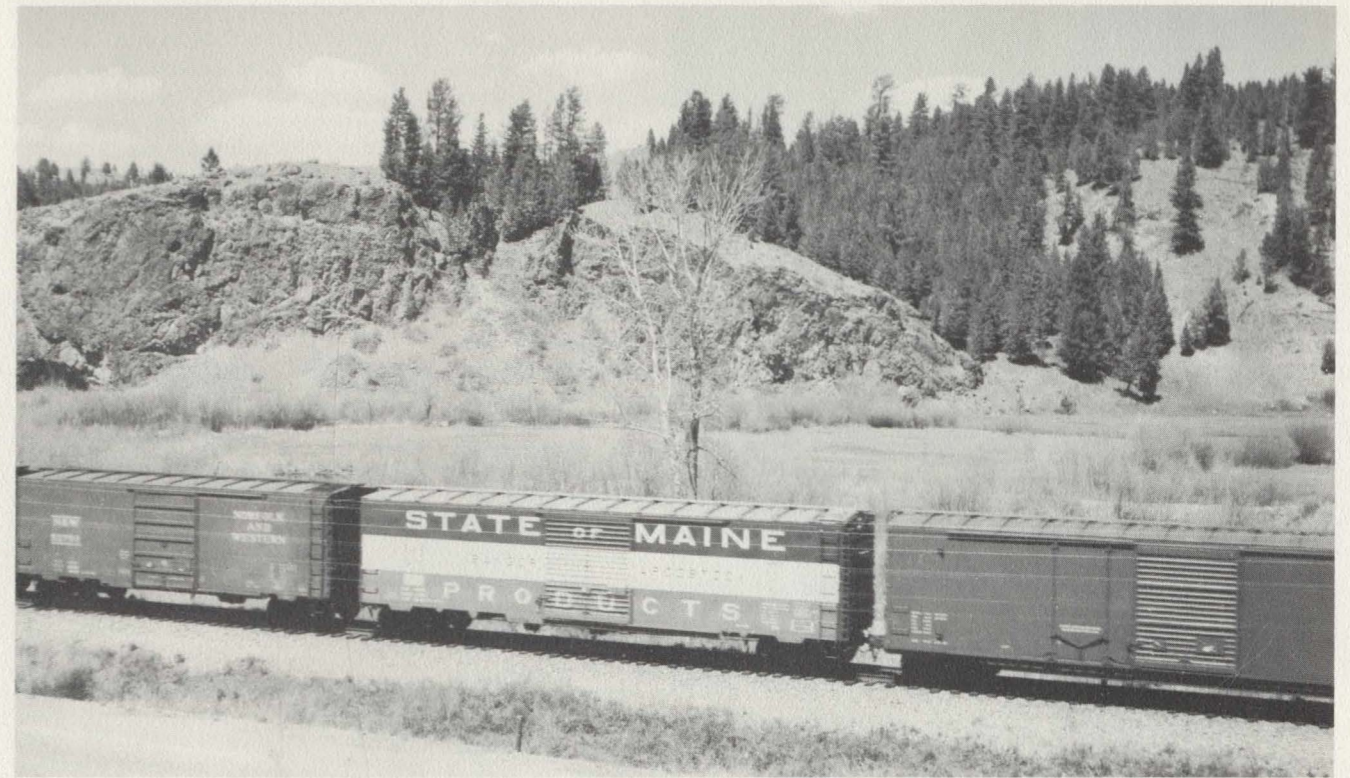
Insurance offices of the L. C. Tyler Company occupy half of the first floor of the building. The suite includes, a large work area and luxurious paneled offices for Vice President Clifford E. Bailey and President Earle H. Bailey, pictured below.



The other half of the street floor is occupied by the insurance offices of Blake, Barrows and Brown. Both firms are long-time tenants of the building.



Paneling and the right accent of color in the carpet highlight the private office of Evan G. Pelkey of Blake, Barrows and Brown. The building is owned by the Bangor Investment Company, a subsidiary of the railroad.



## Westward, The Reefers !

Other types of Bangor and Aroostook cars, in addition to RS refrigerators, find their way west, too. An alert photographer caught this BAR State of Maine Products car near Missoula, Montana, against a rugged western background. A more common sight in the west during the summer months are strings of BAR RS refrigerator cars that are used by Pacific Fruit Express for the movement of perishables from the west to the east. The arrangement helps the Bangor and Aroostook own a large fleet of RS cars for its potato customers during the winter and spring shipping season.

On a certain date each spring—it varies with the demands of the Bangor and Aroostook's potato traffic—instructions go out from the manager of car service to 75 other railroads. The message is terse and explicit: send all BAR RS refrigerator cars made empty west to Pacific Fruit Express. It is the result of careful study, estimates by qualified people and some soul-searching, because enough cars must remain to handle the needs of the road's potato shippers. The volatile nature of the potato market invariably lends a bit of drama to the decision.

An RS refrigerator car is railroad jargon for a standard refrigerator car that is cooled by ice in the bunkers at the ends of the car.

The turning of the cars westward signifies more than the beginning of the springtime ebb of the Bangor and Aroostook's potato traffic; it symbolizes the unique relationship between the railroad and Pacific Fruit Express. Every year since 1954, when the contract was first signed,

the giant car company (owned by the Union Pacific and the Southern Pacific Railroads) has used the entire fleet of BAR RS refrigerator cars in the transcontinental produce traffic from the west coast to the marketing centers of the east.

The leasing of the cars to PFE is a happy bargain for the railroad because it enables it to own an adequate fleet of cars to protect the loads of its potato customers during the peak of that traffic. In fact, the Bangor and Aroostook's fleet of RS refrigerator cars is next in size to that of the Santa Fe which ranks as the largest railroad-owned fleet in the United States . . . a remarkable statistic for a railroad with 544 miles of road. It's good for PFE, too, because the cars become available when the movement of their perishable traffic is at its peak during the summer months. PFE also moves potatoes and the cooling charge with an RS refrigerator car is far less than with a mechanical.

There's another factor working for the railroad. For nearly a decade there has been a growing trend toward mechanical refrigerator cars. When railroad and carlines order new refrigerator cars they generally order mechanicals as opposed to the standard RS refrigerator that is cooled by ice. As a result, the national supply of RS refrigerators has declined to the point where the cars that remain are sometimes in short supply.

#### TREND TO MECHANICALS

"The national trend is definitely toward mechanicals," says Linwood Littlefield, BAR manager of car service, summing up the situation, "but our business requires cars that can be heated inexpensively for moving potatoes in cold weather. The RS refrigerator fills that need efficiently. For example, an RS car with alcohol heaters in the bunkers can be moved from Caribou to Boston for a heat charge of \$16.00. The heat charge on a mechanical car moving between the same points would be \$83.65. The potato traffic is so competitive that the heat charge on mechanicals would kill us."

The entire fleet of BAR RS refrigerators must be in the hands of Pa-

cific Fruit Express by June 1. This year the car committee, made up of car service, marketing, traffic, operating and executive people, began turning the fleet April 10. Bangor and Aroostook ownership on that date was 1577 RS refrigerator cars.

Soon, the same cars that moved Aroostook potatoes to eastern markets from the frozen north, will be rolling through mountain passes and across the sagebrush country of the west carrying such cargoes as lettuce, melons, grapes, peaches, celery, grapefruit, tomatoes, onions, plums, oranges and avocados. In 1966 each car made nearly three round trips between the west and the east. Many went to New York City. Others came as far east as Portland, Me., and south to Jacksonville, Fla.

There are other advantages to the leasing arrangement besides helping the railroad fulfill its originating carrier responsibility of providing equipment for its customers. The summer earnings of the fleet account for nearly two-thirds of the total earnings of the cars. It also provides the railroad with a certain degree of leverage in obtaining extra cars if it should need them during the peaks of the potato traffic.

A long-standing contract with Merchants Despatch Transporta-

tion, another car company, also adds to the railroad's ability to furnish cars during the winter months.

In late summer or early autumn, the reverse process will take place and the cars will start the long trek back to the potato country. By Oct. 1, the fleet will again be at its home base ready for the start of the potato season.

#### BAR CARS IN DEMAND

Attrition of the national RS refrigerator car fleet and the high standards to which BAR cars are maintained have created a favorable situation for the use of the road's own fleet.

But Bangor and Aroostook RS cars, together with MDT cars and those available from other companies, continue to provide the Maine potato shipper with the most stable car supply he's ever had. By finding a regular summer home for its fleet, the railroad has been able to virtually eliminate anything like chronic car shortages that once plagued potato shippers.

And it's interesting to contemplate the possibility that your breakfast melon moved east in a Bangor and Aroostook car.

## Mileposts . . .

#### THIRTY YEARS

Leo A. Simpson  
George L. Newman  
Garold E. Wiggins  
Arthur C. Strout  
Henry D. Williams  
Blair B. Libby

#### TWENTY-FIVE YEARS

Clyde O. Boutillier  
Arthur E. Taylor  
Kenneth C. Foster

#### TWENTY YEARS

Ralph H. King  
Ralph W. Sherman  
Bernard W. Donahue  
Norman C. Labbe

#### FIFTEEN YEARS

David G. Merrill  
David L. Grant  
Joseph E. Tinkham

Richard W. Sprague

Cecil R. Bartlett

#### TEN YEARS

Donald E. Doherty  
Arno H. Shepardson  
Robert A. MacIlroy  
Gordon A. Morton  
Clarence W. Worster

## Participation . . . The Price Of Good Government



Harold Grinnell, left, and Edwin J. Berry, both members of the board of selectmen at Milo, serve as poll watchers during an election there. Bangor and Aroostook employees serve in the governments of many communities in the area the road serves.

*If liberty and equality, as is thought by some, are chiefly to be found in democracy, they will be best attained when all persons alike share in the government to the utmost.*

—ARISTOTLE  
384-322 B. C.

Political scientists and historians have long warned that one of the greatest dangers to the quest for self-government is apathy of the people. In a democracy, as Aristotle pointed out more than 2,000 years ago, the ideals of liberty and equality are attained by massive participation by the people in their government. Yet, there appears to be widespread apathy to the demands self-government makes on its citizens. There are frequently unqualified men holding high office, a dearth of good men seeking offices, and most alarming, a popular cynicism at the notion of political equality.

It is both tragic and ironic that concepts for which earlier generations of Americans have paid such a fearful price should be taken so casually by those whose only obligation is the peaceful function of taking part in the political mainstream. In an effort to determine how much apathy is real and how much imagined, we queried our people to determine how many were actively

participating in government, why they were involved, and what were their rewards.

Scores of Bangor and Aroostook people are deeply committed to the welfare of their communities through service in hospitals, and other service groups. Our look, however, is confined to those who are involved in the process of governing their communities. Those who responded represent a broad cross section of the varied tasks of local government.

#### FINANCIAL REWARDS MEAGER

The financial rewards of government are notoriously meager. There are few bouquets and many brickbats. Why, then, do railroad men and women become involved?

William M. Houston, 39, vice president and general counsel for the railroad, is currently serving his second term on the Bangor City Council. He's chairman and mayor of the city, a role that's time-consuming and demanding.

"Unless some step forward when there's a need," he says, "the community is going to suffer. You can't always let George do it."

The city is in the process of building a sewage system, of attracting industry to fill the void that will be left when Dow AFB is phased out,

and making urban renewal a reality. It requires a lot of time from its councilmen and especially the chairman. Houston spends from 12 to 15 hours a week as chairman and there are many occasions when he finds himself attending a civic ceremony on a Saturday when he'd rather be on the golf course.

"I was on my way to a council meeting the other day when my son asked me to help him with a model," he says ruefully. "When I said I couldn't his reaction was 'Gee, Dad, why do you have to be mayor?' I guess the answer is that you do it because of those kids. . . because your contribution may make your community a better place for them and those like them."

Two or three generations ago, the station agent in a smaller community frequently wore a hat for the railroad, one for local government and perhaps, another as justice of the peace, notary public and any other job that needed to be done. The tradition of involvement is still strong among this group of Bangor and Aroostook employees.

Leland Labbe, supervisory agent at Caribou, explains it: "Railroad people move around a lot. The quickest way to become a part of a new community is to become involved. After all, it's your town and the better you care for it the better place it'll be for your own family."





Leland D. Labbe



Herman Roy



Reno Cote



Addis E. Beaupre

He has been agent at Eagle Lake, where he was selectman and member of the school board, and Limestone before becoming supervisory agent at Caribou where he's a member of the town's development group.

Agent Norman Labbe, Ashland, is on the town's planning board and is a trustee of the Water District. The town recently completed a \$382,000 sewage disposal system. Labbe and the other two trustees spent from eight to 10 hours a week on the project during the six-month period of construction.

"The rewards of this kind of work have come from the satisfaction of doing a job that needs doing, because there certainly aren't any financial rewards," he laughs.

Agent Herman Roy has been town treasurer of Grand Isle for eight years. He is also a director of the School Administrative District 24, which comprises Van Buren, Grand Isle and Cyr Plantation.

"There's something going on every night," he says. "But if I'm going to live here I feel I should help. Besides, I enjoy it."

Agent Hercules Levesque, Frenchville, has been deeply involved in the affairs of his community for 17 years. He was clerk-treasurer of the Frenchville school district from 1950 to 1964 and a member of the school board. From 1953 to 1964, he served as chairman, then when SAD 33 was formed in 1964, he became chairman and a director, helping administer a \$740,000 budget.

"I do it because I live here," he explains simply. "I have 10 children and I feel I'm helping them as well as the community."

Agent Reno Cote, Portage, is a member of the town's budget committee as well as a director of the School Administrative District that includes Portage, Ashland, Garfield and Oxbow. His wife has also been town clerk for the past five years and, for a four month period, Cote filled the office of town manager for the community.

"I have seven children, the oldest is majoring in math at the University of Maine, and all the others are still in the local schools," he said. "I feel I can best help in this area. Sure there are night phone calls and meetings, but they're nothing new for an agent. Besides, Thursday night is the only week night I'm home."



Lloyd Littlefield

Although agents have traditionally been involved in local government, nearly every group of employees is represented.

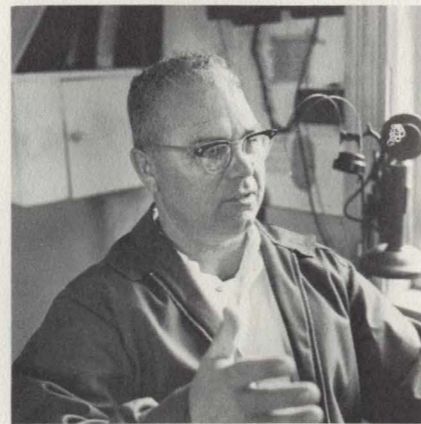
Conductor Addis E. Beaupre, Grand Isle, has been a member of the board of selectmen for 12 years, "because somebody has to do it and I live there." He helps administer a budget of about \$100,000.

"You're a hero as long as taxes don't go up," he grins. "The only reward is in the service and in the personal growth."

Howard L. Cousins, Jr., vice president-marketing, is chairman of the City Planning Board, a group that is spending over \$200,000 on a master plan for the city's growth over the next 15 years. He has also served two terms in the Maine Legislature.

"Sure public service is time consuming," he says. "It takes time away from your leisure and your family. But a community has the kind of government its citizens deserve. The more that participate, the better government results."

Relief Foreman Lloyd Littlefield, Hermon, has been on the board of selectmen for nine years and has been chairman for the past seven.



Charles S. Burgess

Both his father and his brother, Linwood, manager of car service have also served on the board. His community is at the crossroad, he says. The new Interstate has brought the possibilities of industrial growth, and with it, problems of sewage disposal and municipal water. It involves a lot of time, and effort.

"It's a lot like railroading," he says. "It gets in your blood."

Charles S. Burgess, general foreman in the Mechanical Department at Millinocket, ran for a vacancy on the five-man board of selectmen "just to give the voters a choice".

His town has just completed a major review of benefits for municipal employees as part of a working agreement with municipal employees.

"It's a lot of responsibility," he says, "but there are good moments, too, like last month when we voted a 40-hour week for municipal employees."

#### LUNT SERVES ON COUNCIL

Frederick B. Lunt, regional vice president-sales, is serving his second term on the city council at Presque Isle and has been mayor of the city.

"Learning the operation of a budget of \$1,200,000 is an education in itself," he says. "You try to use tax money for maximum efficiency. There's a great opportunity for personal growth involved."

Section Foreman Clair Cain, Masardis, "just went to town meeting one night and was elected to the board of selectmen." He's serving his second term in the community of

500. The board administers a budget of about \$42,000 a year.

"It takes a lot of time," he says, "especially during the assessments. I take a week's vacation to do my part of it."

Roland J. Crandall, night foreman at Oakfield, is serving his third three-year term on the board of selectmen at Oakfield.

"It's time-consuming and becomes more so every year," he says. "The best stock in trade is having the patience to listen to the complaints of people, some of whom remember when I was born. I don't begrudge the time. This has been my home for 49 years and I have a very personal stake in it. I hope to keep participating."

Locomotive Engineer Raymond A. Goodall is a member of the Oakfield school board. He saw things happening in other places and wanted his town to share.

"It's a small town," he says, "and we don't have many running for office. I've gone beyond what I intended in participation. But we've been able to get a gymnasium for the school. We've maintained standards and we're holding our spending to realistic levels."

Conductor Paul Shields, Oakfield, was a selectman for two terms and is now a member of the school board. It takes time away from his family, but he feels that it's worth it.

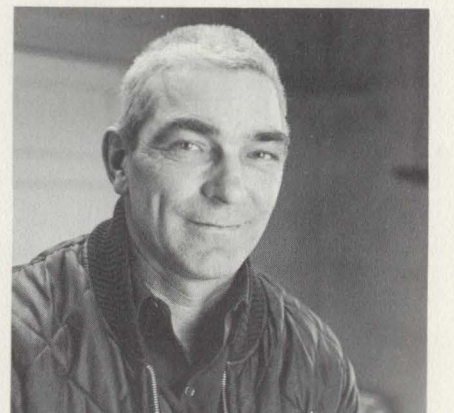
"When you hire a good teacher and he works out it's a reward," he says. "If a person has the ability he should contribute to his community I'll probably try again."



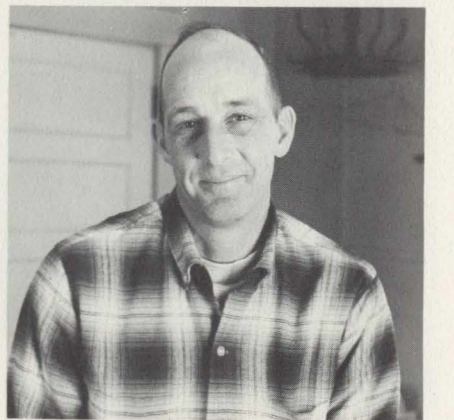
Clair Cain



Roland I. Crandall



Raymond A. Goodall



Paul Shields



Frederick B. Lunt



V. T. Wark



J. F. Willinski, Jr.



C. A. Hamilton



R. L. Green

Relief Foreman V. T. Wark is a member of the Smyrna Mills school board.

"We've been trying to consolidate into a school district with several other towns," he explains. "I'm here because I want to help. I guess the reward is the understanding that comes from working on the problems."

At Derby, where there is a concentration of railroad people, two Bangor and Aroostook people are on the board of selectmen. Budget Clerk Harold Grinnell and General Foreman E. J. Berry are serving their first terms.

Grinnell is on the board because he feels he should be doing something for the community. Berry feels his service is part of his obligation as a citizen. Both spend 12 or so evenings a month on the work. The board administers a budget of \$100,000.

Master Mechanic D. G. Merrill, Manager of Purchases and Stores Harold F. Bell, John Willinski, Jr., freight car foreman, and John Rowe, signals and communications employee, are all members of the town's budget committee.

"I live here. I work here. And my children are being educated here," says Willinski. "I feel I should do my part."

And there are other railroaders doing their bit in communities scattered over four counties. Superintendent of Signals and Communications T. W. Cudhea, is a director of SAD 41. Clerk C. A. Hamilton, is a member of the budget committee of Hermon. Engineer C. A. Ryan is a member of the school board at Island Falls. Car Repairer R. L. Green is chairman of the school board at Sebec. Roger R. Randall, assistant engineer-real estate is a di-



R. R. Randall

rector of SAD 29 in Houlton. General Foreman B. B. Libby, Oakfield, is a member of the Oakfield planning board. Brakeman George Smith is a member of the board of selectmen at New Limerick. Station Agent Gene Lawlor is a member of the school board at Merrill. Chief Engineer V. J. Welch is a member of the budget committee at Houlton. Trackman George Newman is a member of the board of selectmen at Lakeview.

"I appreciate the efforts of Bangor and Aroostook people in serving their communities with their time and skills," says President W. Jerome Strout. "Participation by our people helps the railroad itself to be a good citizen. It's important."

Throughout the list runs a quality of selflessness that is reassuring at a time when the cynics would have one believe that self-interest is king.

The price of such service are evenings spent away from families, sometimes unjust criticism, and vacation time spent on community projects. The reward is the heady wine of accomplishment . . . a teacher who cares, a community project of consequence, even a fair tax appraisal.

There is also personal growth. As one officeholder put it, when you're dealing with people and with million-dollar problems, you have to grow. But mostly Bangor and Aroostook people underline one of the basic strengths of the railroad. . . its sense of commitment, through its people, to the communities it serves.

For the cynical, for the faint-hearted the sober commitment of men of good faith should be a reminder that we are a remarkably stable people with an innate respect for decency and fair play. . . a fact that is often overlooked in the maelstrom of our times.



N. A. Labbe

# In The Family

## Accounting Department

Earle H. Kelley, general auditor, was appointed to the Audit Committee of the Association of American Railroads this year for a five-year period. It is the first time that the Bangor and Aroostook has ever been represented on the committee. Through succession of membership, the person heading the B&A Accounting Department in 1971 will then be responsible for the entire AAR audit. The audit covers the Association of American Railroads, Eastern Demurrage and Storage Bureau, Lake Coal Demurrage Committee and Tidewater Coal Demurrage Committee. Owen Gould, assistant general auditor, was active in this year's audit along with representatives of the ACL, C&O, SP and UP. The audit is made in the General Offices of the Association in Washington, D. C.

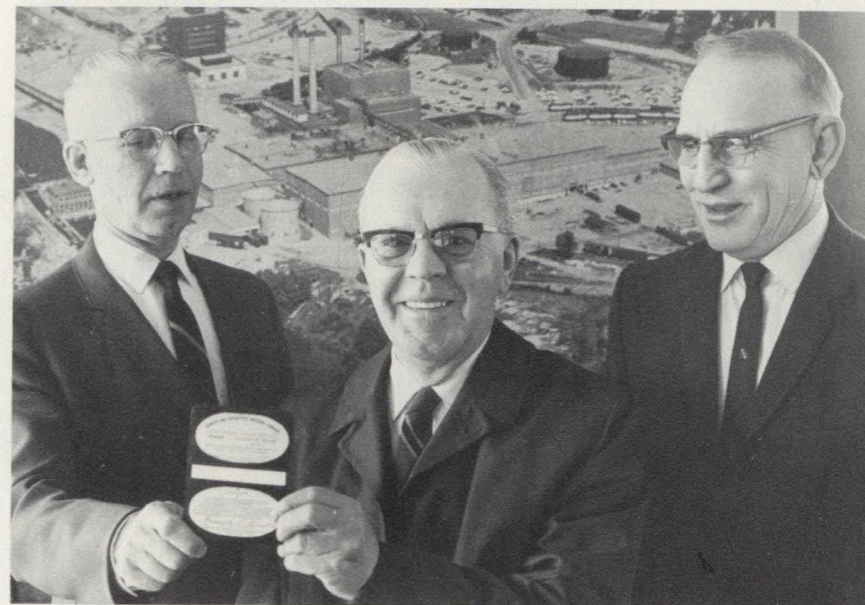
Donald A. Shea has been assigned to the position of machine operator on the night shift in the Data Processing Section.

General Auditor and Mrs. Earle H. Kelley attended the Annual Meeting of the AAR Accounting Division held at Biltmore Hotel in New York on May 15-18.

Friends of Gordon and Mildred White of St. Petersburg, Florida are glad to welcome them back to Bangor for the summer.

Paul McTigue has returned to his position of Abstract Machine Operator in the Freight Audit Section after being on a leave of absence.

Bob Parker, retired Abstract Machine Operator, recently visited in the Freight Audit Section.



Operator Kenneth Arnold, Millinocket, receives gold pass from Supt. H. P. Lee, left, as Trainmaster F. D. Larlee watches. Arnold retired April 25. A native of Marysville, N. B., he entered BAR service in 1926. At one time, Arnold and his two brothers, Mel and Fred, were all BAR operators.

## Transportation Department

Harold Labbe, station agent at Mars Hill advises that the town of Mars Hill will celebrate its 100th Anniversary this summer. The Centennial Celebration will last from July 1 through 4 and a big time is planned for the four days.

He also advises that his mother, Mrs. Daniel Labbe, widow of retired Supervisory Agent at Fort Kent, arrived at his home May 9 after spending the past seven months with her daughter, Joan, in Miami, Florida.

Retired Section Foreman O. I. Porter and Mrs. Porter returned home to Sherman after spending the past winter in Englewood, Florida.

Retired Station Agent Fred McDonald and Mrs. McDonald have returned home to Sherman after spending the winter in Gulfport, Florida.

Ronald A. Cook, son of Supervisory Agent and Mrs. Walter Cook, Millinocket, will graduate with high honors in June, from Carnegie Institute of Technology, Pittsburgh, Pennsylvania. He is a physics major and will study for his Master's Degree at the University of Maryland in the fall.

Dispatcher Robert P. Benn, Houlton, was seriously injured in an automobile accident in Woodstock, N. B., April 30. He was taken to the Eastern Maine General Hospital in Bangor where his condition is reported as improving. His friends wish him a complete recovery.

We were sorry to hear of the death of Conductor (Ret.) George H. Felch, 76, of Presque Isle on May 8. He was a Bangor and Aroostook employee for 45 years. Mr. Felch retired in 1956. He was born

in Houlton March 24, 1891, the son of Llewyn and Augusta Holley Felch. He is survived by his wife, Mrs. Marion Tweedie Felch; a daughter, Mrs. Harriett Felch, Presque Isle; a brother, Laurent, of Boston; a sister, Mrs. Rachel Linscott, Lamoine; and a granddaughter, Miss Janice Felch of Boston. He was a member of the Masonic bodies and Anah Temple Shrine.



Station Agent Ralph A. Hood, center, Derby, receives gold pass from Supt. H. P. Lee as Trainmaster M. E. Walls watches. A native of St. John, N. B., Hood entered service as a painter, later became an operator. He is married and has two children.



Pictured with Frankie Brown, Machine Bureau, standing, second from left, are other members of her bowling team. They are, standing: Betty Brooke, Mrs. Browne, Mr. Bailey, United Van Lines sponsor, Fran Webb and Lorrie Stymiest; kneeling are Bettie Elmore and Jen Wilson.

Mrs. Frankie Brown, IBM Key punch Operator, was a member of the United Van Lines Team that bowled in the National Tournament held at Rochester, New York during April and May. This is the first year that Maine was represented at the tournament as well as having delegates to the W.I.B.C. (Women's International Bowling Congress) Convention. There were 6,084 teams with 30,000 girls competing for a prize purse of over \$296,000. To date, the United Van Line Team is in 11th place. Frankie was also a member of the Tri-City Pizza Team that won the City Championship. May 20 and 21 she competed in the State Tournament held at Brunswick, Maine for Team Doubles and Singles.

Friends of retired Treasurer and General Auditor Roy Plumley are glad to hear of his improved health.

Machine Operator and Mrs. Rodney J. Cyr are receiving congratulations on the birth of a son, David Eugene, born March 29, 1967 at St. Joseph Hospital in Bangor. David weighed 9 pounds and 2 ounces.

#### Mechanical Department

Donna Campbell, daughter of Machinist and Mrs. Walter Campbell, has been selected as the winner in the junior class of Milo High School, to participate in the 18th annual Odd Fellows United Nations Pilgrimage for Youth this summer.

She will visit New York in June as one of more than 1,000 student observers of the United Nations from throughout the United States and Canada.

This program is sponsored by the Odd Fellows and Rebekah Lodges of America. The Lodges making Miss Campbell's trip possible are located in Bradford, Dover-Foxcroft, Guilford, Greenville, Monson and Milo.

While at the United Nations, the delegates will study and observe the United

Nations in action, tour the building, hear business conducted in the five official languages, listen to behind the scenes explanations of various departments and agencies, have meals in the U. N. dining room, and interview representatives of member nations.

Alicia M. Toole, secretary, manager of operations office, resigned because of ill health May 12. She has been employed by the road since 1943. Prior to that time she was a government employee. She was presented a chair by the railroad and a purse of money by friends.

We were very sorry to hear of the death of Charles I. Higgins, Jr., of Reseda, California, the son of Foreman and Mrs. C. I. Higgins of Brewer.

Survivors include his parents, two sisters, Mrs. M. J. Sirabella of Brewer and Mrs. Peter Larson of Aurora, Maine; his wife, Mrs. Betty Higgins of Reseda; two daughters, Louise and Lorine, and a son, Richard, all of Reseda.



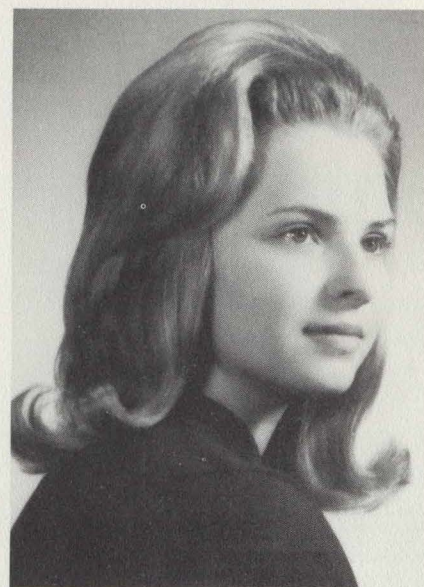
Anne L. Boutilier

Anne L. Boutilier, 16-year-old daughter of Carman Gang Leader and Mrs. Ronald H. Boutilier, a Junior at Oakfield High School, has been chosen as a delegate to Dirigo Girls' State at Colby College, Waterville, Maine, this summer. She is sponsored by the American Legion Auxiliary.

While in high school, Anne has participated in one-act plays, softball, class secretary, Yearbook Staff, glee club, and has been an Honor Student.

Miss Stephanie Leavitt, daughter of Carpenter and Mrs. Stephan Leavitt, has been named as the valedictorian of her class at Milo High School.

Stephanie has participated in the French Club during her last three years, participated in the chorus during her sophomore year, was a member of the bowling team all four years and was captain of her team this year. She has been a member of the yearbook staff during this year and a member of the National Honor Society for the last three years, serving as corresponding secretary this year. She has entered the science fair all four years of high school and has been a prize winner each year. She served as librarian during her junior year and was the recipient of the Bausch and Lomb Science Award for 1967.



Stephanie Leavitt

Miss Leavitt also attended Dirigo Girls' State, took part in the Junior exhibition and was a semi-finalist in the State of Maine scholarship program.

She plans to attend Vassar College. The many friends of Car Repairer A. E. Hamlin, Northern Maine Junction Car Department, were sorry to hear of his death.

He started work for the railroad as a laborer in January 1952. He had worked as a car repairer helper, a car repairer and car inspector.

Our sympathy to all of his family. Hanford T. Astle, who retired as a car inspector June 12, 1937, celebrated his 95th birthday April 4.

Mr. Astle's many friends will be interested to know that he is now residing at a convalescent home in Auburn, Maine, and is enjoying good health.



V. L. Ladd and G. S. Clark

Machinist C. S. Clark, Oakfield, resigned April 28, 1967 to take his pension. Chief Mechanical Officer V. L. Ladd presented him with one of the new BAR Veterans' Pins, the first one to be given in the Mechanical Department.

Mr. Clark started work for the BAR Jan. 4, 1926, as an ashpitman. Subsequent positions held were, machinist helper, station fireman, engine cleaner, inside hostler, house fireman, car repairer helper, laborer, car cleaner, boilermaker

helper, machinist, air brake repairer, night roundhouse foreman, and relief foreman. He held the position of machinist from June 1959 until his retirement.

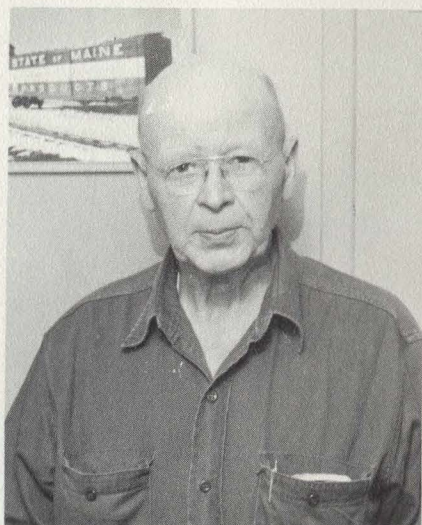
He was born in Oakfield, Maine and attended Oakfield schools. He is married and has four children, Bernal E. Clark of Smyrna Mills, Carroll Clark of Modesto, California, Winnifred McLaughlin of Dyer Brook, and Beverly Clark of Houlton.

His many friends wish him a long and happy retirement.



Freight Car Foreman D. D. Lovell presents Welder A. E. Bouchard, left, Derby, with a Certificate of Membership to "The Wise Owl Club of America." He recently saved an eye by wearing safety glasses. Bouchard makes the 17th member from the Mechanical Department to belong to this club.

We were very sorry to hear of the death of Harry Swallow in an accident at Oakfield. He was born at Oakfield, February 27, 1902, and came with the Bangor and Aroostook as a car repairer helper in February 1935. Since that time he had worked as a boilermaker helper, engine cleaner, machinist helper, car repairer, car inspector and as a gangleader.



W. L. Hammond

W. L. (Barney) Hammond retired from Bangor and Aroostook service March 31, 1967.

Mr. Hammond started work as a laborer at Houlton in August, 1921, and later went to Oakfield. He worked as an engine cleaner, machinist and hostler. He had been employed as an inside hostler from October 1941 until the time of his retirement.



Chief Mechanical Officer, V. L. Ladd, right, congratulates Walter V. Farrell, carman gangleader, Oakfield, on his retirement.

Walter started work for the Bangor and Aroostook in December, 1943, as a temporary coalman. Subsequent positions held were laborer, car repairer helper, coalman, car repairer, car inspector and gang leader. Walter was born Sept. 17, 1900 at North Lake, New Brunswick, and attended schools there. He resides at 142 Military Street, Houlton, Maine.

#### Purchases and Stores

Navy Chief Petty Officer Clifford E. Jay, of Milo, is back from the Viet Nam war zone where he served on the attack aircraft carrier Coral Sea. He is a member of the Navy Airborne Early Warning Squadron II.

The 34-year old Chief Aviation Structural Mechanic is the son of Stores Department Messenger and Mrs. T. S. Jay who live on Curve Street in Milo. He is married to the former Miss Leasia N. Cox of Jacksonville, Fla. A 1952 graduate of Milo High School, he entered the Navy in 1952.

As a member of Carrier Airborne Early Warning Squadron (VAW)-11, he helps to maintain the squadron's E-PA "Hawk-eye" aircraft in carrying out VAW-11's mission of providing all-weather airborne warning services to the fleet forces and shore warning nets.



Mrs. Gloria Merryman, third from left, secretary to the manager of car service, represented the railroad at a Maine Potato Week luncheon. Also attending was Potato Blossom Queen Jean Leighton, pictured with Mrs. Merryman. Also attending the luncheon were Maine Secretary of Agriculture Maynard Dolloff, left, and Frank Woodard, vice president, King Cole Foods, Inc.

Mr. and Mrs. T. S. Jay also have a son, Theodore C. Jay, who is in the U. S. Navy attached to the U. S. S. Belmont.

Edward L. Nutter, son of accountant Paul W. Nutter, has been home on a 14-day leave from the United States Army. Edward is stationed at Fort Myers, Virginia, and is an assigned driver of Army Personnel around the Washington, D. C. Area.

Arnold Willinski, son of Supervisor of Stores and Mrs. Vernon Willinski is home on leave from the United States Army until May 30.

Cheryl Hamlin, daughter of Manager of Purchases and Stores and Mrs. Harold Bell has joined her husband, a former Stores employee, Steve C. Hamlin, who is in the Army at Fort Dix, New Jersey.

Harry W. Hamlin, shipping clerk, retired January 10, 1967. Harry started with the Bangor & Aroostook January 13, 1925 as a section man and has held various positions in the Stores Department. He is married to Anastasia Hamlin and resides on Elm Street in Milo.

Darlene Morrison, daughter of Machine Operator and Mrs. D. W. Morrison, has been a patient of the Milo Community Hospital.

Stores Department Laborer and Mrs. C. W. Artus have returned home to Milo after spending a two-week vacation touring Florida.

Debora London, daughter of Machine Operator and Mrs. Nelson E. London has been a recent patient of the Eastern Maine General Hospital in Bangor, Maine.

Mr. and Mrs. Jerome S. Hart, Jr., of Washington, D. C., were among the 140 guests present at a White House luncheon honoring the Prime Minister of Afghanistan March 28. Mrs. Hart is the former Alice McDonald, daughter of Section Foreman and Mrs. John McDonald of Derby.

#### Engineering Department

Judy Dyer, daughter of Section Foreman and Mrs. Arnold L. Dyer, of Presque Isle, recently participated in the All State Music Festival as a member of the chorus. The festival was held in



Trackman **Chester L. Drew**, left, of Frankfort, receives gold pass from Chief Engineer **V. J. Welch**. A native of Glenburn, he entered service in 1924 as trackman, later serving as foreman and track patrol foreman. He is a member of the Grange and the IOOF. He is married and has six children.

Saco, Maine, April 7 through 10. The Dyers have another daughter, **Gail**, who is a student at Cushing Junior High School in Presque Isle.

An open house was held at Lagrange, April 29, in observance of the golden wedding anniversary of Mr. and Mrs. **Charles Earl Cowing** and the 25th wedding anniversary of Mr. and Mrs. **Shirley E. Cowing**.

A party was held Saturday evening for both couples when a money tree was presented to the elder Cowings and a set of china to the **Shirley Cowings**, along with other gifts. The anniversary cake was made by Mrs. **Velma Lufkin** of Lagrange.

Mr. and Mrs. **Charles Earl Cowing** were married Feb. 24, 1917 at Springfield. Mrs. Cowing was a school teacher prior to her marriage and later worked for a shoe company in Old Town. Cowing was a birch sawyer and was employed by Prentiss and Carlisle and American Thread Co., prior to his retirement.

They are the parents of six children, among whom are a daughter, **Helen**, wife of Trackman **Raymond McDonald**, Milo, and a son, **Shirley**, a BAR trackman. The senior Cowings have nineteen grandchildren and ten great grandchildren.

**Shirley Cowing** and **E. Velma Ames** were married April 27, 1942 at Bangor by the Rev. **Ashley A. Smith**. Mr. Cowing has been employed as a trackman with BAR for more than 27 years. He is a veteran of World War II and is a charter member of Weaton-Bragg-Ames Post 185 American Legion. He is also a member of Composite Lodge of Masons of Lagrange, Rabboni Royal Arch Chapter of Milo and a past patron of Doric Chapter, Order of the Eastern Star.

Mr. and Mrs. **Clarence Keaton**, of Cary, are receiving congratulations on the birth of a son, **Ernest Lester Keaton**, at the Aroostook General Hospital in Houlton on April 26. The newcomer's maternal grandparents are Custodian and Mrs. **Willard Buxton** of Houlton.

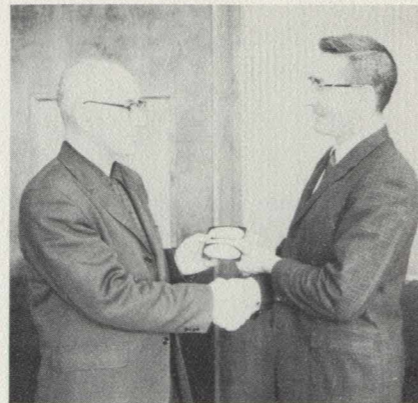


Section Foreman **Vernie B. Francis**, right, Searsport, receives gold pass from Chief Engineer **V. J. Welch**. Mr. Francis was born in Bradley and entered service as a trackman in 1927, later becoming a section foreman. He is married and makes his home in Stockton Springs.

Our sympathy to Trackmen **Perley** and **Wesley Strout**, on the death of their mother, Mrs. **Edith Wilson**, March 26.

Mrs. Wilson was born in Glenburn Aug. 8, 1894. Funeral services were held at the Lary Funeral Home in Milo on March 28.

Miss **Susan Swett**, daughter of Supt. of Track and Mrs. **Graden L. Swett** of



Rail and Ballast Foreman **Leo Levesque**, left, receives his gold pass from Chief Engineer **V. J. Welch**. A native of Fort Kent, Mr. Levesque entered service as a laborer, later becoming a trackman, flangerman, subforeman, and general foreman.

Houlton, completed one week of observation in English at Houlton High School in April. Miss **Swett** is a student at the University of Maine and is preparing for a career in teaching.

Mr. and Mrs. **Vaughn G. Putnam** of Houlton, are receiving congratulations on the birth of a daughter, **Aimee Lou**, May 5 at the Madigan Memorial Hospital in Houlton. The new arrival's paternal grandparents are Rodman and Mrs. **Clayton G. McCue** of Houlton.

Installation ceremonies of the Aroostook Chapter, Royal Arch Masons, were held at the Masonic Hall in Houlton, March 21. Among those installed for the coming year were Assistant to Supt. **B. & B. Garald E. Wiggins**, king, and Statistical Clerk **Frank E. Shields** as secretary. Both are residents of Houlton.

Sergeant **Eugene R. Jones**, son of Sub-Foreman and Mrs. **Reiland A. Jones** of Mars Hill, has received a citation and award from the U. S. Air Force for meritorious service as a load crew chief for F-105D aircraft while assigned to the 12th Tactical Fighter Squadron, 18th Tactical Fighter Wing from Jan. 17-Oct. 11, 1966. After a hearing defect forced Sgt. Jones to retire from the flightline, he continued his efforts in providing the



Honoring B. and B. Foreman, **L. P. McLain**, fourth from right, on his retirement were, l. to r.: **C. E. Garcelon**, **V. J. Welch**, **G. E. Wiggins**, **R. E. Trickey**, **McLain**, Mrs. **McLain**, **W. Jerome Strout**, and **P. H. Swales**. Mr. McLain was born in Waite and entered service in 1919 as a carpenter. He was a carpenter foreman before becoming B. and B. foreman. Prior to his railroad employment he was employed at the Sandy Point Shipyard. McLain is a member of the Masonic bodies and the Odd Fellows. The couple have two sons.



Construction Foreman, **J. A. Allen**, left, receives gold pass from **V. J. Welch**. A native of Merrill, he entered service in 1925 as a carpenter helper. He is married. One brother, **Phillip**, is also employed by the railroad.

best possible living area conditions for his men.

**Marilyn Burton**, daughter of Burro Crane Operator and Mrs. **John L. Burton** of Oakfield, a sophomore at Lee Academy, recently participated in a one-act play held at the school. She is also on the all A Honor Roll and was elected probationary member to the National Honor Society.

A/1c **Clyde L. Burton**, son of Burro Crane Operator and Mrs. **John L. Burton** of Oakfield, currently with the 29th Military Airlift Squadron at McGuire Air Force Base, New Jersey, recently won the Bronze PRIDE Award. While attending the C-130 Advanced Flying Course in September, he attained a score of 98 percent, and a Flight Check score that placed him as the highest student in his class.



Pfc. **Gerald Bourgoin**

Pfc. **Gerald Bourgoin**, son of Section Foreman and Mrs. **Leonard Bourgoin**, of Van Buren, has been serving with the armed forces in Viet Nam since March 2 as radio operator. Gerald is a graduate

from Van Buren High School, class of 1961, and has completed three years of study at Husson College in Bangor.

Friends of Sub-Foreman **Reiland A. Jones** of Mars Hill, will be pleased to know he has returned to work following hospitalization.

Loyal Chapter O.E.S. held a special meeting April 7 at Island Falls to install officers. This was preceded by a covered-dish supper, with Mrs. **Doris Astle**, Mrs. **Dola Colson**, Mrs. **Janie Stevens** and Mrs. **Pansy Burton** as hostesses.

Among officers installed were worthy matron, Mrs. **H. E. Bickmore**; worthy patron, Signalman **Howard E. Bickmore**, both of Oakfield, and Mrs. **Joseph Allen** of Smyrna Mills, as Esther.

Construction Foreman and Mrs. **Joseph A. Allen** of Smyrna Mills, have returned from a visit with his mother, Mrs. **Adelia Allen** and his sister, Mrs. **Ralph Leister** in Schwensville, Pennsylvania. Mrs. Allen, Sr., celebrated her 85th birthday on April 10.

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

#### Houlton High School

**Stephen Corey**, son of Supervisor of Roadway Machines and Mrs. **Wendell Corey** of Littleton; **Lawrence Veysey**, son of Mechanic and Mrs. **L. S. Veysey**, of Houlton.

#### Oakfield Community High School

**Kenneth McDonald**, son of Section Foreman **Archie McDonald**, Smyrna Mills; **Patsy Drew**, daughter of foreman track liner **Lester Drew**; **Judith Dwyer**, daughter of S. & C. helper and Mrs. **V. L. Dwyer**; **Carol Wilmot**, daughter of Painter and Mrs. **Clair Wilmot**; and **Nancy Kennedy**, daughter of Trackman and Mrs. **E. E. Kennedy**.

The honor parts for Oakfield Community High School have been announced. Among those awarded is the second honor essay which will be given by **Joanne Richards**, daughter of Section Foreman and Mrs. **Clayton Richards**.

Joanne has been enrolled in the commercial course through high school and has been a librarian in the school library. She plans to attend a beautician school.

**Russell C. Ewings**, son of Trackman and Mrs. **Lester A. Ewings** of Smyrna Mills, has recently completed a course in servicing electrical appliances and received his diploma from the National Radio Institute of Washington, D. C.

Miss **Priscilla Elaine Pratt**, daughter of Section Foreman and Mrs. **Philip Pratt** of Oakfield, became the bride of **Willis Austin Green**, son of Mr. and Mrs. **James A. Green**, also of Oakfield, March 12 at the Baptist Parsonage in Oakfield. The double-ring ceremony was performed by the Rev. **Alden Meek**.

Mechanic and Mrs. **James Daly** of Houlton spent a week on a visit with her daughter and son-in-law, Mr. and Mrs. **Andrew Harvey** in Halifax, Nova Scotia, the last of March.

The Houlton Recreation Women's Bowling League, "A" Division, recently completed the season with the Stenogs taking first place. On this team are **Faye Albert**, secretary to the Chief Engineer, **Joan Butler**, stenographer and **Maxine Cosman**, wife of Accountant **Kenneth**



**Millard A. Fairley**, left, chief clerk and assistant to the chief engineer, receives gold pass from **V. J. Welch**. A native of Houlton, he entered service as a time-keeper in 1924, later becoming clerk and stock clerk. He is a member of the Methodist church and the Masonic bodies. Mr. Fairley is married and has one son.

**Cosman**, all of Houlton. Miss **Albert** also received a trophy for the high three-strut total of 347.

District #3 Trackman, **Allison E. Ewings** has been elected President of the Littleton P.T.A. at the annual meeting held May 10, at the Littleton Consolidated School.

**Daniel W. Powell**, student at Phillips Academy in Andover, Mass., recently placed third in the sculpture contest involving 35 preparatory schools.

**Bryon W. Powell**, freshman at Dartmouth College, Hanover, N. H., spent his spring vacation rowing with freshmen heavyweight crew, at Kent, Connecticut. Byron and Daniel are sons of Mrs. **Flora Powell**, stenographer in the Engineering Department.

Painter and Mrs. **Clair Wilmot** of Oakfield recently attended the luncheon at the Blaine House in Augusta, given by Gov. and Mrs. **Kenneth Curtis**. Mr. Wilmot is Chairman of the Democratic Town Committee of Oakfield.

#### Traffic and Marketing

**Leo Matheson**, tariff clerk, is recovering from a recent operation. Leo has been ill since March 16.

**Allen White**, rate clerk, is outfitting himself with tenting equipment. Allen and his family plan to cover much of New Brunswick this summer.

**George Deshane**, staff assistant, is now managing Sewell's Team in the Old Town Little League. George's twin sons, **Timmy** and **Tommy**, are playing on the team.

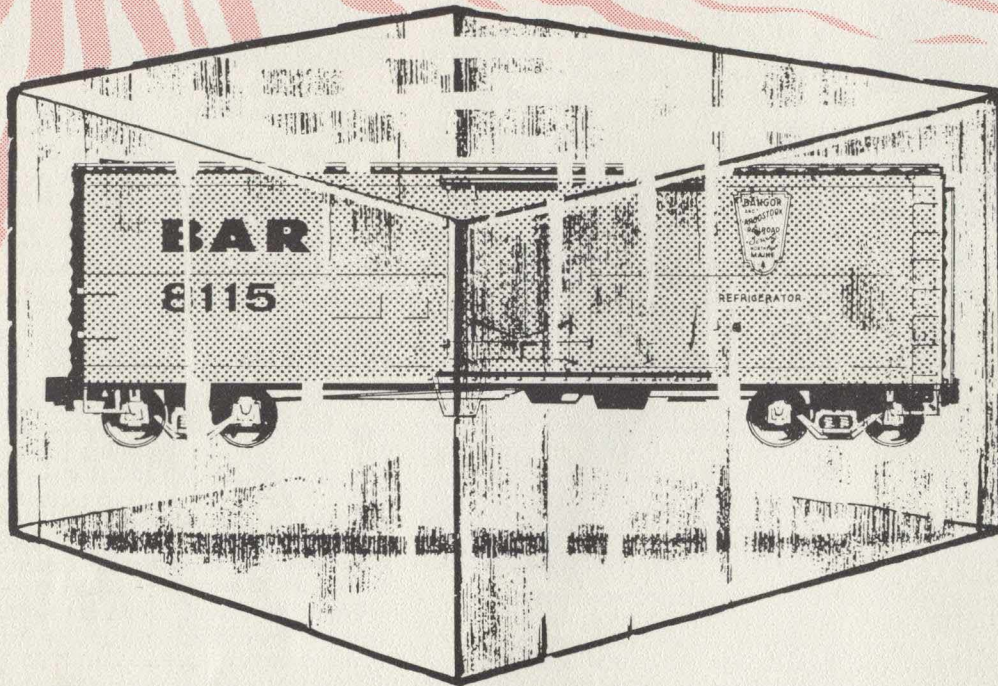
**Hugh Goodness** has just completed a transportation course at Northwestern University at Evanston, Ill.

**Gus Nadeau** and his wife, **Carrie**, spent 10 days in Charlotte, N. C., recently visiting their daughter and family.

**Harold Grant** has taken the temporary position of tariff clerk in the Bangor Traffic Department.



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