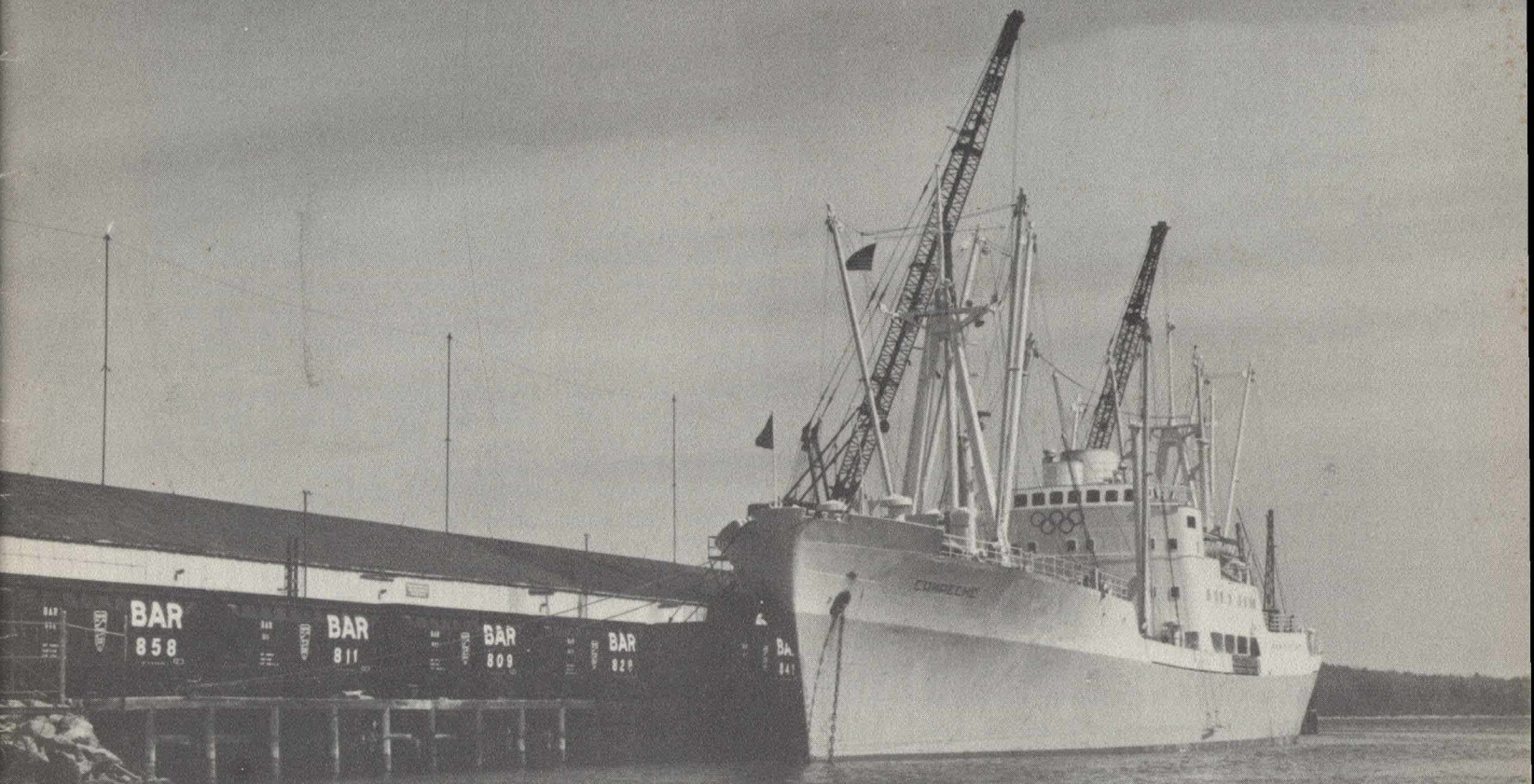
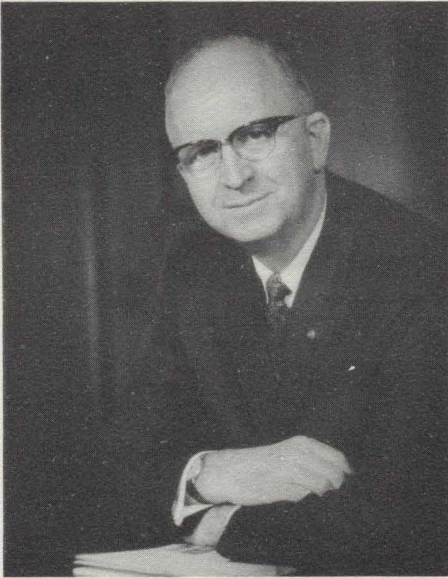


# MAINE LINE

JULY - AUGUST 1967



Bangor and Aroostook Railroad



## Talking It Over

To My Fellow Employees,

Have you ever thought of yourself as a public relations representative? Probably not. But you are and, what's more, each of us, as individuals, are the backbone of our public relations effort. I'd have to go farther than that. The influence that each of us exerts on our neighbors, our friends, our customers is one of our greatest assets.

Of course I don't mean that each of us is a professional public relations person. But public relations is a lot more than publicity, speeches, advertising or even MAINE LINE. It's the effort of our professionals combined with the total of all our individual efforts. But the most sophisticated and professional effort is meaningless without public relations on a people-to-people basis. And that's where you and I come in.

Let me spell out what I mean by individual public relations. Each of us has public relations . . . either good or bad. If people like us, respect us or trust us, we can say that we enjoy good public relations. This applies equally to those who work for the company and those who manage it.

It's the same way for the railroad as an institution. But the sum total of our public relations is the combined effort of each of us. Public relations is one of the most human of all areas of business. It's entirely practiced by people. Not by computers, but by you and I.

If you doubt this statement, or don't think it applies to you, think for a minute about your own experience. Think about the places where you do business. You don't usually go back to the places where representatives have been unpleasant, or indifferent. Surely the companies they were representing did not want to offend you, but somehow the message never quite filtered down.

The railroad has an opportunity to contribute to public relations in an institutional sense by contributing of itself to the community. By participating. It enjoys good employee relations by paying fair wages, maintaining good working conditions and by providing fair employment. Good customer relations begin with delivering an honest service at a fair price with courtesy.

But people still get their impression of us by personal contacts and that means they judge us on the days when we may have come to work a little peevish, or when we're tired or not feeling well. If you've ever called a business establishment and had the party on the other end of the line

snap at you, you'll know what I mean. A telephone is the most impersonal of instruments. It doesn't disclose to the other party whether you've just talked with an unreasonable customer, or if you're behind in your work or if you have indigestion. A pleasant voice and the little amenities, like "thank you" and "please," are most important.

The principles of good telephone manners apply to face-to-face contacts, too. But most of us are a little more instinctive about these. For those who aren't the best rule to follow is to avoid treating others in any way that you yourself do not like to be treated. The principles apply at home as well as at work. And people who enjoy good personal public relations, like businesses that enjoy good public relations, have something special going for them.

All 1,158 of us are practicing public relations for ourselves and for the railroad all the time. The sum of all our efforts can make us be considered a good company to do business with. There have been businesses that have not understood this principle. History is littered with their bones.

Sincerely,

*W. Jerome Strout*

# BAR NEWS BRIEFS



Pictured at the regular meeting of the Railroad Owned Refrigerator Car Committee in Seattle are: first row; Homer Campbell, Merchants Despatch Transportation; Robert Keating, Pacific Fruit Express; A. H. Achard, American Refrigerator Transit; Harry C. Beaman, MDT; Larry Hart, MDT; Tom Fox, ART; and A. C. Dewhirst, Santa Fe Railroad; second row; L. W. Schley, MDT; W. Jerome Strout, BAR; J. J. Quinn, Fruit Growers Express; and E. S. Ulyatt, Northern Pacific Railroad.

The Bangor and Aroostook has signed a contract with Pacific Car and Foundry Co., Seattle, Wash., to build 50 new jumbo mechanical refrigerator cars. The cars will cost \$1,570,100 and will bring the Bangor and Aroostook's total ownership of mechanical refrigerator cars to 250. Total investment in the fleet is \$7,600,000. Delivery is expected in November.

BAR President W. Jerome Strout, in Seattle to sign the contract, at-

tended a regular meeting of the Railroad Owned Refrigerator Car Committee that met at Pacific Car and Foundry plant at the invitation of Vice President and General Manager T. B. Monson. Strout filled in for Linwood Littlefield, Manager of car service, the road's regular member of the committee.

The board of directors of the Bangor and Aroostook authorized the acquisition of 100 new jumbo, end rack pulpwood cars, costing \$1,700,000 at their regular meeting July 21. President W. Jerome Strout said that the acquisition will bring the road's ownership of this type of car to 818, making it the largest such fleet in New England.

Strout said that the cars are being acquired to meet the growing needs of the Maine paper industry. The Bangor and Aroostook designed the original prototype of the 32-cord capacity car, the largest of its kind used by any American railroad.

Since 1964 the railroad has acquired 250 jumbo mechanical refrigerator cars, 268 end rack pulpwood cars, Eight diesel locomotives and 400 boxcars.

The board also authorized the rebuilding of 100, 40-ton standard boxcars to 50-ton capacity to meet present day traffic requirements.



Safety Supervisor Cecil E. Garcelon, right, accepts the National Safety Council's first place award for employee safety among some 20 group D railroads from President W. Jerome Strout. The railroad has received the award three times in nine years, the first time 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.

The Bangor and Aroostook was one of four receiving awards in the Safety Council's 40th Railroad Employees Safety judging. The other winners were the Union Pacific Railroad, The Chicago and North Western Railway Company, and the Elgin, Joliet and Eastern Railway Company.

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## ON THE COVER

The Mexican ship CAMPECHE brought the first shipload of raw cane sugar into Searsport May 28 for Maine Sugar Industries new refinery at Easton. The aim of MSI in importing raw cane sugar is to operate the refinery on a year-round basis using both beets and raw cane sugar. A total of three shipments have been received.

VOL. 15	MAINE LINE NEWS	No. 4
BANGOR AND AROOSTOOK RAILROAD COMPANY		
84 HARLOW STREET — BANGOR, MAINE		
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# First Sugar Ship Arrives

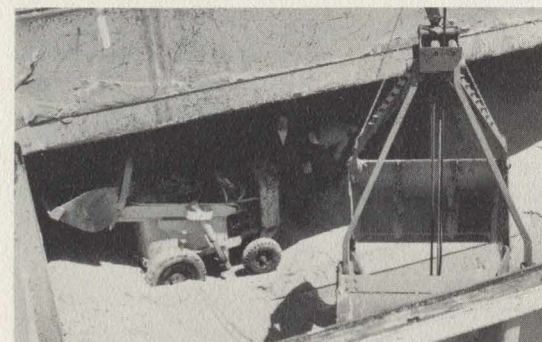
May 28 was a crisp, bright day at Searsport and the crowd that gathered to see the first shipload of raw cane sugar for Maine Sugar Industries was in a holiday mood. After ceremonies marking the occasion, at which Gov. Kenneth Curtis, Rep. Peter Kyros, Fred H. Vahlsing, Jr., Mexican Consul General Eugenio Pasquiera, and W. Jerome Strout spoke, a buffet was served on the ship.

The business of loading got underway the next day and the two giant cranes built by MSI for the job got their first workout. The 2900 tons of the first cargo was loaded into 70-ton hopper cars for the MSI refinery at Easton. The raw cane sugar looks much like sand, smells like molasses and is sticky to the touch.

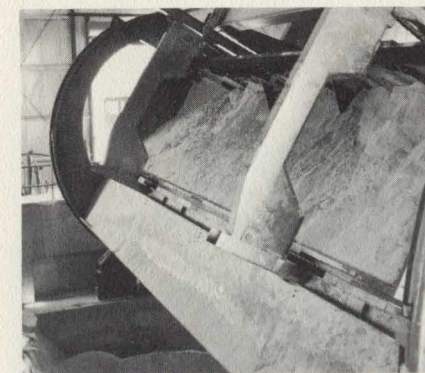
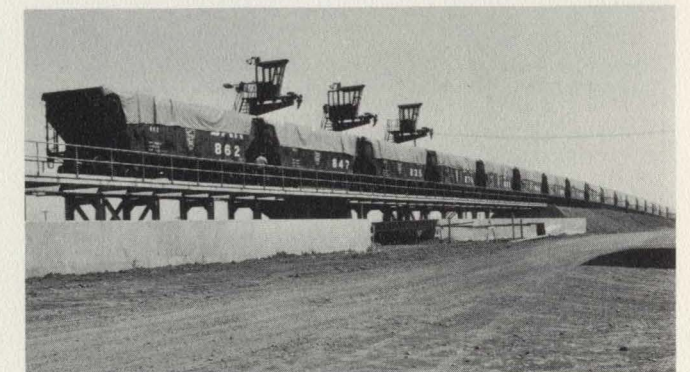
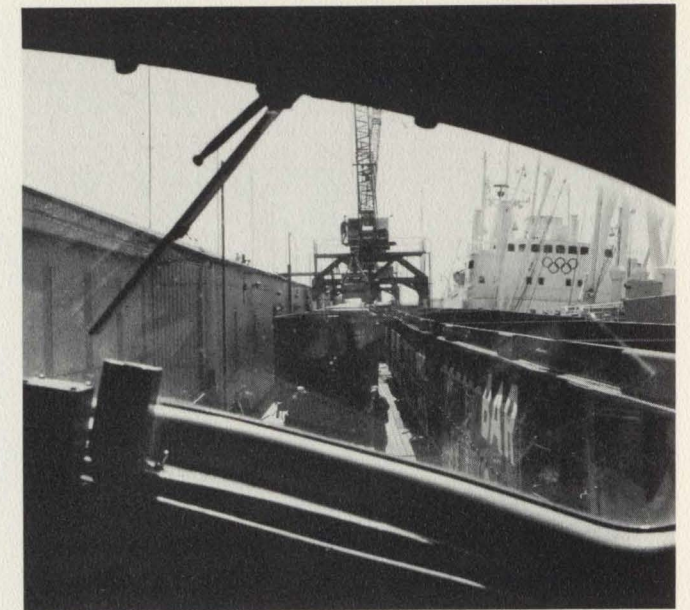
At Easton, the cars were placed in a huge car-dumper, turned upside down and the cargo whisked by conveyor into the sugar-making process. A total of three shipments have now been received.



Above, the Mexican ship CAMPECHE brought the first boatload of raw cane sugar to Searsport for rail shipment to Maine Sugar Industries in Easton May 28. Below, a small tractor scoops the raw cane sugar into a pile for the bucket of the unloading crane in the ship's hold. Bottom, Conductor John Babcock weighs the loaded cars at Searsport.



Pictured, above, on the CAMPECHE at a Sunday ceremony on the Bangor and Aroostook pier at Searsport are, left to right, Eugenia Pasquiera, Mexican consul at New York; Gov. Kenneth Curtis, Congressman Peter N. Kyros, F. H. Vahlsing, Jr., and W. Jerome Strout. Top, right, a Bangor and Aroostook diesel pulls a string of loaded sugar cars off the dock. Right, loaded cars at Easton are dumped by a mechanical device, below, that clamps the car and turns it upside down so that the cargo of sugar is deposited in a huge hopper, then conveyed to another building for storage.



Going . .



Going . . .

Gone!



# Railroaders' Home Away From Home



In some places it's called a hut. In Great Britain, it's a brake van. CP men refer to it simply as the van. It's a crumb box; and Bangor and Aroostook crews refer to it as the buggy.

But whatever the local usage, it's universally known as the caboose and it's the railroad man's home away from home. It's a pretty important piece of equipment to a train crew. Take Conductor Vern Hall's crew, who work the Bangor and Aroostook's fast night freight, No. 57, and back south on No. 28, between Fairfield and Northern Maine Junction. Vern, Brakeman L. J. Howard and Ira T. Morrill spend 144 nights a year in their caboose, the C-68. That's almost one-third of the year, and it literally is a home away from home.

Railroad men reserve the right to gripe about their way of life. Yet in talking with them, the feeling of these men for their nomadic life is apparent. It's obvious in the way they keep their cabooses, too.

If you walked into the C-68 when it's in Oakfield yard some morning at about 1 p.m. you'd probably find Ira Morrill washing dishes and Joe Howard drying. Vern Hall might be washing the floor. And the impres-

Brakeman Ira T. Morrill pours for J. L. Howard in the C-68 during a layover at Oakfield. Conductor Vern Hall, left, catches up on some paper work before joining them at lunch. The whole crew pitches in on the household chores to keep the caboose clean. After all, says Hall, this is our home 144 nights of the year.

Howard, Morrill and Hall work No. 57, the Bangor and Aroostook's night freight, north and No. 28 south. As Vern Hall says, "We're going to work when almost everybody else is going to bed." When a crew works odd hours, good living conditions are important and the C-68 represents the newest type of caboose.



sion you'd carry away would be one of orderliness and cleanliness.

In a crew like Vern's, the men hold the job together for relatively long periods of time because they have enough seniority. Vern has 43 years service, Ira and Joe both 25 years. Their way of life is a little like a family where each has his house-keeping chores. Like many railroad men, they work odd hours and are continually on the move. The shared experiences of the craft cement bonds of friendship and reach almost from generation to generation.

Ira Morrill, a witty veteran, came from a railroad family. His father, Ira D., was a conductor. A brother, Frank, is a conductor. Another brother, George, is an electrician at Derby and his son, Danny, is a yard master at Millinocket.

"Once when I first came here, I was braking a job with father as conductor and my brother as head end brakeman. I felt like a buck private with two generals," he quips.

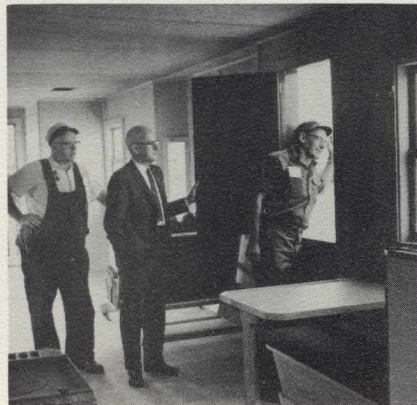
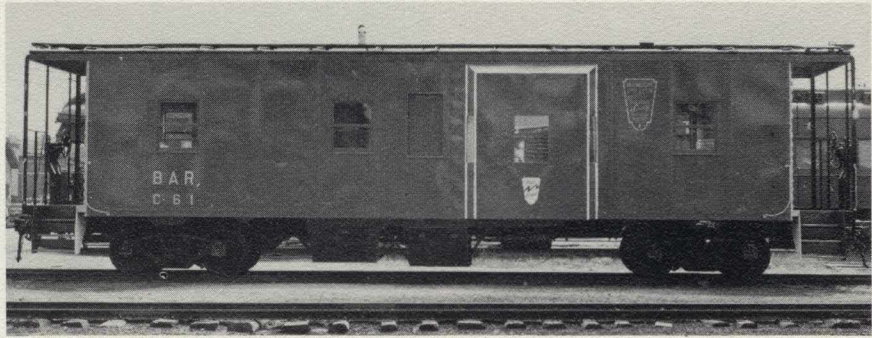
Joe Howard's son, Danny, is a yardmaster at Millinocket.

### THERE'S CONTINUITY

With this kind of relationship there's a kind of continuity makes the job something more than just a job. Ask any of the men in Vern Hall's crew what their life is like, the long night runs, the actual business of living away from home—and they'll tell you about sleeping in noisy yards, or setting off a car with a hot box on a stormy night.

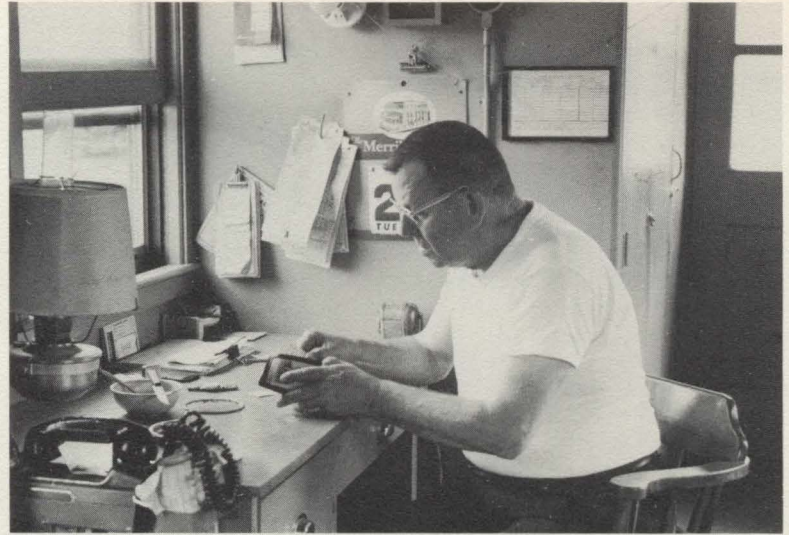
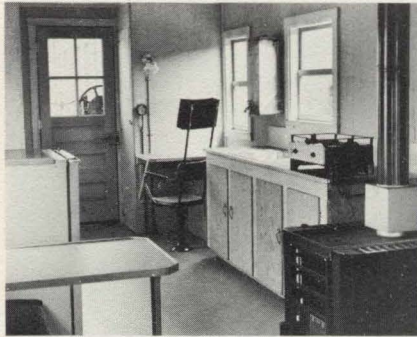
"When I put my shoes on to leave home," Vern Hall chuckles, "most people are just taking their's off for bed. When we go to bed, the rest of the world is getting up. But you get used to sleeping in the daytime. When we're in a yard for the day and sleeping in the caboose, railroad noises don't bother. You just stop hearing them. Sometimes it's hard to sleep when it's hot, but it's hard to sleep when it's hot at home, too."

Most train crews will admit, somewhat sheepishly, perhaps, that for all



The C-61, top, newest of the BAR's cabooses, rolled out of Derby Shops in July. Slightly different from its predecessors, it incorporates a center half-door that permits a trainman to pick up orders without going on the platform. Above left Foreman Hollis Clark, CMO V. L. Ladd and Foreman H. P. Williams inspect new car. Above, Ira Morrill and Joe Howard finish the lunch dishes while Vern Hall stores leftovers in the gas refrigerator. Beds are quickly made in preparation for the afternoon departure south. Crewmen who remain away from their home terminal overnight receive a bedding allowance. Below, Ira Morrill gives the teakettle a final swipe after finishing lunch dishes. Full kitchen equipment is standard equipment.





Vern Hall's desk is illuminated by electric lights, a gas lamp when the caboose is not set near an electrical outlet, and an oil lamp if the other two should fail. Two-way radio keeps rear end crew in communication with engine and the yard office when within yard limits. The new C-61, left, closely resembles Vern Hall's C-68. Different features include half-doors in sides, new style chair at the desk and other small variations.

the discomforts, the odd hours and the nights away from home, there's a strange appeal to the life.

For men who're hooked on the life, and anyone with 10 years usually is, good living conditions are important. And the caboose has undergone some extensive changes. It's much larger than its predecessors . . . and much better equipped.

The Bangor and Aroostook maintains 22 cabooses that are fully equipped. This number is sufficient to take care of all the crews who have to be away from their home terminals over night.

These are large, steel cars, most of which have been redesigned and modified according to the suggestions of the train crews, that bear small resemblance to the traditional concept of the caboose. The cars are built at Derby Shops at a cost of about \$11,000 each and are turned out at the rate of one a year. As a new one is put into service, an older one is retired.

The cars are equipped with a gas refrigerator, an oil stove that can be refilled from any diesel or refueling station, both gas and electric lights, a stainless steel sink, and gas stove. A great deal of attention has been given to the suspension of the car. It is equipped with special springs and a shock absorbing drawbar to help cushion the impact of the slack when the train stops or starts. The monitor, or traditional cupola on the top of the caboose like a misplaced wart,

has been moved to the sides of the car. Crewmen can watch their train as well from the new vantage point without the hazards of climbing into and out of the overhead monitor.

The sleeping arrangements permit three men . . . the usual number staying in the caboose . . . to sleep at floor level. The fourth bunk is double-decked. Sleeping at the same level may sound trivial but it permits the crew to adjust the temperature so that everyone is comfortable.

#### \$240 SPENT ON BEDDING, ETC.

Besides the stationary equipment like the stove, sink, refrigerator and lights, another \$240 is spent equipping each of the 22 cabooses with dishes, innersprings and mattresses and the other necessities of house-keeping.

Each crew member who's away from his home terminal more than four hours receives a food and bedding allowance. Other than that, the rolling homes are completely equipped.

Vern Hall, who can remember when almost nothing was furnished train crews except the bare car and stove and oil lamps, commented on the changes.

"The older cabooses were a wooden car built on a steel frame," He says. "They had a great tendency to rack and the whole car, particularly the monitor, seemed to go forward or backward depending on whether

you were starting or stopping. With coal stoves in cold weather, you were freezing on one side and roasting on the other. A long time ago, the trainman was expected to furnish his own mattress, bedding, springs . . . everything he needed to live. One of the worst things about this was the size box you had to carry when you reported for a job."

Most trainmen like the new cabooses. They had a hand in designing them and some of the improvements were the result of considerable experience in these unique living conditions. A little feature like windows in the side that open mean a lot to a trainman who's exposed to the weather to pick up orders on a stormy night.

No one has suggested that the C-68 and its newer brothers are luxury quarters. But they are what the trainman and the mechanical department set out to build . . . a sturdy, comfortable car with some well-thought out refinements.

Other generations of railroaders will one day spin yarns to younger men recalling when they first reported for work with a crew that used the C-68, or one very much like it . . . like Ira Morrill remembers his first day at work under Conductor Frank Hartford on the Switcher at Northern Maine Junction. They'll remember a close call, a tough job or some small joke shared in the buggy.

It's the stuff tradition is made of.



Not Aroostook's biggest crop, but one that flourishes beautifully in its sandy loam, peas grow fast with the area's warm days and cool nights. Aroostook farmers will grow about 10,000 acres for BirdsEye Division of General Foods Corp. this year. Heber Umphrey, Tavilla Farms in Presque Isle, is planting over 200 acres of peas for BirdsEye this year, below.

## BirdsEye's Booming Pea Industry

Mention fresh green peas to a Down-East Yankee and he'll probably associate that delightful vegetable with new potatoes and St. John River salmon. Coastal people plan on both new peas and potatoes, along with salmon, for the traditional Fourth of July dish. But in Aroostook, where the growing of peas is big business, the first crop won't normally be maturing for another 10 days.

The lateness of the first pea harvest in Aroostook merely reflects the lag in suitable growing weather as spring marches northward across the northern tier of states. But the harvest extends for nearly eight weeks, and for the people at Birds Eye Division of General Foods Corporation in Caribou it is a time of great activity.

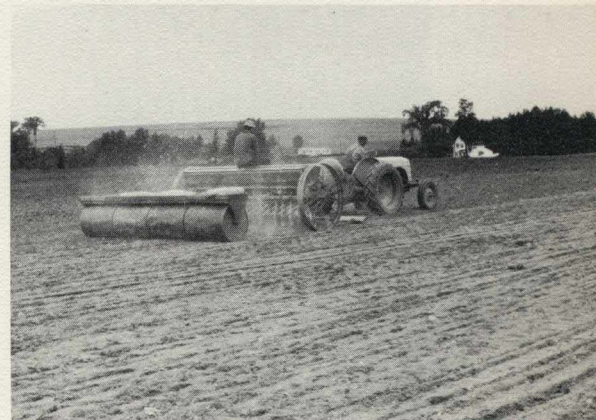
The pea harvest is the culmination of months of careful planning and crop care by Birds Eye people and the farmers who grow peas for them. It is a precise and sometimes critical business. The soil must be at a correct temperature for planting. Planting must be planned so that

their maturing date does not jam the plant's freezing facilities, yet provides enough harvested peas for efficient operation.

Making all the diverse pieces drop into place at the proper time is the job of Procurement Manager Richard E. Ardell, an articulate, raw-boned Cornell graduate who's been involved in the growing of peas and other crops for General Foods for the past 13 years.

### PROCUREMENT ISN'T A PROBLEM

Most of the farmers who grow peas for Birds Eye are men who have been associated with the company for several years so there is no question of scouting growers during the winter months; it is usually a matter of finding out how many acres a farmer wishes to grow. This year, 123 farmers have planted about 10,000 acres of peas for the company. The contracts for individual growers range in size from 10 to 460 acres.



By the first of May, Ardell and his staff, their planting commitments made, are carefully scrutinizing the weather records. The soil must have reached a temperature of 40 degrees and the field must have had exposure to a specified number of heat units, a mathematical expression of the air and soil temperature. By careful charting, the agricultural people at Birds Eye can determine when the peas will mature.

Further complicating the job of the procurement manager is the





planting of three different seasonal maturing varieties of peas to get optimum production during Aroostook's fleeting summer. In a normal year the planting will begin by the 14th or 15th of May. Planting was the latest in six years this spring . . . May 18 . . . due to an unusually cold spring.

The company's seven fieldmen oversee the planting of as many as 800 acres in each planting period, carefully noting such information as what was planted on the field the year before and fertilizer. The fieldmen will visit the field periodically noting plant stand and the degree of development of the crop. If Ardell and his crew have done everything perfectly, if nature has cooperated and there has been no grower error, the first plantings will be ready for harvesting by the middle of July.



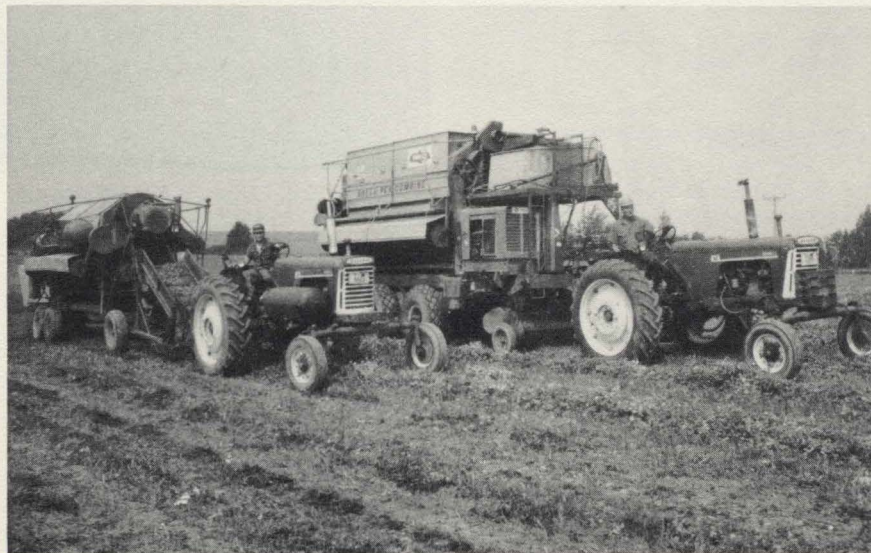
Fieldman Lewis Cook notes the time of planting, type of seed used and the amount and kind of fertilizer, above. Left, T. E. Houghton, Jr., checks part of the 280 acres of peas he's growing for BirdsEye this year. Houghton's association with the company began 18 years ago. Below, a company mechanical harvester unit begins the 1967 pea harvest.

### HARVEST PREDICTIONS

"Predicting maturity dates isn't an awfully exact science," Ardell explains with a wry smile. "For example, no two fields have the same sun exposure, the same nitrogen content, nor all the other little variables that effect plant growth. By the time the peas are nearly ready, we have people waiting to go to work on the processing end, as well as harvesting, and they all want to know when the peas will start coming in. You'd like to be able to tell them by 10 A. M. next Monday morning but it's not possible to make that kind of prediction.

Once the harvest starts it signals eight weeks of feverish activity for Birds Eye people, from the crews who operate the harvesting units and the fieldmen, now increased to a staff of eleven, to the production line workers. Unlike potatoes, sugar beets and other local crops, peas have a short peak of maturity when they possess the tenderness necessary for a quality processed package. This adds to the normal harvesting pressures of getting the crops in.

A new factor was introduced last year — Company harvesting units were operated in Aroostook for the first time. A harvesting unit consists of a cutter and three combines; and the company has eight units. A single harvesting unit will harvest 20 acres of peas in 12 hours or so and the crews often work into the hours of darkness. The company harvesting program came about largely because of a scarcity of farm labor.





The company harvesting program eliminates the hard physical work of pitching pea vines into viners, above and bottom. About 68% of the 1967 harvest will be harvested by this method. Procurement Manager Richard E. Ardell, top right, is responsible for growing and harvesting of the pea crop, a job that means making all the pieces fit so that the harvest flows smoothly into the plant. Harvested peas get a "tenderometer" test, right, at plant. Price is partly based on the tenderometer reading.





A workman readies company harvesting equipment for the pea harvest during which the machinery may work until well into the evening hours.

"It has become increasingly tougher to find men to do the hard physical work of harvesting peas," Ardell says. "We're in the processing business not the harvesting business, but we had to help the people who grow for us with the harvesting. The company harvesting program has generally produced larger individual acreage. Last year, about half of the crop was harvested with company harvesters; this year it'll be about 68%."

If the northern summer is short, it is also ideal for growing peas. The warm days (there were only three last season when the temperature topped 80 degrees) and cool nights, in combination with the sandy loam of Aroostook fields produce some of the best peas grown anywhere. Some other producing areas have rainfall problems, others have to cope with hot, humid weather which adversely affects pea production.

Growers are paid according to yield and the quality of peas as measured by a "tenderometer" rating. And if the exigencies of the

weather, or harvesting pressure make it necessary to bypass a field of peas there's an insurance plan paid for by both the grower and the company to reimburse the grower.

Growing peas for processing nets the Aroostook farmer a tidy bundle of cash for land not in potato production. As with most other crops, how much one makes depends on how good a farmer he is. Some growers approach what could be realized from potato production in a normal year; others earn less. Last year, Birds Eye paid its 123 growers more than \$1,000,000 for about 8,000 acres.

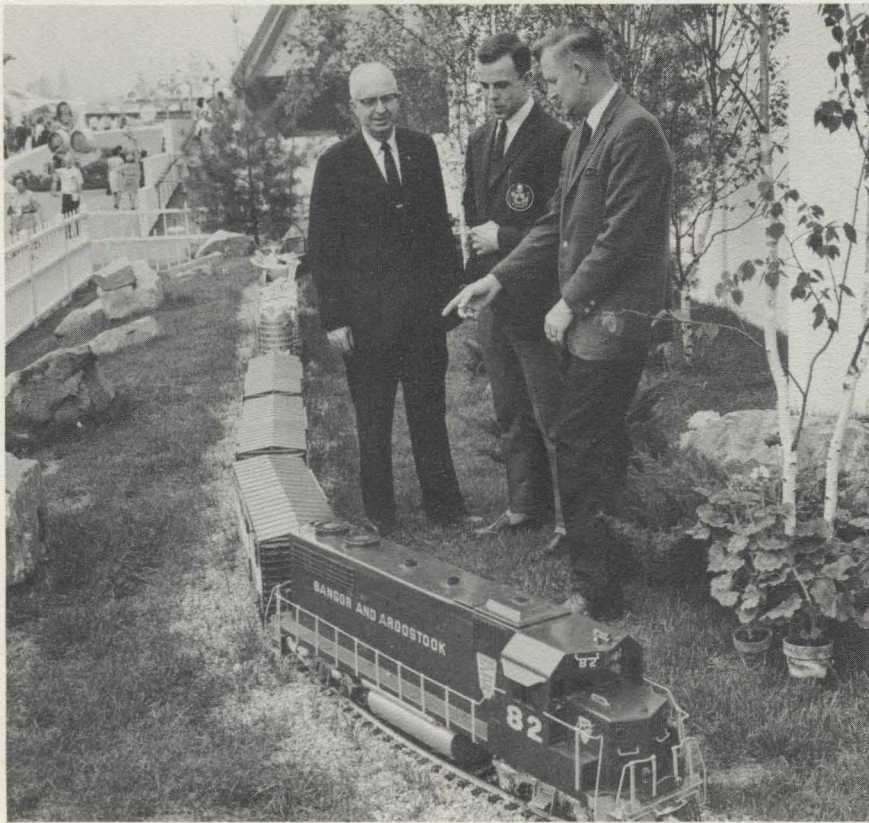
The Aroostook potato is in no danger of being toppled from its position as the major income-producer of Aroostook farmers but peas are a profitable second crop and an ideal rotational crop leaving the soil rich in nitrogen. The processing of the crop also accounts for some 500 jobs in Caribou during the season and swells the Bangor and Aroostook's frozen foods traffic by over 200 cars.

## New . . . Freedom Shares

On May 1, 1967, the U. S. Treasury Department began the sale of United States savings notes (Freedom Shares) through bond-a-month and payroll savings plans. Savings notes are offered in denominations of \$25, \$50, \$75 and \$100, and are available only with the simultaneous purchase of a Series E bond. Payroll deductions for savings notes are limited to a maximum of \$20.25 per weekly pay period, or \$40.50 per bi-weekly or semi-monthly period, or 81.00 per monthly pay period.

Issue price will be 81% of maturity (face) value with a maturity date of 4 years and 6 months from issue date. Redemption prior to maturity, at holder's option, after one year from issue date by any qualified paying agent, Federal Reserve Bank, or the U. S. Treasury.

Freedom Shares pay 4.74% interest when held to maturity of 4½ years. The smallest share combination costs \$39 and pays back \$50.



old craftsman examined his work with a critical eye. Minutes ticked by punctuated by an occasional "humph" from the old man while Martin fidgeted. He had never made patterns and if it was wrong there wasn't time to re-do the job.

After what seems an interminable length of time, he looked up at Martin with some amusement. "That's a damn good job," he said.

The work went on through the winter and the train began to take shape, from the amazingly detailed cars to the locomotive and track. No detail was overlooked, even the hand brakes on the scaled down cars. Roofs were remade because they lacked authenticity. Most of the construction was done in his basement workshop through the winter and spring.

The finished product was taken to Expo by the deadline. Finished, the train weighs more than half a ton, has 14 cars, locomotive and a caboose, the C-68, modeled after an actual caboose. The diesel is

## We Go To Expo '67

Railroaders who visit the Maine Pavilion at Expo 67 in Montreal are universally delighted to find a carefully-scaled model of a Bangor and Aroostook freight winding in and out of the pavilion through openings in the west wall. Railroaders aren't the only spectators who are fascinated by the colorful, 55-foot long train, though. It attracts small fry and parents alike and officials at the Maine pavilion credit the train as a top drawing card for the exhibits inside.

A year-and-a-half ago the idea of a model train was just a gleam in the eye of Clarence McKay, deputy commissioner of the Pavilion. The Bangor and Aroostook agreed to pick up half of the \$18,000 tab and the Department of Economic Development paid the remaining \$9,000. J. Normand Martin, president and owner of Tom Kane Advertising, agreed to build the train and track to precise specifications despite bids of up to \$50,000 from out-of-state companies.

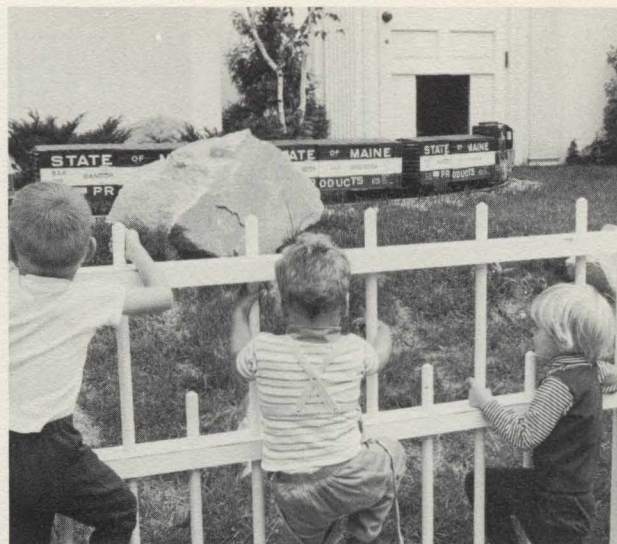
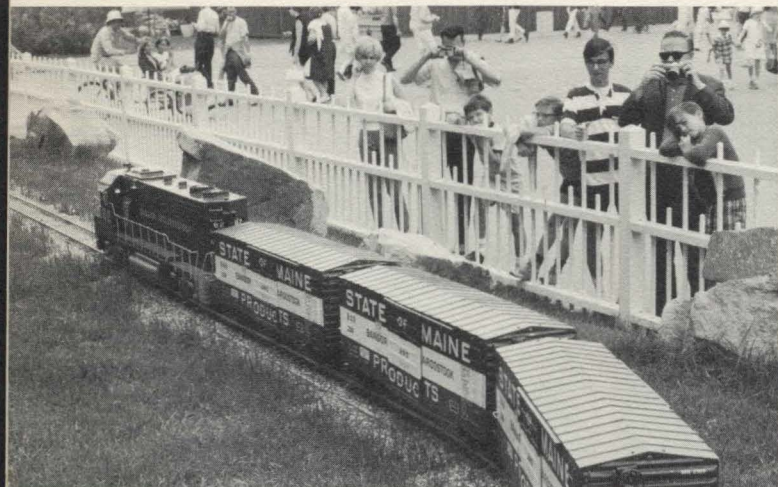


BAR President W. Jerome Strout, Marshall Rice, Jr., a state employee, and Vice President-Operations and Maintenance Palmer H. Swales look over an operating model of a Bangor and Aroostook train at the Maine Pavilion at Expo 67. Below, Gov. Kenneth Curtis posed with the model during Maine Day at Expo. Left, Maine Pavilion attracts about 40,000 persons a day when the gate is 250,000.

The train, built to a scale of an inch to the foot, was a year in the making. During the year Martin spent many hours at the Bangor and Aroostook's Northern Maine Junction Diesel Shop studying drawings and the actual working parts of a full-size diesel. The locomotive he modeled was one of the road's new GP-38, No. 82. Working from photographs and drawings, Martin made his own patterns for casting by Maine firms.

After several weeks of intensive effort he presented his work at the foundry where a silent and imposing





The train, which runs on an oval track both inside and outside the pavilion, attracts both old and young, left, who often climb the fence for a better view. Lower right, inside the pavilion the train winds through scaled down Maine landscape. The entire train weighs more than half a ton.



powered by an electric motor that operates on a bank of re-chargable batteries. The train winds its way in and out of the building for 10 hours without recharging. It can be stopped and started by a small toggle switch on the engine.

The train, the only one at the Expo, seems to bring out the child in most adult of observers, some of whom have watched it for as long as a half an hour. Even in a wonderland like Expo, where the spectacular soon becomes commonplace, the train is fascinating.

### SOME TRY TO BUY IT

"We've had people try to buy it," says Marshall Rice, Jr., an employee at the exposition, "and many have asked where they could get one like it. We can count on getting a whole battery of questions every day."

During a day when there's a gate of 250,000 persons, officials estimate that about 40,000 people go through the Maine Pavilion. Many of them have been lured there by the colorful little train emerging through the side of the building. The blue, white and red cars are filled with samples of Maine products.

As might be expected from so complicated a model, there have been some problems. The initial performance was plagued by periodic hotboxes on the engine and eventual journal failure.

"When it first happened," Marshall Rice explained, "We called the CN people in Montreal for help. A couple of their officials came over expecting to find a full-sized diesel. They were so intrigued with the model that they rolled up their sleeves and repaired it on the spot."

Later it was discovered that the bearings were wrong and the trouble was corrected. Martin made one trip

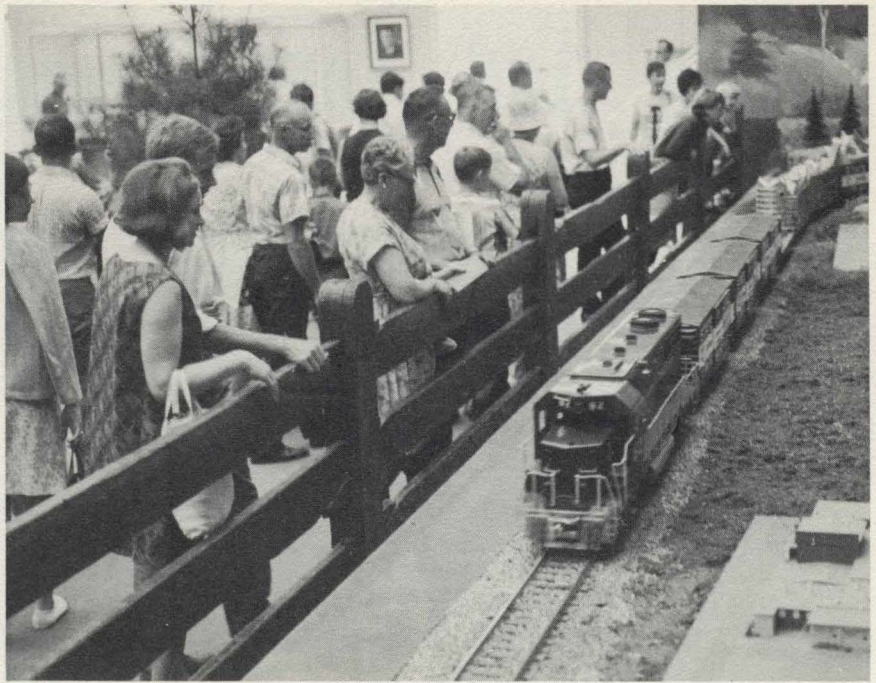
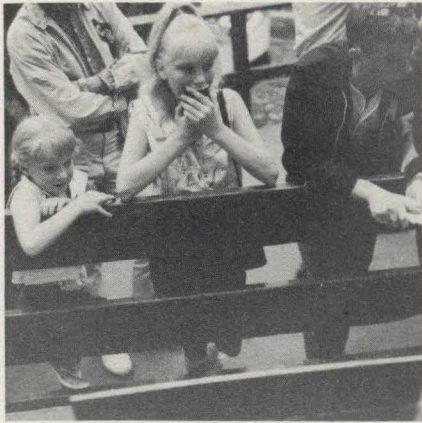
to Montreal to inspect the train himself.

The center of the Maine Pavilion features animated manikins in various outdoor sporting settings.

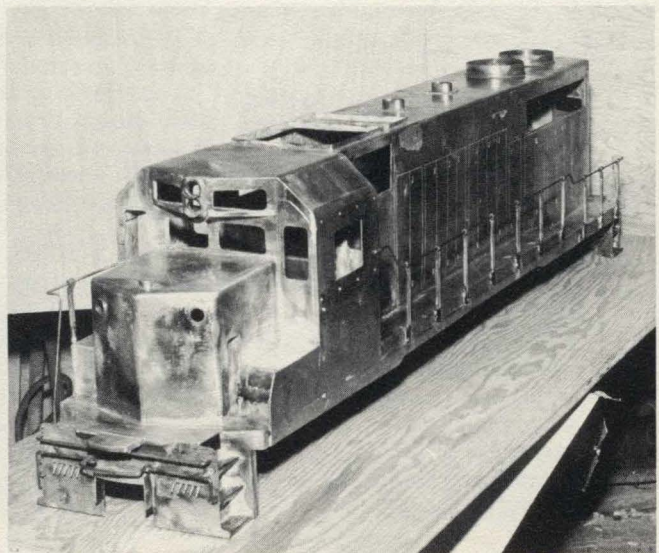
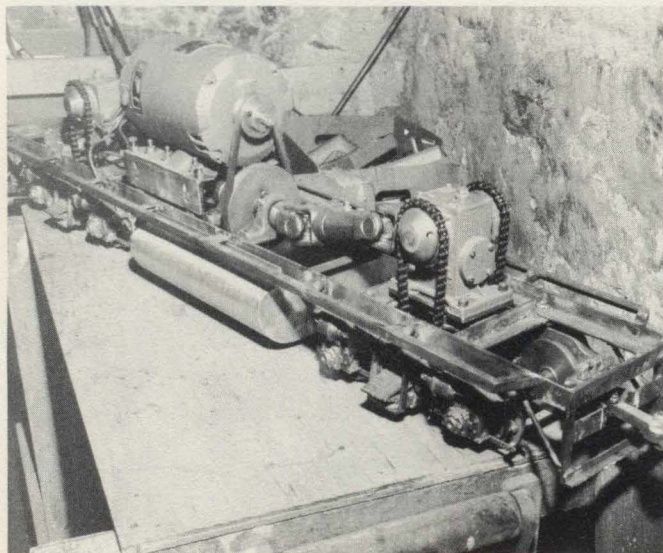
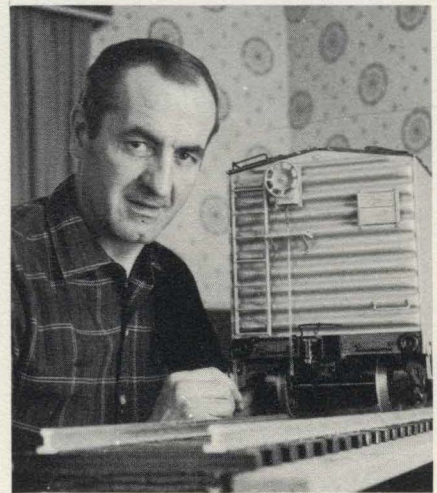
Occasionally a youngster will reach through the fence and pluck one of the items from the display car. At other times, debris tossed on the track has derailed the 450-pound locomotive. But it has survived the attempts and continues to be a top drawing card for the State of Maine at Expo 67.

### TRAIN AVAILABLE AFTER EXPO

When Expo closes in the fall, the train will be brought home and will be available for use both by the state and by the railroad. Railroad officials feel that the great exposure afforded by having the model at the fair more than justified the modest investment.



Inside, train pulls Bangor and Aroostook Blue, White and Red cars displaying Maine products, intriguing young visitors, some of whom watch the train for as long as half an hour without moving. Left, Builder J. Normand Martin demonstrates the fine detail typical of the entire train. Below, stripped engine unit shows the detail of the driving mechanism and the reason for the weight (450 pounds) of the locomotive. The exterior shell, lower left, is made of solid brass. Authenticity is apparent in the fine detail of the truck design, left.



# Safety And Your Leisure Time



The majority of bike-car collisions are triggered by a heedless youngster rather than the driver. Teach your youngsters the rules of safe bike driving; ride on the right side of the street, single file; obey traffic signs; give proper arm signals when turning and stopping; never ride two on a bike, and avoid horseplay. (National Safety Council Photograph)

Below, the National Safety Council statistics show that drownings are the fourth greatest cause of accidental death. Children under 15 are the victims in a third of these drownings. Encourage your child to learn to swim. Caution your child to swim with a buddy . . . and only in supervised areas. (National Safety Council Photograph)

By Cecil E. Garcelon  
Safety Supervisor

Just a few years ago, most people worked a six-day, 48-hour week. Now it's a rare business that doesn't work a five-day week (with liberal vacations); some work a four-and-a-half day week. And there's every indication that the trend will continue. Most of us use our increased leisure time in pursuit of the good life.

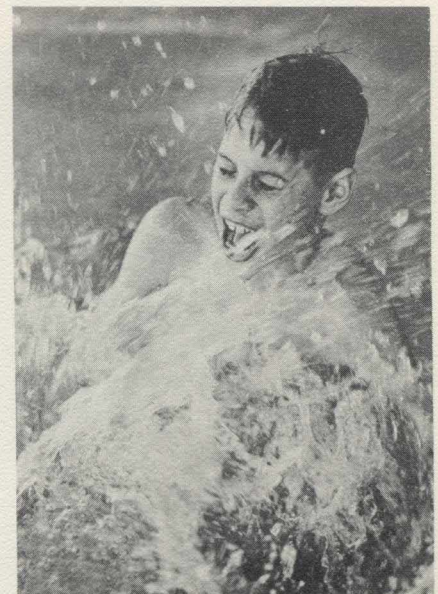
We're boating, golfing, traveling, camping, swimming, waterskiing, skin-diving (and would you believe sky-diving) even riding bicycles just for fun. History has never recorded such a mass pursuit of diversion from the business of making a living. . . all the result of our rising living standards and new leisure. It's a fine thing to lead full lives; but it's a sad fact that thousands of us are killed or maimed every year doing things that are supposed to be fun. And, sometimes, injury results from such a simple act as driving to the store for a bottle of milk.

We speak so often of the hazards involved in our work as railroaders that we may be overlooking some of our leisure time activities that are equally dangerous. Automobiles would have to rank near the top of any list of potentially dangerous activities. . . whether we drive from necessity or for recreation. The grim boxscore is conspicuous in each day's newspaper.

Automobile accidents don't always happen to "the other fellow" either. In nine months at least four Bangor and Aroostook employees in a single department have received serious injuries in auto accidents. The National Safety Council estimates that 50,000 will be killed in automobiles in 1968. But 5,000 of those casualties could be saved if they wore seat belts. Perhaps the two largest factors in automobile safety are prudent speed and a defensive driving psychology.

Or consider the marvelously efficient rotary lawn mower. It's just as efficient at removing toes and fingers as it is cutting grass. Thousands of

homeowners are injured with these machines every summer. Stones, sticks and other debris on lawns become deadly projectiles when hit by the whirling blade. More often than not children are the victims. Pick up your lawn before using your rotary mower. Don't permit anyone to



stand near when you're mowing. And treat it with the same respect you'd give any dangerous tool.

Water safety is a fertile field for the vacationer. Make sure your boat is equipped with life preservers. Familiarize yourself with the simple technique of mouth-to-mouth resuscitation; it could save a life. Operate your boat at prudent speeds. You can be just as dead from a boat crash as from an automobile collision. And it's smart to learn basic seamanship.

A great deal of our recreational and leisure time activity centers around machines. We seem to have a national passion for machines and gadgets. Many of them are powered by small gasoline engines. . . scooters, snowsleds, outboard motors, chainsaws and lawnmowers, to mention a few. And gasoline is responsible for many off-the-job accidents. Mixed with the right proportion of air, it becomes as powerful an explo-

sive as dynamite. It's common during the boating season to read of explosions on pleasure boats caused by an accumulation of gasoline fumes in the bilge. The spark of the craft's motor ignites the deadly mixture. Always fuel small gasoline engines in a well-ventilated spot. Keep the fuel container covered when it's not being used. And never allow fire near gasoline.

#### HOME SAFETY IS IMPORTANT

Safety in the home covers the field from safe storage of poisons to intelligent use of electricity. But one area that's often overlooked in the single family home is an emergency plan in case of fire. And if the idea of a family fire drill makes you a little self-conscious, work out a plan of emergency exit with your family then try it some night. Chances are

that there'll still be confusion. Imagine the added factors of surprise and panic of a real fire and you may have some second thoughts on the few minutes every month such a precaution requires.

Off-the-job safety isn't so different from the kind of safety we practice during our working hours. There is one important difference: we spend more time off the job than we do at work and we have more and more time to devote to the business of pleasure. Safety at home or at play is a matter of attitude. The same habits and attitudes we practice on the job will pay the same high dividends in our leisure time pursuits. By the same token, the penalties of carelessness off the job are as stiff as for carelessness at work.

During the vacation days ahead, take your safety habits home with you. And share your knowledge with your family.

# Mileposts . . .

## FIFTY YEARS

Ray D. Burton  
Louis H. Levesque

## FORTY-FIVE YEARS

Forest A. Bragg  
Travers B. Carleton  
Wilfred J. Dugas  
Norman C. Foster  
Forest D. Hall  
Lewis L. Harris  
Vernon J. Perry

## THIRTY-FIVE YEARS

Levi R. Boutilier  
Thurston W. Cudhea  
Byron A. Ryan  
Herman L. Wright, Sr.  
Francis D. Murphy, Jr.

## THIRTY YEARS

Daniel H. Brayson

## TWENTY-FIVE YEARS

Frank W. Day  
Lewis P. Larsson  
Paul S. Wheeler

## TWENTY YEARS

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

## FIFTEEN YEARS

Maurice P. Gillis  
Roberta D. Lewis  
Joseph J. Mitchell  
Camile Morneault  
Donald R. Reynolds  
Horace B. Russell  
Richard P. Shaughnessy

## TEN YEARS

Donald F. Breen  
Harold J. Hogan  
Maurice J. Levesque, Jr.  
Keith H. McDonald  
Everett R. McLaughlin  
Thomas U. Michaud  
Donald J. Morton  
Rodney A. Perry, Jr.  
Thornton C. Rainey  
W. Gordon Robertson  
Donald H. Thompson



# In The Family



Mrs. Harry E. Higgs

## Purchases and Stores

Paul W. Nutter, Stores Department accountant, is a patient of the Milo Community Hospital.

Nightwatchman and Janitor, Cecil D. Rines, is a patient at the Milo Community Hospital.

Miss Darla Jean Thies, daughter of Storekeeper and Mrs. Henry A. Thies, became the bride of Harry Edward Higgs of Laurel, Md., son of Mr. and Mrs. Paul Higgs of Laurel.

The Rev. Franklyn Perry performed the June 17 ceremony at the First Baptist church, Laurel.

The bride, given in marriage by her father, wore a floor-length gown of white satin brocade, with empire waist. Her shoulder-length veil fell from a petal head piece. She wore elbow-length gloves and a string of white pearls. She carried a bouquet of red and yellow roses.

Mrs. Eric Lanpher was matron of honor. She wore a yellow chiffon dress trimmed with satin. Edward Patridge was best man. Ushers were Bob Patridge and Robert Hicks.

After the ceremony a buffet supper and reception was held at the Laurel fire hall. Assisting were Peachie Rolf and Darlene Thies.

The bride was graduated from Bangor High School and attended Farmington College. She is employed as a laboratory technician at Beltsville Research Center.

The bridegroom graduated from Laurel High and is employed as an electrician in Beltsville, Md.

The couple will reside at Greenbelt, Md.

Printer and Mrs. George C. Crabtree attended the wedding of Darla Jean Thies to Mr. Harry Edward Higgs in Laurel, Maryland.

Former purchasing agent for the Bangor and Aroostook Railroad and Mrs. W.

A. Bamford left the middle of June to make their home at Torrance, California. Mr. Bamford retired in March of 1957 following 38 years of service.

Arnold Willinski has returned to California after spending two weeks' leave with his parents, Supervisor of Stores and Mrs. V. F. Willinski. Willinski will travel from California to Vietnam where he has been assigned to a duty station.

Receiving Clerk and Mrs. S. C. Genthner, Jr. have purchased a new home on Clinton Street here in Milo.

## Accounting Department

Mrs. Marion Foster has been assigned to the position of Clerk-Typist in the Disbursement Section. She had been switchboard operator for 15½ years. Mrs. Foster replaces John Thomas who has left the employ of the company to return to school at the University of Maine.

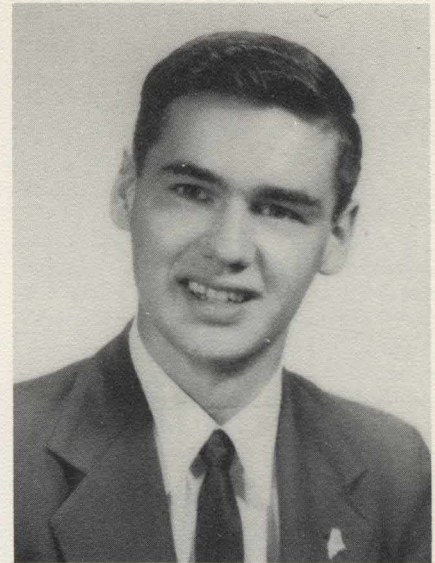
Mrs. Pearl Johnston transferred from her position in the Disbursement Section to switchboard operator. Terry Duncan, Howland, has accepted her position as invoice clerk.

Rate & Revision Clerk and Mrs. Harold L. Call are receiving congratulations on the birth of a 10 lb. 9 oz. son, Michael Scott, born June 11, 1967 at St. Joseph Hospital in Bangor.

Mr. and Mrs. Richard C. Merrill and family of Glen Falls, New York were recently vacation guests of Miriam Rounds of Bangor. Mrs. Merrill is the former Mary Murray, Miriam's niece. Other guests were Mr. and Mrs. Henry Urban and family of Jamaica Estates, Long Island, New York.



Roadmaster E. D. Ross receives his gold pass from Chief Engineer V. J. Welch. A native of Caribou, Ross attended local schools and entered service as a laborer in 1925, becoming a trackman in 1927. He later became section foreman, and an extra gang foreman. He is married. The couple have five children: Mrs. Jean Page, N. Chelmsford, Mass.; Mrs. Wanita Moir, Leicester, Mass.; Mrs. Sandra Falgout, Dracut, Mass.; Mrs. Nancy Daigle, Lawrence, Mass.; and M/Sgt. E. D. Ross, Jr., Hahn, Germany.



Ronald F. Brayson, son of Mr. and Mrs. Daniel Brayson, Fort Fairfield, received his BS degree in mechanical engineering from the University of Maine in June. He is employed as an engineer in plant operations by the Bethlehem Steel Corporation, Bethlehem, Pa.

Chief Clerk, Merv Johnston, Freight Audit Section, has returned from vacationing with his family at Expo 67.

Constance and Bruce Shaw, daughter and son of Clerk and Mrs. Ward Shaw, will both be attending the University of Maine this fall. Connie will be a senior, Bruce a sophomore.

Callie Barrett, daughter of Freight Audit Clerk and Mrs. Lee Barrett, has completed a summer training course at a girls' day camp.

Bub Clark, freight claim section, left the employ of the company on May 31, to make his home in Pasadena, California with his family. Many warm wishes were extended to Bud from all his friends on the BAR.

Robert Laffey has been assigned to the position of claim analyst in the Freight Claim Section.

Miss Barbara Wagner was assigned to the position of clerk-typist in the freight claim section June 12. Barbara was graduated from Husson College in June 1967 as a legal secretary.

Assistant General Auditor Owen J. Gould and family recently spent a week of their vacation touring the Bay of Fundy.

Treasurer and Mrs. Donald B. Annis and family recently returned from a two-week camping vacation, during which they visited Expo 67 and toured the northern part of New York State.

Payroll Clerk John E. McGuff competed successfully in the Paul Bunyan Amateur Golf Tournament in June. John tied for 11th net.



### Mechanical Department

Day Foreman, **C. I. Higgins**, Northern Maine Diesel Shop, was recently honored on his retirement May 31. Pictured left to right are: **D. G. Merrill**, **D. L. Howse**, **N. E. Skoog**, **V. L. Ladd** and **C. I. Higgins**. Charlie started work with the Bangor and Aroostook April 15, 1918 at Millinocket as an engine watchman and subsequently had worked as a hostler, coalman, machinist helper, machinist, car inspector, ashpitman, engine cleaner, boilermaker, and boiler-maker helper. In March 1944 he transferred to Northern Maine as day roundhouse foreman, then to night foreman, and finally to day foreman from June 1948 until time of his retirement. Charlie was born in Millinocket and attended Millinocket Public Schools. He has two daughters, **Stella Sirabella**, of 11 Washington St., Brewer and **Helen Larson**, Aurora, Maine. He resides with his wife, **Clara**, at 65 Washington, St., Brewer.

We were very sorry to hear of the death of Machinist **E. H. Adams**, Northern Maine Diesel Shop. Everett started work at Derby, January 6, 1927 as a laborer. He had also worked as a machinist helper, machinist, boilermaker helper, blacksmith helper, engine inspector. In September 1949 he transferred to Northern Maine Junction as a machinist and had worked in that capacity until the time of his death. He is survived by his wife, **Esther Adams**, of Hermon; one daughter, **Dolores M. Adams**, of Milo; one stepdaughter, **Shirley Frost**, of Hermon and one stepson, **Clifton Nelson**, of Bedford, Texas. Our sympathy to all of the family.

Machinist **J. E. Tilley**, Northern Maine Diesel Shop, resigned from Bangor and Aroostook service as of June 1. Joel was awarded a disability Annuity in November 1966. He started work December 20, 1940 as a laborer at Northern Maine Junction. In January 1941 he transferred to Derby as a machinist apprentice. After serving his apprenticeship he returned to Northern Maine Junction as a machinist and continued in that capacity until the time of his annuity.

The many friends of retired Car Cleaner **E. J. Wilson** were sorry to hear of his death recently. He had been retired since August 1956. He is survived by two sons, **Edward**, of El Centro, Calif., and **Bruce**, of Los Gatos, Calif.; two daughters, **Mrs. Marjorie Mosher**, of Presque Isle, and **Mrs. Lois O'Neal** of Portland. Our sympathy to all of the family.

Mr. and Mrs. **Frank E. Baker** were honored at open house, June 25, on their 50th wedding anniversary at their home in Oakfield. **Frank E. Baker** and **Hazel**

**A. Stevens** were married in 1917 at Houlton, Maine by **Rev. T. P. Williams**, then pastor of the Congregational Church.

Mr. and Mrs. **Baker** have one adopted son, who is married and has four children, but on account of illness could not attend.

Mr. **Baker** was assistant mechanical superintendent for the Bangor and Aroostook Railroad when he retired in 1958 after 47 years service. He keeps busy around his home and enjoys fishing and hunting. Mrs. **Baker**, a school teacher and telephone operator prior to her marriage, enjoys reading, knitting and crocheting. Both Mr. and Mrs. **Baker** are members of the Oakfield Baptist Church where Mr. **Baker** is quite active.

Receiving in the living room with Mr. and Mrs. **Baker** were Mr. **Baker's** sister, **Mrs. Helen Baker**, Danforth, and **Mrs. Leah Shaw** who was in charge of the gift table. Assisting at the open house were **Mrs. Carl Reed**, who supervised refreshments; **Dr. Carl Reed**, serving punch; **Mrs. Roy Olson**, serving the anniversary cake. The Reverend **Marvin Lawrence** read the 91st Psalm and offered prayer.

Guests were: **Dr. and Mrs. Carl Reed**, Jacksonville, Florida; **Mrs. Leah Shaw** and grandson, **Carl Glick**, Dover, New Jersey; **Mrs. Helen Danforth**, Boston, Mass.; **Mrs. Carrie Stevens**, East Hartford, Conn.; Mr. and Mrs. **Gerald Stevens** and family, East Hartford, Conn.; Mr. and Mrs. **John Babcock**, Bangor; Mr. and Mrs. **Gene Tewksbury**, Brownville; Mr. and Mrs. **Orris Dean**, Milo; Mr. and Mrs. **David Merrill**, Milo; Mr. and Mrs.

**Frank Murphy, Jr.**, Milo; Mr. and Mrs. **Max Place**, Derby; **William Cummings**, Houlton; **Miss Lois Cummings**, Houlton; Mr. and Mrs. **George Kearney**, Houlton; **Mrs. Margaret Grenier**, Island Falls; **Mrs. Mona Kinney**, Island Falls; **Mrs. Helen Kennedy**, Patten; **Mrs. Anna Gallant**, Patten.

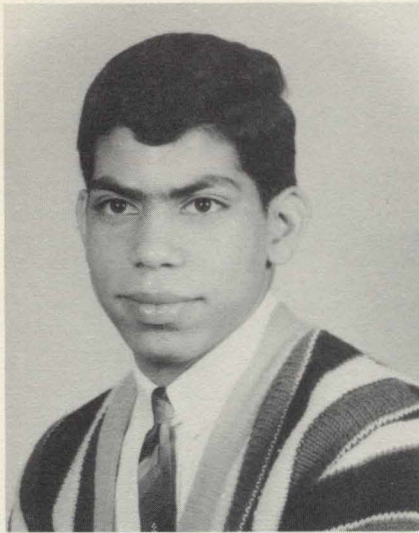
Mr. and Mrs. **Waldo Milbury**, Bridgewater; Mr. and Mrs. **Rhoades White**, Smyrna Mills; **Dr. and Mrs. Hiram Stevens**, Smyrna Mills; Mr. and Mrs. **Ernest Hersey**, Smyrna Mills; **Mrs. Vivian Friel**, Smyrna Mills; Mr. and Mrs. **Ransford Greenlaw**, Smyrna Mills; Mr. and Mrs. **Walter Splan**, Smyrna Mills; **Mrs. Joel Hamm**, Smyrna; Mr. and Mrs. **Laurence McGary**, Smyrna; Mr. and Mrs. **Henry Crandall**, Smyrna; **Mrs. Flossie Lilly**, Smyrna; Mr. and Mrs. **Adolph Blinn**, Ludlow; Mr. and Mrs. **Wilfred Beers**, Dyer Brook; **Mr. Herbert Estes**, Dyer Brook; **Mrs. Bertha Mitchell**, Merrill; Mr. and Mrs. **Jasper Stevens**, Merrill; Mr. and Mrs. **Burchard Reed**, Amity; Mr. and Mrs. **Albert Reed**, Amity;

Mr. and Mrs. **Roy Olson**, Mr. and Mrs. **Emerald Kelly**, Mr. and Mrs. **Arthur Bowen**, Mr. and Mrs. **Stephen Crandall**, Mr. and Mrs. **Gerald Henry**, Mr. and Mrs. **Harold Shields**, Mr. and Mrs. **Fred Rideout**, Mr. **George Rideout**, Mr. and Mrs. **Ira Moore**, **Mrs. Sophie Corliss**, Mr. and Mrs. **George Larlee**, Mr. **Robert Crandall**, **Mrs. Frank Murphy**, Mr. and Mrs. **Blair Libby**, Mr. and Mrs. **Norman Clark**, Mr. and Mrs. **Everett Thomas**, the **Rev. Marvin Lawrence**, **Mrs. Virginia Bubar**, Mr. and Mrs. **Kermit Brannen**, **Mrs. Pansy Burton**, **Miss Marilyn Burton**, Mr. and Mrs. **Wellsley Slaunwhite**, **Mrs. Florence Wilmot**, Mr. and Mrs. **Horace Howe**, Mr. and Mrs. **Clyde Johnston**, **Mrs. Gertrude Sprague**, **Mrs. Merle Lawlor**, Mr. and Mrs. **Roy Branscombe**, and **Mrs. Iona Nadeau**, all of Oakfield.

**Mrs. Edith Benn**, Smyrna; **Mrs. Edith Chambers**, Oakfield; **Mrs. Rula Cochran**, Oakfield; Mr. and Mrs. **Walter Danforth**, Carroll; Mr. and Mrs. **Murry Danforth**, Carroll; **Mrs. Mary Grant**, Mars Hill; **Miss Ruby Haskell**, Smyrna Mills; **Mrs. Effie Jordan**, New York; **Mr. Vaughn Ladd**, Milo; **Miss Mabel McElwee**, Houlton; **Mrs. Geneva McGary**, Smyrna; Mr. and Mrs. **Charles Matherson**, Lincoln; Mr. and Mrs. **Owen Prince**, Oakfield;



Mr. and Mrs. **Frank E. Baker**



**James Reginald Clark, Jr.**, son of hostler and Mrs. **James Clark**, Hermon, was recently chosen to attend the annual Dirigo Boys' State held at the University of Maine campus. Of the 512 boys attending, two delegates and two alternates were chosen to represent Maine at Dirigo Boys' Nation held in Washington, D.C. Reggie was chosen by the Boys' State officials as the first alternate. While at Boys' State he also served as senator, town moderator, state committee member, and was on the party platform committee.

While in high school Reggie has been a member of the cross-country, basketball, and baseball teams. He was president of his sophomore and junior class, treasurer of the Student Council his sophomore year and president his junior year. He is also on the yearbook and school newspaper staff.

Reggie plans to attend the University of Maine after he graduates in June. He was sponsored by the Arnold Kelly Post 200 of Hermon, Maine.

Mr. and Mrs. **Verne Perry**, Milo; Mrs. **Lillian Estes**, Smyrna Mills; Mr. and Mrs. **Rudolph Stevens** and family, East Hartford; Mr. and Mrs. **Ernest Young**, Bar Harbor; Mr. and Mrs. **Herbert Perrin**, Sherman Mills; and Mr. and Mrs. **Byron Esterbrook**, Lincoln.

Those who sent gifts but were unable to attend were: Mr. and Mrs. **Claude Crandall**, Oakfield; Mr. and Mrs. **George Knight**, Lyndonville, Vermont; Mr. and Mrs. **W. Jerome Strout**, Bangor; Mrs. **Annie Levensailor**, Augusta; and Mr. and Mrs. **Ralph Brannen**, Oakfield, Maine.

### Engineering Department

**James C. Wheeler**, son of Assistant Engineer and Mrs. **Paul S. Wheeler**, of Houlton, was a member of the graduating class from University of Maine in June. He majored in forest management and has accepted a position with Great Northern Paper Company. He and Mrs. Wheeler and son are now residing in Ashland.

Chief Clerk and Mrs. **M. A. Fairley**, Sr., of Houlton attended Expo 1967 in Montreal in June. On their return they had as guests Mr. and Mrs. **M. A. Fairley, Jr.**, and children from Spencerport, N.Y. for several days.

From Leading Signalman **Harry L. MacNeil** (Ret.), enthusiastic lover of the great outdoors, we have received word that he opened Sway-Bak camp on May 4th. His neighbor in the Weeksboro area, former BAR Hostler **Alan G. Savage**, opened his camp "Way Back" at approximately the same time.

The following students were graduated from high schools, in the Oakfield and Houlton areas: Houlton High School: **Stephen Corey**, son of Supervisor of Roadway Machines and Mrs. **W. E. Corey**, Littleton; **Lawrence Veysey**, son of Mechanic and Mrs. **Lawrence Veysey**, Houlton;

Oakfield Community High School: **Suzanne Henry**, daughter of Maintenance Operator and Mrs. **G. D. Henry**, Oakfield; **Roland Kennedy**, son of Power Jack Operator and Mrs. **E. E. Kennedy** of Oakfield; and **Richard Wilmot**, son of Painter and Mrs. **C. O. Wilmot**, Oakfield;

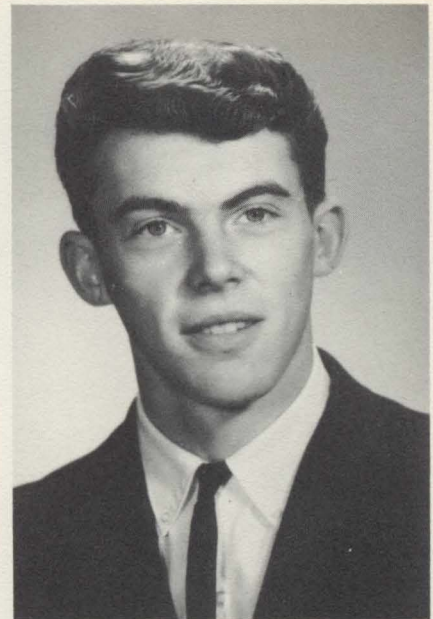
Other Honors: **Dennis L. Morton**, son of Leading Signalman and Mrs. **W. I. Morton**, of Oakfield, Dean's List at Farmington State College; **Virgie Dwyer**, daughter of S. & C. and Mrs. **V. L. Dwyer** of Oakfield, recipient of commercial award at Oakfield Community High School; and **Molly Swett**, daughter of Supt. Track and Mrs. **G. L. Swett**, of Houlton, Honor Roll, Grade 9.



**Miss Velva M. (Becky) Dixon**, daughter of Section Foreman and Mrs. **Norman K. Dixon**, Mars Hill, who is employed in the fluorescent lamp finishing department at Sylvania Electric Products Inc., Danvers, Mass., was recently elected to the 15-member Danvers Sub-Board of the Sylvania Employees Association. The S.E.A. plans and raises money for all social affairs for Danvers plant employees, such as: dances, parties, the annual Plant Outing, Children's Christmas Party, etc.

"Becky" carried on her successful campaign for election wearing a State of Maine potato sack and straw hat, and loyal to her State, distributed "potato" placards.

Mr. and Mrs. **Waldo McDonald**, and children, of Meriden, Conn., spent two week's vacation with her father, Section Foreman **Archie McDonald**, and brother, **Kenneth**, in Smyrna Mills.



**Dennis Richards**

**Dennis Richards**, son of Trackman and Mrs. **James J. Richards**, of Oakfield, was graduated from Lee Academy in June. He has been an honor student for three years, participated in the debating tournament at the University of Maine, a member of varsity "L" Club and was the recipient of a varsity letter. He took part in basketball and track and last year won second place in the shotput in the State. This year he has been the winner of first place for his school in shot put and also in discus. He also participated in the New Englands and was awarded a trophy from the school for his outstanding achievement in track. In addition to the field of athletics, debating and maintaining a high scholastic standing, he has been a member of the band, chorus, art class, prize speaking, school play, magazine campaign, year book staff and vice president of the dormitory.

He has been awarded a certificate for outstanding accomplishments in geometry, N.E.D.T. tests, Merit Scholarship, Scholastic Aptitude test, and has received this year a certificate from the Maine Teachers Association for high honors in Mathematics and English.

Dennis has been awarded a \$400 scholarship from the U. of M. and is a finalist in the State of Maine Scholarship program this year. He will attend the University of Maine this fall.

Supt. **B. & B.** and Mrs. **R. E. Trickey** of Houlton, have returned from a visit with their daughter and son-in-law, Mr. and Mrs. **Ignazio Friscia** and family in Staten Island, N.Y. On their return they also visited with Mr. Trickey's sisters and brothers-in-law, Mr. and Mrs. **Richard Bradt** and Mr. and Mrs. **G. H. Olsen** in Keene, N.H.

**Venton Beals**, son of B. & B. and Mrs. **K. H. Beals** of Milo, was a member of the graduating class from University of Maine in June. Venton is employed as engineer with the Dravo Corporation in Pittsburg, Penn.

Another son, **Paul Beals**, was graduated from Gorham State College in June. He will teach in the public school system of Guilford, Conn.



Mrs. Paul A. Patchell

Linda Joy Cole, daughter of Kershaw Operator and Mrs. Philip B. Cole of West Sebouis, became the bride of P.F.C. Paul A. Patchell, son of Mr. and Mrs. Norman L. Patchell of Millinocket, at the Millinocket Baptist Church, June 5.

The bride wore a street length gown with lace over satin. The shoulder length veil was attached to a double crown of seed pearls. She carried a white Bible centered with yellow roses and white mums.

A reception was held in the church vestry.

Following the reception, the couple left for a honeymoon at Schoodic Lake. Since then the bridegroom has been sent to Vietnam.

Mr. and Mrs. Patchell were participants of a double wedding, the bridegroom's sister, Miss Barbara Patchell, became the bride of Charles Gray of Tewksbury, Mass.

Linda Cole Patchell, the bride, was graduated from Stearns High School, Millinocket on June 13.

Our sympathy is extended to Kershaw Operator Philip B. Cole, Weed Burner Operator Allen L. Cole and Pettibone Operator Harold G. Cole, in the passing of their brother-in-law Virgil Thompson on June 29. Mr. Thompson was a former BAR employee on the section at West Sebouis.

Mr. Thompson leaves two young sons, aged 12 and 13 years, who are presently residing with their uncles Philip and Harold.

Mechanic and Mrs. Asa Lake of Houlton and Trackman and Mrs. Richard Brackett and family of Stacyville, have returned from a trip to Michigan and Alabama.

Michael Black, 11-year-old grandson of Section Foreman and Mrs. Lloyd Clement of Stockton Springs, has been chosen as pitcher on the Major Little League Baseball Team in Danvers, Mass. this season.

Section Foreman and Mrs. Lloyd Clement of Stockton Springs, accompanied by their daughter and family from Massachusetts, enjoyed a tenting vacation at Moosehead Lake over the July 4 weekend.

Trackman Kilburn K. Bruce (Ret.) died June 13 after a long illness.

He was born at Doaktown, N.B., April 2, 1882, the son of John and Katherine (Doak) Bruce.

Mr. Bruce was employed by BAR for 30 years. He entered service Dec. 3, 1917 as trackman, and worked in this capacity until his retirement in April 1947.

Survivors in addition to his widow, Mildred (Bubar) Bruce, Houlton, include one brother, Charles, Fort Fairfield; a sister, Mrs. Maude Savage, of Delmont, Mass. and four grandchildren.

Funeral services were held at Dunn Funeral Home, Houlton, on June 15, with the Rev. Alton Maxell and the Rev. Ossie Munn officiating.

Our sympathy to the family.

Jean Louis Nicknair, instructor in mathematics at New England College in Henniker, N.H., has been named a recipient of a National Science Foundation grant for the 1967 summer session of the Mathematics Institute for College Mathematic Teachers at Rutgers University, New Brunswick, N.J. Mr. Nicknair is the son of Trackman (Ret.) and Mrs. Fred Nicknair of Eagle Lake.

Our sympathy to Trackman George Faulkner (Ret.) of Houlton and Harley B. Faulkner of New Limerick, whose sister, Mrs. Edith Dow, died May 29 after a short illness. Funeral services were held at the Dunn Funeral Home, Houlton, on June 1st, with Rev. John Ruth and Rev. John Watson officiating. Burial was in Hodgdon Cemetery.

Mr. and Mrs. Charles Bither of Reedport, Oregon, have been recent guests of Mrs. Bither's father, Section Foreman Frank L. Smith in Houlton. Mr. and Mrs. Bither have not been in Houlton for 10 years.

Miss Peggy Dwyer, daughter of S.&C. Helper and Mrs. Virgil Dwyer of Oakfield, received the alumni scholarship award of Aroostook State College during graduation exercises of the college on June 4. She is a freshman at Aroostook State and a dean's list student.

The Columbus Guild of Houlton, held its annual meeting and banquet, Tuesday evening, June 20, at Karnes Tea Room in Woodstock, N.B. with 24 in attendance. The reports of the year's activities were given by the secretary and treasurer which indicated one of success both socially and financially. Mrs. Donald McDade, wife of Shop Foreman Donald McDade, Houlton, was elected president of the organization for the coming year.

Roadmaster and Mrs. Roland Tweedie of Oakfield, have returned from a two week's visit with their sons and families, Mr. and Mrs. Roland Tweedie, Jr., and Mr. and Mrs. Thomas Tweedie of San Francisco, Calif. They were also guests of Mrs. Tweedie's brother-in-law and sister, Mr. and Mrs. Herman Harvey in Port Chicago, Calif.

Alcid DuMais, a native of Lewiston, began work with the BAR as Assistant Engineer at Houlton, on June 7. He was graduated from U. of M. in the class of 1967.

### Transportation Department

Janet A. White, daughter of Chief Dispatcher H. G. White, Houlton was named to the Dean's List at the University of Maine.



Patricia Somers

G. E. Somers, yardmaster at Millinocket, writes that daughter, Patricia, 17, has just returned from Haiti where she spent 10 days with a group of 23 other young people from the state of Maine who were on a missionary tour sponsored by the Maine Baptist Missionary Society in conjunction with the American Baptist Missionary Society. She was sponsored by the First Baptist Church of Millinocket and selected to go on the trip. The group left Maine June 24 by bus for New York where they flew to Port-au-Prince, Haiti. From there they traveled to the Baptist Mission Seminary. They spent 10 days there and also traveled to other out-post stations. The group returned to Maine July 6.

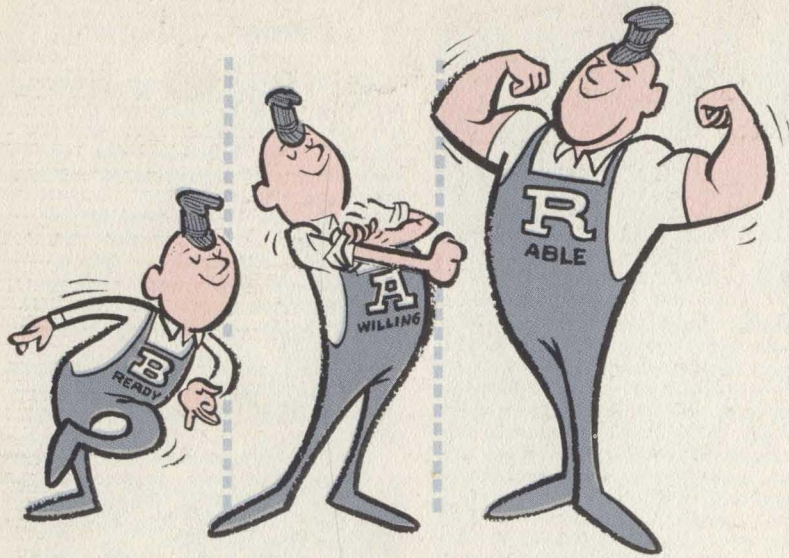
His brother, James W. Somers, has been assigned to duty in Viet Nam in the Motor Transportation Corp.



Anne Kearney

The annual recognition day award assembly of Houlton High School was held June 6 at the high school auditorium. Anne Kearney, president of the Student Council presided. She also received the Student Council Award. Anne is the daughter of Timekeeper and Mrs. George Kearney.

# READY, WILLING, and ABLE

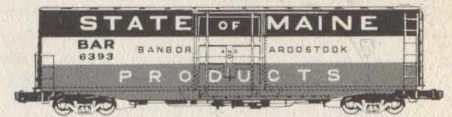


The Bangor and Aroostook Railroad may very well be termed "The Custom Line" for the shipping and procurement needs of northern Maine. Its facilities and services are keyed to the northern Maine economy with custom made equipment for the efficient transport of the products of northern Maine's farms and factories.

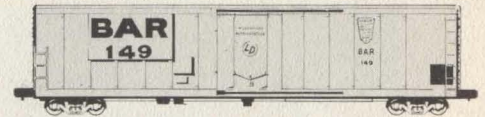
Bangor and Aroostook lines extend from the northern tip of the State to its year 'round ocean port at Searsport. Thus, no matter what your commodity, no matter where the destination, local, national or world-wide the B and A is ready, willing and able to provide efficient, economical transportation.

Bangor and Aroostook's marketing department, too, is always ready, willing and able to help you in planning efficient movement of your product to or from northern Maine. This department is always available to cooperate with you in planning trackside locations for new or expanding industry or for any marketing service involving transportation.

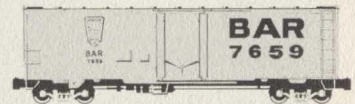
For fullest cooperation on shipping needs and marketing services, remember, we're ready, willing and able to lend you a hand.



CUSHION UNDERFRAME BOX CAR



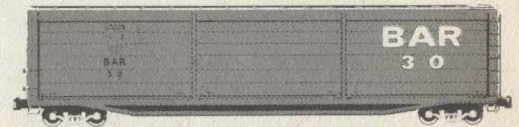
MECHANICAL REFRIGERATOR (Jumbo) CAR



RS REFRIGERATOR CAR



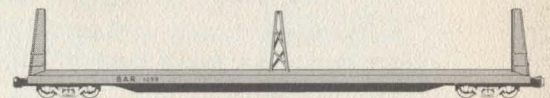
BULK POTATO CAR



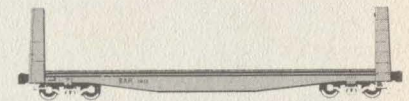
ALL-DOOR LUMBER CAR



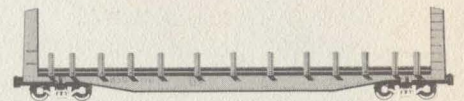
INSULATED BOX CAR



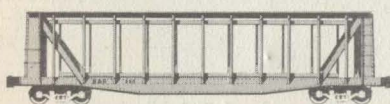
JUMBO PULPWOOD RACK CAR



END RACK PULPWOOD CAR



END RACK LUMBER FLAT CAR



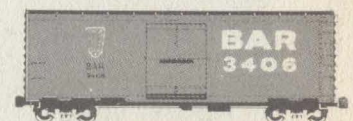
OPEN STAKE RACK LOG and PULPWOOD CAR



COVERED HOPPER CAR



HOPPER CAR



WOOD CHIP CAR

## BANGOR *and* AROOSTOOK RAILROAD