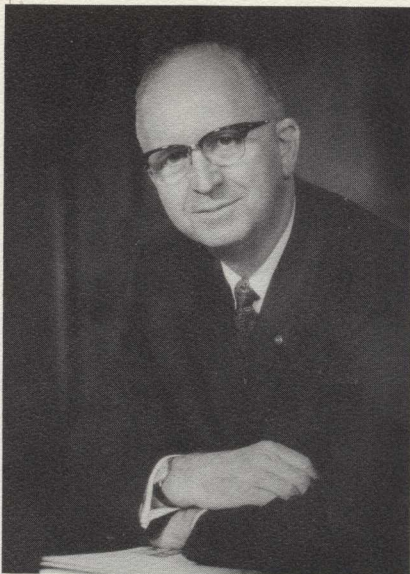


MAINE LINE

JANUARY-FEBRUARY, 1968



Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees,

In early December, the Bangor and Aroostook was one of seven railroads asked to attend a meeting arranged by the Maine Potato Council with shippers and receivers of Maine potatoes. The meeting was called to discuss problems that have arisen concerning rail transportation of Maine potatoes. . . traffic that is vital to the good health of our railroad.

It was a forthright discussion on both sides. The railroads emerged as they are, warts and all. And the industry admitted that it is experiencing marketing problems that are magnified by any vagaries in transportation.

The shippers and receivers of Maine potatoes were not so concerned about the length of transit time as they were about consistency of service and of notification in case of delays. In the transportation of a perishable product like potatoes it is a matter of dollars and cents for the shipper and the receiver to know, within reasonable limits, when his car will arrive.

The key words in the tariff governing the shipment of potatoes

guarantees their movement "with reasonable dispatch." There is also an implication of consistency of service so that a shipper can plan on having his cars arrive at destination within a uniform period of time from shipment to shipment. It is often as inconvenient and costly to have a shipment four days sooner than expected as four days late.

There were too many cases of unduly-long transit time and inconsistency of service to dismiss them as isolated examples. The railroads engaged in the transportation of Maine potatoes—and we are one of the principal roads—have not regularly been meeting the basic goals of reasonable dispatch and consistency.

The meeting was valuable, both for the railroads and the customers. It called to our urgent attention cases where we have been doing less than our best. The result was the establishment of an action hotline between top-level rail operating executives and the industry as well as some immediate operational changes and a follow-up system in cases of extreme transit time and inconsistent service. And it gave us in the industry an opportunity to prove that several railroads can work together and react quickly to such a situation.

We have talked for so long about the progress we have made in rail-

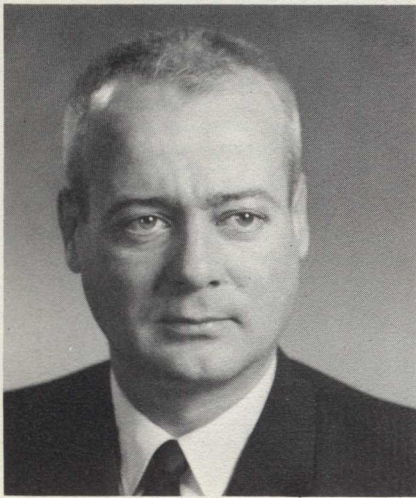
road technology that it is important to be reminded that it takes more than push-button yards and more than computers and sophisticated hardware to run a railroad. It requires human skill and knowledge, determination, enthusiasm and follow through. It would be a tragic bit of irony if the railroads, after making such remarkable technological strides in the past decade, should have relegated the customer to the status of the forgotten man. He is, after all, the only reason for the whole, elaborate system.

The Maine potato industry is undergoing a period of far-reaching change in the pattern of its marketing and needs, more than ever, good rail service to remain competitive with other producing areas. And while decisions may be made by executives of railroads *they must be executed by the people who actually move the freight, keep the records and perform the vital functions in the efficient handling of a shipment.* For this reason I ask your cooperation in keeping this important traffic moving.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS



E. Perrin Edmunds

E. Perrin Edmunds, 42, Bangor and Aroostook director from Fort Fairfield, died suddenly in Augusta Dec. 17. At the time of his death he was chairman of the Governor's Council and a key figure in the state's Republican Party.

He was born in Fort Fairfield June 7, 1925, the son of the late

Edward and Helen Powers Edmunds, Jr., and was educated at the Hotchkiss School, Yale, and Northwestern. He served in the U. S. Navy in World War II.

As president of C. A. Powers & Co., Inc., Edmunds was one of the county's largest potato growers.

He was a director of The First National Bank of Fort Fairfield, a past president (two terms) of the National Potato Council and (four terms) of the Maine Potato Council, and a communicant of St. Paul's Episcopal Church.

Other affiliations included the following: Trustee of the Fort Fairfield Utilities District, member and past president of the Fort Fairfield Chamber of Commerce and the Aroostook Valley Country Club, member of all Masonic bodies and the Shrine, former member of U. of M. Agricultural Advisory Committee, former chairman for three years of the Maine Potato Marketing Committee and Maine Potato

Administrative Committee, former director and vice president of Plymouth Hotel Corporation; three years (one as chairman) on the town council, past president of the Maine Institute of Potato Starch Manufacturers, and one-time member of the USDA's Perishable Agricultural Commodities Act Committee.

He was also vice president of the Fort Fairfield Development Corporation, the Frontier Development Corporation and the Border Development Corporation.

Edmunds served in the House of Representatives in the 98th and 99th Maine Legislatures and in the Senate in the 100th and 101st. He was majority floor leader in 1963.

Survivors are: His wife, Mrs. Joyce Reed Edmunds; two children, Michael and Judith; and three sisters, Mrs. Jean Goodman of Ossining, N. Y.; Mrs. Patricia Howard of West Hartford, Conn.; and Mrs. Phyllis Dake of Greenfield Center, N. Y.

IN THIS ISSUE

What It Looks Like For '68	4
Night Freight	6
New Muscle For Snow Removal	8
Blue Moon Special	14
New Appointments	18
Mileposts	19
In The Family	20

ON THE COVER

If our cover picture piqued your curiosity, here's how it happened: Daryl Burns, the young man pictured, was one of the students who rode the 'blue moon special' (see page 14), and was caught by Bangor DAILY NEWS staffer Leo Chabot peering over the velour seat of the coach during the trip.

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BANGOR AND AROOSTOOK RAILROAD COMPANY
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President W. Jerome Strout, left, speaks to representatives of the road's 14 brotherhoods at their yearly meeting in December. He reported to the group that earnings are expected to remain at about the same level as in 1968 and described projects completed by the road in 1967. He also cited the growing sugar beet industry, fertilizer traffic and the forest products industry as plus factors in the railroad's future.

What It Looks Like For '68

President W. Jerome Strout met with officials and representatives of the road's 14 brotherhoods in Bangor last month. The December meeting has become an annual occasion when the labor leaders get a top-level briefing on the prospects and plans of the road for the year ahead. It is, perhaps, a unique example of the straightforward relationship between the railroad and its brotherhood people.

Strout told the group that the company expects earnings to remain at approximately the same level as in 1967. The outlook for the movement of potatoes, he said, is not promising because of unfavorable harvesting conditions and an abundance of potatoes in producing areas that compete with Maine. Other traffic is usually quite stable, he said, and the volume of potato traffic usually spells the difference between a successful year or a poor one.

He also cited the growth of bulk fertilizer sales in northern Maine and a corresponding increase in the road's traffic as a plus for 1968. Most of the major suppliers of fertilizer in Aroostook County built new bulk facilities in 1967, and the

capacity was reflected in larger rail shipments. Bulk fertilizer material lends itself naturally to rail shipment. The growth of bulk fertilizer traffic by rail has also eliminated one common backhaul for Aroostook-based trucks moving potatoes into the Boston market.

FOREST PRODUCTS POTENTIAL

The president also cited the long-range potential of the forest products industry as an important growth area for the railroad. Woodchip traffic will be down somewhat in 1968, he said, but the overall outlook is healthy. During 1967, the area served by the road saw its first commercial sugar beet harvest as well as the importation of raw cane sugar over the railroad's dock facilities at Searsport. The results of the 1967 beet harvest were promising for the railroad, he said, adding nearly 800 cars of traffic and appears to hold promise for those who grow beets. It promises to be a stabilizing factor in the fluctuations of the potato industry.

To better utilize its human resources, he explained, the road also

initiated a formal program to train locomotive engineers and station personnel in 1967. The training program for engineers, one of the first of its kind by an American railroad, is working well with trainees qualifying in far less time than the period originally allotted.

Earlier in the year, he added, a program was started to train future station agents. This training program lasts seven weeks and consists of on-the-job training in several departments and tutelage under experienced agents. Like the engineer training program, the policy is to first use people from the railroad's own ranks.

Summarizing the projects completed in 1967, Strout described the replacement of the traditional railroad telegraph by a voice carrier communications system utilizing existing wires for what is essentially an FM radio system. Besides a savings on investment, the carrier system eliminates the need for long training in telegraphy by new station employees.

Three new metal stations replaced wood structures during the year. The road added six new GP-38

diesel locomotives to replace older models. Three of the units were ordered and delivered in 1967. The remaining three were ordered in 1966 and delivered in 1967. Railroad crews at Derby rebuilt 103 RS refrigerator cars and the railroad acquired 75 hopper cars for use in transporting raw cane sugar and sugar beets, and 20 end rack pulpwood cars.

During 1968, he said, the railroad will take delivery of 50 mechanical refrigerator cars to be used mostly for its frozen foods traffic, and 100, 64-foot end rack pulpwood cars. The cost of the car acquisition will be just over \$3,000,000 and is a continuation of the policy of maintaining up-to-date cars for its customers. Both types of cars are of the jumbo type preferred by volume rail users.

Rising costs and meager profit margins continue to plague the railroad industry, he said. A freight rate increase earlier in the year was largely absorbed by a round of wage increases.

ATTENDING

Attending the meeting were: Donald B. Annis, treasurer; Harold F. Bell, manager purchases and stores; Albert J. Bergeron, general chairman, Brotherhood of Railway Carmen, Boston, Mass.; Owen H. Bridgham, administrative assistant to president; Alfred J. Bushway, shop chairman, Sheet Metal Workers International Association, Derby; Thomas Christensen, general chairman, Brotherhood of Maintenance of Way Employees, Hartford, Conn.; Charles W. Clark, local chairman, Brotherhood of Railway Carmen, Derby; Joseph Connor, general chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, Boston, Mass.

Shirley F. Corey, manager highway division, No. Me. Jct.; Howard L. Cousins, Jr., vice president-marketing, Bangor; Guy J. Crandall, Jr., local chairman, Amalgamated Transit Union, Houlton; Oscar Derderian, assistant general chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, Boston, Mass.; William E. Estes, local chairman, International Association of Machinists, Bangor; George C. Folsom, local chairman, International Brotherhood of Electrical Workers, Milo; James H. Fra-



The top-level briefing of labor leaders on the prospects and plans of the railroad is a unique example of the straightforward relationship between the railroad and its brotherhood people. It also provides an opportunity for officials and labor leaders to become better acquainted in an informal atmosphere.



ser, vice general chairman, Brotherhood of Maintenance of Way Employees, Grindstone; Cecil E. Garcelon, safety supervisor, No. Me. Jct.; Hugh G. Goodness, freight traffic manager, Bangor; Owen J. Gould, assistant general auditor, Bangor; Clarence A. Hamilton, vice general chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, Bangor.

Arthur J. Hebert, general chairman, International Brotherhood of Firemen and Oilers, Chelmsford, Mass.; J. Charles Hickson, assistant vice president-marketing, Bangor; Ralph A. Hood, general chairman, Transportation-Communication Employees Union, Milo; William M. Houston, vice president-general counsel, Bangor; Earle H. Kelley, general auditor; Harold D. Kelley, general chairman, Brotherhood of Railroad Signalmen, Millinocket; Vaughn L. Ladd, chief mechanical officer, Derby; Herschel P. Lee, superintendent of transportation, Houlton; Liston F. Lewis, manager personnel; Linwood W. Littlefield,

manager car service, No. Me. Jct.; Frederick B. Lunt, regional vice president-sales, Presque Isle; Donald C. McNally, general chairman, Brotherhood of Railroad Trainmen, Oakfield; David G. Merrill, assistant vice president-operations and maintenance; Fred C. Parent, general chairman, Brotherhood of Locomotive Firemen & Enginemen, Bangor.

John A. Rowe, general chairman, American Train Dispatchers Association, Houlton; Richard W. Sprague, director of public relations, Houlton; W. Jerome Strout, president; Paul A. Sullivan, president & general chairman, International Association of Machinists, Boston, Mass.; Palmer H. Swales, vice president-operations and maintenance; Arnold J. Travis, assistant vice president-operations and maintenance; Vinal J. Welch, chief engineer, Houlton; Leslie W. Wentworth, general freight traffic manager; Bert J. Worster, local chairman, International Brotherhood of Firemen and Oilers, Milo; and Robert T. Lawrence, chief accounting officer, Bangor Punta.

Night

Freight



HN 28's lead unit, No. 81, passes under the lights of the Oakfield yard office after being refueled during the stopover at the junction point. When the train arrives from Houlton the cars waiting for shipment at Oakfield, pulp, paper and potatoes, are classified and waiting.

Every railroader should ride a freight train now and again, if only to remind himself that this is the end result of all other railroad jobs. My pilgrimage was made on train HN 28, the key night freight from Houlton to Northern Maine Junction. The long ride was a reminder that the men who move trains have an important, often uncomfortable, and always hazardous job.

The men who work train NH 57 northbound, and the other end of the job, 28 southbound are perpetually on a hot tin roof. Both are priority trains with tight schedules. NH 57, the northbound freight out of Northern Maine Junction for Oakfield, carries the rush traffic for northern Maine points. All of the local trains out of the junction point at Oakfield depend on it. If it's delayed, all other trains are delayed. The train leaves Northern Maine Junction at 10:30 p. m. and arrives in Oakfield at 2 a. m.

The other side of the job is HN 28, the southbound freight with rush shipments of paper from Fraser Paper Company in Madawaska, and potatoes. It's the train that makes connections with the Maine Central at Northern Maine, picking up loads at Oakfield from trains 86, 212, and 58.

The crew that brings 57 north one night, fighting a deadline into Oakfield, takes 28 south the next with another tight schedule to turn over its traffic to the Maine Central Railroad at Northern Maine Junction. It's not a job for faint hearted.

Frank Duffy, a solid veteran of 60 who's been on the run for seven years, is conductor for the job on the bleak night of Dec. 28. The engineer is Brydon Blakely, 53, of Hampden, who cut his teeth on steam and has been a qualified engineer since he was 28. Keith Pelky, Bangor, is the fireman. Joe Howard and Dick Curtis are the brakemen. Jim Canders is an engineer-trainee riding the head end.

It's a good crew, used to each other, each man good at his job. In

train service, that's the only way to have it. Your life may literally depend on the alertness and dependability of another crewman.

The crew reports at Houlton in the gathering winter twilight just as the first snowflakes of a predicted storm fall and begin to melt on the caps of the men. The train out of Houlton is small. It is booked out at 5:50 p. m.

By now, the snow makes a solid white wedge in the headlight's beam. The engineer reads the orders to Pelky, Canders and Howard. They repeat them. In the caboose, Conductor Frank Duffy is going through the same ritual. The men are professionals. It is not a cursory task; they each know how much depends on the clear understanding of what's expected of them.

In the cab of the diesel there's shop talk and some questions about the kind of life they lead. When they bring 57 north, quitting time is about 4 a. m. the next morning. The head end crew stays in the engine-men's bunkhouse at Houlton, the rear end crew in the caboose.

"Normally, we sleep until about 11," Blakeley remarks, from the engineer's seat. "Then we have breakfast, and walk into town for groceries. On the last trip I scrubbed and waxed the floor, in the afternoon. There's always something to do."

At Oakfield, the loads that 28 will move south are already classified. There's some switching to do. Watches are checked; time is more important to railroad people than almost anybody else. The units are fueled and the cars inspected. By the time the air pressure is up to the specified 60 pounds at the caboose and the train is ready for departure it's 9:10.

The train now has a helper engine behind the caboose to give it an extra nudge up Dyer Brook grade. In the heyday of the steam locomotive two and three helper engines were often required. Train 28 now contains 115 loads, 6,371 tons,



Engineer Brydon Blakely, left, and Conductor Frank Duffy chat with Dispatcher Bob Benn in Houlton as they book out, showing the consist of the train, tonnage and time.



Engineer Blakely, seated, reads train orders aloud to his crew, Fireman Keith Pelky, and Engineer Trainee James Canders, right. When he has finished the ritual the crew will each repeat the orders. More than a cursory ritual, train crews don't slight this important rule; their lives may depend on their understanding of the orders.



The yard office at Oakfield provides a birdseye view of some of the cars and commodities HN 28 will be moving on its 115-mile highball journey to Northern Maine Junction. Its lead engine, No. 81, can be seen being inspected and serviced in the foreground.

mostly paper from Fraser Paper in Madawaska, potatoes, and some pulpwood. Frank Duffy notes that there are speed restrictions in force to lessen the possibility of losing sticks of pulpwood. The snow is swirling so that the only visible part of the pusher engine is the headlight boring into the rear door of the caboose. There is a slight pop and a hiss of air as the train clears the top of the grade and the rear engine breaks away. We are beginning our high ball run to Northern Maine Junction 115 miles away.

The caboose is the C-68, a new type equipped with oil and gas stoves and gas refrigerator and both electric and gas lights. The windows are covered with steel mesh, a necessary protection against vandals who throw rocks at the caboose at crossings. As soon as 28 clears Oakfield, Frank Duffy begins his paper work by the light of a gas lamp at the desk. Brakeman Dick Curtis takes a seat in the bay window, facing forward, to begin the vigil for hotboxes.

There was a time when it wasn't unusual for the crew to have two or three a night. But with the growth of roller-bearing cars, they might not get that many in six months. Still, they have to watch for an undetected hotbox could mean a burned off journal and a derailment.

As soon as Duffy finishes his wheel report, the lights are doused and he takes a seat in the bay window on the opposite side of the train. With the lights off, one becomes acutely conscious of the jolting and swaying of the caboose. The flashing marker light on the rear of the caboose and the blaze of color from the occasional grade crossing give the swaying car a faintly hypnotic atmosphere.

Duffy has been on this run for seven years. Why does he hold this kind of a job where he goes to bed when the rest of the world is getting up and vice versa?

LIKES THE HOURS

"Oh, I like the hours," he says laconically, "I don't have to hurry about getting up the way people do when they go to work at normal hours."

There is a slight bump and a voice out of the darkness comments that we have just gone over the south switch at Stacyville. I am disoriented in the darkness and the snow and this bit of intelligence relates us to the familiar world of track and fleeting towns.

What safety precautions are necessary in this type of service? There is, of course, danger from moving

units and getting on and off moving equipment, not to mention weather like the blizzard howling outside.

Frank Duffy answers: "You know, when I came to work here an old conductor told me that one good hand hold was better than two toe holds. I never forgot it. Getting on and off equipment and climbing, it's important to have good hand holds and a good footing. It sounds so basic you wouldn't think it's important but it is. So is getting on and off moving equipment from the rear."

The train slows and a high-pitched warning whistle sounds. My companions brace themselves. A second or two later the slack runs in and the caboose jumps under the impact. The train is, after all, a mile long and when it's slowing down or speeding up the slack runs in or out with a whiplash effect. That's one reason why crew members remain seated when leaving or entering yards and why the crew members are always more or less wary when the train is underway.

The men who move trains, especially the trainmen who do much of their work during the winter under the most severe conditions of ice and snow, must be especially conscious of secure footing. A slip in getting off equipment can mean a



Brakeman Joe Howard, above, checks car list at the yard office at Oakfield. Winter with its snow and cold weather are ever present hazards for trainmen, especially on the night jobs like HN 28.



Time—correct almost to the second—is more important to railroad men than to almost anyone else. Above, right, Conductor Duffy and Engineer Blakely check watches, both regulation, prior to departure time.

serious fall or worse. That's why clips for the trousers and ice creepers are standard equipment. Each caboose is also equipped with a comprehensive first aid kit that includes an inflatable splint that completely immobilizes an injured limb.

For most men in train service, Duffy says, it becomes second nature to look before getting off, to find a good spot and to watch handholds. And, like sailors who develop sea legs for walking about a rolling ship, train crews develop the same kind of reflexes that let them move about a moving car securely.

By the time 28 pulls into Northern Maine Junction the snow storm has developed into a full-fledged blizzard, driving snow against the windows with a dry, flat sound. At the yard Brakeman Dick Curtis gets out to line a switch and sinks knee-deep in the snow. It is 12:30 by the time we have finished with the business of turning the loads over to the Maine Central and are where we can get out of the caboose. We learn at the station that some highways are closed because of the storm. Fatigue makes my eyes gritty, but the train crew seems to regard the hour, long past my normal bedtime, and the task, as strictly routine.

While most people were watching television or spending the evening snugly away from the storm howling across the state, the six men moved a day's output from the potato packers and a paper mill safely through it. There were no complaints about discomforts forced on them by the storm, no waste motion—just a professional competence.

Every railroader should ride a night freight once in a while. It's a good refresher course in what it's all about.

—R.W.S.

After leaving Oakfield with its load of 115 cars (6,371 tons) HN 28 highballs to Northern Maine Junction, 115 miles away. Orders are picked up from hoop without stopping, right, at Millinocket.



Above, left, Duffy uses the radio in the caboose to talk with Blakely in the diesel, a mile away. At right, he demonstrates legbands, standard equipment for trainmen to keep overalls from catching on obstructions and endangering wearer. Below, Special Agent Alvin Delong demonstrates a new inflatable splint from the first aid kit on Brakeman Dick Curtis.



New Muscle For Snow Removal



A large snowblower attached to a Pettibone Milliken cleans snow from the edges of Oakfield yard after the spreader has 'swept' the snow to the edges. Machines like this have taken much of the physical backache (and some of the headaches) from the railroad's snow removal chore.

(There have been great increases in the efficiency of all phases of railroading in the past decade. Some is the result of the new technology. Some is the product of bold and venturesome management. But all of it has been necessary to survive in one of the most highly-competitive areas of American business. It has been a one-sided competition, in many respects, with the government footing the bill for building and maintaining the facilities used by the competition. The railroads receive no help from taxpayers, nor anyone else, but are doing nicely, thank you, as the following story explains.—Ed.)

To the winter sports enthusiast happiness may be a foot of new snow but to railroaders it's one of the vexations of life he faces, more or less philosophically, from November through April. Snow removal accounts for the largest single maintenance of way expense for the Bangor and Aroostook, sometimes costing as much as half a million dollars a year.

As Chief Engineer Vinal J. Welch puts it, "It's expensive, and in the spring there's nothing to show for the expenditure, but its part of the cost of doing business in the north country. To move the freight our lines have to be clear every day."

The problem of snow removal from the company's tracks and sidings absorbs the efforts of the 200-man maintenance of way force almost exclusively during the winter months. Between storms, there are always switches and leads to clean, roadways to clear of drifting snow and sidetracks that are obstructed from snow sliding from roofs of trackside storage.

During the last 10 years snowfall in the Bangor and Aroostook's service area varied from a low of 79.9 inches for the season to a high of 147.5 inches. . . that's 12.3 feet if you care to think of it that way, and in five of the past 10 years the snowfall was more than 105 inches.

The maintenance of way people who have the responsibility for snow removal will tell you that it isn't necessarily the snowfall that determines the cost of moving the white stuff that skiers find so beautiful. Frequency of storms, thaws, even the particular day of the week that it happens to snow determine cost. A Friday storm, for example, might mean from 2,000 to 3,000 overtime hours, much more costly than a storm on, say, a Monday that can be cleaned up during regular working hours.

Storms that follow on the heels of each other are more costly because crews, particularly in yards, don't have time to clear away from one before another chokes switching facilities and roadways again. A thaw after a period of snow helps, too. It settles the ground cover making room for spreader crews to put new snow when it comes.

A good index of snow removal cost is the ground cover, a measurement that the maintenance of way people watch closely. During the costly winter of 1963 in which snow removal cost over \$500,000, the ground cover at one of the three points where such measurements were taken was an even six feet, and nearly five at the remaining two points.



This nearly-buried caboose, while perhaps not typical of winter conditions of railroading in northern Maine, is nonetheless uncomfortably close. Snow removal expense is the largest single item of Maintenance of Way expense. Cold and snow also lower human efficiency and increase hazards.

The trend in the last decade has been toward more severe winters with heavier snowfalls and fewer of the thaws that give snow removal crews needed breathers. According to some scientists, the past 10 years is the beginning of a 40-year cycle of colder winters and cooler summers.

Methods and techniques of snow removal on the Bangor and Aroostook have been revolutionized in the true sense of that overworked word. Hand labor has been drastically reduced because it's expensive and scarce. Temporary snow shovellers cost \$2.60 an hour and are hard to find. So most of the muscle used to move snow is now mechanized.

Snow removal on the main line is still accomplished by plows operated ahead of engines, a more or less continuing process during the season of wind and drifting, powdery snow of December, January and February. At certain trouble points it's not unusual to find the snow drifted level with the top of a diesel locomotive.

During the period from 1957 to 1967, the maintenance of way department has acquired more than a million dollars worth of sophisti-

cated machinery. It's dual purpose equipment, performing such tasks as spreading ballast, installing ties and otherwise maintaining roadway and track in the summer, in addition to removing snow in the winter. During the winter months snowblowers and brooms are mounted on 18 such machines and they become the backbone of the snow removal equipment for the cleaning of sidings and switches. Bulldozers, cranes and other roadway equipment are also used.

SPREADER 'SWEEPS' YARDS

The spreading of yards, of course, is still performed with the railroad's two Jordan spreaders. It's basically a sweeping operation, clearing yards free of snow accumulation. Cleaning switches and leads—a task that takes a man as much as two hours a switch—is now mostly done with the mechanized switch cleaners mounted on roadway maintenance machines.

Mechanization hasn't eliminated all the hand labor in snow removal,

Welch points out. In locations away from large yards where mechanized equipment is based, section crews still have to do the job with traditional tools because it's not economical to move the equipment long distances for small jobs.

The growing use of machines to take the backache out of the railroad's huge snow removal job isn't an unmixed blessing however; it introduced a new set of problems. While there is a great advantage in utilizing an expensive machine during the winter months, rather than having it idle, it has caused maintenance costs to rise. And where maintenance crews once had several months in the winter to put the machines in top condition, machine utilization for snow removal has reduced the idle time to less than a month which has meant more on-the-job maintenance.

Cold weather takes its toll of machinery in the same way that it lowers human efficiency. During one day in January the equivalent temperature—a combination of wind velocity and temperature—was 75 degrees below zero at several Aroos-

The Jordan spreader, at work 'sweeping' the snow from a Bangor and Aroostook yard even before storm clouds disappear over the horizon, is heavy muscle of the road's snow removal equipment.



took County points. Machines, especially sophisticated machines with large hydraulic systems, don't get efficient lubrication and metal parts are far more prone to breakage in the severe cold.

Much of the equipment is powered by diesel engines whose fuel congeals at -15 degrees. Even cutting the fuel with kerosene isn't the whole answer, nor are the propane and electrical heaters that warm the equipment during non-working time.

Even the mushrooming of new potato storage on track, with metal roofs, has changed the pattern of snow removal. The metal roofs have a tendency to lose snowload in one sudden cascade creating a hazard for crews working on the tracks below. And snow from the metal roofs, partly melted from the heat in the building, has a tendency to immediately freeze to the rails creating the right conditions for a derailment.

But both the people who operate and maintain the new family of machinery have learned to cope with the conditions imposed by the new methods and new storage. There aren't any sentimentalists who long for a snow shovel and a switch broom; there is quite enough of the rugged outdoor life involved in winter railroading in northern Maine without that particular burden.

Perhaps the most eloquent reason for the big change in snow removal technique has been the rising cost of labor. The years 1957, with a snowfall of 84.5 inches, and 1966 with a snowfall of 104.6 inches are roughly comparable. Cost of snow removal for 1957 was \$295,800 using a considerable amount of hand labor. The cost of 1966's largely mechanized snow removal, with a greater snowfall and ground cover, was \$261,200 or \$34,600 less. For a better comparison, if the railroad had still been using 1957 methods to move the 1966 snowfall, the cost would have been not \$261,200 but \$377,400.

The dollars saved by mechanized snow removal have helped the railroad remain competitive with other forms of transportation who don't have the problem of building or maintaining their own facilities. Government—both federal and state—build and maintain the highways, airports and water facilities used by the railroads' competitors, including snow removal. But no one has ever seen a state plow on the Bangor and Aroostook's main line.



A plow train, plastered with snow and ice from its run, stops in Houlton before proceeding north. Drifting snow, as well as snowstorms, often make it necessary to run a plow in front of the locomotive of freight trains in the winter months. At right, veteran Spreader Foreman Joe Allen signals the operator who controls the wings of the machine during a snow-clearing operation in a yard. Below, a pair of Pettibone Speed Swings with buckets remove accumulated snow from a repair track.





A member of Mrs. Kay Clark's fourth grade class from Winterport pensively watches the track unfold from the vestibule of the Bangor and Aroostook's safety car. Bangor DAILY NEWS writer Ken Buckley nicknamed the train carrying the students on the trip from Searsport to Northern Maine Junction 'the Blue Moon Special.'

Photography by
Leo Chabot

Photos Courtesy
The Bangor DAILY NEWS

As the train, the Searsport local, winds its way through the Penobscot Valley, Mrs. Clark's students peer excitedly at the fleeting countryside. Only three of this group of 24 youngsters ever rode a train and two of them were too young to remember it.

Blue Moon Special

The Searsport local pulled out of Searsport yard at 2 P. M. sharp on the afternoon of November 16. It was a sharp, sunny day and the sun caught the tops of the waves in Penobscot Bay beyond the yard and the dock jutting out into the water, making it seem warm in spite of the slicing wind. The train, perhaps a trifle lighter than usual because of its special passengers, looked almost like it does any other day of the year except for the blue and gold safety car on the rear of the train. In it were 24 of the most excited youngsters in the State of Maine, Mrs. Kay Clark's fourth grade students from the Winterport Elementary School.

The story began a month earlier when Leo Chabot, bureau chief for the Bangor *Daily News* in Rockland,

called us with an idea. He is a parent whose children had never ridden a train, he said, and there are probably a lot of other youngsters who haven't. It would make a good story, he added, if he could get a group and give them a train ride; would we consider furnishing such transportation even though we don't furnish rail passenger transportation?

We found that the Searsport local made the trip between Searsport and Northern Maine Junction during the daylight hours. It is a short trip—30 miles—and the children could be conveniently bussed to the railroad station at Searsport and picked up at Northern Maine Junction. The transportation people arranged to have as small a train as possible to make the ride smooth, and we said yes.



The plush seats in the safety car, a converted passenger car, hint of its more glamorous past and dwarf two of the youthful passengers. The youngsters were fascinated by the experience.

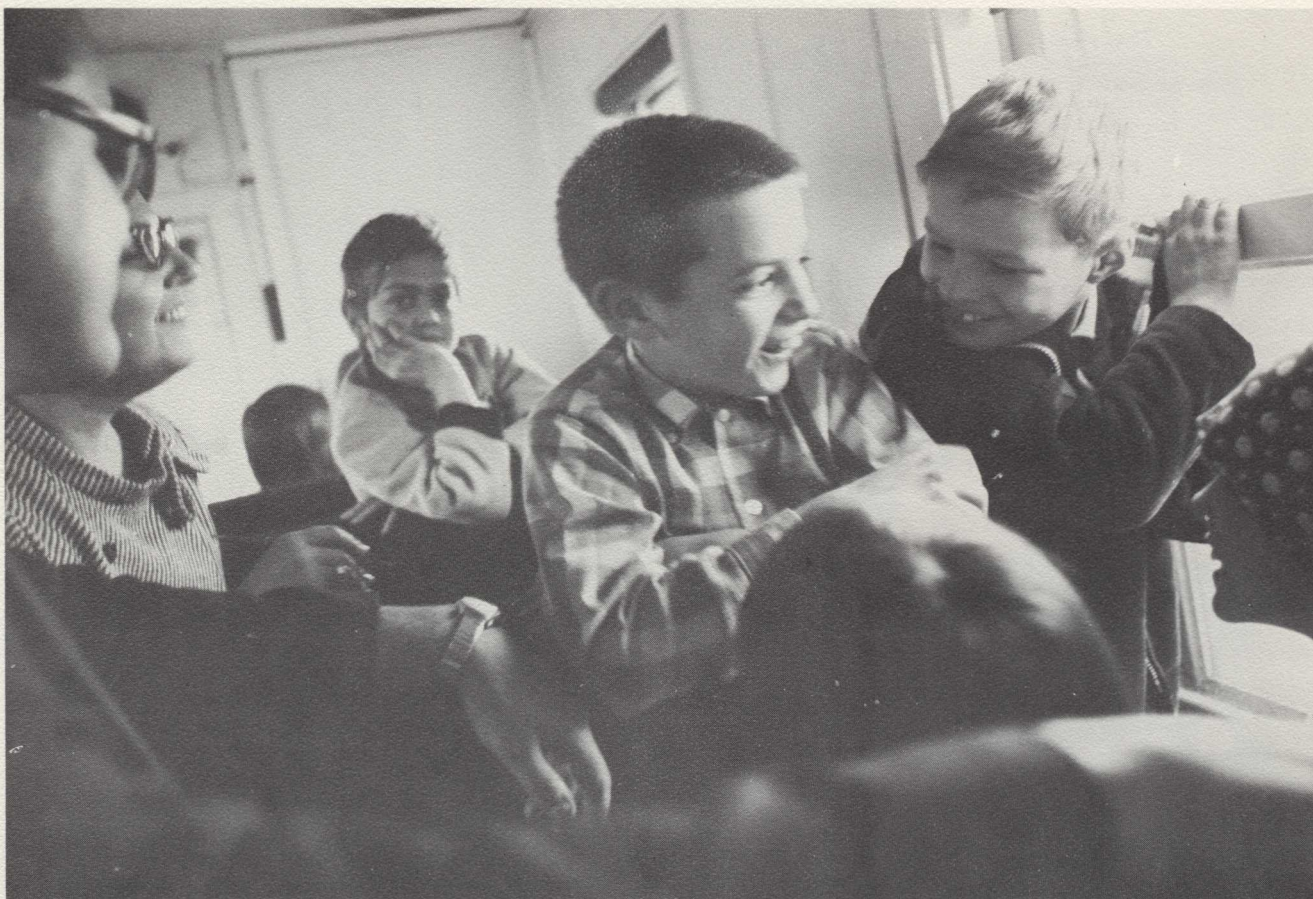
The youngsters pelted the train crew with questions for the first half hour of the journey. Examples: How fast does this train go? How much does it weigh? How much does it cost? How far can it go without refueling?



The pensive young lady at right discovers that a train ride is just right for thinking or building dreams. In an age that has seen radio, then television and will shortly see a man on the moon perhaps the greatest wonder of all is that a train can still elicit joy from this age group.



The students point out familiar landmarks to Yardmaster Jim Steeves, Northern Maine Junction, who rode the train and had answers for all—well, nearly all—of their questions.



One youngster shouts, "There's our house!" and is overwhelmed by the excitement of the moment. The trip, arranged by Bureau Chief Leo Chabot of the Bangor DAILY NEWS, was later discussed in the classroom.

On the appointed day, the youngsters came tumbling out of their school bus bubbling with questions and the thrill of being out of school during regular hours. With them came their teacher, Mrs. Kay Clark, Writer Ken Buckley and Leo Chabot, both from the Bangor *Daily News*.

After a few minutes delay, during which the youngsters pelted Yardmaster James Steeves and Special Agent Alvin Delong with questions, the train began to move. There was an audible intake of breath from the young passengers. Then the questions started again.

"How fast does this train go?"

(Present speed about 45 mph.)

"How powerful is it?"

(Two thousand horsepower.)

"How much does it weigh?"

(About 260,000 pounds.)

"How much does it cost?"

(Well, you could buy 75 new automobiles with what it cost.)

"Wow!" This comparison makes an impression.

"How far can it go?"

(There is some consultation and then an apologetic shrug.)

After the questions have been exhausted, the children discover the water cooler and, inevitably, the rest room. The train winds its way through the rolling hills of the Penobscot River Valley making the ravines and dells resound with its roar. One student is reminded of a snatch of a ballad, "*... hear the mighty engines roar as she winds through the woodland, the hills and by the shore.*"

By now, the children are glued to the windows, looking for familiar landmarks. Only three of this group have ever been on a train and two were so young they cannot remember it.

"There's our house!", a boy shouts.

Others now begin to see familiar scenes. Jim Steeves gets on the radio in the safety car and calls Engineer Ted Clements with a request for a slower speed so the youngsters can see more.

They are still full of questions and the shyer ones now and then stop Mrs. Clark as she walks through her charges. Who would have thought, in an age that has put man in space and made television a household word, that a train ride would evoke so much wonder.

The sun is making long shadows across the yard when the students get off the safety car. They are still full of enthusiasm, even though school is now officially out, and are vocal when asked if they wish to see the roundhouse, an adventure that takes another 20 minutes.

Writer Ken Buckley called the train the Blue Moon Special because "once every blue moon a little blue coach with a red caboose might pull out of some station in Maine and thrill the younger generation with a touch of one of the most romantic eras of our time. That's what father and photographer Leo Chabot thought when he arranged the trip and the Bangor and Aroostook Railroad opened its heart."

In the manner of women of all ages under the stress of excitement, these two—Gail Holt and Linda Weaver—exchange a whispered confidence. Below, the afternoon sun casts long shadows across the yards at Northern Maine Junction as Leora Ryan, Yvonne Wescott, foreground, and their classmates, detrain at Northern Maine Junction. The students were still enthusiastic enough to tour the round house before boarding busses for home.



The students remained glued to the windows throughout most of the trip, but there was time for almost every kind of question including, "Where's the drinking fountain?" a discovery made early in the trip. Their verdict at the trip's end: "Wow!"





Gilbert H. Jameson



George E. Deshane



Garrett J. Lovett

New Appointments



Mervyn H. Johnston



Richard P. Shaughnessy

Five Bangor area men have received new appointments with the Bangor and Aroostook. L. W. Wentworth, General Freight Traffic Manager, said that Garrett J. Lovett, Hermon, and George E. Deshane, Old Town, both became assistant general freight agents in the road's traffic department. E. H. Kelley, general auditor, announced that R. P. Shaughnessy, Brewer, becomes manager-car accounting, Mervyn H. Johnston, Bangor, becomes auditor of revenue and Gilbert H. Jameson, Bangor, becomes auditor of disbursements in the accounting department.

Lovett, formerly staff assistant, is a native of Bangor and has been employed by the railroad since 1947 as clerk, rate clerk and chief rate and tariff clerk. He attended John Bapst High School, the University of Maine, Beal Business College, American University and LaSalle Extension University.

Lovett is president of the Bangor Toastmaster's Club and is active in Boy Scout work. He is married and has nine children.

Deshane, a native of East Millinocket, has been employed by the road since 1956 in various positions in the traffic and accounting departments. He was graduated from Old Town High School and is a veteran of U. S. Naval service during the Korean action. He is a member of Toastmaster's International,

the VFW and is active in Little League baseball. Deshane is married and has four children.

Shaughnessy has been employed by the railroad in the accounting department since 1951 as clerk and chief clerk. He was graduated from John Bapst High School and served in the U. S. Air Force during World War II. He is a member of the Industrial Management Club of Bangor, the New England Railroad Demurrage Commission and is active in the United Fund, Boy Scouts and Little League. He is married and has two sons.

Johnston, a native of Toronto, Ontario, has been employed by the road since 1950 in both the mechanical and accounting departments. Prior to his Bangor and Aroostook service he was employed by the Canadian Pacific Railway and General Mills. He was graduated from Brownville Junction High School and Husson College. During WW II, Johnston served with the U. S. Army. He is a member of the Masonic bodies. Johnston is married and has two children.

Jameson has been employed by the railroad since 1951 as a clerk, accountant and general accountant. He attended John Bapst High School and was graduated from Husson College. Prior to his railroad service Jameson was employed by the Ford Motor Company in Buffalo, New York. He is married and has two children.

Mileposts . . .

FORTY YEARS

Ira J. Morrill

THIRTY-FIVE YEARS

William F. Bolstridge

Gerald E. Buchanan

THIRTY YEARS

George L. Kearney

John S. Porter, Jr.

TWENTY-FIVE YEARS

Lawrence B. Beattie

James H. Fraser

Alton H. Hodston

Kenneth L. Hunt

Theodore S. Jay

Lewis J. Marks

Glenwood E. Newcomb

Gerald E. Piper

Alfred Thibodeau

Clair O. Wilmot

TWENTY YEARS

Joseph G. Boucher

Clarence E. Carroll

Eleazer Carver, III

Leroy E. Hersey

Glenn W. Jones

Asa J. Lake

Arthur F. Larlee

Roger E. Pinkham

Donald P. Rafford, Jr.

Thomas R. Smith

FIFTEEN YEARS

Charles V. Abernethy

Lawrence J. Boucher

Chester L. Boutilier

Robert S. Libby

William T. McDonald

TEN YEARS

Edwin J. Berry

Austin W. Ellis

William E. Estes

Carl B. Francis

Sanford C. Genthner

John J. LaPointe

How to kill yourself without really trying

Almost with the first snow, train crews and railroad equipment operators began to be plagued by snowsleds trespassing on railroad property, including the right-of-way, a practice that is not only dangerous to both snowsled operators and train crews but is also illegal. Special Agent Alvin Delong points out that the statutes are specific about trespassing, providing fines of not less than \$50 or imprisonment of individuals operating snowsleds on railroad tracks. Local police agencies are being asked to cooperate in the program.

Among the most recent incidents is a report by a train crew of meeting a snowmobile on the Grindstone Bridge. The sled got off the bridge in time to avoid an accident but it was a near thing. A conductor on a snowblower reported a snow sled traveled from Sherman to Patten on the tracks and was observed leaving the track and continuing on the highway. A snowsled operator is believed to have been responsible for an expensive derailment on a neighboring railroad when a switchlock was broken and left open. Snowsled tracks led to and from the scene.

Operating snowsleds on railroad tracks is so dangerous it is foolhardy. The machines are noisy and approaching trains cannot be easily heard. There is often no place to go when meeting a train because of bridges, fills or cuts. Frogs and switches under fresh snow could easily upset a machine causing injuries to the operator. As the railroad's security people point out, there is ample room to use these marvelous machines without endangering life and limb by operating them on railroad tracks.

In The Family

Mechanical Department



Car Repairer **W. J. Ouellette** has received his gold pass. He started work for the BAR as a car repairer helper Nov. 15, 1927, and has worked as a car inspector, car repairer and carman gang leader. He was born July 7, 1904 at St. Agatha, and attended Van Buren schools. He is a 4th Degree member of the K. of C.

Richard A. Burton, EN 2, U. S. Navy, son of BAR Car Accountant and Mrs. **R. D. Burton** of Derby was home on leave from patrol duty at Vietnam. He has returned to San Diego, Calif., to attend survival and gunnery school at that place and at Fort Pendleton.

Machinist **M. A. Wibberly**, Derby, has received his gold pass. He started work as a trackman, Dec. 31, 1927 and since that time has worked as a machinist apprentice, machinist helper, air brake repairer, engine inspector, engine cleaner, boilermaker helper, sheet metal worker helper, laborer, acting foreman, sub-machine foreman and machinist.

Mel attended Houlton schools. He is a Mason, and a member of the International Association of Machinists. He is married and has four children: **Donald**, of Milo; **Gerald**, Thailand Missionary; **Dorothea**, Augusta, Georgia; and **George** of Tampa, Florida. At one time Mel's grandfather, father and two uncles were all employed by the Bangor and Aroostook Railroad.

Machinist **Harold Gray** has received his gold pass. He started work for the BAR Nov. 21, 1927 as a laborer. Since that time he has worked as a machinist apprentice, engine cleaner, air brake repairer, gas engine machinist, blacksmith helper, crane operator, boilermaker helper, piece work inspector, bonus supervisor, machinist foreman, acting machinist foreman and machinist.

Prior to working for the railroad he was engaged in farming, wood work,

truck driver and worked as a hardware clerk. Harold attended Dover schools. He is married and has four children, **Barbara Rolfe**, Brownville Jct., Me.; **Kenneth Gray**, Brownville Jct., Me.; **Harriet Boober**, Medford, Me.; and **Philip Gray**, of South Vietnam.

Operating Department

Norman Swales, student at Cornell University, New York, spent Christmas holidays with his parents, Vice President-Operations and Maintenance and Mrs. **P. H. Swales**, Brewer.

Asst. VP-Operations and Maintenance **D. G. Merrill** purchased a new home at 32 Bayberry Road, Brewer, and recently moved his family to that address.

Accounting Department

As a result of the reorganization of the Accounting Department, **Donald F. Breen** has been assigned to the newly created position of lead clerk in the Disbursement Section. **Paul Foster** has been assigned to the position of capital expenditure clerk vacated by Breen. **Terry Duncan** has been assigned to the position of bills collectible clerk vacated by Foster.

Eddie Roberts, chief clerk of the Disbursement Section, was honored at a retirement party at the Tarratine Club Dec. 27, 1967. Forty-two fellow employees were in attendance. **Earle Kelley**, general auditor, was master of ceremonies and following a dinner, presented Mr. Roberts with a piece of Samsonite luggage.

Congratulations are extended to Mr. and Mrs. **Seth Gilman, Sr.**, on the birth

of a granddaughter, **Petrea Lee Hill**, born Jan. 8, 1968 at James A. Taylor Osteopathic Hospital in Bangor. Her parents are Mr. and Mrs. **Eugene B. Hill**, 480 South Main Street, Brewer. Seth is forwarded settlement clerk in the Revenue Section.

Richard E. Dore has been assigned to the position of machine operator on the night shift in the Data Processing Section. Mr. and Mrs. Dore live at 42 North Main Street, Brewer.

Rodney J. Cyr, who has been with the Railroad four years, was recently promoted to lead machine operator in the Data Processing Section. Mr. and Mrs. Cyr and son, **David**, live at 269 Parkview Avenue, Bangor.

Key Punch Operator **Cora Pelkey** recently returned from a three-week vacation with her daughter and two granddaughters at Newport News, Virginia. Mrs. Pelkey's son-in-law, Major **Kenneth Eaton**, is in charge of helicopter maintenance and is the test pilot on all planes. Major Eaton is in Vietnam on his second tour of duty.

Purchases and Stores

PFC **Steve C. Hamlin** has left Milo for Vietnam via Fort Dix, New Jersey, having spent his leave in Milo. Mrs. Hamlin will remain in Milo while Steve is in Vietnam. Steve is a former Stores Department employee.

Miss **Sheila Willinski**, daughter of Supervisor of Stores and Mrs. **V. F. Willinski**, has been elected to the National Honor Society of Milo High School.

James R. Marks, Sr., former Stores Department employee, died at a Bangor hospital after a long illness. He was born in



Chief Mechanical Officer, **V. L. Ladd**, right, presents Machinist **M. A. Wibberly**, Derby, with his Gold Pass.



Chief Mechanical Officer V. L. Ladd, left, presents Machinist Harold E. Gray, Derby with gold pass for 40 years' service.



Assistant Chief Mechanical Officer F. D. Murphy, Jr., left presents Wilfred J. Dugas, machinist, Derby with retirement pin and gift. Machinist W. J. Dugas retired Dec. 1, 1967. He had been on sick leave since September 7, 1967. He started work for the BAR September 1, 1922 as a machinist helper and later worked as a machinist, engine inspector, ditching engineer and craneman. He worked as a machinist from December 28, 1938 until he went on sick leave in September.

Mr. Dugas was born Dec. 16, 1902 at Bathurst, New Brunswick, Canada, and attended Island Falls public schools. He is a member of the International Association of Machinists.

A brother, Raymond Dugas, is a BAR machinist at Millinocket. Mr. and Mrs. Dugas now live at Bingham, Me., Box 26 C, RFD #1.

West River, N. B., May 29, 1892, the son of Alfred and Janie Marks. He had been a resident of Milo since 1924 and was employed by the Bangor and Aroostook for 37 years, retiring in 1963. He was a member of the Orange Lodge in New Brunswick for many years.

Mr. Marks is survived by his widow, Carolyn Marks; three sons, Lewis J. Marks, Edward E., and James R., Jr. all of Milo; five daughters, Mrs. Ona Wel-

come of West Pebody, Mass., Mrs. Juanita Watson of Torrington, Conn., Mrs. Ardith Judkins of Dover-Foxcroft, Mrs. Gilda Howett of Crouseville, Mrs. Sandra Guedesse of New York state; two sisters, Mrs. Harold Parent of Milo, and Mrs. Josephine Geldart of Oshawa, Canada; one brother, Hayes Marks of Hampton, N. B., 28 grandchildren and nine great grandchildren.

Harold R. Mountain, assistant mana-

ger of purchases and stores and Mrs. Mountain have moved into their new home in Dover-Foxcroft, Maine.

Paul H. Day, retired purchasing agent, attended the National Convention of the March of Dimes which was held in New York this fall. Paul is the Piscataquis County chairman of the March of Dimes.

Guy L. Dow, order clerk, has successfully completed an I.C.S. Correspondence course in modern supervision.

Cpl. Edward L. Nutter, son of Accountant Paul W. Nutter, is home on 30 days' leave before going to Fort Lewis, Washington. Edward is assigned to an M.P. company scheduled for Vietnam.

Our sympathy to the family of Mr. and Mrs. Ward Shaw. Ward's mother, Mrs. Hazel Oliver, passed away at East Corinth on Jan. 16.

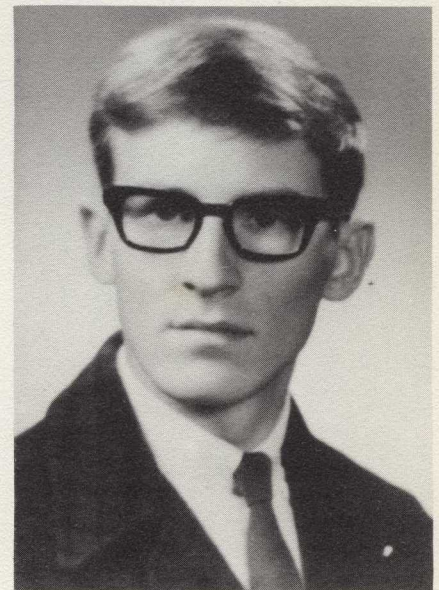
Engineering Department

Assistant Engineers Leo Fournier and Aaron Picken of Houlton, are enrolled in a training program in which they are assigned to various departments.

Congratulations are extended to Assistant Engineer and Mrs. Leo Fournier of Houlton, who are the parents of a son, Paul Lloyd, born December 29 at the Madigan Memorial Hospital, Houlton.

Mr. and Mrs. Charles L. McPherson are spending the winter months with their son, Clarence, in Athol, Mass. Mr. McPherson is a retired Section Foreman, employed for many years on the section at Squa Pan.

Denise Page, daughter of Section Foreman and Mrs. Wallace H. Page, of Ashland, was on the honor roll at Central School during the last ranking period.



James Edward Ouellette, son of Conductor and Mrs. E. J. Ouellette of Grand Isle, has joined the U. S. Navy after graduating from Van Buren District High School. He attended boot camp at Great Lakes Training Center in Illinois and is now serving on the U.S.S. Columbus, Norfolk, Virginia.



Station Agent **Fred J. Lausier**, Madawaska, is congratulated by Superintendent of Transportation **H. P. Lee** on his retirement Dec. 31. He was born in Upper Frenchville, Nov. 14, 1899, and entered railroad service as a clerk at Limestone in 1921. He attended the Holy Rosary Convent School, St. Luce, Ste. Anne de la Pocatiere College and Fort Kent Training School. He is a member and past president of the Madawaska Rotary Club, a director of the Chamber of Commerce and a member of the Knights of Columbus. He is married and has seven children. Pictured with him are his brother, Supervisory Agent **Ronald Lausier**, Van Buren, and Trainmaster **L. S. Milton**.

Miss **Joette Lewis**, daughter of Mr. and Mrs. **Joseph H. Lewis** of South Williamsport, Penn., and **John T. Lake**, son of Mechanic and Mrs. **Asa J. Lake** of Houlton, were married recently at Fort Riley, Kansas.

The bride is a graduate from South Williamsport High School and Harrisburg Polyclinic School of Nursing. Mr. Lake is serving with the U. S. Army in Kansas, after completing a tour of duty in Vietnam.

Friends of Stock Clerk **Robert A. MacIlroy**, Engineering Office, Houlton, will be sorry to learn he is a patient at the Madigan Memorial Hospital. Mrs. **Vivian J. Miller**, former BAR employee, is working in the Engineering Office temporarily during the absence of Mr. MacIlroy.

Natalie Diane Mitchell, daughter of Flangerman and Mrs. **Joseph J. Mitchell**, of Merrill, became the bride of **Floyd A. Batchelder**, son of Mr. and Mrs. **Donald White** of Smyrna, December 16, at the home of the bride's aunt and uncle, Mr. and Mrs. **Daniel Russell** in Oakfield. The Rev. **Robert Browne**, of Searsport, officiated.

The bride, given in marriage by her father, wore a beige wool dress with lace on the sleeves and at the hemline. Her headpiece was a pillbox hat with sequins and she wore a corsage of red roses.

Miss **Patricia Russell**, cousin of the bride, was the maid of honor. She wore a brown suit with matching accessories.

Douglas Batchelder of Newport, R. I., was his brother's best man. Following the wedding a reception was held at the Oakfield Grange Hall.

The bride is a senior at Oakfield High School. The bridegroom was graduated in 1967 from Oakfield High School and is employed in Smyrna. He will enter the service in March.

Our sympathy to Stock Clerk **Robert A. MacIlroy** of Houlton, in the loss of his father, **Delance E. MacIlroy**, who died Dec. 10.

Accountant **Kenneth G. Cosman**, Engineering Office, Houlton, was elected financial secretary and Mrs. Cosman as-

sistant financial secretary at the annual meeting of the Military Street United Baptist Church held Jan. 23, 1968.

Stephen H. Pratt died at an Island Falls hospital on Nov. 15 after a long illness. Two of his brothers are Track-



Chief Clerk **Edwin L. Roberts, Sr.**, chats with **Jim Garrity** during his retirement party in Bangor last month. A native of Brewer, he entered service in 1919 as a clerk. Mr. Roberts received his education at Brewer schools and Gilman Commercial College. He is a member of the Masonic orders and Anah Temple Shrine. He is married and has two children.



Conductor **Horace A. Howe**, left, Oakfield, receives his gold pass from Supt. **H. P. Lee**. A native of Island Falls, he entered railroad service in 1926 as a brakeman. He was educated in Island Falls schools and is a member of the Masonic order and the B of RT. He is married and has four children: Mrs. **Lona Friel**, Smyrna Mills; Mrs. **Norman Clark**, Oakfield; **Alvie L. Howe**, Wheaton, Ill.; and **Elwood D. Hall**, USA, Mt. Revier, Md. His son-in-law, **Norman D. Clark** is also employed by the railroad at Oakfield.



Supt. **H. P. Lee** congratulates Station Agent **Rene Corriveau**, St. Francis, on his retirement Dec. 30. With him is Assistant Supt. **Robert Groves**. Mr. Corriveau is a native of Fort Kent and entered BAR service as a freight clerk in 1922. He was graduated from Madawaska Training School and Shaw's Business College. He is married and has five children.

man **Thornley Pratt** and Trackman **Joseph Pratt**, both retired.

Mrs. **Ronald Miller** and daughter, **Rhonda**, of Wallingford, Conn., are visiting her parents, Custodian and Mrs. **Willard H. Buxton** in Houlton.

Assistant Engineer-Real Estate **Roger R. Randall** of Houlton, was elected to a four-year term as deacon at the annual meeting of the First Baptist Church in Houlton which was held Jan. 16, 1968.

The Bethel Pentecostal Assembly was the setting for the Jan. 1st marriage of Miss **Ann Louise Matt**, foster daughter

of Mr. and Mrs. **Willard Fox** of Dyer Brook and **Henry Wright**, son of Mr. and Mrs. **Harry Wright** of Oakfield.

The Rev. **Marvin Lawrence** officiated. Soloist was Miss **Faith Beck** and organist, Mrs. **Geraldine Lawrence**.

Mr. Fox gave the bride in marriage. She wore a winter white floor-length gown with full skirt, fitted bodice and elbow-length veil attached to a coronet of pearls and rhinestones. She carried white roses.

Maid of honor was Miss **Joyce Fardie**. She wore a blue gown with white head-

piece, rosettes and veil. She carried carnations. Bridesmaid was Miss **Debbie Fox** of Dyer Brook who wore a pink gown and carried carnations. Flower girl was **Gaylee Fox**, also of Dyer Brook.

Wayne Tardy of Presque Isle was best man.

Mrs. **Wright** is a 1966 graduate of Island Falls High School and attended Zion Bible Institute, East Providence, R. I.

The bridegroom was graduated from Oakfield High, and served two years in the U. S. Army, one of which was in Vietnam. He is employed in Signals and Communications of the BAR.

Traffic and Marketing

The Christmas season brought special joy to the home of **Roberta** and **Liston Lewis**. Both sons, **Gary** and **Allen**, were home for the holidays. Gary is in the U. S. Army stationed in Alaska and Allen is at the University of Maine.

Our sympathy is extended to **Hugh Goodness** of Traffic Department on the death of his father Jan. 13 in Bangor.

Susan Miller, daughter of Sales Supervisor and Mrs. **Robert Miller**, spent the Christmas holidays at home. Susan is a student at the University of Maine.

Our sympathy to **Alphenia Levesque** of the Presque Isle Sales Department on the death of her father on Dec. 15 at Caribou.



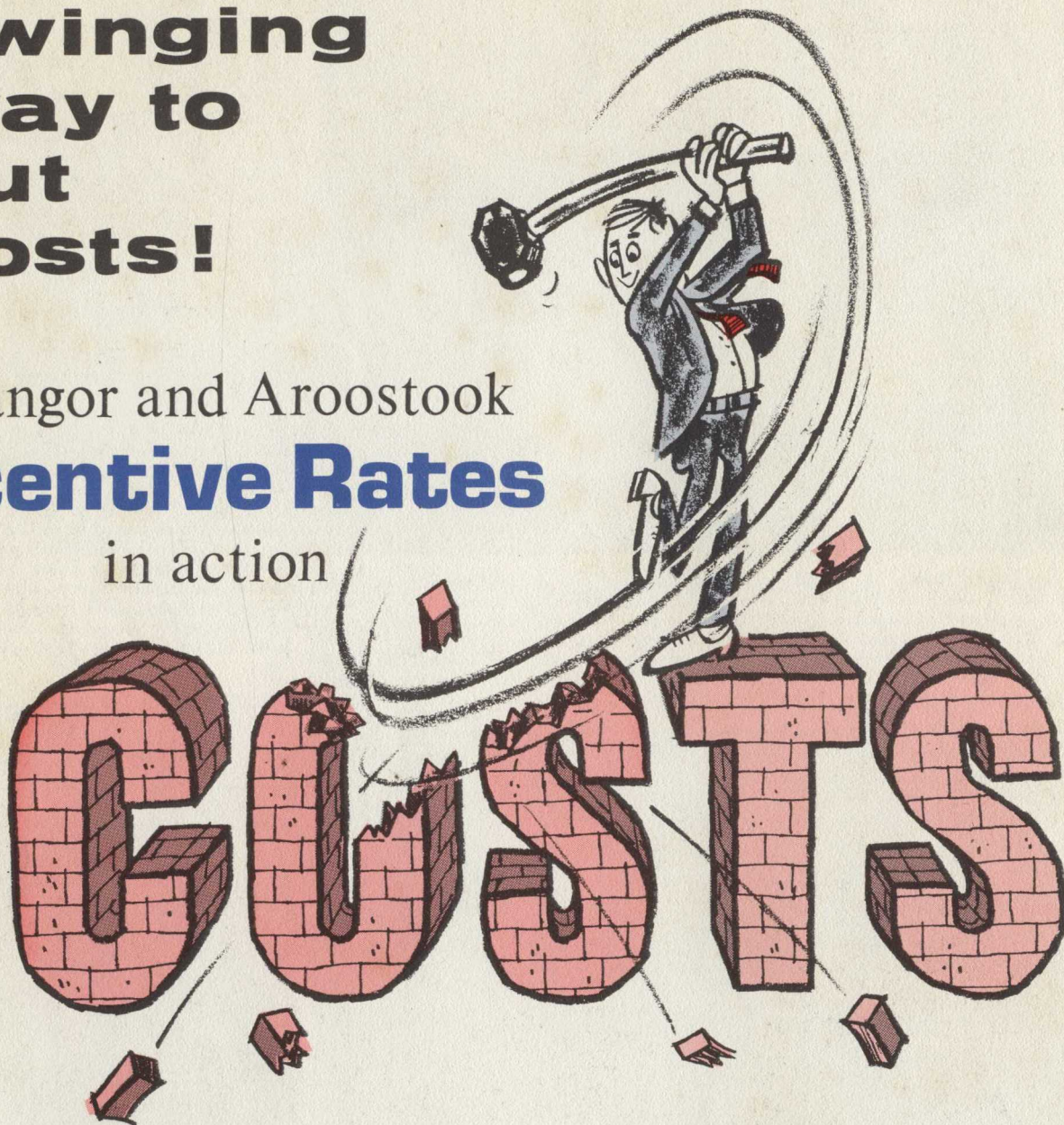
1st Lieut. **Bernard R. Duplisea**, son of Engineer and Mrs. **E. E. Duplisea**, Hermon, left in October for duty in Vietnam. For the previous year he had been stationed at Fort Bliss, Tex. He was valedictorian of the class of 1962 of Hermon H. S., and a member of the National Honor Society. He received his BA degree in history from the University of Maine in 1966.

ERRATA

In the Nov.-Dec. issue of MAINE LINE we incorrectly listed the date of service of Trackman **Edwin R. Landeen**. Mr. Landeen entered service in March, 1927. He was born in Woodland and attended schools there. Mr. Landeen is married and has one son, **Elwin**, of For-estville, Conn.

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cut
costs!**

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in action



The Bangor and Aroostook Railroad not only saves you money with Incentive Rates—but they offer you many special services. In cold weather B and A pre-heat cars for you. The cars are there when you want them and at the right loading temperature. You also have 2 free days at destination—offering you the opportunity to sell direct-

ly from the cars. With B and A Incentive Rates your cost per hundred-weight decreases as the payload in a car is increased. New England Territory rates are based on a 40,000 lb. minimum and Official Territory rates are based on a 60,000 lb. minimum with a decreasing rate for any excess weight over the minimums.

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