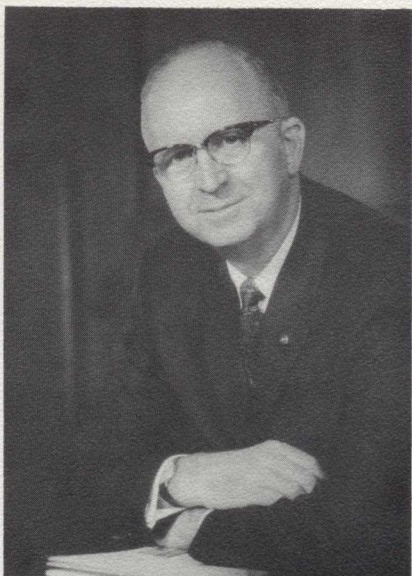


MAINE LINE

MARCH - APRIL, 1968



Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees,

We have often discussed the ability of a vital business organization to adapt to change. The ability is, after all, the really basic ingredient of survival for either a business or an individual; change is the only factor in life that can be anticipated and it is only the wisest of men, and businesses, that understand this vital fact.

The principle is nowhere better illustrated than in the history of Maine agriculture which is a record of the Maine farmer's response to the changing needs of an emerging industrial society. The Maine potato industry is in the midst of great change that results from new demands made on it by a new kind of consumer. . . a buyer bred by our affluent society and shaped by a pace of life that does not recognize time required for the menial tasks of cooking and peeling potatoes. The instrument of change in the industry is a new technology that produces agricultural hardware like the mechanical harvester, bulk handling facilities, bulk and liquid fertilizers, ad infinitum.

On page four of this issue you will read of some of the directions the specialization in Aroostook agriculture has taken and the response of the potato grower to the new challenges. All of us have a stake in this agricultural revolution for our own fortunes have been forged to those of the potato industry since the first Bangor and Aroostook train arrived in Aroostook more than three-quarters of a century ago.

Interestingly, the need of the potato industry to accommodate itself to changes in consumer patterns closely parallels our own need, as a railroad, to adapt to changing demands of our customers. Like the railroad, the potato industry's response was to embrace a whole new technology.

Such deep-seated changes are inevitably accompanied by painful adjustments. One casualty of the revolution may be the smaller farmer, a man who has greatly enriched our spirit and sense of values. We are reasonably certain from the statistics that he will grow larger which must also mean that his number will diminish. But knowledgeable observers of the Aroostook scene feel that there is a definite place for those of his number willing to grow a step up the acreage ladder. The potato acreage of the average Aroostook potato farm has grown from 53 acres to more than 90 in a decade, a portent of things to come.

The current depressed state of the potato market, a condition which must bring home to all railroad employees the bond between the industry and ourselves, is not only a reflection of a national surplus of potatoes. It must also reflect the mandate for market changes sounded by the consumer who bought only 67 pounds of fresh potatoes in 1966 as compared with 100 pounds in 1950. The same consumer who bought only 6.3 pounds of processed potatoes in 1950 bought 44.2 in 1966.

In the fresh potato market there is also an implicit consumer edict for better grading and packaging of the product. The response will not come overnight nor, probably, without a certain agony either for the growers or for the railroad. But no one should doubt that an industry with such resilience will not respond to the demands of change.

But we would be poorer, indeed, if with our preoccupation with bigness and efficiency, we lose sight of the concept of farming as a way of life. It has enriched our spirit and left its mark on the fabric of our character.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

The Railroad was one of the hosts at a testimonial dinner for Frank Keenan January 30 when Mr. Keenan retired as traffic consultant for the Great Northern Paper Company. He began his Great Northern career as a clerk 49½ years ago then moved to the company headquarters. He has served as executive assistant to vice president of manufacturing, executive assistant to the president and assistant traffic manager. In 1950, he was made traffic manager. He was made traffic consultant in 1966.

Mr. Keenan has represented Great Northern as a member of the executive committee of the New England Pulp and Paper Traffic Association since 1949. He is a charter member and past president of the Maine Traffic Club, a member of the Traffic Club of New England, Traffic Club of New York, National Industrial Traffic League, Official Territory Paper Traffic Conference, New England Shippers Advisory Board and the Pulp and Paper Traffic League.

M. L. Fournier became General Foreman at Van Buren November 9, 1967, replacing A. J. Dube who retired at the end of October.

Martin started work for the Bangor and Aroostook January 29, 1957, and has worked as a Machinist Helper, Machinist, Car Repairer Helper, Car Inspector, and Pulpwood Loading Inspector.

He was born August 20, 1925 at Van Buren, and attended local schools, and two years of trade school.

He is married and has two daughters, Jenney and Sharon, and one son, William.

Prior to coming to work, for the Railroad he served with the U. S. Marine Corps from November 1943 to May 1946; worked as an auto mechanic, Press Operator for a plastic firm in Connecticut and was a Postal Clerk in Van Buren.

Under the recently enacted railroad retirement amendments, disabled widows aged 50-59 can now receive monthly benefits. They must be totally and permanently disabled and unable to work in any regular employment. To be eligible, a widow must have become disabled before her husband's death or within 7 years afterwards; or if she had been receiving monthly survivor benefits anytime after his death, she must



The Maine Potato Commission booth was a popular point of call at the United Fresh Fruit and Vegetable Association Convention in San Francisco, February 5-6-7. In the above photo from left to right are: Mr. and Mrs. Linwood Littlefield (Mr. Littlefield is the Manager of car service, Bangor and Aroostook Railroad), Brenda Baker and Sen. George Barnes of Presque Isle, Vice Pres., National Potato Council.

have become disabled within 7 years after those benefits stopped.

Railroad employees are urged to help locate such disabled widows of railroaders who may now be eligible for benefits. A disabled widow who thinks she may be eligible should get in touch with the Board's nearest office as soon as possible.

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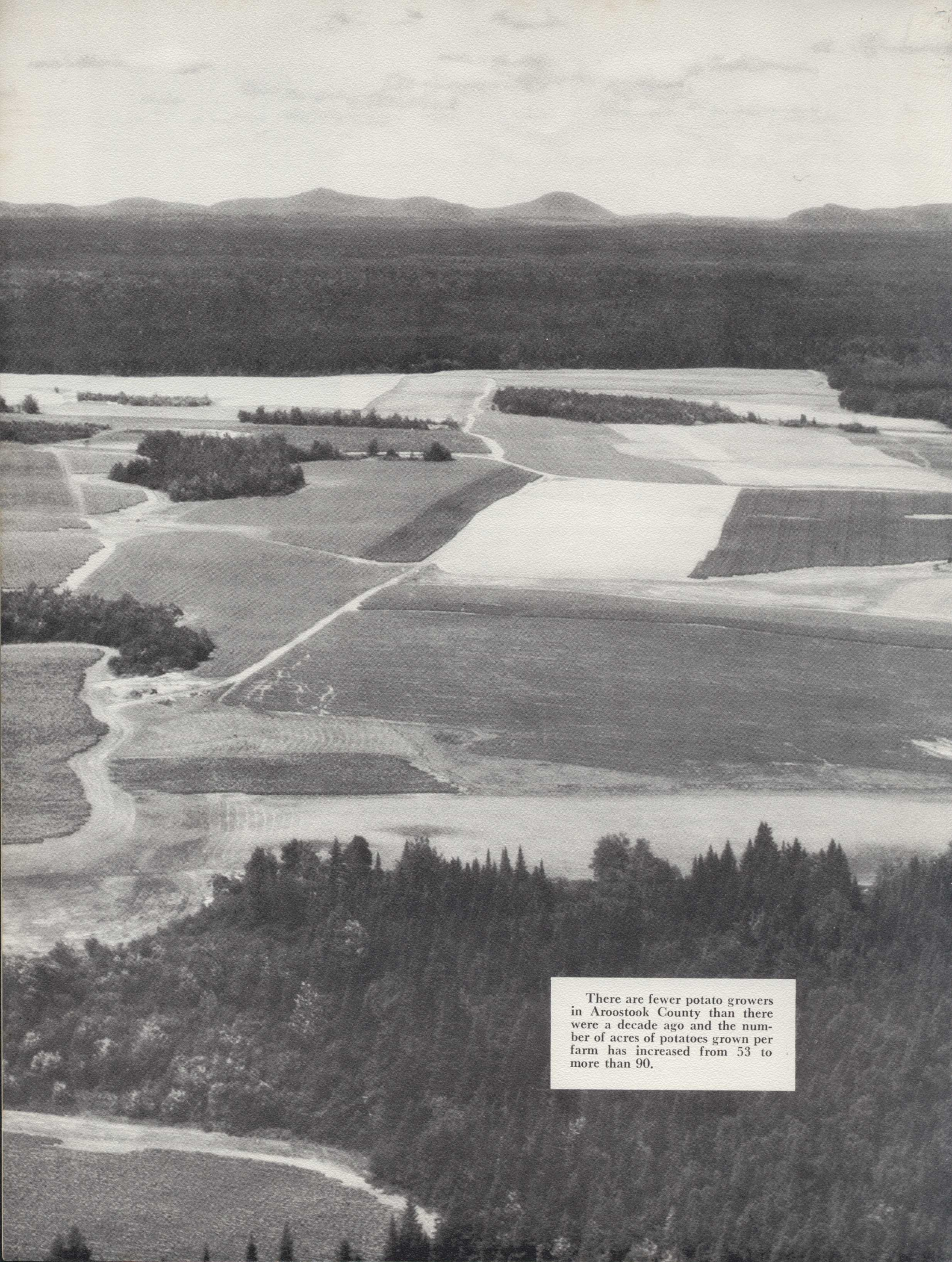
ON THE COVER

Aroostook County has long been known as big sky country. The farm scene, made at the height of the potato blossoms in Presque Isle, is one reason why. Great changes are taking place in Aroostook agriculture and particularly among smaller growers. For a look at what's happening see page 4.

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There are fewer potato growers in Aroostook County than there were a decade ago and the number of acres of potatoes grown per farm has increased from 53 to more than 90.

What Happened To The Family Farm?

"Are you a young man just starting in life with no capital save a strong arm, good courage and a narrow axe? Go to Aroostook. . . and with the blessings of Providence you will in a very few years find yourself an independent freeholder, with a farm of your own subduing and with capital of your own creating."

—Dr. Ezekiel Holmes, 1838
First Maine Secretary
of Agriculture

The capital required to start farming in Aroostook in 1968 is considerably more than the "strong arm, good courage and a narrow axe" that Dr. Holmes, the father of Maine agriculture, cited as necessary in 1838. One ingredient is the same. Courage. Not even the most optimistic observer questions that it now requires at least as much courage as in 1838 when agriculture was a far simpler way of life.

For a 100-acre potato farm, the capital investment in 1968 could easily range from \$60,000 to \$100,000 exclusive of the land. The vast increase has been the price of specialization and the changing role of the farm and the farmer in a highly industrialized society. Dr. Louis Ploch, professor of rural sociology at the University of Maine, points out that the investment to keep one worker employed is greater in agriculture than in industry.

The technological revolution in agriculture has wrought sweeping change on the American farm. At least one victim of the tide of specialization and the trend toward larger and larger farms may be that ill-defined production unit, the family farm. The term is enveloped in an aura of nostalgia for many Americans. It harks back to the smell of apple pie cooking in a wood stove fueled by maple cut on the farm woodlot, the heady fragrance of apple blossoms on a June evening, the clank of a butter churn moved with leaden arms. It also meant that hopeful ethic that a man's word was his bond and good enough to seal a bargain. It was a time and place, in

short, when life was less complicated, perhaps less stifling. This aspect of the family farm belongs to history and to that minority of Americans who were fortunate enough to be born at a certain time and place.

The very real descendants of yesterday's family farm may be lost in the backwash of the revolution in agriculture. While one survey shows that 49% of all Americans prefer to live in a rural America, only one-third do. Farms grow larger and fewer and up to 600,000 persons flock from rural America to the cities each year.

FARMS LARGER AND FEWER

The national trend is reflected on the Aroostook potato farm. A decade or so ago, there were nearly 2500 Aroostook potato producers. Today there are about 1600. At the same time, size of the average potato acreage on the Aroostook farm has grown from 53 acres to more than 90. There is every reason to believe that it will approach 200 acres in the next decade. Already there are three corporate farming operations

in Aroostook, the largest totaling 3,000 acres. Is this a shadow cast by the great changes in agriculture?

Dr. Alvah L. Perry, extension economist, marketing, for the Maine Cooperative Extension Service of the University of Maine thinks not, at least if one defines the family farm as a production unit owned and managed by the same individual.

"We don't have the family farm anymore in the sense that all the work is done by the family," he explains, "but the number of larger farms owned and managed by an individual or family is on the increase. Many may be incorporated, but this is largely a legal frame work. The farm still functions as a family operation."

The undeniable trend toward larger production units in the Aroostook potato industry has been the result of specialization and competition. . . a phenomenon that is by no means confined to Maine. The farm, in the sense of the subsistence farm envisioned by Thomas Jefferson in his dream of an agrarian democracy and, probably, by Dr. Holmes, has not been a reality here since the Bangor and Aroostook opened the



To a man who loves the land there is nothing quite so sad as the sight of an abandoned farm. Maine agriculturists were concerned about abandoned farms even before the Civil War. However, many small farms have been absorbed into larger operation . . . a definite trend.



Aroostook has long been known among its devotees as big sky country, a characteristic that derives from such extensive areas of crop land as pictured here.

cornucopia of Aroostook agriculture. The Aroostook farm has been a commercial farm for three-quarters of a century. In fact, Professor Ploch feels that the Aroostook farmer would be more at home in Kansas, where commercial agriculture has long been common, than in other sections of his own state.

While the Aroostook potato farm continues to grow in size, it also becomes more sophisticated in techniques and tools. This great wave of mechanization, the growth of aerial spraying, new storage, are all evidence of the Aroostook growers' willingness to be big.

Dr. Perry points out that the growing scarcity and cost of labor is a factor in the adaptation of new techniques and hardware. Some farm workers have gone to the great industrial centers for more money and greater security. Those that remain can command higher wages.

An interesting example of the influence of labor on mechanization is found in a study made by Dr. Edward S. Micka, agricultural economist for the USDA at the University

of Maine. He found in 1960, that 3,896 persons were employed in manufacturing and by individual companies in Aroostook. By 1965, that number has risen to 5,717. During the same period agricultural labor showed a proportionate decrease. By 1964, the Aroostook potato industry was buying mechanized harvesting equipment at a prodigious rate. Predictably, the importation of Canadian harvest workers shrunk from a peak of 7,883 to a low of about 2500 in 1968.

The past four years in Aroostook County are an almost classic illustration of what the agricultural economists like to call the substitution of capital for labor. When labor became scarce and expensive, growers began buying harvesters, four row planters, investing in storage that lent itself to mechanical handling, bulk fertilizer that required less labor and aerial spraying.

The greatly increased investment has been difficult for the small grower. But it is unmistakably a mandate to get bigger. The response

has been to take the path toward larger unit farming. The increment of growth seems to be in 125 acre-units. There are many 200-acre farms, some 300 and 400 acre operations and one 1,000-acre operation that comes within the definition of family farm if one accepts that as one owned and managed by the same individual. But they are all emphatically specialized, business units.

The new technology has encouraged the smaller grower to mechanize and acquire more land so that his new hardware is economic. It has also demonstrated the same blunt, economic facts to the larger grower, the man who considered himself a substantial farmer 15 years ago with 100 acres of potatoes. But, with the large capital investment in machinery, it has made both types of growers more vulnerable to low potato prices.

As Dr. Perry points out, it was one thing to have a dollar a barrel potato market in the 30's when you could harvest a crop for perhaps 10¢ a barrel and quite another to

have dollar potatoes when it costs as much as 75¢ a barrel to get them out of the ground.

The Farmers Home Administration is deeply involved in the financing of the potato industry. Sheldon Ward, state director of the FHA, says that his agency finances 783 Aroostook potato farmers representing 44,783 acres, or about one third of the 1967 crop. The agency has \$8.5 million invested in the crop which makes it one of the most expensive in the agency's history, according to Operating Loan Officer Nate Churchill. There can be no question but that financing is the key to where the Aroostook potato industry goes from here.

The FHA is a good example. Its business is the financing of the small farmer. The average size of the FHA-financed grower is 57 acres, up from a few years ago. He's the grower who isn't able to arrange financing through any other agency. He's an owner-operator, may have one full-time man and seasonal help.

CAPITAL SUBSTITUTED FOR LABOR

The credit agencies that serve larger growers observe that their customers are also more vulnerable to low price potatoes than formerly. At the same time, the demand for more capital to be substituted for labor grows as labor becomes more scarce and expensive. The difficulty is that, while output per manhour has increased tremendously as the capital investment grew, farm income is down. This means that return on capital investment is not appealing to most credit sources. Nationally, the purchasing power of farm products, when adjusted to today's values, is only 40¢ on the dollar, very little more than in the 30's.

For the Aroostook potato grower, the decline in demand for fresh potatoes, long the mainstay of the industry, is a very important part of the picture. In 1966, 43.6% of the potatoes produced in the United States went for fresh table stock, down from 53.7% in 1964. The per capita consumption of processed potatoes, however, rose to 44.2 pounds in 1966, up from only 6.3 pounds in 1950. There is every reason to believe that the demand for processed potatoes will continue to grow while the demand for fresh potatoes will keep on its downward path.



Most observers feel there is still a place for good smaller potato growers in spite of the trend toward larger and larger potato acreage.

The industry's marketing people and the economists see a parallel between the processors and the potato growers and what has happened to the poultrymen and the packers. The poultry industry in Maine has developed a partnership where the poultryman contracts to raise birds using his own facilities and labor to the packer's specifications of care and timetable. Much of the industry's wise opinion sees a similar situation developing between the Aroostook potato grower and processor with the bulk of the fresh potato traffic being handled by the processors from their contracts.

The boom-or-bust character of Aroostook agriculture is, of course, a reflection of the volatility of fresh potato prices, a quality that has made growers willing to gamble on five dollar potatoes or horse races. In 1912, for example, the average monthly price to growers was \$1.37 a barrel. In 1916 it was \$5.23 with prices approaching \$10.00 a barrel in the spring. Under such circumstances who could resist the siren call of opportunity? But a potato industry with a significant percentage of acreage geared to contract production seems to promise a

measure of stability. So does the growth of the sugar beet industry.

A scant four years ago not even the most confirmed optimist would have predicted a going refinery and 10,000 acres of beets in the ground in 1967. There is every prospect of a large increase in acreage in 1968, a circumstance that would only improve the health of the potato industry. The FHA is actively encouraging their growers to plant beets. So are other agencies.

NO CONCISE BLUEPRINT

There can be no concise blueprint of the prospects for the potato grower or the industry. The history of Aroostook agriculture has been volatile in character but it has been a record of impressive horticultural achievement. No one who knows him doubts the Aroostook potato grower's ability to produce a quality crop, whether it be potatoes or sugar beets or hops.

What is a matter of concern to the thoughtful observer is the need for the grower to realize sufficient return to make the necessary capital investment in machinery practical and

to provide a continuity to pass the talent and skill to another generation. Nationally, the average farm age is approaching 50. And even if young men wish to chance the uncertainties of pestilence and weather inherent in farming, the vagaries of markets, and the hard work, there is the considerable problem of acquiring the large capital needed.

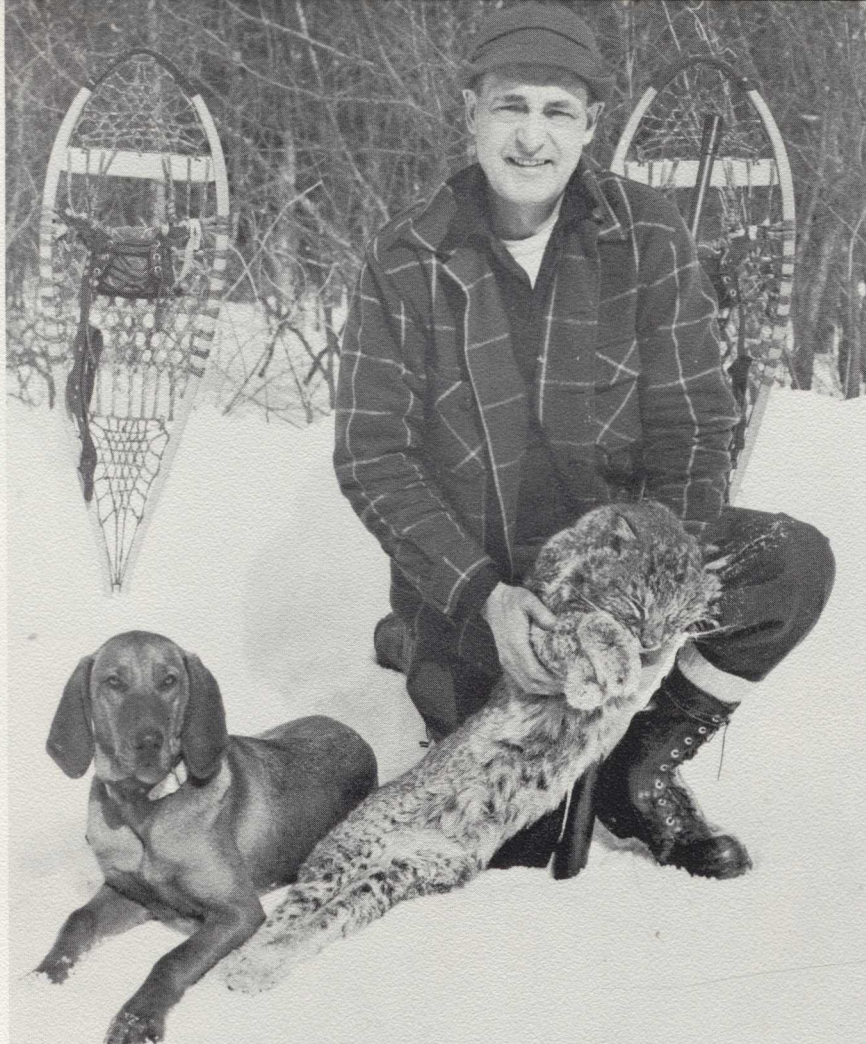
New federal programs being discussed include measures that will enable the government to buy good farm land for resale at reasonable prices to smaller farmers, long-term loans at reduced rates to buy farmland and assistance to enable retiring farmers to lease land to smaller farmers.

As one observer points out, the decrease in the number of potato farmers is not necessarily detrimental to the industry; fewer growers mean that each receives a larger slice of the economic pie. And empty farms were a source of concern to Maine agriculturists even before the Civil War. It would be unfortunate, however, if our preoccupation with economics and efficiency left us indifferent to the plight of the sound smaller producers who have contributed so much to the industry.

The widespread adaptation of the mechanical harvester has meant a marked reduction in the number of Canadian pickers required to harvest the Aroostook crop.



The Sweetest Music



Don Campbell poses with one of his first hounds, a redbone, and a bobcat he took with it.

In happier days when the Suez was an unrestricted waterway the first land sound a ship's passenger would be likely to hear on a night crossing was the bark of a dog. It has been one of the basic sounds of civilization since some prehistoric human and a wild canine discovered that each had hunting talents useful to the other. And, while cities and towns have made the dog's bark an irritating sound to some, it is the sweetest of music to that fortunate few who have the taste and time to hunt with hounds.

Don Campbell, a car repairer at the Bangor and Aroostook's Derby Shops, is a connoisseur of the heady music. It wasn't until 1950, when he moved to Dover-Foxcroft and began work for the railroad, that he had an opportunity to keep a dog. He served in the Navy as a chief petty officer during World War II and, after the war, lived in New York, New Jersey and Maryland. But Don Campbell always remembered the fox hunters who had run hounds when he'd been a boy on the farm in Sangerville. He made up

his mind when he returned to Maine that he'd have a dog.

His first was a Brittany Spaniel for bird hunting. After that came a succession of hounds. . . Black and Tans, Redbones and finally, the powerful Plott hounds, an animal that will weigh 70 pounds and is as fearless in the chase as he is gentle at home.

Like many projects that demand a great deal of involvement Don Campbell isn't sure at just what point he ceased to be just a dog owner and hunter and became one of that rare breed who'd rather hear the music of the chase than do almost anything else. His pack now numbers five. . . all Plotts . . . and includes three adult dogs, Tiger, Dinah and Ginger, and two pups, Jake and Becky. All are housebroken and are treated as housepets.

"You'll hear some dog owners claim that to have a good hunting dog you have to keep them in a kennel," he explains, "but I don't go along with that. The sooner a dog is used to people the easier he learns and the better hunter he'll become.



At left, Don Campbell and his hunting partner, Romer Russell, poses with three of Campbell's Plott hounds and the skins of the cats they've taken this season. At right, Campbell demonstrates a snowshoe he designed and made for his hunts. Most bobcat hunting is done on snowshoes.



I've proved this to my own satisfaction. Besides I enjoy having them as pets as well as hunting companions. They should be housed outdoors most of the time to develop resistance to our cold weather."

His hunting partner, Romer Russell, an Aroostook-born beaver trapper who ran a trapline with his own airplane until snowsleds became practical, sold him on the Plott hound.

"The Plott is a very good dog for bear," Campbell says. "Endurance is important. So is trainability, that is memory and intelligence. I've found the Plott is the easiest to train. It's a tree hound which means that it's a specialist used to trail and tree the game rather than run it down and kill it."

When a hound man reaches the point where he becomes involved with breeding top hunting dogs he can probably expect only his wife and other dogmen to understand. The breeding of hunting hounds is, however, a highly specialized affair confined to a handful of men who'd rather listen to hound music than eat caviar. The sire and dam, their parents and grandparents and the strains from which these dogs are bred determine the genetic makeup that's the basis of producing future hunting dogs of good quality. All his dogs are UKC registered and bred by him to dogs of known quali-

ties to produce desirable strains in the offspring. When a dog man becomes involved in breeding it means going outside his own pack to the owners of other Plotts, and Campbell has made friends with Plott owners from New England to the deep south. But a breeder has the opportunity to produce just the kind of dog that is suited to his kind of hunting and terrain and Don Campbell's five hounds are well suited to the hunting of the rugged countryside of Piscataquis County.

The hunt itself is mostly a case of finding a hot sign, which may mean cruising an area of 20 by 30 miles in an automobile, and then following the dogs. The mere act of following in some of the terrain he and his friend Romer Russell hunt is something of an endurance contest itself, but the fun comes in hearing the hound music. A man who knows his dogs, Campbell says, can not only distinguish each dog by his voice, but can actually tell what is happening in the chase even though the pack is out of sight.

BEAR HUNT LIKE 'A CARAVAN'

A bear hunt may number as many as 12 men equipped with jeeps and walkie talkies as well as dogs. Don Campbell admits that "it looks a

little like a wagon train crossing the prairie." A bear hunt is usually a distance contest too often lasting all day. Campbell was a member of the party that killed the largest black bear recorded (540 pounds) in Maine, October 9, 1965. The bear wasn't so large, however, that the chase was short.

"The black bear isn't an animal to be fooled with," Campbell declares, "especially when he's been treed by dogs. You want a man to do the shooting and another to back him up in case the first shot isn't a clean kill. If you knock him out of the tree wounded, you're very apt to lose a dog and, possibly, a hunter."

The bobcat, however, is Don Campbell's favorite quarry with his hounds. A bear ranges too much for the hunter to participate in much of the hunt. But good dogs can confine a cat to a much smaller area where a man can listen to the hounds. The bobcat seldom goes beyond 20 pounds but it is a fierce predator taking a toll of game birds, rabbits and, in deep snow conditions, even deer. The state still pays a \$15 bounty on the cat and, with his almost supernatural cunning, he's a worthy adversary.

Most of the cat hunting is done during the winter months on snowshoes. Don Campbell, a wiry six-footer who'll be 60 in April, figures that he'll walk five or six miles be-

hind his dogs on an average cat hunt. It helps him keep fit, he says.

"The farthest I ever walked on snowshoes after a cat was nine miles," he admits. "I overdid it a little and a friend of mine sent a snowmobile in after me."

Some hound men like to run coons but the coon is a long way down on Campbell's hunting list. You might as well chase a teddy bear with these Plotts as go after coon, he says. It's just no contest. About the only time he hunts coon is when an animal is raiding someone's corn patch.

The chase, of course, is the climax of the sport and the kill is usually a matter of dropping the predator out of the tree where the hounds have put him. Campbell carries a single barrel, 20 gauge shotgun to dispatch the critters. A poor shot, though, and you can find yourself with a lot of excitement on your hands.

"I've heard some men say that a dog can kill a cat," Campbell says, "but I've never seen it and I doubt it. I have seen a wounded cat fall among the dogs and go through the pack like seven kinds of buzz saws."

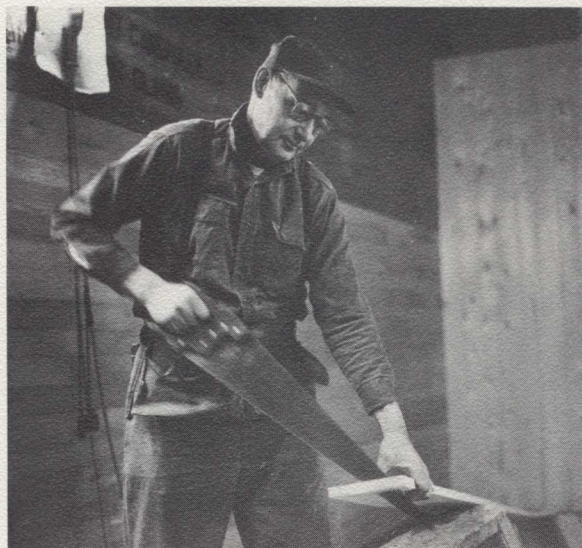
Sometimes in running hounds a dog will stray and get lost. One of Don Campbell's dogs was lost for six days and was returned home. A dog he sold to a friend was missing for 37 days and turned up by itself. But usually when a dog strays the hunter leaves his coat at the scene and returns the next day to find the dog there.

Campbell has been in on the kill of from 38 to 40 cats and has taken two bear himself and been in on the kill of many more.

"Most of the cats in my part of the country are cleaned out," he grins, "so we have to go a little farther afield now."

Like most hobbies, it can get expensive when one is deeply involved. Don Campbell and his hunting partner Romer Russell have an arrangement that cuts down the dog food bill some though. Russell gets the bobcat pelts and gives Campbell the beaver carcasses to feed his hounds.

Next to following his pack on snowshoes, Don Campbell loves to talk hunting dogs and dog fanciers and hunters from the breadth of the state seek him out. It's wise to call first, though, especially any day when the snow is a bit powdery and wind has a hint of storm in it. Don Campbell is very likely to be on the side of a ridge several miles from the nearest road with his hand cupped to his ear listening to the music of the hounds.



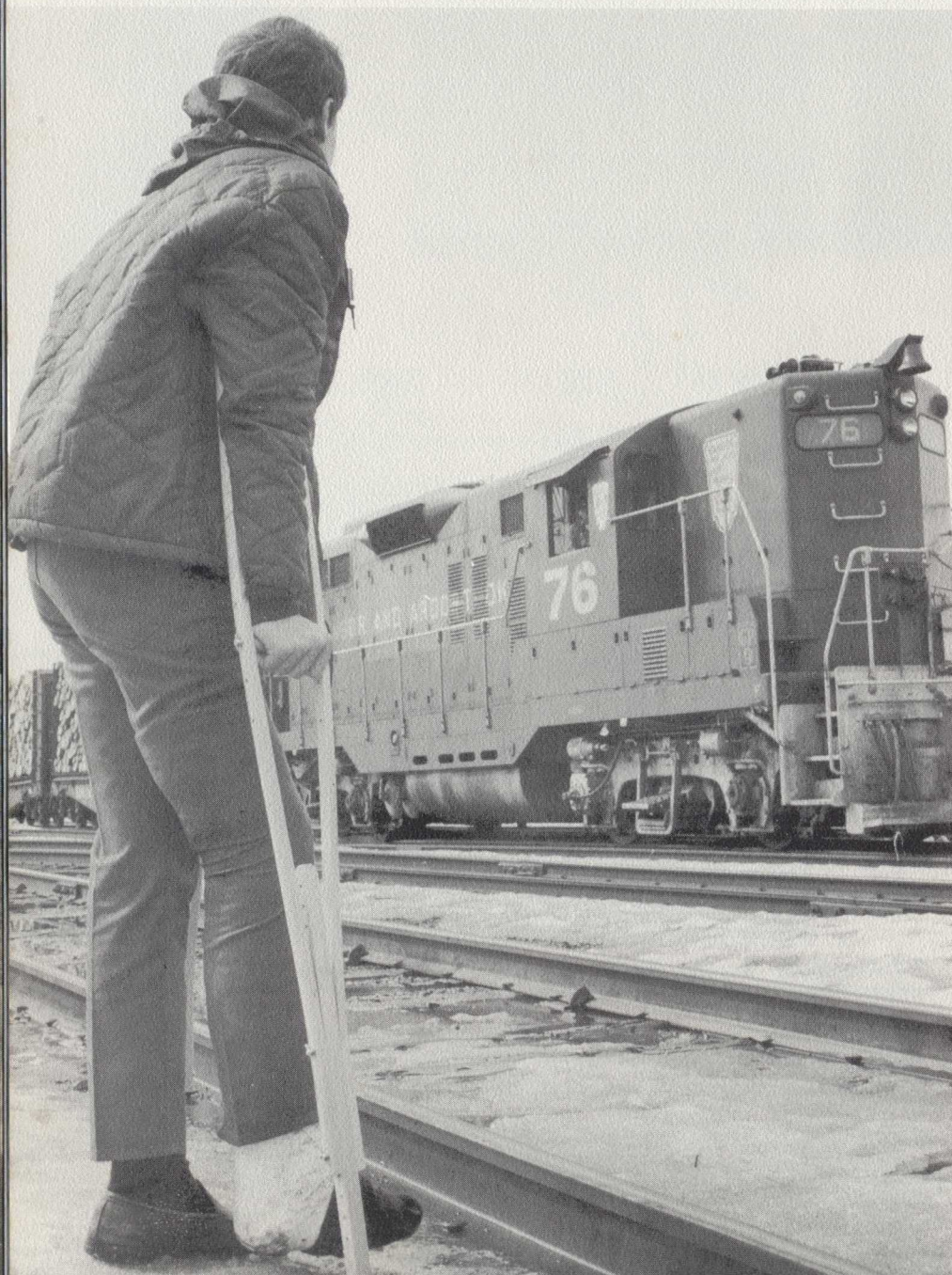
During the work week, Don Campbell is a car repairer at Derby Shops. But anytime the hunting is good on the weekends he can be found hunting cats with his hounds. Below, Campbell is pictured with the hunters who killed the largest black bear on record in Maine in 1965.



Campbell and Lawrence Edgerly pose with two redbone hounds and a good haul of bobcat during Campbell's early hunting career. He now owns only Plott hounds.



Won't You Help Us Save A Child?



A broken leg is perhaps the mildest kind of injury that results from what has been called the world's most dangerous playground. . . the railroad yard. Despite the best efforts of the railroad youngsters still climb over cars and play about railroad facilities. Many are injured every year.

This is an open letter to parents of school age children.

Every year when the snow begins to melt there's an almost irresistible urge among youngsters to play about railroad yards and tracks. And each spring some of these youngsters are seriously injured, or worse, as a result of these dangerous play habits.

Who hasn't balanced himself while walking the rail and felt the warmth of an April sun boring into his back while he listened for the first frogs of the season. Appealing? Sure, but it's a lot more than a nostalgic memory. It's a setup for a nasty fall or even the possibility of being hit by a train. There's nothing quite so slippery under many conditions as steel rail and it seems to have a universal appeal for children. Yet, it's so dangerous that railroad employees are specifically prohibited from stepping on it.

LIKE A MINE FIELD

Walking across a railroad bridge isn't as dangerous as crossing a mine field but the principle is the same. A mis-step can break a child's leg between the bridge ties. The temptation to cross streams on bridges is strong for the young when the streams open up and the fish start to bite. But each year it leads to injury and the near misses give locomotive engineers grey hair. Of course, one of the major hazards of crossing railroad bridges is the possibility of meeting a train and have no place to jump but off the bridge.

Probably the most tempting play area for kids is in the railroad yard itself. It offers literally hundreds of possibilities for games, cops-and-robbers, follow-the-leader, you name it. . . But, no matter how you spell

it, the name of the game is danger. Tragically, there are more possibilities for accidents and injury than for games. Not long ago, a youngster playing about some boxcars in a Bangor and Aroostook yard was struck by moving units. He wasn't killed, as was a young Portland boy, but he will carry an empty trouser leg for the rest of his life.

Playing any place in a railroad yard is incredibly dangerous but the most hazardous pastime of all is the practice of adventurous youngsters of catching rides on moving cars. Even experienced trainmen have a healthy respect for this part of their work. A mis-step can cost a leg. . . or your life. Climbing on stationary equipment can result in a nasty fall. There's always the chances of being knocked off by the impact of a locomotive coupling onto a string of cars.

There's the potential for young-

sters playing on railroad property to injure others as well as themselves. Curiosity prompts kids to place rocks, pieces of steel and other debris on the rails for the locomotives to run over. Yet such debris can easily derail a motor car, sometimes even a train, and injure railroad employees.

More disturbing to railroad people and police is a growing vandalism among youngsters. A freight train applied emergency brakes to avoid striking school children at a crossing in a northern Maine community not long ago. The more daring among the youngsters darted across the tracks as the train ground to a stop. Several others immediately began pelting the locomotive and crew with stones.

Heavy steel wire over caboose windows is now standard on fully-equipped caboose cars to protect train crews against rocks thrown by

young people. Costly signal devices are destroyed by rocks and gunfire each year, signals on which train crews and other railroad employees depend. One device proved so resistant to thrown rocks that the vandals climbed the support and hammered out the lenses individually. The result is money spent needlessly replacing broken equipment and danger to the well being of railroad employees.

During the next weeks, Bangor and Aroostook security and safety people will be in the schools talking to children about the dangers of the world's most dangerous playground. Tell your own children about the dangers involved in playing around railroads. And if you see other youngsters in this potentially killing situation, please care enough for human life to call the station agent or the police.

You could help us save a life.

Mileposts . . .

FORTY-FIVE YEARS

Frank E. Shields

FORTY YEARS

Murray E. Littlefield
Harold A. Nice
Albert J. Plourde
Elmer W. Ryder
James H. Sanborn
Melville A. Wibberly

THIRTY-FIVE YEARS

Herman A. Pinette
Herman L. Wright, Sr.

THIRTY YEARS

Gordon R. Dixon
Sanford C. Genthner
Paul E. Hayes

TWENTY-FIVE YEARS

George G. Henderson

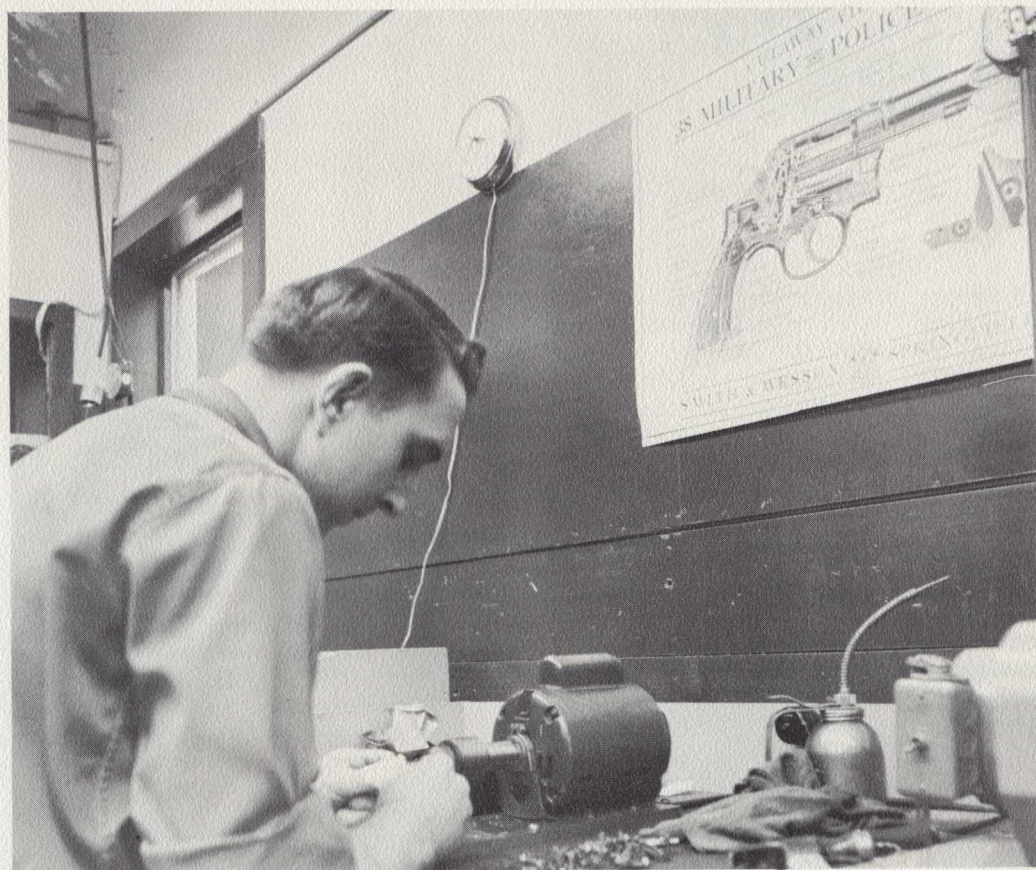
TWENTY YEARS

Stephen P. Albee
John M. Butler
Frederick C. Cain
Roland Corbin
Milford Decker

Kenneth C. Greenlaw
Laurel R. Littlefield
Floyd A. Lycette
Maurice Raymond
Harold Robinson
Clement A. Ryan
Joy P. Smith

FIFTEEN YEARS

Philip G. Corneil
Harold C. Garcelon
Austin S. Kinney
William J. Warner
Rhodes A. White
J. Charles Hickson



A worker at Smith & Wesson's Houlton plant polishes revolver parts machined at the Aroostook County plant, above. At right, John Fitzpatrick, manager of the plant, shows Bangor and Aroostook President W. Jerome Strout, right, some of the parts the plant turns out. Below, Verdie Campbell operates an automatic milling machine, the largest piece of machinery in the plant.



A Famous Armsmaker Comes To Aroostook

(We do not normally use material on industries not associated with the Bangor and Aroostook. However, because Smith & Wesson, like the railroad, is an operating division of Bangor Punta Corporation and because S. & W. has established a satellite plant in Aroostook County, we are breaking our own rule. Smith & Wesson was born in the turbulent days before the Civil War; its exciting story is still being written.—Ed.)

For considerably more than a century the legend "Smith and Wesson, Springfield, Mass.," marked on a revolver has been a symbol of quality. From the earliest examples of handguns from this famous manufacturer the quality has been top drawer. The early Smith & Wessons were rimfire models in small calibers and many were carried by officers on both sides in the Civil War. A century and more later, a Smith & Wesson may swing at the hip of a geologist in South America, a policeman walking a beat in New York City, or occupy a special place in the outdoor kit of a fisherman in Aroostook County.

In the case of the local fisherman, Smith & Wesson is closer to home than he might imagine. There's a good chance that some of the internal parts of his revolver were made in Houlton at Smith's satellite plant on the Bangor road. The Springfield arms manufacturer, like the Bangor and Aroostook, is an operating company of Bangor Punta Corp., and became interested in the Houlton area for a satellite plant through the joint efforts of Smith & Wesson President William Gunn and BAR President W. Jerome Strout.

The plant has been operating for 18 months and Smith & Wesson officials say that it will be expanded. When it opened, the only employee was John Fitzpatrick, now manager, and a factory representative who stayed for two weeks. The next week Fitzpatrick hired another man and, as the plant acquired more machinery, more men were added.



Parts for both handguns and handcuffs manufactured by the Springfield firm undergo part of the manufacturing process at the satellite plant in Houlton.

Eight men are now employed by the company at Houlton making the finely-machined internal parts for revolvers and handcuffs. The men have varied job backgrounds; one was a truck driver, one a pulpwood cutter, another is a retired serviceman and yet another a potatohouse laborer. For each of the eight men Smith & Wesson has meant steady employment and good working conditions. Their prospects look bright to them; the demand for Smith & Wesson products outstrips supply and the firm has a profit-sharing plan for its employees.

TWO-MONTH TRAINING PERIOD

John Fitzpatrick says that it takes about two months to train a man providing he has a certain degree of mechanical aptitude. Fitzpatrick, himself, has learned to do every job in the Houlton plant.

"After all," he grins, "you can't teach a new man a job unless you can do it yourself."

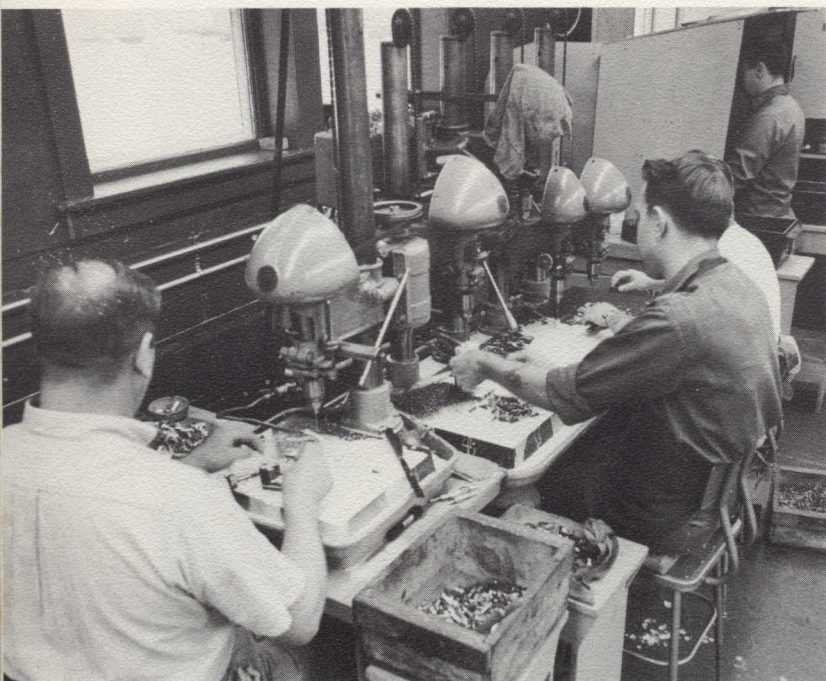
The eight men, using a variety of milling machines, grinders and drill

presses, perform operations on bolts, sears, rebound slides, hammers, cylinder stops, and trigger guards for the firm's extensive line of handguns. The sears for Smith & Wesson are made exclusively at the Houlton plant and the only two internal parts of Smith & Wesson handcuffs, the bolt and bolt lock, are also made there.

Some of the parts require as many as 20 different machining operations. The simplest one is the sear, which requires only eight operations. None of the parts made at Houlton are hardened there. The heat treating and hardening, to prevent wear, is done at the Springfield plant.

John Fitzpatrick and his crew reflect the traditional Smith & Wesson concern with quality. Despite the fact that orders for Smith & Wesson handguns run several months ahead of actual production the firm has stubbornly refused to compromise quality for the quick dollar to be made in the booming handgun market.

It is this quality, evident from the first arms produced by Horace Smith and Daniel Wesson in the



Workers drill holes in parts for handguns and handcuff parts in Houlton, left. Above, Smith & Wesson's big one, the .44 Magnum, has found favor with handgun hunters. The Springfield firm was the first company to introduce a revolver for the cartridge.

1850's, that helped establish them in the early years of their venture. The firm produced mostly small caliber rimfire handguns. During the transition from the front-loading cap and ball revolvers to metallic cartridge handguns Smith & Wesson, through their foresight in purchasing the Rollin White patents covering the bored through cylinder (as compared to cylinders of cap and ball arms in which powder was ignited by a percussion cap) had the handgun market pretty much to themselves until the patents expired and Colt's Patent Firearms Manufacturing Company brought out its famous Frontier "Peacemaker" in 1873.

S&W CARRIED ON THE FRONTIER

Although Colt's Single Action Army model came to be known as the cowboy's side arm, the large Smith & Wesson single action, notably the Smith & Wesson American model, was carried by many frontiersmen both famous and infamous. The American model was the first Smith & Wesson sixgun powerful enough to play an important role in the development of the West.

The Grand Duke Alexis, son of Czar Alexander II of Russia, carried an elaborate Smith & Wesson American presented to him by

Messrs. Smith and Wesson on his celebrated hunt through the American West in 1872. His guide, William F. "Buffalo Bill" Cody, also carried one. At the time of the royal expedition the Springfield firm was busy filling their first large order, one that was to firmly establish them in the foremost rank of American armsmakers. The order for about 215,000 Smith & Wesson revolvers for the Russian Government was completed in 1872. The revolver was a modification of the American model.

"Wild Bill" Hickok, hero or paranoid, depending on the historian, was carrying a Smith & Wesson when he was shot in the back in a Deadwood, South Dakota, saloon in 1876 by Jim McCall. Jesse James, of outlaw fame, was said to have carried a Smith & Wesson revolver.

Although badmen have sometimes carried Smith & Wessons, the Springfield firearms maker has in mind the good guys for its fine revolvers. The company considers law enforcement officers its basic market. Sportsmen and target shooters constitute a secondary market, and military weapons are produced as required. It is interesting that thousands of ordinary American citizens buy the company's handguns every year in spite of a widespread campaign against handguns by reform-

ers who believe that crime can be controlled by eliminating firearms. (The opinion is not unanimous, however, as reflected by the recent recommendation by a Tennessee grand jury investigating the growth of violent crime against citizens in their homes, who suggested that consideration be given to encouraging ownership of firearms by all citizens as a deterrent).

CHEMICAL MACE FOR POLICE

One of the company's newest aids to law enforcement officers is the Chemical Mace, a chemical in an aerosol dispenser that can render temporarily helpless a dangerous assailant without bloodshed or violence. It is appropriate that the company which introduced the first cased cartridge for a handgun more than 100 years ago should also be one of the pioneers in the development of a caseless cartridge. . . a concept that could have far-reaching military implications. The company is presently developing such ammunition and arms to handle it.

With the healthy demand—law enforcement, civilian and military—for Smith & Wesson products, it's a good bet that the company's Houlton plant will be a permanent and growing operation. . . an arrangement that is as beneficial for the community as for the company.



Kenneth S. Ludden, assistant to the vice president-marketing, chairs the Council, here engaged in a discussion of copying equipment used by the railroad. Below, Mechanical Engineer Owen Allen explains part of a study made by a sub committee.

The Advisory Council: A Successful Experiment

February 15 was a crisp winter day and the ruddy cheeks of the 12 Bangor and Aroostook employees who sat down at the long conference table of the Tarratine Club in Bangor reflected the vigor of the weather. There was a ripple of excitement as the group prepared for the business at hand. The men, all supervisors, had come from points throughout the system. If the meeting seemed ordinary the appearance was deceptive. It was the organizational meeting of the 11th Advisory Council and marked the completion of a decade of successful effort by the group.

When the Council came to order it elected officers for the next year: Kenneth S. Ludden, chairman; Robert P. Groves, assistant chairman; Owen F. Allen, secretary; Thomas A. Mercier, assistant secretary; Garrett J. Lovett, observer and parliamentarian and Paul E. Hayes, assistant observer and parliamentarian; and welcomed four new members and two alternates to the group: Alvin W. Delong, Leland Labbe, Leo

C. Fournier, Thomas A. Mercier, Henry Thies, Aaron Picken and John J. Willinski.

The Advisory Council is an unobtrusive but important group from middle management that functions as a study-making group for the executive branch. Part of its function is as a training ground for supervisors but this is only half of the goal.

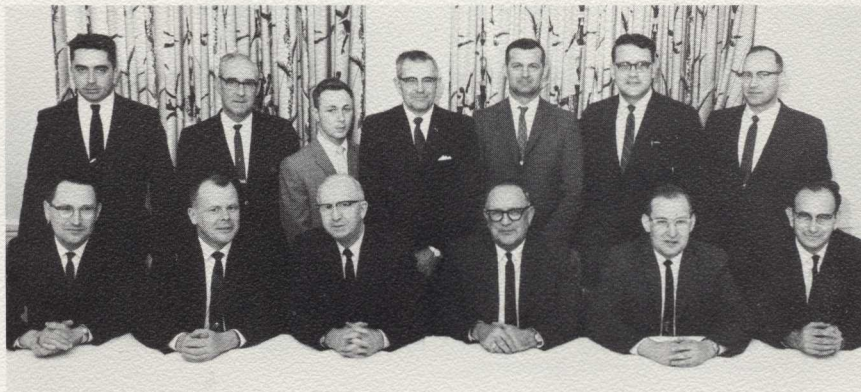


"The Advisory Council has made an important contribution to the management of the railroad through its studies and recommendations," President W. Jerome Strout says. "The last Council made a study on railroad buildings that looks far into the future at our needs. It was a significant piece of work and provided management with sound information for making decisions. There have been many more in the past 10 years. Significant studies not only provide good information but also encourage a broad perspective of railroad problems by Council members."

Somewhat more than half of the railroad's supervisory force have served on the Council since it was formed in 1958. . . . 72 men. At least seven of that number have become department managers. And more than 90% of the men who have been members of the Council were originally hourly-rated employees of the railroad. The high percentage of hourly-rated employees who have become supervisors and, often, department managers reflects the Ban-



Retiring members of the Council receive stock certificates from President W. Jerome Strout. Pictured, l. to r., are: B. A. Sawyer, Irvin Foster, G. L. Swett, Strout, Carvell Hatfield, Gerald Steeves and Mervyn Johnson. The new Council is pictured at left. Above, Robert Groves, Alvin Delong and Tom Mercier study a report brought in by a subcommittee during a regular Council meeting.



gor and Aroostook's policy of promoting from within the railroad family.

The Council meets at least nine times a year. Only illness and vacation interfere with attendance at the regular meetings and department managers give priority to employees attending the sessions. As with any working group there are several working sub-committees within the council each concerned with some aspect of the problem being studied.

Of the 12 men who make up the Council, four are re-elected from the previous membership, two are the alternates from the previous group and four new members and two alternates are elected from an eligible list by the membership. Officers—chairman, secretary, observer and parliamentarian and assistants—are elected by each council for a one-year term.

Two important rules are always observed. Visitors are not present at meetings except by unanimous consent of the group, to encourage freedom of discussion. And no individual opinions or remarks are a matter of record; recommendations reflect the action of the entire Council. Virtually every problem studied by the group involves getting information

from department managers, a communications link that has been helpful to members and managers alike.

The Advisory Council began as an experiment with no guarantees of continuity. It's a vital part of the railroad a decade later because it performs a valuable service. Some of the topics studied and subsequent recommendations provide a clue to the scope of the work done by the group. The study on the discontinuance of the Greenville Branch was a major effort for the Council. So was a comprehensive study of railroad buildings, the future needs of the railroad for refrigerator cars, possibilities and potential of piggyback, the publication of joint rates with motor carriers and the retirement of the double track between West Seboois and South Lagrange. Other topics have included the feasibility of company-owned oil storage tanks, insurance needs, warehousing, microfilming of records and frozen foods storage.

EASES MANAGEMENT LOAD

As Personnel Director Liston F. Lewis points out, the Council eases the work load of department mana-

gers to the extent that it takes on comprehensive projects which the individual manager may not have time to consider. And, with the wide departmental representation on the Council, it insures an objective report.

Results of all studies and recommendations go to President W. Jerome Strout and the batting average for adoption of recommendations is high.

"The studies are valuable," Strout explains, "even in cases where we do not go along with the recommendation, because it provides a fresh viewpoint as well as reliable information. But most important to the railroad the Council helps supervisory people acquire the knack of standing back and taking a broad view of a problem. The challenge is in finding meaningful problems for the group to study."

The Advisory Council is no panacea for all the problems a business enterprise as complex as the railroad faces. It is a remarkably effective device for cultivating management talent. And it had provided the decision-makers with a fresh look at both the liabilities and potential of the railroad.

In The Family



Conductor **Jesse L. Jones**, center with Supt. **H. P. Lee**, has retired, after 21 years with the Bangor and Aroostook. He was born in Thurber, Texas, Oct. 9, 1900 and entered Bangor and Aroostook service in 1946. Prior to his BAR service, he was employed by the Alaska Railway. Mr. Jones attended Tempe Normal School, now Arizona State College. He is married and lives in Bucksport. Also pictured are Trainmasters **M. E. Walls**, left, and **F. D. Larlee**, right.

Accounting Department

David A. Fessenden has been assigned to the position of variation and adjustment clerk in the Revenue Section. **Frank J. Connors** has been appointed to the position of machine operator and receiving clerk.

Friends of Chief Clerk **Donald E. Andrews** were sorry to hear of the death of his father, **Elmer E. Andrews**, of Kenduskeag, who died February 11.

The Annual Bangor-Brewer Women's Bowling Association Tournament was held March 9th and 10th at the Family Fun Lanes in Bangor.

Frankie Brown, IBM key punch operator, was a member of the winning team sponsored by United Van Lines, which rolled a 2826 series.

Frankie was also Tourney Champ by winning All Events, which is the total pin fall of Team, Doubles and Singles. She won the Singles Event by rolling a 621 series, which was also the highest series rolled in the Tournament.

The winners were presented with prize money and trophies at a Banquet held March 20th at the Family Fun Grill.

Mechanical Department

Machinist **S. W. Babcock**, Northern Maine Diesel Shop recently bought a new home in Winterport and has moved in with his family. They formerly lived in Hermon.

Miss **Julia Ruth Pike**, daughter of Electrician and Mrs. **I. W. Pike**, has been selected as Hermon High School's DAR Good Citizen for the 1967-68 School Year.

Miss Pike is a member of the senior class. During her four years at Hermon High School, she has been active in dramatics, Language Club, Pep Club and



Miss Julia R. Pike

the Librarian Club. She was also manager of the girls' basketball team. In her sophomore year, Julia received an award for an essay on "Democracy" from the V.F.W. She is a member of the youth fellowship at the Carmel Congregational Church where she also teaches first grade Sunday School.

Painter **L. E. Perry**, Northern Maine Diesel Shop, recently built a new home in Hermon and has moved in with his family. They formerly lived in Milo.

The friends of Welder **F. F. Drake**, Derby, were very sorry to hear of the death of his wife, **Elizabeth**.

Our sympathy to Clerk **F. F. Gould**, Northern Maine Diesel Shop, on the death of his sister, Mrs. **Gertrude Packard** of Sebec.

Painter and Mrs. **E. D. Bamford** of Derby recently spent a month's vacation

in Florida visiting with their daughter, **Georgia**, and son, **Peter**, and their families.

Car Inspector **G. G. Nowell**, Northern Maine Junction Car Department, retired March 8. He started work for the railroad October 27, 1924 as a car repairer helper. Other positions held were car repairer, painter, car inspector, carman gang leader, car foreman. Mr. Nowell had 43 years' service with the railroad and he received his Gold Pass in 1965. He was born March 7, 1903 at Glenburn, Maine and attended Hermon schools. He is married and resides with his wife **Wilma**, on Route 2, Bangor, Maine.



Chief Mechanical Officer **V. L. Ladd**, left, congratulates Car Inspector **C. G. Nowell** on his retirement.

Prior to working for the railroad he was employed by the Eastman Heater Company. A brother, **W. L. Nowell**, also works at Northern Maine Car Department.

He is a Past Master of Grange, Past Noble Grand Triumph Lodge I.O.O.F., Past Master Lynde Lodge A. F. & A. M., Past Patron Jonathan Munt Chapter, Past High Priest Mt. Moriah R. A. Chapter, member of St. John's Commandery and Anah Temple Shrine, Chairman Hermon Selectmen for two years, President Hermon School District and Past Representative 95th Maine Legislature House.

Machinist **L. E. Ellis**, Northern Maine Diesel Shop retired on disability annuity March 18, after 46 years of service. He started work as a coalman August 9, 1921 and since that time has held the position of engine cleaner, machinist helper, air brake repairer, machinist, boilermaker and machinist gang leader. He had worked as a machinist from September 1944 until time of his disability.

Mr. Ellis received his gold pass for 40 years' service in 1963.

He was born September 11, 1904 at Bangor, Maine and attended Brewer Schools. Mr. Ellis is married and has two children, a daughter **Ann** and a son, **Paul**.



Machinist L. E. Ellis

Clerk **Richard L. Foster** was installed as Master of Piscataquis Lodge No. 44, A. F. & A. M., February 23. Other BAR Employees installed were **Fay A. Stevens**, furloughed B & B Carpenter, the outgoing Master, as Marshal, and **John L. Rowe**, Signals and Communication Lineman as chaplain. Serving as installing Grand Chaplain was Chief Clerk **Max E. Place**.

Traffic and Marketing



L. E. Wentworth congratulates Miss Dorothy Prout on her retirement Jan. 31.

Our sympathy to **Gay M. Bradbury**, former freight traffic manager on the death of his wife, **Nellie**, Jan. 13.

Our congratulations and best wishes are extended to **Miss Dorothy A. Prout**, secretary to the general freight traffic manager, who retired on Jan. 31. Dot entered BAR service on Oct. 23, 1923 in the Accounting Department. She transferred to the Traffic Department in December of the same year.

We were saddened to hear of the death Dec. 30 of **George H. Brimmer**, former freight traffic manager of the BAR. Mr. Brimmer was with the railroad for 43

years starting in 1910 as a clerk and was appointed freight traffic manager in 1950. He retired from the BAR in 1953.

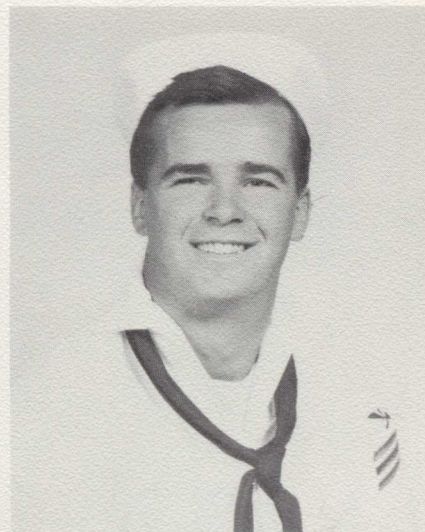
Miss Ouida M. Long, formerly with BAR's Tabulating Section, has been appointed secretary in the Traffic Office in Bangor.

Engineering Department

Principal Assistant Engineer **Carvell G. Hatfield**, Superintendent of Track **Graden L. Swett** and Supervisor of Roadway Machines **Wendell E. Corey**, all of Houlton, attended the A.R.E.A. Convention and Equipment Show held at the International Amphitheater, Chicago, in March.



Chief Engineer **V. J. Welch** congratulates Section Foreman **Louis H. Levesque**, Winterville, on his retirement. Mr. Levesque had more than 50 years of service when he retired. His father held the same section before him. He is married and has six children.



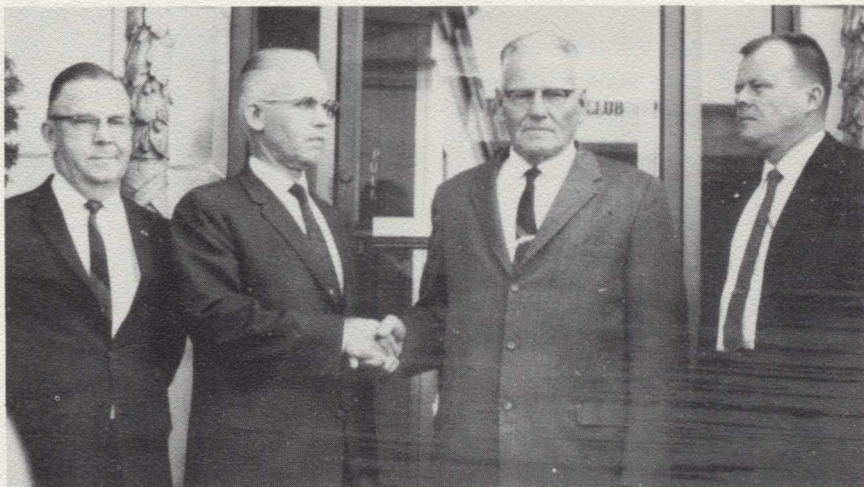
Ronald E. Miller, son of Section Foreman and Mrs. **William E. Miller** of Caribou, is in the U. S. Navy serving on the U.S.S. Enterprise which operates in the Gulf of Tonkin.

Ronald was graduated from Caribou High School in 1965 and enlisted in the Navy, entering service at Great Lakes, Illinois in November of the same year. Following his basic training, he was sent to Jet Mechanics school in Memphis, Tenn. He was transferred to Imperial Beach, California, in August 1966 where he was stationed until his assignment to the U.S.S. Enterprise.

His wife, the former **Sharon Wilcox**, of Wade, Maine, is residing in Holtville, California.

Mrs. **Mercy Goodall**, widow of **George Goodall**, died February 20 at a Houlton nursing home after a long illness. She was born at Oakfield, November 14, 1879, the daughter of **Daniel** and **Nancy (Boutilier) Goodall**. Mrs. Goodall has been a life-long resident of Oakfield and was a Gold Star Mother of World War I.

She was a member of the Oakfield Baptist Church, the Oakfield Grange, the local American Legion Auxiliary and Rebekah Lodge.



Watchman **F. L. Whitcomb**, Searsport, has retired. He entered service as a watchman in 1955, a post he held until his retirement. Mr. Whitcomb is a native of Waldo and was educated in local schools. Congratulating him is Supt. **H. P. Lee**. Pictured are: Trainmaster **M. E. Walls**, Lee, Whitcomb, and Ass't. Supt. **R. P. Groves**.



Section Foreman **Leonard Bourgoin**, Van Buren, has retired. A native of Green River, P. Q., he entered service in 1930. Mr. Bourgoin is married and has five children. He is a Fourth Degree Knight of the Knights of Columbus. With him is Chief Engineer **V. J. Welch**.

Surviving, among other members of her family, is a son, Trackman **Perley C. Goodall** (Ret.) of Oakfield.

Oscar J. Grant has accepted a position as accountant in the Engineering Office at Houlton and began his new duties on February 12. Mr. Grant is a graduate from Houlton High School and attended University of Maine for two years. He entered the U. S. Navy in February 1964 and received his honorable discharge December 24, 1967. During his service with the U. S. Navy, one year was in Vietnam. HM/2 Grant served in the Hospital Corps.

Mr. Grant is married and has one son, **Eric**.

Mr. and Mrs. **Carl G. Nelson** of Worthington, Ohio, are announcing the

engagement of their daughter, **Beverly Ann**, to **Bruce Wayne Carter** of Dorchester, Mass., son of Carpenter and Mrs. **Horace R. Estabrooke** of Houlton.

Miss Nelson was graduated from Worthington High School in 1966 and is a sophomore at Bob Jones University in Greenville, S. C., where she is majoring in Christian Education.

Mr. Carter was graduated from Houlton High School in 1963. He attended Bob Jones University and Washington State College in Machias. A June wedding is planned.

Dr. Albert W. Purvis, Dean of Instruction at Aroostook State College, has announced the Dean's List for the first semester of the 1967-1968 academic year. Among those listed from the Houlton area are: **Peggy Dwyer**, daughter of S.



Trackman **Romer D. Cyr**, Fort Kent, left, has retired after 38 years of service. A native of Lewiston, Mr. Cyr worked as trackman and flangerman. He is married and has four children. Mr. Cyr is a member of the Knights of Columbus.



Trackman **Charles W. F. Hussey**, Old Town, has retired after 39 years of continuous service with the railroad. A native of Hudson, he first worked for the road in 1917. Mr. Hussey, a widower, has three children. He is a member of the Masonic bodies and the Grange. With Mr. Hussey is Chief Engineer **V. J. Welch**.

Friends and co-workers were saddened by the sudden passing of Accountant **Kenneth G. Lovely** of Houlton. Mr. Lovely was employed by BAR in the Stores Department from January 1935 to July 1947. He entered service in the capacity of Laborer and was later promoted to Foreman. On July 7, 1947 he entered the Engineering Office in Houlton, where he was employed as an accountant, the position he held until his death.

He was born at New Limerick, January 30, 1911, the son of **Irving** and **Pearl (Carson) Lovely**. He had been a resident of Houlton most of his life and was a member of St. Mary's Catholic Church.



Trackliner Foreman **Elmer Ryder**, left, receives his gold pass from **V. J. Welch**. A native of Presque Isle, he entered service in 1927 as a trackman, later becoming section foreman. A widower, Mr. Ryder has one daughter, Mrs. **Alden Archer**, Presque Isle.

& **C. Helper** and Mrs. **Virgil Dwyer** of Oakfield, class of 1970, and **Stephen Corey**, son of Supervisor of Roadway Machines and Mrs. **Wendell Corey** of Littleton.

Installation of Monument Lodge A. F. & A. M. was held on March 2nd at the Masonic Hall in Houlton. Among those elected for 1968 were the following: Prin. Ass't. Engineer **Carvell G. Hatfield**, junior steward; Chief Clerk **Millard A. Fairley**, secretary; and Ass't. to Supt. B. & B. **Gerald E. Wiggins**, senior steward.

Mrs. **Carrie Skidgel** died March 12 in a Fort Fairfield hospital after a long illness. Surviving, among other members of her family, is a son, Trackman and Machine Operator **Thomas E. Skidgel** of Caribou.

Robert E. Wiggins, son of Assistant to Supt. B. & B. and Mrs. **Gerald E. Wiggins** of Houlton, completed his course in Business Administration and Accounting at Ricker College at midyear of the school year. He has accepted a position in the accounting department with Great Northern Paper Company, Millinocket, and assumed his duties on February 1st.



Trackman **Joseph W. Brown**, Mars Hill, has retired after 42 years of BAR service. He is a native of Lincoln, N. H. Mr. Brown has also worked as rail repairman helper. He is married and makes his home in Robinson. With him is Chief Engineer **V. J. Welch**.



Trackman **Joseph L. Pratt**, Oakfield, has retired after 37 years with the railroad. He is a native of Oakfield and worked both as a trackman and section foreman. Mr. Pratt is married and has five children. Three sons, **Phillip, Robert** and **Paul** are employed by the railroad. With him is **V. J. Welch**.

Mr. Lovely is survived by his wife, **Angeline (Martin) Lovely** of Houlton; one daughter, Mrs. **Peter Thompson** of Bangor; one brother, **Donald**, of Northeast Harbor; two sisters, Mrs. **Paul Reed** of Houlton and Mrs. **Robert Hull** of Brewer; and two grandchildren.

Funeral services were held at St. Mary's Catholic Church, Houlton, February 3, with the Rev. **F. J. Nelligan** officiating.

Our sympathy to Mrs. Lovely and the family.

Miss **Faye Albert** and Miss **Joan Butler**, secretaries in the Engineering Office at Houlton, and ski enthusiasts, spent Washington's Birthday weekend at Sugar Loaf.

Trackman (Ret.) and Mrs. **George A. Hayes**, of Sherman, have announced the engagement of their daughter, Miss **Ellen Fae Hayes** to **Wilfred Ashley Hamilton, Jr.**, son of Mr. and Mrs. **Wilfred Hamilton, Sr.**, of Portland.

Miss Hayes is a 1964 graduate of Sherman High School and a 1966 graduate from Mercy Hospital School of Nursing in Portland. She is employed as a nurse

at the Maine Medical Center at Portland.

Mr. Hamilton is a 1961 graduate of Portland High School and a 1965 graduate of the Maine Maritime Academy at Castine. He is an engineer for Moran Towing and Transportation in New York City.

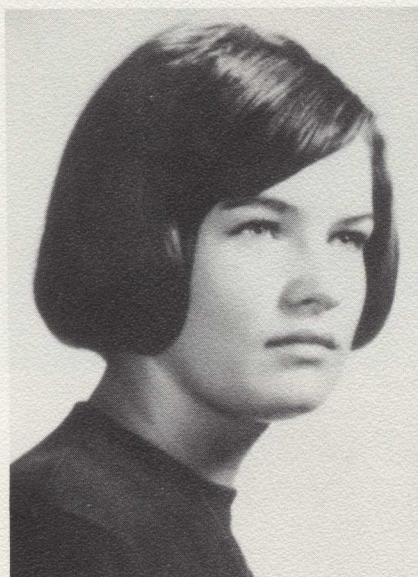
A June wedding is planned.

Transportation Department

The 33rd annual winter carnival was held at Stockholm, Maine, February 17. The B & A Trophy was won by **Kenneth Albert**, son of Principal and Mrs. **Roland Albert**. Mr. **Walter Wardwell**, retired former section foreman at Stockholm made the presentation of the trophy.

The Winter Carnival Queen this year was Miss **Heather Joy**, daughter of Mr. and Mrs. **Milton Joy**. She received her crown from last year's queen, Miss **Connie Brissette**, daughter of Mr. and Mrs. **Delmar Brissette** of Stockholm.

Kenneth Albert was crowned King of the winter carnival this year.



Miss **Katherine A. Foster**

Katherine A. Foster, daughter of General Yardmaster and Mrs. **I. L. Foster**, Millinocket, will graduate from Stearns High School in June. She has been accepted and will attend Westbrook Junior College in Portland this fall. Kathy is Past Worthy Advisor of Assembly #33, Rainbow for Girls in Millinocket, and she attended Dirigo Girls' State at Colby College last Summer.

Janet A. White, daughter of Chief Dispatcher **Henry G. White**, Houlton, is on the Dean's List at the University of Maine for the first semester 1967-68.

Relief Agent **S. F. Burt**, Mars Hill, recently visited his parents in Massachusetts, and Mrs. Burt's parents in Connecticut.

Operator **John F. Plourde**, Mars Hill, spent a week in Quebec City during the annual Winter Carnival holidays.

Mr. and Mrs. **John Kelley** and son, **Brian**, of Lodi, N. J., spent the Washington's Birthday holiday weekend with Mrs. Kelley's parents, Agent and Mrs. **Harold Labbe**, Mars Hill.



Trackman **Wesley G. Strout**, left, has retired after 21 years with the railroad. He entered service as a trackman in 1946 and worked at Lagrange, North Bangor and Derby. He has also worked as a flangerman. Congratulating him is Chief Engineer **V. J. Welch**.

Purchases and Stores

Nightwatchman **D. H. Robbins** has returned from a vacation at St. Thomas, in the Virgin Islands.

Nightwatchman **Peter A. Hearn**, has been a patient at the Milo Community Hospital for several weeks.

Laborer and Mrs. **C. D. Morrison** are announcing the birth of a daughter, **Patricia Louise Morrison**.

Sears, Roebuck and Co., has announced that Mr. **Darrell Jay**, son of Messenger and Mrs. **Theodore Jay**, has been named catalog sales merchant for the Bradford, Vermont, area.

Jay, originally from Milo, has lived in Bradford for eight years. He will be joined in his business venture by his wife, **Roberta**. They have three children.



Sub Foreman **Relland A. Jones**, Mars Hill, has retired after 18 years with the railroad. He has been a trackman, weed sprayer operator and sub-foreman. Mr. Jones is married. One brother, **Alva**, is also employed by the railroad. With him is **V. J. Welch**.



Retired Section Foreman **Walter Wardwell** presents railroad trophy to **Kenneth Albert** at the Stockholm winter carnival.



Judy Howard, daughter of Conductor and Mrs. **L. J. Howard**, Veazie, and **Ronald Arthur Davis**, son of **Arthur Davis** and the late **Caroline Davis**, Manchester, Conn., were married Nov. 12 at the Veazie Congregational Church. The Rev. **Arthur H. Reublinger** officiated.

Matron of honor was Mrs. **Dorothy Rand**, Sherman, sister of the bride. Best man was **David Jordan**, Veazie, cousin of the bridegroom. Ushers were **Philip Howard**, Houlton, and **Robert Howard**, Portland, brothers of the bride. A reception was held at the Veazie Town Hall. The couple are living at Fort Bragg, N. C., where Mr. Davis is stationed.



Trackman **Alfred S. Sanders**, Oakfield, has retired from railroad service after 22 years. He entered service in 1945 as a trackman and has also worked as a machine operator. Mr. Sanders is married. Two brothers, **D. P. Sanders** and **L. E. Sanders** are also employed by the railroad. Congratulating him is Chief Engineer **V. J. Welch**.

W. D. Scripture, retired panel clerk, is a patient of the Milo Community hospital.

Mr. and Mrs. **Morris Furlong** celebrated their 50th wedding anniversary at their home, 44 Spring St., Bangor, in March. They were married in New Brunswick, Canada, Jan. 21, 1918.

The couple's children are Mrs. **Mary Coldford** of Bangor, **Albert Furlong** of South Yarmouth, Mass., **James Furlong**, **Lawrence Furlong**, Bangor, and Mrs. **Janice Burgoinne** of Spring Valley, Calif.

The couple has 14 grandchildren and nine great grandchildren.

Mr. Furlong retired from the Stores Department, after 40 years' service. The Furlongs were residents of Derby for 43 years, moving to Bangor in 1966.



Trackman **Raymond S. McDonald**, Derby, has retired. He entered service as a trackman in 1917. Mr. McDonald is married and has two children. Congratulating Mr. McDonald is Chief Engineer **V. J. Welch**.

Treasury Department

Assistant Treasurer and Mrs. **Lewis B. Neal** recently returned from a short visit with their daughter and family in Meriden, Connecticut.

Richard B. Gray has completed the Management Development Program given by the College of Business Administration at the University of Maine.

In February, the personnel of the Treasury Department honored **Lewis B. Neal** with a surprise dinner party on his 64th birthday. The affair was held at the home of Mr. and Mrs. **Richard Gray** in Brewer.

Operating Department

Friends of **Alicia M. Toole**, former secretary in the Operating Department, were saddened to hear of her death in January. A longtime employee of the railroad, Miss Toole retired in 1967. She was born in Bangor, the daughter of **Edward H.** and **May Fleming Toole** and was educated in Bangor schools. Miss Toole entered service with the railroad in 1943. Prior to that she was employed by the Internal Revenue Service. She is survived by her mother and two sisters, Miss **Elizabeth Toole** and Mrs. **Thomas P. Mooney**.

Friends of Mrs. **Virginia Bartlett**, secretary in the Highway Division, are



Section Foreman **John C. McDonald**, Derby, has retired, after 50 years of service with the railroad. He is a native of Millinocket and attended Millinocket schools. He began work as a water boy and flagman and later worked as yard-clerk and trackman. Mr. McDonald was a state senator in the 102nd legislature and is a candidate for the same office in June. He is chairman of the Democratic committee of Piscataquis County and has been active in civic affairs there. He is married to the former **Catherine Zwicker** and has one daughter, **Alice Hart**, of Washington, D. C.

pleased to see her back at her desk after an absence of four months due to illness. **Shirley Brewster** and **Mary Call** have been substituting in the office of the Highway Division during Mrs. Bartlett's absence.

Jean O'Connell, daughter of Bus Operator and Mrs. **Patrick O'Connell**, has been a patient at St. Joseph Hospital, Bangor, for two months recuperating from an injury sustained in an automobile accident.

Spec. 4 **John O'Connell**, son of Bus Operator and Mrs. **Patrick O'Connell**, who is in the 37th Transportation Group of the U. S. Army arrived in Kaiserslautern, Germany in February and expects to be stationed at this post for 18 months.

Christine V. Cowing and **Derrill J. Cowing**, daughter and son of Trackman and Mrs. **Shirley E. Cowing**, of Lagrange were named to the Dean's Lists at their respective colleges for the past semester. Christine is attending Farmington State College where she is a freshman, majoring in intermediate-junior high education. Derrill is a senior at the University of Maine, majoring in civil engineering. He was recently elected to membership in the Maine Alpha chapter of Tau Beta Pi, a national engineering scholastic honor society.

Kenneth R. Cowing, youngest son of Trackman and Mrs. **Cowing**, was a member of the Old Town varsity basketball team this past season. This team was rated number one in Eastern Maine going into the tournament, but was defeated in the first game by an inspired team from Presque Isle. The Old Town team recently spent a weekend in Boston—the trip sponsored by citizens and merchants of Old Town and the surrounding area.



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