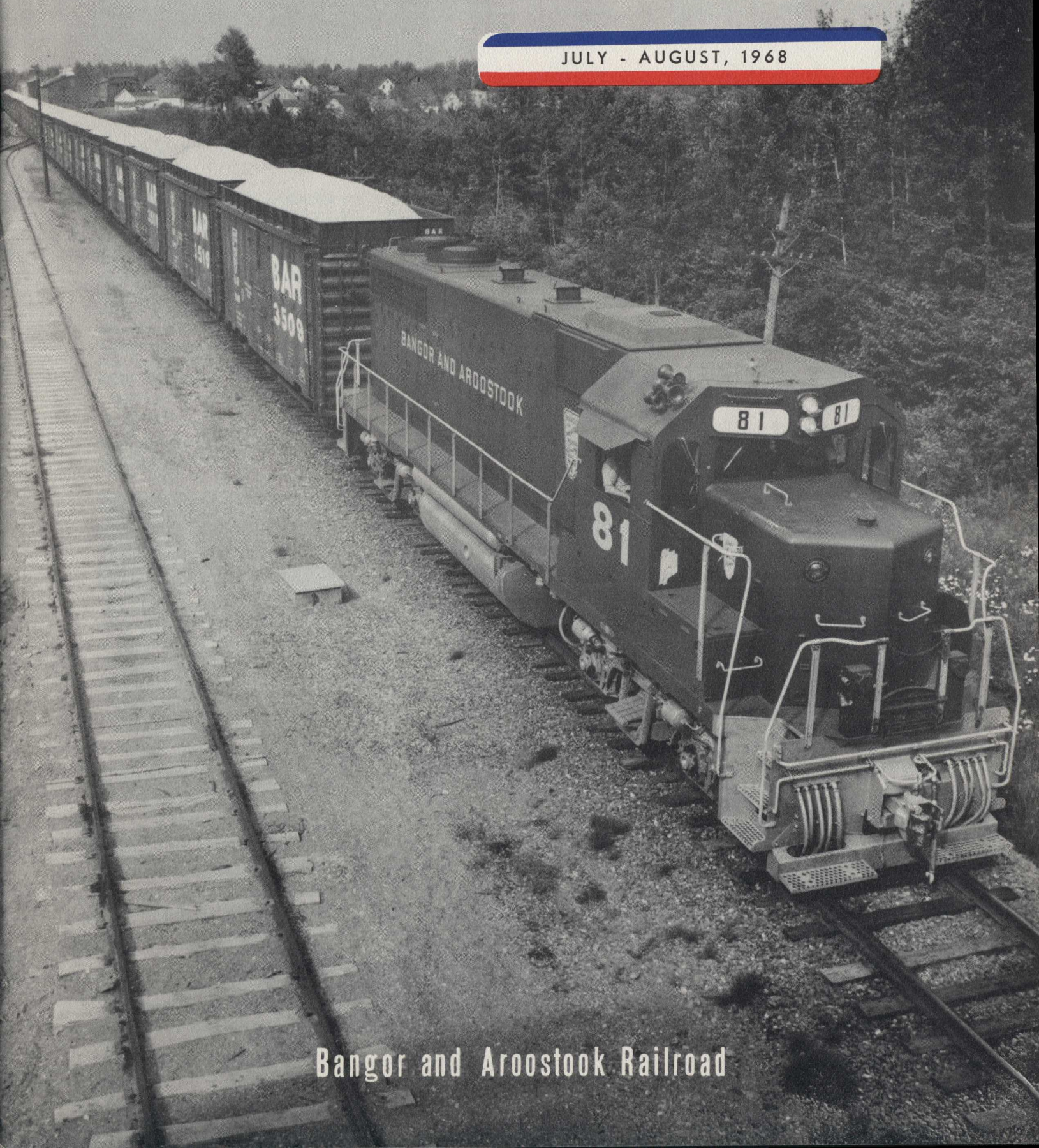


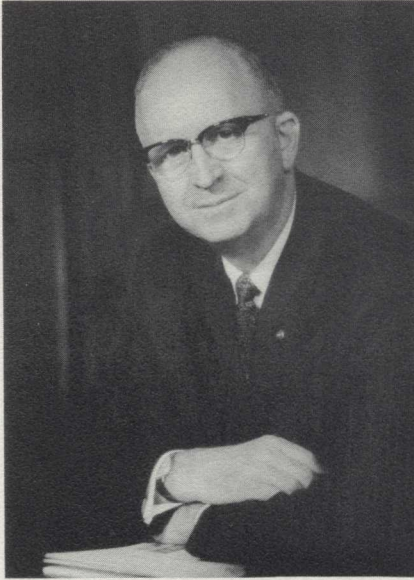
# MAINE LINE

JULY - AUGUST, 1968



Bangor and Aroostook Railroad





## Talking It Over

### To My Fellow Employees,

As you are undoubtedly aware, from your own experience, the cost of living has gone up in the past year. The costs of operating a business have also risen sharply in that time. A round of wage increases has added \$360,000 a year to the cost of operating the railroad. A rise in the cost of materials has added about another \$100,000. Increases in any area of our traffic have been much more modest than the increase in our costs. And all of this means that we must run very hard just to stand still.

We have heard a great deal about the term 'profit squeeze' in the last decade. It is a result of rising costs on the one hand and the forces of competition on the other that prevents a business from raising prices to compensate for increased costs. This is the position in which the railroad finds itself. Obviously, the increased costs must be absorbed from the normal profits that the shareholders expect of the railroad.

Elsewhere in this issue you will read of the importance that some of your fellow employees who regularly invest in the stock market attach to a company's ability to make a profit. And this is only proper. If one invests his money in a company, he has a right to expect a reasonable return.

It is a matter of self interest for the railroad to see that the owners of the railroad continue to receive a fair return on their investment. Money for capital improvements and other vital needs often depends on the profit record and the company that makes a poor showing in this important area is likely to find it difficult to borrow money.

With costs rising on the one hand and income rise limited to modest growth gains in certain areas of traffic, our human resources become more important than ever. One of the largest factors in the railroad's good health has been the exceptionally high caliber of men and women it has been able to attract. As you all know railroading is only infrequently an 8 a. m. to 5 p. m. proposition and Bangor and Aroostook people have always been there to be counted whether to move trains in a January blizzard or to turn out at midnight for an emergency. They are accustomed to providing a full measure of effort and this attitude

has helped us survive the bad times and prosper in the good years.

But a company is as dependent on ideas as on honest effort for its success, and we are an ingenious as well as an industrious group. Among the various skills represented in the railroad family there is a tremendous reserve of expertise. More than that, there is knowledge that will help us do a better job in nearly every area that we are now doing.

While our craft is rich in tradition, we should not consider ourselves bound to it to the extent that we are content to do our jobs in the same way, year after year, without questioning and looking for a better way. At this point in our 75-year history the railroad needs innovators and men and women who question, perhaps more than at any other time.

I hope you will each take a hard look at your area of railroading for a better way of doing the job. Ideas are the stuff that the future is made of and the company without fresh ideas soon withers.

Sincerely yours,

*W. Jerome Strout*

President



# BAR NEWS BRIEFS

Assistant Regional Vice President - Sales Norman J. Tardif presents the Bangor and Aroostook Trophy to the new Maine Potato Blossom Queen Kirsten Bell of Caribou as the former queen, Miss Louise Dumais, of Van Buren, left, watches. The railroad also presented each queen candidate with an engraved cup.

Miss Bell is the daughter of Mr. and Mrs. Merle Bell of Caribou. She is a 1968 graduate of Caribou High School and will attend the University of Maine this fall where she plans to major in psychology.

Thomas R. Brissette, formerly statistics clerk in the Accounting Department, has been named assistant to the manager of Car Service. Brissette, a native of Old Town, came to the railroad in 1964 from service in the U. S. Air Force, and held several positions in the Accounting Department before his appointment.

Brissette attended Old Town schools. He is married and has one daughter.

Bill Martin, MEC, won low gross in the first Railroad Golf Tournament of the year, played at Bangor Municipal Golf Course June 8.

He just edged out Bill Houston, BAR, by two strokes. Houston won first net with his 78-10-68. Martin, besides winning a permanent trophy, also won the first leg on the new W. Jerome Strout Trophy, provided by the President of the Bangor and Aroostook Railroad. The trophy will be awarded each year to the lowest gross in the Bangor Tournament.

The winners in the field of 50 players were as follows: George DiMauro, MEC, 2nd gross, Class "A", 80; Bob Clukey, BAR, 2nd net, Class "A", 85-13-72. Bob beat Chuck Naughton, Chesapeake & Ohio, on a match of cards. George Phillips, MEC, won Class "B" 1st gross with an 88, while John McGuff, BAR, took 2nd gross in Class "B" with a 90. John Currier, MEC, won Class "B" low net with a 93-22-71, and second net was taken by Merv Greenlaw, Portland Terminal, with the same score as Currier's, but lost out to John on a match of cards.



The first of this year's two railroad tournaments was held last month at Bangor's municipal course. From left, Bob Clukey, BAR, tournament chairman; Clyde Luce, MEC, Class C low gross; George Phillips, MEC, first gross; Class B; John Currier, MEC, low net, Class B; Bob Casey, MEC, low net, Class C; and Bill Martin, MEC, low gross, Class A.

Low gross Class "C" was won by Clyde Luce, MEC, and second gross was awarded to Hugh Goodness, BAR, who shot a 102. Low net in Class "C" was won by Bob Casey, Portland Terminal, who shot a 102-30-72 in his first Tournament. Second net in this Class was taken by J. Charles Hickson, BAR, also in his first try, with a 117-40-77.

Cigarette lighters provided by the Maine Central, were won by the following: longest drive Class "A"—Ed Carroll, BAR, 260 yards. Class "B"—John Barnes, PTCO., 250 yards, and J. Charles Hickson, BAR, Class "C"—200 yards. Nearest the pin on the second hole, Bill Houston, BAR, John Currier, MEC, and Bob Casey, PTCO.



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RICHARD W. SPRAGUE, DIRECTOR OF PUBLIC RELATIONS  
EDITOR

#### ASSOCIATE EDITORS

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#### ON THE COVER

A train load of woodchips from the Sherman Lumber Company's new woodchip plant leaves for Maine paper mills. Forest products have assumed a role of increasing importance in the Bangor and Aroostook's traffic.





The forest products industry, including all phases of the paper business, continues to hold promising long-range potential for the railroad. The demand for new housing and the increase of paper usage in publishing as well as other areas make Maine forests an important resource.

A Bangor and Aroostook freight winds its way along the Fish River on the road's Ashland Branch pulling loads of paper.

# Brighter Prospects on the Horizon

By W. Jerome Strout

Within two months the railroad will complete its 1967-68 fiscal year. It was not a disaster but I would be less than honest if I described it as anything but a disappointing year. Fresh potato traffic fell to the lowest level within memory and certain segments of the paper industry were depressed. Coupled with the loss of vital revenues was a sharp rise in costs due to a round of wage increases and increases in the costs of the materials we use to operate the railroad.

The result, as you well know, has been a tightening of the belt so that we can live with our decreased revenues. I regret the necessity for these economy measures but a company can no more live beyond its means than a family can. And for this past year it was a matter of living within our income.

The loss of fresh potato revenue in 1967-68 underscores our dependence on this traffic despite vigorous

efforts in other areas. It has been an axiom of the railroad that our fortunes rise and fall with those of the Maine potato industry. And for at least a decade and a half the railroad has made every effort to lessen this dependence by developing other traffic. We have achieved limited success and there are strong indications that the next few years will pay greater dividends.

But for the moment we are caught up, along with the potato industry itself, in a difficult period of transition. The food habits of the nation are changing from fresh to frozen foods. And the trend is nowhere reflected more strongly than in the potato industry where approximately 30% of the crop is being diverted to processing plants. This, of course, means less fresh potatoes for the Bangor and Aroostook to move. To complicate the situation, the Maine industry is experiencing drastic changes in its marketing concept.

There was a time when it was enough just to produce and ship good potatoes. This is no longer valid. With growing competition from an increasing number of producing areas it has become necessary to merchandise potatoes with care normally given to more exotic produce. Eye appeal, uniform size, and smaller packs have become all important in marketing potatoes. There is no question but that Maine industry can conform to the standards but it has experienced difficulty in making the change, particularly last year when there was a marked national surplus of potatoes.

There is no doubt that an increasing number of potatoes will be processed and a lesser number of carloads will reach the fresh market. The railroad is in a good competitive position to move processed potatoes. We have large, new mechanical refrigerator cars and good rates. And when the Maine industry overcomes its marketing



troubles I am confident that the railroad will continue its role as a prime mover of fresh potatoes. However, it will probably be diminished from the importance it has traditionally held in our traffic picture.

Where do these changes leave you and I as railroad employees? They leave us, I think, less subject to the volatile fluctuations of the potato market. They also will flatten out our earnings picture. This is another way of saying that it will create less of a feast or famine atmosphere than we have been accustomed to and make it easier for us to plan. Obviously, we need traffic to fill the void left by decreasing fresh potato traffic. Where will it come from?

There is potential in both the beet sugar industry and in the forest products industry. Last year saw what, for all practical purposes, was the first commercial planting of sugar beets with about 10,000 acres planted. The acreage this year has been tripled and there have been important breakthroughs in the methods of growing and caring for the beets. The problem areas of weed control and thinning, particularly, have seen advances that show great promise.

Last year, we moved approximately 800 cars of sugar beets. With the construction of piledown areas on the railroad this summer, carloadings will increase proportionately. Equally important are the materials, sprays, fertilizer, and raw materials to run a plant, that the industry moves by rail. At this point there is every reason to expect that this industry will eventually achieve great financial importance to the railroad.

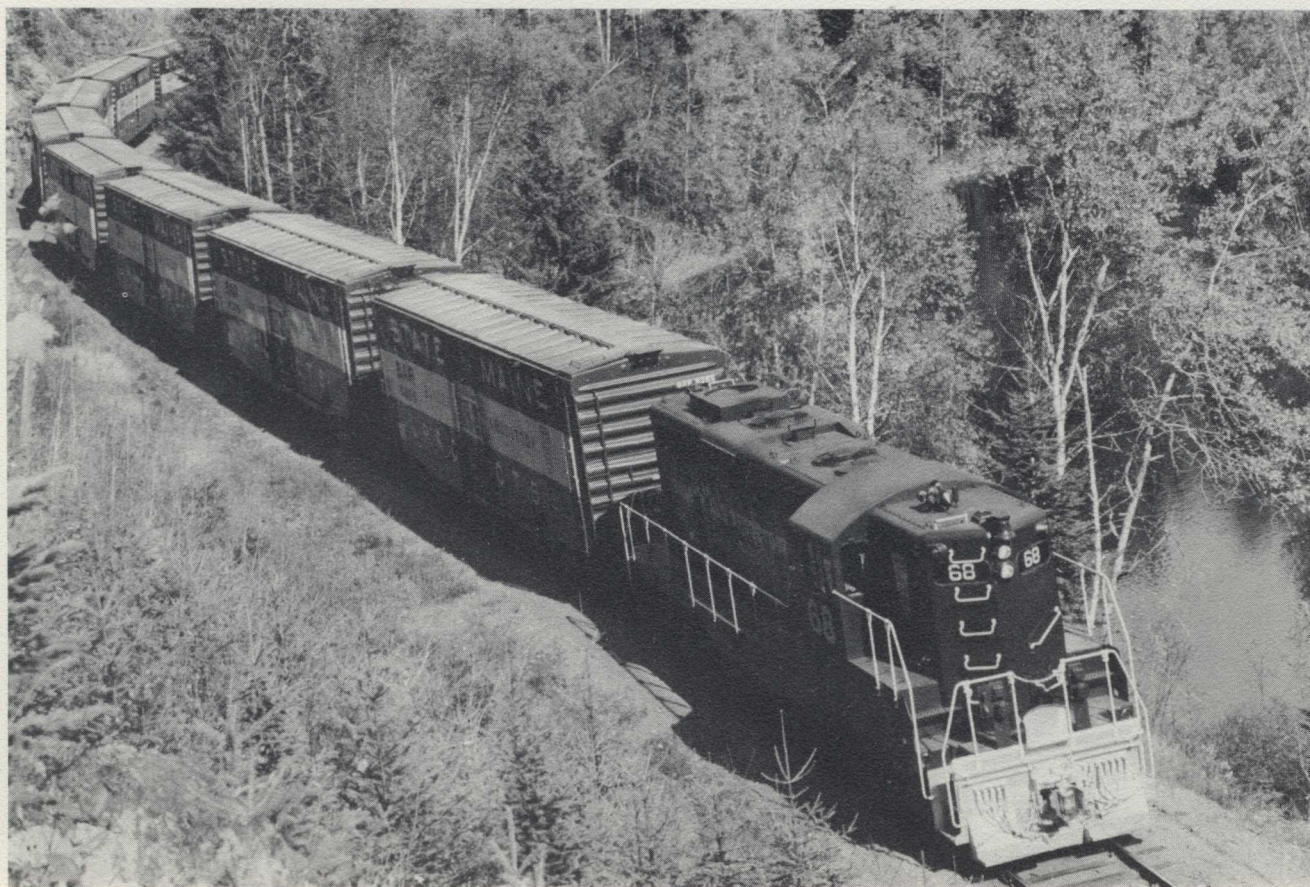
As the housing boom continues and books and magazines flow off the presses in such profusion the forest products industry continues to grow. For long-range potential, there is probably no more promising area for the railroad than the fruits of some 17.5 million acres of timberland in the state. We serve five large sawmills where we served one five years ago. There is the prospect for a major plywood manufacturing in the offing.

It is my belief that the loss of traffic in fresh potatoes will be more than offset by the development of the beet sugar industry, the potential in forest products and the growth of the potato processing in northern Maine. It will surely not

take place quickly. The great changes in the potato industry itself will continue to rock our way of life for several years to come. But I have great faith in the perseverance of the Maine potato grower and his ability to produce, grade and ship the kind of product the market demands.

Economic predictions are a hazardous way of life but I believe that five years should find the railroad with a greater degree of stability and prosperity. In the meantime we are in for a period of readjustment to changing conditions. Change, it is said, is a particularly painful process to the species. Unfortunately, it is the only area of our lives that does not change.

We have just experienced a year where the changing conditions of one of our basic industries caused us hardship. I now believe that the immediate future looks brighter and that our long-range outlook is more than promising. I want to thank you for your loyalty during this trying time and assure you that this company will never be in real danger as long as it has such priceless assets as its human resources.







# The Alchemy of Safety

The paint crew at Derby Shops hasn't had an accident in the past five years. It would be eight years, Freight Car Foreman Hollis Clark explains ruefully, except for a splinter in a man's hand. But, splinter or not, it's an extraordinary record for a crew of men painting as many as 600 cars a year and quite beyond the average accident-free span of railroad crews.

It would be easy to put the paint crew's achievement down to luck. But anyone who's concerned with safety knows that luck plays no part in it. Accidents are caused; they don't just happen.

Lewis Harris, a senior man in the paint crew, puts it this way: "We don't wait for a safety meeting when we find an unsafe condition. We attend to it then." The others in the crew nod assent to Harris' observation.

## A VETERAN CREW

Clark points out that his men are all veterans who have learned the hazards of their craft through years of painting railroad cars from stagings.

"They know," he says with a grin, "that if they lean too far backwards off that plank staging there's no place to go but on the concrete floor. You might say that safety has become an attitude with this crew. It's as good a crew as there is in the shop."

Because hazards are taken care of when they occur doesn't mean that Hollis Clark and his crew don't use regular safety meetings as a tool. They do. And, as in other departments, everyone has an opportunity

Painters Elwood D. Bamford and G. M. Fogg work on a BAR car from a staging in the paint shop at Derby. The veteran crew has not had an accident in five years in spite of the hazards of working from stagings and ladders.



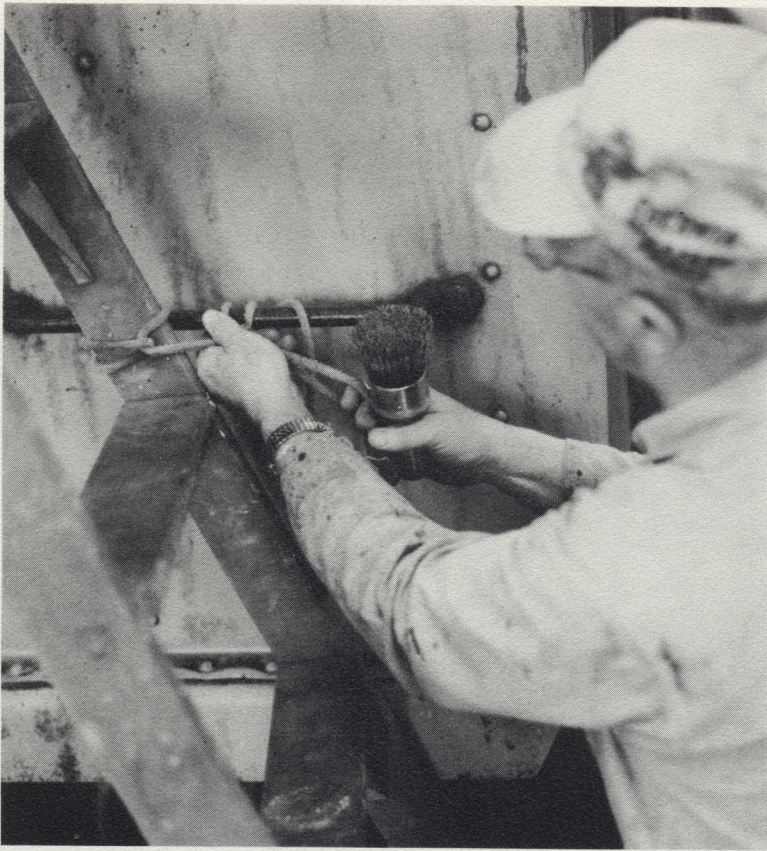
Members of Lewis Harris' paint crew at Derby—Elwood D. Bamford, Lewis L. Harris, Clark, G. Millard Fogg and Hartley F. MacLeod—take safety seriously.

to make suggestions. Clark believes that communication has to be a two-way process and backs it up in practice. Besides regular safety sessions on the job, every piece of equipment that his men use is inspected at intervals no longer than every 30 days.

Just as pilots learn to inspect their aircraft painstakingly because their life literally depends on it function-

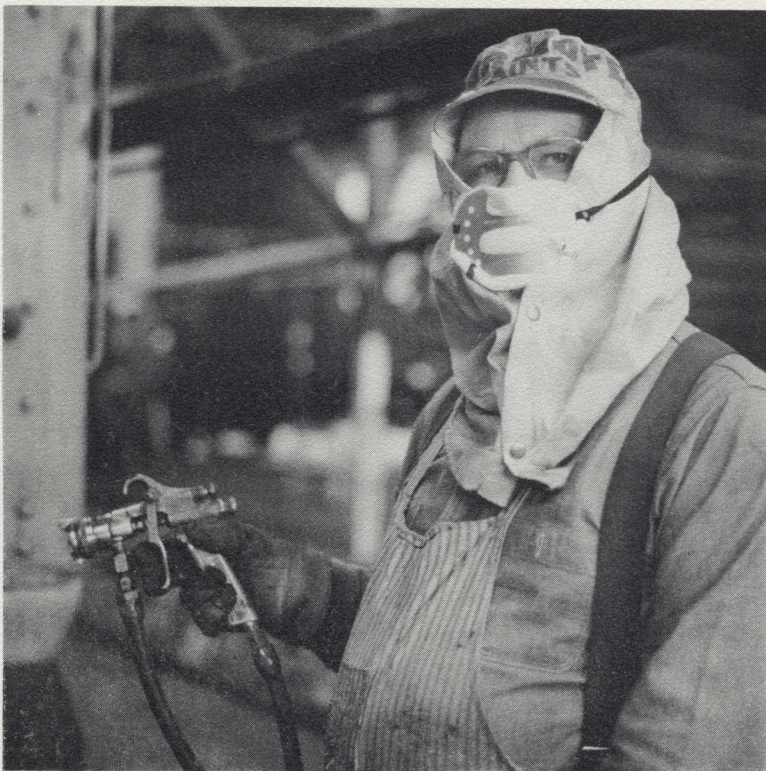
ing, painters who work on stagings and ladders have a healthy respect for regular inspection procedures. A wobbly ladder can't be tolerated because it increases the chances for a fall and injury. A ladder placed against a car is immediately tied to prevent slipping. Scrupulous attention is given to the floors and spills of grease and slippery paint are cleaned up immediately. By the very





Painter Lewis Harris ties a step ladder from which he will be working to the railroad car being painted. All stepladders are potentially dangerous unless this safe procedure is followed.

Painter Hartley MacLeod demonstrates the Martindale mask used by all members of the paint crew when spray painting cars. The crew also use such protective devices as goggles, and rubber gloves.



nature of the materials used, slipping constitutes a major safety hazard. So does explosion and fire and smoking rules are obeyed to the letter. No one smokes in a paint booth at any time. Lights are of the explosion proof variety. And when painting is done outside of a paint spray booth, which has a built-in ventilating system, portable fans are set up to remove the fumes from the confined area and into the ventilating system.

"When we paint interiors of caboose cars we always use fans," Clark explains. "Some of the new paints have a strong odor that's offensive in a confined area."

The painters use a variety of protective safety devices in addition to regular ones, like safety glasses and safety shoes used by other departments. Painters spraying in booths use the Martindale mask, a respirator to filter the air breathed by the painter, and leather gloves to prevent irritation of the skin by chemicals in the paint.

#### GLOVES, GOGGLES USED

When paint is stripped, or removed, by chemical means rubber gloves are substituted for leather as protection from the powerful paint solvent. Coverall goggles are used for scraping, chipping or in any situation that calls for maximum eye protection.

Electrical connections receive special attention in the paint shop.

"We're very particular about using grounded leaders to prevent shock," Clark says.

Hollis Clark is careful to point out that the excellence of its safety record, like the production record of the paint crew, is due to the self discipline of the men rather than any unusual degree of supervision.

"In fact," he says, "my time is divided between the paint shop and the car shop so the men are on their own part of the time. But that's pretty much the way it is when you find a group of men who work without injuring themselves or each other. No one can force safety on another; it has to come from the man himself."

And Hollis Clark's crew has discovered this vital secret.



# Transportation Wins Top Safety Awards

Employees of the Transportation Department took top honors for their safety performance in 1967. The Department won both the President's Award and the Vice President-Operations and Maintenance Award.

Changes in the rules have tightened requirements for a department to win a major safety award, particularly the President's Award. Until this year, it was possible for all four major departments to win the award. Under the new rules, only one can win it. The top award is now based on the Bangor and Aroostook having a lower accident ratio than any other New England railroad. If this qualification is met the award then goes to the department having the best record (percentage) over the corresponding departments on other New England roads.

The President's Award will be presented for a six-year period and the department winning it the greatest number of times during that time will retain it permanently.

The Vice President - Operations and Maintenance Award is made to the department that shows the greatest improvement over the previous year's record.

No changes have been made in the interdepartmental awards. Awards of merit went to Foreman W. N. Bell and his crew and to L. J. McMannus and the employees of his district in the Engineering Department. The conductors and trainmen of District 1, enginemen of District 1 and the station employees all received an Award of Merit in the Transportation Department. General Car Foreman L. B. Dow and the employees at the Northern Maine Junction car repair facility and Harold Parent and the employees of Contract Shops at Derby won Mechanical Department merit awards. Assistant Supervisor of Stores Henry A. Theis and the employees at Northern Maine Junction won the Purchases and Stores Department Award of Merit. C. E. Crane and the employees of the Highway Division also received a merit award.



Employees of the Transportation Department won both the President's Award, above, and the Vice President - Operations and Maintenance Award for its safety record in 1967. The President's Award goes to the department having the lowest accident ratio of all departments among New England Railroads.





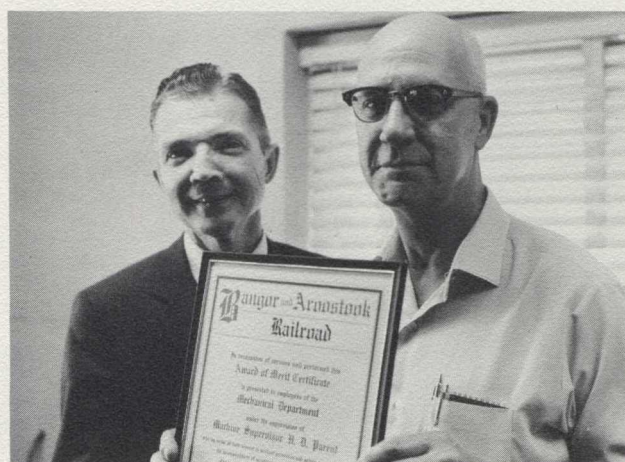


H. A. Theis, left, and employees of the Stores Department at Northern Maine Junction received an award for the best safety record among P. and S. crews. Trainmaster F. D. Larlee, center left, presents an award to Harold Woodard, Derby, and J. H. MacLeod, Milo, for the conductors and trainmen of District 1. Bottom, left, Trainmaster L. S. Milton, left, presents safety award to Station Agent Cecil Hall for the station employees. Below, Manager of the Highway Division S. F. Corey, right, presents an award of merit to Bus Operator Joseph Crandall who accepted for C. E. Crane and members of the Highway Division. Bottom, Assistant Chief Mechanical Officer F. D. Murphy, left, presents safety award to S. K. Andrews, who accepted it for L. B. Dow and the employees at Northern Maine Junction.





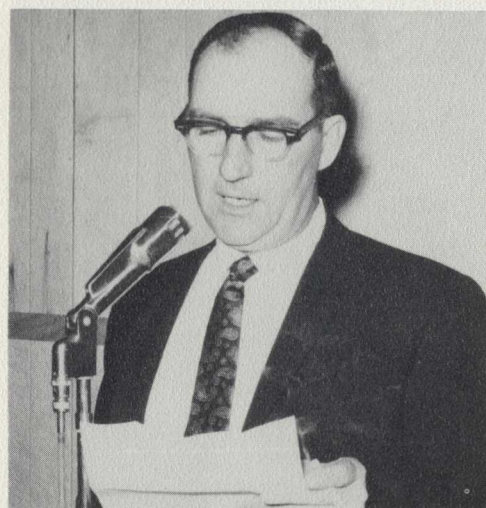
Foreman W. N. Bell accepts an award of merit from Superintendent of Track Graden Swett, right, for the best safety record among S. & C, B. and B. and Extra Gang crews in the Engineering Department. Below, Engineer Gary Karem, right, accepts award of merit from Trainmaster M. E. Walls for the Enginemen of District 1.



The employees of the contract shop won the safety award for the best record among crews at Derby. Harold Parent, above, accepts the award from F. D. Murphy. Left, Roadmaster L. J. McMannus receives a safety award from Chief Engineer V. J. Welch, right, for the employees of District 1 for the best safety record among roadmaster districts.



# BARCO: Doing Nicely, Thank You



BARCO Credit Union members filled the VFW banquet hall to capacity at the annual meeting. Tables were set up in the lobby to accommodate 75 of the 300 members and their family members who attended the meeting. Conductor Calvin Cole, a long-time member of the board of directors of BARCO, served as master of ceremonies at the meeting. A dance was held following the business meeting.



BARCO Federal Credit Union is almost certain to hit the \$1,000,000 mark in assets in 1969, BARCO's energetic treasurer, George Willette, predicts jubilantly. His elation is shared by other BARCO officials who remember vividly seven years ago when the fledgling organization had 60 members, assets of \$361.01 and was operating in the red by \$29.75.

The organization currently has assets of \$857,529.55 and loans outstanding of \$842,418.44. It has 1173 members representing nearly all employees of the railroad.

But with such healthy growth have also come growing pains. The credit union is now somewhat tight on funds to loan to members. This doesn't mean that you can't get a loan. It means that you can't always get one-day service, except of course, in an emergency.

"Emergency loans get top priority," Willette explains. "The reason for the tight supply of credit union dollars is that other credit unions, from whom we have been able to borrow funds when we needed them, are experiencing the same high demand for loans that we are and, secondly, because we have more members, more repeat business and more new business.

## GROWTH FACTOR SHOWS

"I wouldn't want members to get the idea that BARCO is in trouble," he says. "That's not the case. What has happened is that we have more members and more of them are taking their loan business to the credit union, making the loan applications run slightly ahead of the cash inflow. It's simply the growth factor showing up. It doesn't mean that you can't get a loan. It means that it might take a couple of days, instead of one day."

Willette believes that part of the increase in credit union loan business may be due to a truth-in-lending bill passed by the Maine Legis-

lature requiring lending agencies to reveal the exact costs of borrowing. Interest costs are often expressed as a percentage of the unpaid balance of a loan per month. The credit union has expressed its costs in simple interest — 12% — which seemed high but is lower than almost any other type of installment loan.

## ASK BORROWING COSTS IN \$

"When you borrow money it's smart to ask for the costs of borrowing in dollars and cents," Willette cautions. There's a great deal of confusion concerning the way of expressing interest rates."

If BARCO is experiencing growing pains it is not the kind of problem that in any way jeopardizes the financial stability of the credit union. Federal law requires that 20% of each year's net profits be placed in a reserve fund.

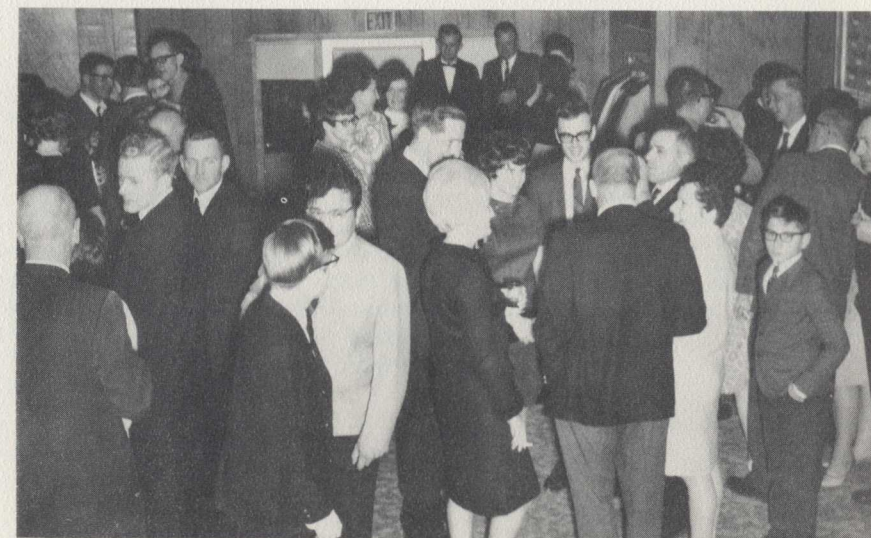
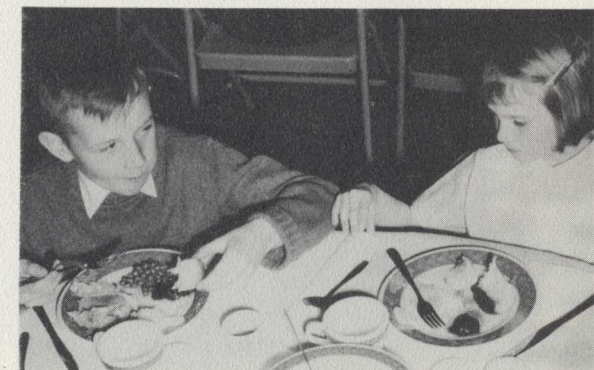
Most credit union members borrow money to pay for automobiles, home improvements, television sets, campers and trailers, and for debt consolidation. As an aside, Willette notes a sharp increase in the purchase of campers and camper trailers.

BARCO is also investigating some kind of revolving account for credit union borrowers. It's a matter of convenience for borrowers who don't want to go through the routine of making a loan application for a small purchase.

"We've loaned money for just about every valid reason you could name in the past seven years," Willette says. "We're a service organization, not a commercial one, and if we know that a member can borrow at less cost through a bank, as he can on certain types of loans, we encourage him to do so. We think we have been able to help a good many railroaders and the growing pains we're experiencing . . . well, if you're going to have problems these are the kind to have."

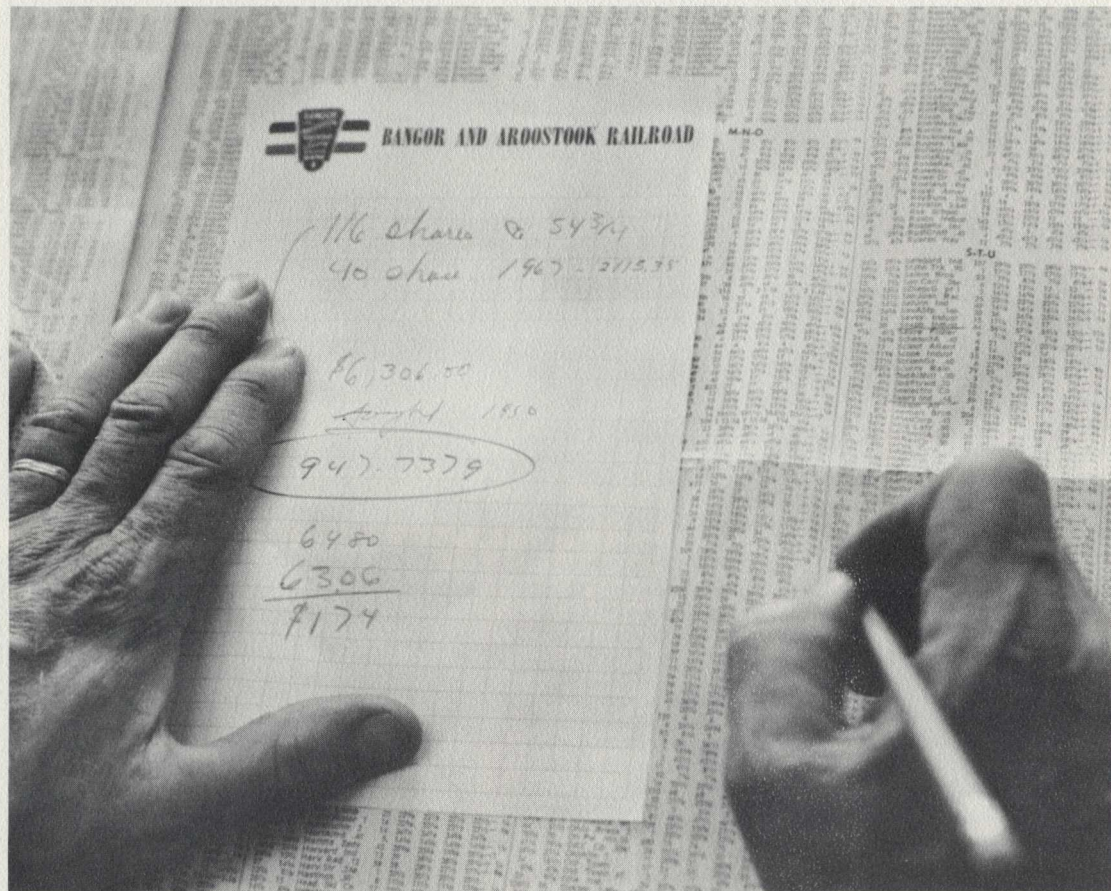


Officers of the Credit Union are: (seated) C. S. Burgess, credit committee; W. S. Chase, director; P. M. Givern, director; and C. C. Cole, director. Standing are: J. A. Rowe, director; I. L. Foster, credit committee; E. E. Carr, director and G. A. Willette. Not pictured are O. Dale Anthony, vice president and Joseph E. Tinkham, credit committee. Right, James and Lisa Dow, children of Trainman John Dow, voiced approval of the turkey and ham dinner. Below, a social hour at the VFW preceded the banquet and meeting.





# 'Amateurs' on Wall Street



Most railroad investors find that keeping careful records and watching stock closely are trademarks of the intelligent investor. Nearly every group of employees in the railroad family are represented.

*(A surprisingly high percentage of Bangor and Aroostook people . . . trackmen, station agents, locomotive engineers and supervisors . . . share the risks and rewards of American enterprise through their ownership of common stocks. This group of railroaders has learned to judge a company's potential by its earnings, its obligations, assets and management, a skill that has not only earned them financial rewards in their own ventures but one that has given them an insight into business that has made them more valuable employees to the railroad. Investment has a specialized appeal. It's not for everyone. But for those who are willing to spend the time and the effort to learn the intricacies, it has its own rewards.—Ed.)*

If you happened to be in the Bangor and Aroostook station at Van Buren during Assistant Agent Everett Gerard's lunch hour, you'd probably find him absorbed in reading the WALL STREET JOURNAL while his lunch remained forgotten on his desk. Everett, a 42-year-old father of seven, isn't exactly a Wall Street tycoon but he's quite typical of the growing number of Bangor and Aroostook people who regularly invest in the stock market. The growth of shareholders is not confined to the railroad family; it's a national phenomenon. Some 22 million Americans (one out of every six adults) own stock, a figure that represents about 10% of the total population.

The fact is that Wall Street is no longer the mysterious and shadowy institution so dear to the hearts and pens of generations of American cartoonists who symbolized it with a portly tycoon in morning dress and silk hat and the glass-domed stock ticker. And no longer is it the special province of a handful of the rich and powerful. One half of the shareholders on the New York Stock Exchange, the 'Big Board' in investor parlance, have incomes of less than \$10,000 a year and 16% have incomes under \$5,000. And the number of solid investors who buy a few shares of Eastman Kodak, or A T & T or Bangor Punta Corporation to hold for the long pull far outnumber the professionals who scurry in and out to pick up a few points on a volatile glamour stock.

As Everett Gerard points out, the market isn't the place for the man who hasn't provided for his family in insurance, or savings for an emergency. In his case, it's a matter of making his savings grow at a faster rate than would be possible through routine channels. At stake

is college for his children and, beyond that, a retirement fund. He's been in the market for five years and thinks of himself as an aggressive investor, which means that he's willing to forgo current income for growth. He chooses his securities carefully with the help of information from financial journals and scrutinizes them on a daily basis.

Rusty Fowler, a 49-year-old locomotive engineer from Oakfield, is a sophisticated investor whose market activities have helped him to build an educational fund for his family, remodel his home and provide an outlet for his bent for research.

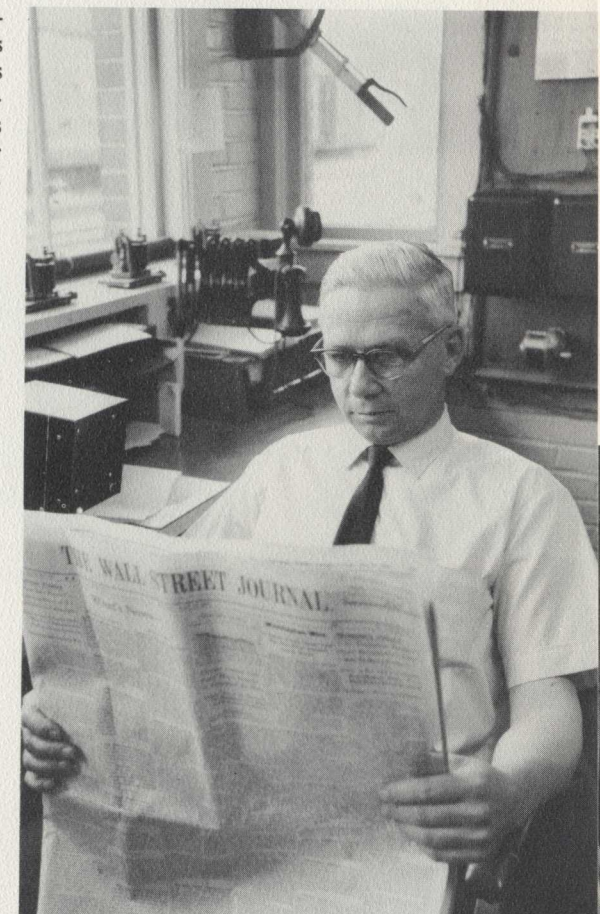
## STARTED IN EARLY 60s

He began investing in the early 60s with money from a small annuity. By buying and selling at a profit, and from adding to his holdings from savings, he has built a very respectable portfolio.

"I'm interested in growth, more than current income," he explains. "I like a company with not too many shares of stock issued and one that may not be in the limelight now but which shows potential."

The key to Rusty Fowler's investment success has been concentrated study of the financial journals, information from brokerage houses and careful records.

Station Agent Norman Labbe, Ashland, thinks of himself as a speculator, not, he'll hasten to explain, the kind of investor who bases his buying on tips, but one who looks for an underpriced stock with potential for quicker than usual short-term growth. He became interested in the market in 1962 and has seen his holdings grow at a healthy rate. His investment goal is 20% annual growth on his investment.



Assistant Agent Everett Gerard, Van Buren, studies the WALL STREET JOURNAL during his lunch hour, his meal forgotten on his desk. He describes himself as an aggressive investor more concerned with capital growth than current income.





General Freight Agent Earle Kimball, right, chats with Harvey Royce, a member of the management advisory board of Hornblower and Weeks-Hemphill, Noyes, about his portfolio. Kimball, a veteran investor, once worked for a brokerage house.

His investment philosophy, he says wryly, is "when everybody's gloomy—even if you're gloomy yourself that's the time to buy. On the other hand when the market is going up and everybody is bullish and you think what you own is going up another 10 points, that's the time to get out."

What he means, of course, is that many investors get in trouble trying to hit the absolute high or the low instead of taking a guaranteed profit or buying at a reasonable price.

General Freight Agent Earle Kimball, Bangor, has been involved in the market for virtually all his adult life. One of his first jobs was with Wrenn Brothers, a brokerage firm taken over by Hornblower and Weeks-Hemphill, Noyes in Bangor. During 1935 and 36 his job was to watch the tape and mark the prices on the board. He's been in the market ever since. He came with the railroad in 1937.

"Most people who aren't familiar with the market think that you have to have a great deal of money and buy in 100 share lots," he says. "That's not true. Many people get started buying a few shares at a time."

"When I began investing," he continued, "I started picking up a few shares at a time of an old, estab-

lished company that wasn't too well known. It split and I wound up owning 100 shares. The stock started to move up and I wound up with a nice profit. I started in with this money and said to myself 'this is what I'm going to play the market with.' I'm a speculator. I like action. And I try to pick companies with small capitalization."

"Speculating isn't just buying penny mining stocks and hoping you'll make a killing. Speculation is making a judgment on the basis of facts and data and taking a calculated risk."

### STILL EXCITING

Looking back on a lifetime of investments, through depression and boom, Earle Kimball believes that young investors today still have great growth opportunities. It's still exciting for him and his goal of financial retirement security is closer because of his careful investment program.

Conductor Linwood Welch, Millinocket, began his investment program in 1950 after becoming interested through a friend. At first, he bought mutual funds (companies that use investor dollars to reinvest in common stocks) that furnish full-

time professional management. Later, he became licensed and actually sold funds himself.

"I had to give it up," he says, "because I found I didn't have time to railroad and sell funds at the same time."

He later became interested in common stocks and has had consistent growth over the years.

"Now," he says, "everything I own is pretty conservative. I'm in insurance, banks and funds. I like banks and insurance because of the stock dividends that aren't immediately taxable. Your investment philosophy depends on your age in life. Young people are usually more interested in growth while the older investor may be looking for high-yield, conservative stocks."

"I think the average man setting up a program can't do much better than the funds. You can pick out any type you want, income or growth, and you have professional management watching it all the time."

When Linwood Welch looks at a company he examines its earnings record, its debt and the growth projections. He thinks the current growth cycle will last even though he expects temporary setbacks.

For Millard Fairley, assistant to the chief engineer, investments in



the stock market have been a means of building extra capital.

"It's also," explains, "about the best way the average man can participate in the tremendous economic growth this country is experiencing."

He describes himself as a conservative investor who has bought common stock with an eye toward long-term growth and safety. Many new investors, he thinks, only consider the rewards of investing and not its risks.

"You have to remember," he cautions, "that there's another side to the coin. The market isn't a something-for-nothing game."

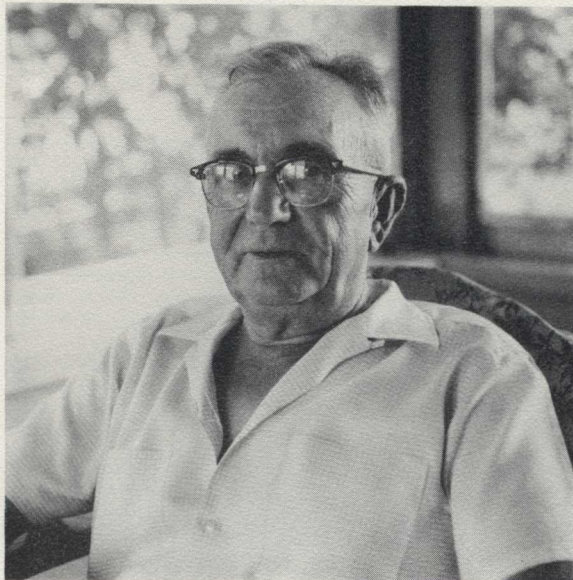
### MANY OTHER INVESTORS

The railroad has many other successful investors in its ranks, men and women who have taken the trouble to master the fundamentals of intelligent investing and who ride close herd on their investments. With many it begins with a simple desire for a better return on the dollar than most savings methods offer.

But, later, it nearly always becomes a matter of consuming interest and a major topic of discussion when they meet others who share their interest. Whether its the kind of program under which promising stock is acquired and held or a portfolio that is actively traded, these men and women are part of the great strength of the nation.

The market has been compared to a great financial engine that pumps lifeblood into American enterprise and it's not a bad comparison. It's useful, not only to the companies who need dollars to grow and prosper, but to the millions of men and women whose working capital comes solely from wages and salaries and who share with industry its fruits and risks.

The 20th century political idiom has popularized terms like 'peoples republic', 'people government' and even 'people factory.' The vast growth of American shareholders, men and women from the farm and factory, village and city, could truly be described as a 'peoples capitalism.'



**Conductor Linwood Welch**, Millinocket, once sold mutual funds as a sideline but gave it up because it was too time consuming. He still invests in funds and common stocks himself.



**Locomotive Engineer Rusty Fowler**, Oakfield is a 49-year-old investor whose stock market activities have helped him remodel his home, and build an educational fund for his family.

The real strength of America is not to be found in college protest movements under harsh television lights, or in violent social protest or the spectacle of young people endlessly occupied by pursuit of pleasure. It comes from people like

Everett Gerard, Norman Labbe, Earle Kimball, Linwood Welch, Rusty Fowler and Millard Fairley, and other industrious and thrifty people who have faith in the system that has produced the greatest industrial power in the world.



# In The Family

## Engineering Department



**Mr. and Mrs. Michael Hayes**

Miss **Janice Fournier**, daughter of **BAR Cook** and **Mrs. Roland Fournier** of **Eagle Lake**, and **Mr. Michael Hayes**, son of **Mr. and Mrs. Raymond Hayes** of **Hartford, Connecticut**, were married at **St. Mary's Catholic Church, Eagle Lake** on **June 1**.

The bride is a graduate from **Fort Kent High School** and attended **Fort Kent State College** for two years. She has been employed by the **Royal Type-writer Company** in **Hartford** for the past year.

The bridegroom is a graduate from **Hartford High School** and has taken a two-year course for electricians at a vocational school in **Hartford**. He is serving a tour of duty with the **U. S. Air Force** and is now stationed at **Westover Air Force Base** in **Massachusetts**.

**Mr. and Mrs. Hayes** will reside in **Palmer, Massachusetts**.

**Robert Wiggins**, son of **Assistant to Supt. Bridges and Buildings** and **Mrs. Garald E. Wiggins** of **Houlton**, was a member of the graduating class at **Ricker College** in **Houlton**, at the **June Commencement**. He has accepted employment with the **Great Northern Paper Company** in **Millinocket**.

**Edwin Faulkner** of **Monte Vista, Colorado**, recently visited his sister and brother-in-law, **Trackman** and **Mrs. Roy Sweeney** of **Houlton**.

**Mrs. Andrew (Emily E.) Henderson** died **July 1**.

She was born at **River Bank, N. B.**, **November 18, 1890**, the daughter of **Charles and Carrie (Worth) Knox**.

**Mrs. Henderson** is survived by her husband, **Trackman Andrew Henderson (Ret.)** of **Houlton**, one son and daughter, three step-daughters together with several grandchildren and great grandchildren.

Our sympathy to the family.

**Daniel W. Powell**, son of **Mr. and Mrs. J. W. Powell** of **Houlton**, was one of 250 seniors to graduate **June 7** from **Phillips Andover Academy** in **Andover, Massachusetts**. **Powell** was an honor roll student two terms while at **Andover** and received third prize in the sculpture division of the **Mount Hermon Art Festival**. He will attend the **University of North Carolina** this fall.

His mother is a stenographer in the **Engineering Office** at **Houlton**.

Stenographer **Joan Butler**, **Engineering Office** at **Houlton**, won a trophy for high single in the **Ladies' Recreation Bowling League** of **Houlton**.

The engagement of **Mary Jean Thurlow** to **Derrill J. Cowing** has been announced by her parents, **Lt. Col. (Ret.) and Mrs. Everett B. Thurlow** of **Kennebunk**. **Mr. Cowing** is the son of **Trackman** and **Mrs. Shirley E. Cowing** of **Lagrange**. Both graduated from the **University of Maine** **June 7**. **Mary Jean** was a history major and **Derrill** received a **B.S. degree** in **Civil Engineering**. A **September wedding** is planned.

**Derrill** was graduated from the **University of Maine**, with distinction.

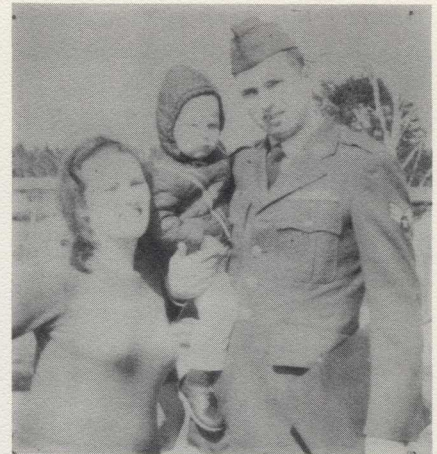
He is a member of **Tau Beta Pi**, **American Society of Civil Engineers**, and the **Varsity M Club**. He participated in freshman and varsity cross country, indoor and outdoor track. He has accepted employment with the **United States Geological Survey** with headquarters in **Boston, Massachusetts**.



**Mary Jean Thurlow**

**Christine V. Cowing**, sister of **Derrill**, was also on the dean's list for the spring semester at **Farmington State College**. She is transferring to the **University of Maine** this fall where she will continue her studies in the **College of Education**.

**Mr. and Mrs. Clayton Willigar** of **Houlton**, are receiving congratulations on the birth of a son, **Clayton Jr.**, born at the **Aroostook General Hospital** in **Houlton** on **June 28**.



**Sergeant Garth C. Ewings**, son of **Section Foreman (Ret.) and Mrs. Charles R. Ewings, Sr.**, of **Millinocket**, has been attending classes for **Electronic Warfare Countermeasures specialist** at **Keeslar Air Force Base** in **Mississippi**, for a three-month period. His wife, **Anita**, and 19-month-old son, **Keith**, are with his parents while he is away. He will return to **Caswell A. F. S., Maine**, the latter part of **July**.

**Mr. Willigar**, who is serving in the **U. S. Army**, left in **June** for **Vietnam**.

The new citizen's maternal grandparents are **Supervisor of Roadway Machines** and **Mrs. Wendell E. Corey** of **Littleton**.

**Clerk-Stenographer Bernice Bailey** of **Houlton** and **Mrs. Doris Lackie** of **Orient** have returned from a trip to **Florida** where **Miss Bailey** attended graduation exercises held at **Naples Senior High School** **June 4**, of which her cousin, **Miss Dianne Packard** was a member of the graduating class. While away they visited **Mrs. Helen Hatch** and **Mrs. Ruth Dow** in **St. Petersburg** and **Mr. and Mrs. Putnam Packard** and family in **Naples**.

**Mrs. Wallace (Edith) Clark Bolstridge** died in a **Presque Isle** hospital in **May**.

**Mrs. Bolstridge** was born in **Portage, Jan. 31, 1897**, the daughter of **Charles and Florence Clark**.

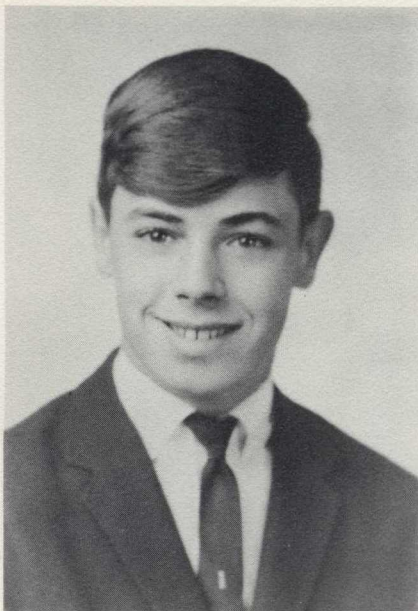
Surviving are her husband, **Section Foreman Wallace Bolstridge (Ret.)** of **Portage**, three daughters and seven sons, one of whom is **Section Foreman William F. Bolstridge** of **Portage**, as well as one brother and several grandchildren.

Our sympathy to the family.

**Rodney Kennedy**, son of **Equipment Operator** and **Mrs. Edward E. Kennedy** of **Oakfield**, was a member of the graduating class from **Oakfield High School**. He had the **First Honor Essay**.

In his four years of high school **Rodney** has been an honor student for two years, a librarian for two years, and on the yearbook staff for two years. He has also played basketball and baseball in his four years of high school. He has been accepted at the **University of Maine** in **Orono**, under the **College of Life Sciences and Agriculture** where he plans to study **Forestry**.





**David M. LaPointe**

**David M. LaPointe** was graduated from Fort Fairfield High School June 19. He will enter Eastern Maine Vocational Technical Institute in Bangor this September and will major in business Management and Accounting.

David is the son of Trackman and Mrs. **Adrian LaPointe** of Fort Fairfield.



**Judith A. Dyer**

**Judith A. Dyer**, daughter of Section Foreman and Mrs. **A. L. Dyer** of Presque Isle, was graduated from Presque Isle High School in June and is enrolled at Andover Institute of Business in Lynn, Massachusetts. She is a one-year member of the All Aroostook Chorus, a two-year member of All State Chorus and was a member of the typing staff of the high school year book. She is the recipient of a Grant Memorial Methodist Church scholarship.

**Dr. Albert W. Purvis**, Dean of Instruction, has announced a list of students attending Aroostook State College of University of Maine at Presque Isle, who are dean's list students for the final semester of the year, having earned semester grades of 3.0 or better. Two of our BAR family are on this list:

**Peggy Dwyer**, a sophomore, daughter of **S. & C. Helper** and Mrs. **Virgil**

**Dwyer** of Oakfield; and **Stephen Corey**, a freshman, son of Supervisor of Roadway Machines and Mrs. **Wendell E. Corey** of Littleton.

The death of Mrs. **Rachel DeWitt**, 93, of Island Falls, occurred at a Houlton hospital following a long illness. She was born at Blissville, N. B., October 7, 1874, the daughter of William and Elizabeth Heron Kirkpatrick. Surviving are one son, Carpenter **Charles B. DeWitt** of Hudson, two daughters, grandchildren, great grandchildren and several nieces and nephews.

Two couples won trophies with high averages in the couples bowling leagues at the Odd Fellows in Houlton this year. The high average couple in the American League was Equipment Operator and Mrs. **Allison Ewings** of Houlton.



Section Foreman **James H. Sanborn**, left, receives his gold pass for 40 years service from Chief Engineer **V. J. Welch**. A native of Milford, he entered service in 1928 as a trackman. He later served as tie crew foreman. Mr. Sanborn is married and has five children: **James, Jr.**, **Richard**, **Allan**, Mrs. **Barbara Knox** and Mrs. **Natalie Burns**.

**S. & C. Helper** and Mrs. **Virgil Dwyer** of Oakfield, are announcing the engagement of their daughter, **Virgie Kathryn** to **Dennis Burpee**, son of Mr. and Mrs. **Perley Burpee** of Smyrna Mills.

Miss Dwyer is a 1968 graduate of Oakfield High School and plans to attend Northern Maine Vocational Training Institute in Presque Isle this fall.

Mr. Burpee is a 1968 graduate of Oakfield High School and is self-employed.

Secretary to Chief Engineer **Faye L. Albert** has bought a new house on Fairview Avenue in Houlton.

Trackman **Alfred Lebel, Jr.** (Ret.) of Fort Kent, died June 26, in Togus Veterans' Hospital after a long illness. His brother, **Albert**, is assistant agent in Fort Kent.

Mr. Lebel was born in St. Honore, Quebec, September 26, 1902, the son of **Alfred and Emma (Chasse) Lebel, Sr.**

He was a U. S. Army veteran of World War II and was a member of the American Legion in Fort Kent.

Mr. Lebel had been employed most of his life by the Bangor and Aroostook Railroad. He came to this company as a Trackman on Feb. 6, 1930 at Van Buren, which position he held until April 1966, when he was awarded an annuity due to disability. He also worked as foreman on Audigage for District #4 and a flangerman during winters.

Surviving are two brothers, **Lionel** of Old Forge, N. Y., and **Albert J.** of Fort Kent; two sisters, Miss **Cecile Lebel** and Miss **Alice Lebel** of Fort Kent.

Funeral services were held on June 29 at St. Louis Catholic Church in Fort Kent with the Rev. **Roger Bolduc**, officiating at a High Mass of Requiem.

Our sympathy to the family.

## Accounting Department

Mrs. **Carmen Colford** has been assigned to the position of key punch operator during the absence of Mrs. **Cora Pelkey** who is on sick leave.



Engineer **A. K. Adams**, Presque Isle, has retired. He was born in Perth, N. B., Oct. 9, 1902 and entered service as a brakeman Jan. 10, 1944. He later became a fireman and engineer. Mr. Adams is married and has three children: Mrs. **Cora Sweetwood**, Pleasant Gap, Pa.; **Donald Adams**, Santa Ana, Cal.; and **Marilyn MacDonald**, Brewer. Pictured are **H. P. Lee**, **Adams**, and **L. S. Milton**.





**Mrs. Charles R. Kelley**

Miss Barbara E. Wagner, daughter of Mr. and Mrs. Albert L. Wagner, and Charles R. Kelley, son of General Auditor Earle H. Kelley and the late Mrs. Evelyn H. Kelley, were married on July 20 at St. Mary's Catholic Church, Bangor. The ceremony was performed by the Rev. Harry R. Vickerson.

The maid of honor was Miss Betty Ann Wagner of Bangor. The bridesmaids were Miss Jane Wagner of Dover, N. H. and Mrs. Carol Ann Saliba of Bangor. The best man was David A. Kelley of Gardiner, Maine. Ushers were Bruce R. Doughty of Bangor and Kenneth G. Lynch of Dedham, Maine.

A reception was held at Pilots Grill after the ceremony.

The bride graduated from Husson College in 1967 and is employed by the Bangor and Aroostook Railroad in the Freight Claim Department. The bridegroom attended Husson College and is employed as a programmer for the National Cash Register Company.

Freight Revenue Clerk and Mrs. Dave Fessenden have recently purchased a new home at 32 Falvey Street, Bangor.

Miss Miriam Rounds is convalescing at home after having been a patient at James A. Taylor Osteopathic Hospital in Bangor.

Auditor of Revenue Mervyn H. Johnston and family spent a portion of their vacation camping on Prince Edward Island.

Miss Barbara E. Wagner, Clerk Typist in the Freight Claim Section, was guest of honor at a surprise bridal shower given by the women employees. The affair was held at Pilots Grill in Bangor on July 9. Those attending were: Mildred McNaughton, Roberta Lewis, Marion Foster, Margaret Patterson, Pearl Johnston, Gloria Cyr, Ouida Long, Lucille Dougherty, Mary Wood, Gaynor Reynolds, Sigrid Skoog, Pamela Carson, Edith Tesco and Lenora Jones.

Phillip J. Porter, formerly with transportation department has joined the Data Processing Section as a machine operator.

Roberta D. Lewis, previously employed in the Marketing Department, has assumed her new duties as a clerk in the Car Accounting Section.

Gary Lewis, son of Roberta and Liston Lewis, received his discharge from the U. S. Army after serving three years in California and Alaska, having been attached to the 2nd Missile Battalion.

## Mechanical Department

Mrs. Constance Sherman Bartlett, daughter of Carman Gang Leader and Mrs. Ralph Sherman of Oakfield, was graduated from Husson College on June 8, with a bachelor of science degree in business education.

Those in Bangor to attend her graduation exercises were her husband, Kerry Bartlett of Bangor, son of Conductor and Mrs. Chester Bartlett, her parents, Miss Lisa Sherman and Miss Sandra Brisley of Oakfield, Mrs. Nina Lougee of Moro, Mr. and Mrs. Robert Sherman and Debbie, Paul Ricker and Zenith Cote of Island Falls.

Miss Sandra Jean Brisley, daughter of Mrs. Mary L. Brisley and the late Earl Brisley of Oakfield, became the bride of Philip Terry Sherman, son of Carman Gang Leader and Mrs. Ralph Sherman also of Oakfield, June 22, at the Oakfield Baptist Church. The Rev. John Ruth performed the ceremony, assisted by the



**Mr. and Mrs. Philip T. Sherman**

Rev. Gerald Hersom. Miss Roberta Locke sang "Because" and "Each for the Other," with Miss Jeannie Bartlett at the organ.

Miss Nancy McBride of Littleton was maid of honor.

The bridesmaids were Miss Prudence Lord, Mrs. Connie Bartlett, both of Bangor and Mrs. Susan Provost of Gorham. The flower girl was Miss Lisa Sherman. Greg Nevers served as ring bearer.

Robert Sherman, of Island Falls, was best man. Ushers were Carl Sherman, Pete White and Scotty Nevers.

The reception was held in the Oakfield Grange Hall which was decorated with cedar boughs, pink and white bells and pink and white streamers.

The bride is a graduate of Oakfield High School in the class of 1964 and a graduate of Aroostook State College, Presque Isle in 1968. She plans to teach the fifth grade in Smyrna in the fall.

The bridegroom is also a graduate of Oakfield High School and is presently employed as a Machinist for the Bangor and Aroostook Railroad in Oakfield.

After a wedding trip through the White Mountains, the coast of Maine and Connecticut, the couple will be at home in Smyrna Mills.



Miss Constance J. Shaw, daughter of Clerk and Mrs. Ward L. Shaw of Revenue Section, Bangor, received her B.S. in elementary education from the University of Maine in June. She is a member of Phi Mu Sorority, and is employed by Kenneth B. Fobes, Assistant Dean of the College of Education, University of Maine in Orono this summer. She will be teaching fourth grade in the Amesbury Public School System, Amesbury, Mass., in the fall.



Boilermaker E. P. Arsenaault, Derby resigned June 14, 1968, to take his pension.

He started work as a laborer, October 16, 1925, and since that time had worked as a boilermaker helper, blacksmith helper, machinist helper, engine cleaner and





Conductor **Perley A. Bouchard**, Van Buren, has retired after 23 years service with the railroad. A native of Fort Fairfield, Mr. Bouchard entered service as a brakeman in 1944. He is married and has two children: Mrs. Rita Albert and Paul Bouchard. Pictured are **L. S. Milton**, Bouchard, and **H. P. Lee**.

a boilermaker. He had worked as a boilermaker since January 1957. He was born June 13, 1903 at North Anson, Maine, attended Milo schools and Milo High School.

Mr. Arsenault is a member of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

We were sorry to hear of the death of **Warren A. Griffin** of South Carver, Mass., formerly of Milo. He retired from the Bangor and Aroostook July 10, 1950 as a cabinet maker. He is survived by his wife **Lonie (Roberts) Griffin**, three daughters, Mrs. Clayton Martindale of Bradford, Conn., Mrs. Murray Martin of South Carver, Mass., and Mrs. Bernard Kinney of Nashua, New Hampshire.



**Carol Wilmot**

**Carol Wilmot**, daughter of Painter and Mrs. **Clair Wilmot** and **Danny Johnston**, son of Car Inspector and Mrs. **Clyde Johnston** of Oakfield were presented with the Maine Teachers' Association Certificate of Academic Achievement at the



**Danny Johnston**

eighth grade graduation on June 7, 1968. The awards were presented by Superintendent **John Ruth**.

Miss **Linda Susan Marks**, daughter of Welder and Mrs. **Lewis J. Marks** of Milo became the bride of **Martin O'Connor**, son of Mrs. **Gerald Ladd** of Milo, June 29, at St. Paul's Catholic Church, with the Rev. **Michael McDonald** officiating. Mrs. **Betty Whitney** was soloist and Mrs. **Eleanor Cyr** was organist.

The bride was given in marriage by her father.

Miss **Judy Marks** was maid of honor. Bridesmaids were Miss **Carolyn Marks**, Miss **Nancy Marks** and Miss **Barbara Gormley**.

The best man was **Thomas O'Connor**. Ushers were **Kevin O'Connor**, **Gerald Ladd** and **Jack Foulkes**.

The flower girls were **Wendy Marks** and **Kathy O'Connor**.

Following the ceremony a reception was held at the American Legion Hall.

The bride graduated from Milo High School in June.

The bridegroom is a graduate of Milo High School and is employed at the Dexter Shoe Co. in Milo.

Following a wedding trip, the couple will reside on Riverside Street, Milo.

St. Anne's Catholic Church in Dexter was the setting for the June 22 wedding of Miss **Darla Ann Perry**, daughter of Painter and Mrs. **Lewis E. Perry**, of Hermon, formerly of Milo, to **Michael W. Clukey**, son of Mr. and Mrs. **Raymond F. Clukey** of Dexter.

The Rev. **Lucien Mandeville** officiated and Mrs. **Philip Godreau** was organist.

The bride was given in marriage by her father.

Miss **Brenda Perry** was maid of honor. Bridesmaids were Mr. **Diana Taylor-Whyte**, Mrs. **Judy Stitham** and Miss **Stephanie Dostie**, all of Dexter. **Susan Wallace** of Dexter was flower girl.

Best man was **Robert Titus** of Dexter, and Ushers were **Conrad Perry, Jr.**, of Hermon, **Brent Slater** of Dexter, **Edward Lewis** of Guilford. **Daniel Whyte** was ringbearer.

A reception was held at the Dexter Grange Hall with Miss **Donna Lee Knowles**, Corinna; Miss **Tresea Ronco**, Dexter, and Mrs. **Barbara Wentworth**, Dexter, assisting.

The bride, a graduate of Milo High School, is employed at **Fayscott Landis Machine Corp.**, Dexter.

The bridegroom, a graduate of Dexter High School, has served four years in the Air Force and will begin a four-year apprenticeship program at Pratt and Whitney, Hartford, in July.

After a wedding trip the couple will reside in Hartford.

Laborer **F. I. Thompson**, Northern Maine Car Department, resigned May 28, 1968, to take his pension.

Frank entered service with the Engineering Department September 13, 1948, before coming to work as a laborer in the Mechanical Department on November 1, 1949.

He attended Carmel schools and is married and has three daughters, **Marguerite Haskell**, Levant, **Marilyn Woodward** of Bangor, and **Marie Reed** of Westover, Mass.



**V. L. Ladd** and **F. I. Thompson**



## Traffic And Marketing



**Libby S. Lunt**, daughter of **F. B. Lunt**, Regional Vice President-Sales at Presque Isle, became the bride of **Larry L. Hersom**, son of Mr. and Mrs. **Burrill E. Hersome**, Friday, June 14, in a candlelight service performed by the Rev. **Gerald Hersome**, brother of the bridegroom. The Rev. **John McNeil** assisted in the ceremony at the Bethany Baptist Church.

Miss Lunt was given in marriage by her father. Wide bands of scalloped shell venise lace banded the short sleeves and A-line skirt of the bride's floor-length skimmer gown of veiled organza and framed the chapel length panel train that fell from the back waistline. Her bouffant elbow-length veil of imported illusion fell from a matching cap of scalloped shell venise lace with organza bow.

The reception was held in the Red Room of the Northeastland Hotel. The bride cut the wedding cake with the sword of her paternal great grandfather.

The bride is a graduate of Presque Isle High School and Aroostook State College. The bridegroom is a graduate of Presque Isle High School and New England Institute of Anatomy in Boston.

**Tom Scanlin**, traffic analyst, won a trophy for second low net at the annual inter-city service club golf tournament held at the Bangor Municipal Golf Course June 25th. The Bangor Lions Club also retains the cup for the coming year.

**Dawn A. Lanpher**, daughter of General Freight Agent **Waverly Alexander**, received a Bachelor of Science degree from the University of Maine School of Nursing. Dawn and her husband **Rick** are now enroute on a cross-country trip which will take all summer.

## Purchases And Stores

**Walter Chase, Jr.**, son of Storekeeper and Mrs. **W. S. Chase** spent a week at Boys' State held at the University of Maine in Orono.

**P. W. Nutter**, stores accountant, was recently awarded a certificate for Maine Tree Farm #841. This was sponsored by **Ronald R. Locke**, Maine Service Forester.

We were sorry to hear of the death of **Lona Alexander**, wife of retired Supervisor of Stores **W. A. Alexander**.

**C. W. Witham**, laborer, has returned to work, having completed his Military Service with the U. S. Army.

## Operating Department

**Norman Swales**, student at Cornell University, spent Memorial Day weekend with his parents, Vice President-Operations and Maintenance and Mrs. **P. H. Swales**, Brewer, before returning to his studies at the University for the summer session.

Mrs. **P. H. Swales** and family have moved to the family cottage at East Grand Lake for the summer months where Mr. Swales joins them over weekends.

Asst. Vice President-Operations and Maintenance and Mrs. **A. J. Travis** and family enjoyed a vacation at their cottage at Pushaw Lake recently where they entertained friends.

**Sigrid Skoog**, Secretary in the Operating Department, and friend, Miss **Jeanne Violette**, have rented a cottage at Pushaw Lake for the month of July.



**Mr. and Mrs. John L. O'Connell**

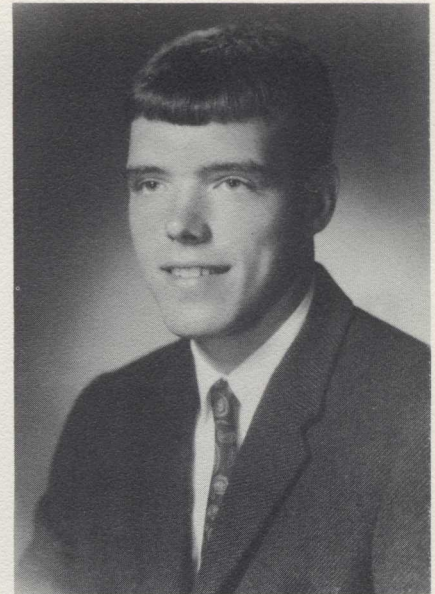
Mr. and Mrs. **John L. O'Connell** were married June 22nd at St. Louis Church in Fort Kent, Maine.

The bride is the former **Claudette Soucy**, daughter of Mr. and Mrs. **Roy Soucy** of Fort Kent. She is a graduate of Fort Kent State College and taught French at Houlton High School last year.

Mr. O'Connell is the son of Bus Operator and Mrs. **Patrick L. O'Connell** of Brewer, Maine. He is a graduate of Husson College and is now serving in the U. S. Army.

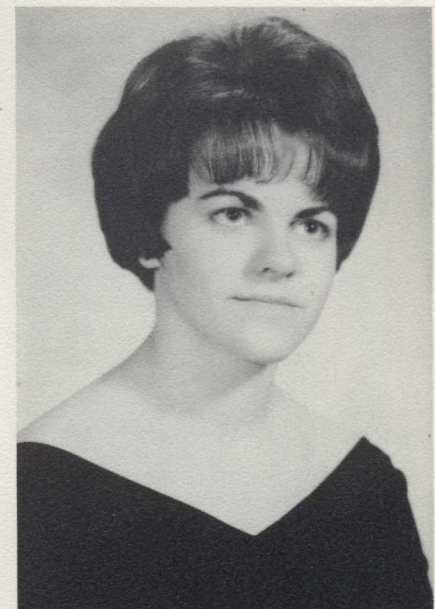
After a wedding trip through Quebec, the couple left July 6th for Kaiserslautern, Germany where Mr. O'Connell is stationed. Mrs. O'Connell will be teaching French in the Government schools in Germany.

## Transportation Department



**Richard Tozier**

**Richard Tozier**, grandson of Conductor **Mahlon Adams** of Linneus, has been accepted at the University of Connecticut where he will attend the School of Physical Education. Richard, an outstanding basketball player at Somers High School, was named to the Connecticut All State Basketball team. His scoring record was 1249 and his high for a single game was 46 points. His brother, **Steve**, is a junior and played on the Somers team where he was a trophy winning shooter. The boys are the sons of Mr. and Mrs. **Maurice Tozier**.



**Miss Donna M. Cote**

**Donna Mae Cote**, daughter of Station Agent and Mrs. **Rayno Cote**, Portage Lake, Maine, is presently employed by the Norwalk School System of Connecticut, and will begin teaching at the Junior High level in September. She is a 1964 graduate of the Ashland Community High School and a 1968 graduate of the



University of Maine. While at the University, she was enrolled in the College of Education and majored in mathematics. She was a Dean's List student for her last two years.

**Hale Armstrong**, son of Operator and Mrs. **H. F. Armstrong**, Millinocket, received a trophy from Millinocket Junior High School physical education instructor, **Tom Tucker**, for perseverance and sportsmanship in Physical Education and Intramurals.

**Sue Elayne Gradie**, daughter of Terminal Agent and Mrs. **Oden G. Gradie**, Searsport, became the bride of **Norman L. Bowden**, son of Mr. and Mrs. **Luther A. Bowden**, Verona Island, at the First Congregational Church at Searsport July 7. The **Rev. Richard Wyanski** officiated.

The bride is a 1967 graduate of Searsport District High School and has been employed by Truitt Brothers at Belfast.

The bridegroom was graduated from Bucksport High School in 1964 and served in the U. S. Navy. He is employed by the St. Regis Paper Company in Bucksport.

Miss **Gale Helene Parker**, daughter of General Yardmaster and Mrs. **H. T. Parker**, of Oakfield, and Airman First Class **Stephen L. Jackson**, son of Mr. and Mrs. **Graston S. Jackson**, of Harrisonburg, Fla., were married at the Houlton Methodist Church recently.

Mrs. Jackson was graduated from Oakfield High School and the Eastern Maine General School of Nursing. She has been employed at the Madigan Memorial Hospital in Houlton.

Airman Jackson was graduated from Harrisonburg High School.

**Brian Ray Cote**, a furloughed B&A employee, son of Station Agent and Mrs. **Rayno Cote**, Portage Lake, Maine, was recently home on leave from Lowrey Air Force Base in Denver, Colorado, where he attended a twelve-week course as a Machinist, and has now resumed his duties at Blythsville Air Force Base in Arkansas. Airman Cote is a 1967 graduate of Ashland Community High School.



**Brian R. Cote**



Caretaker **John L. Ryan** has retired after 23 years of service. A native of Island Falls, he entered service as a brakeman in 1945 and later became a conductor. He is married and has two children, **Marie**, Island Falls; and **Dennis**, Patten. Pictured with him is **Supt. H. P. Lee**, right.



Dispatcher **T. B. Carleton**, Houlton has retired after 48 years with the railroad. A native of Winterport, he entered service as assistant agent in 1920. He is married and has three children: Mrs. **Frances Decker**, Milo; Mrs. **Martha Winter**, Selma, Ala.; and A/1c **Thomas Carleton**, Cheyenne, Wyo. Pictured are: **M. E. Walls**, **R. P. Groves**, **Carleton**, **H. P. Lee** and **F. D. Larlee**.

## Mileposts . . .

### FORTY-FIVE YEARS

**Peter A. Hearn**

**Clarence A. Hamilton**

**John A. Rowe**

### TWENTY-FIVE YEARS

**James L. Nadeau**

**Robert K. Tinkham**

### FIFTEEN YEARS

**Sidney D. Andrews**

**Richard E. Daigle**

**Richard N. Dee**

**Clarence W. Worster**

### TWENTY YEARS

**Sylvio W. Cyr**



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You can ride B and A to Northern Maine points including Bangor, Lincoln, Houlton, Presque Isle, Caribou, Van Buren, Madawaska and Fort Kent. There's a daily Through Bus from Fort Kent to New York City thanks to a cooperative arrangement between B and A and Greyhound lines.

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