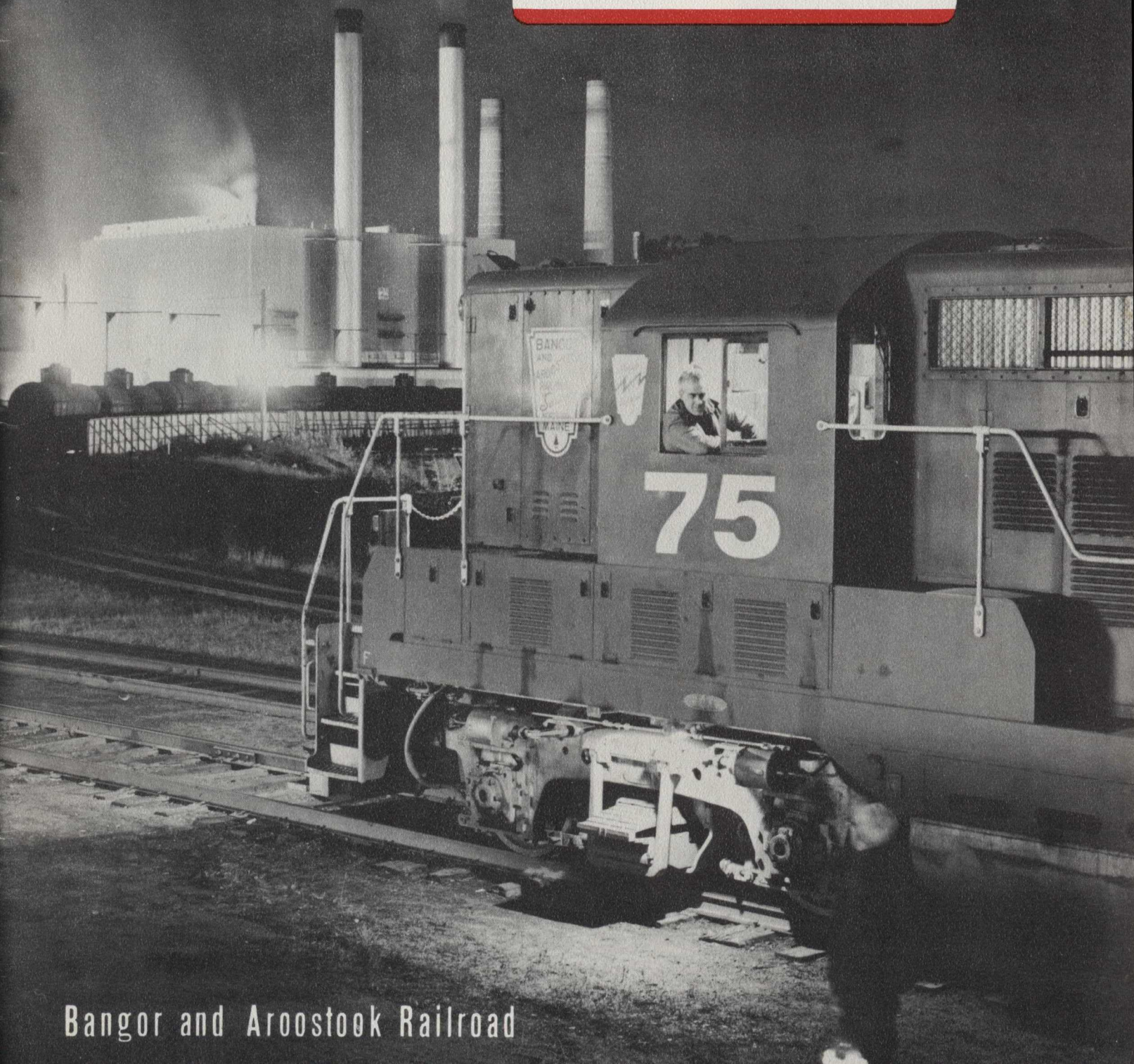
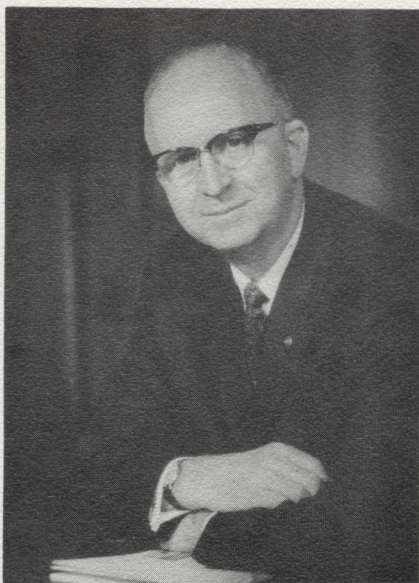


MAINE LINE

NOVEMBER - DECEMBER, 1968



Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees,

By the time you read these words we will have elected a new President. It is not normally a subject I would discuss in this space but I feel so strongly that the next four years will be critical for all Americans that I am breaking my own rule.

Not in my lifetime, which spans two major wars and a terrible depression, can I remember such internal discord and strife. It is a bewildering and frightening experience for most Americans; we are a people who build, a people to whom tomorrow is more important than yesterday, a people to whom optimism is almost a national creed.

Perhaps it is because many Americans see values that they have grown up with, and lived by, changing. Certainly part of the strife results from a confrontation of some ancient wrongs and a determination to see social justice done for all our people. Surely this must be a commitment for all Americans. We must give all our people the economic opportunity that their native talents will permit. That's what the free enterprise system is all about.

We must give the new President our moral support in meeting the problem of divisiveness and hatreds between our peoples. I think those of us who are old enough to have watched our nation emerge as a dominant world power must accept

the truism that change is part of the vital process that makes a responsive government work. And those who are young enough not to remember the agony of the Thirties or the sacrifices and courage of World War II must realize that, imperfect though it is, our society represents the closest man has ever come to the ancient ideal of democracy and justice. When changes are indicated, the American way is by the ballot box, not by revolution in the streets.

We must give, not only our moral support, but our personal effort to make equality and economic opportunity work in our dealings with others. It is, after all, naive to expect our elected representatives to work miracles when we are unwilling to commit ourselves on a personal level.

The alternative to this kind of participation and support, it seems to me, is continued division and bitterness within our society and the temptation toward an authoritarian government that will gradually rob us of our traditional liberties under the guise of reform. We are a people with a long tradition of political stability and in no time during the past century do we need all the patience and conviction of that heritage more than we do now.

We might also hope that the new administration will bring with it, not only hope for the poor and justice for the oppressed, but also a fresh insight into the needs of American industry... the wellspring of our affluence and our strength.

We need a government that is responsive to the needs of its institutions as well as of its people.

A policy of financial stability and integrity is certainly a basic need of all business. But there is no greater need for the whole vital industry of transportation than a broad, workable policy on transportation, one that insures equal treatment to all phases of transport. The alternative to this high priority need is the weakening of the railroads, a basic national resource, for the temporary and artificial benefit of highway and air transport.

It is permissible for me to share these thoughts with you, I believe. I am excited by the potential and disturbed by the profound problems of the next four years. I believe that we—ordinary citizens—can make it work. I am sure that most of you do not think of yourselves as 'political' people, nor do I regard myself in that way. Most of us, whether we put it into words or not, feel it is enough to pay our taxes, obey the law and rear our children in that tradition.

But good government doesn't stop at the ballot box; it begins there. The rest is up to you and me.

Sincerely yours,

W. Jerome Strout

President



NEWS BRIEFS

About the Cover

Much of the work of railroading is performed during the hours of darkness for the convenience of our customers. As traffic increases during the winter months, and the daylight hours are fewer, the hazards facing brakemen (see story page 17) and other railroad workers increase. It's a fact that's not lost on the crew of Train No. 42, pictured as they switch cars at the Great Northern Paper Company at East Millinocket.

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Volume 16, Number 6
November-December, 1968

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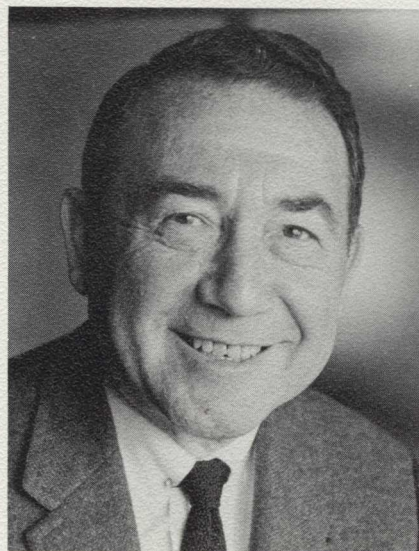
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A prominent Aroostook County businessman was elected to the board of directors of the Bangor and Aroostook Railroad Oct. 18. Jack Roth, Caribou, president of Beaverbrook Farms, Inc., was elected at a regular meeting of the railroad's board, W. Jerome Strout, president of the road said.

Roth has been associated with the Maine potato industry since 1939 when he became a dealer in Maine potatoes. He joined Beaverbrook Farms in 1950. Prior to moving to Maine, Roth was in the potato business in New York. During World War II, he was in Air Force Supply in Presque Isle.

He is a Director of the Aroostook Trust Company, a member of the Board of Governors of the New York Mercantile Exchange, a director of Aroostook Health Services, Inc., and chairman of the Advisory Committee of the New York Mer-



cantile Exchange. Roth was also chairman of the original steering committee that obtained a sugar beet quota for Maine.

Published bi-monthly by the Public Relations Department, Bangor and Aroostook Railroad. Address communications to the Editor, MAINE LINE Magazine, 84 Harlow Street, Bangor, Maine 04401.

An Idea Whose Time Has Come



*"No army can withstand
the strength of an idea whose
time has come"*

— Victor Hugo

Conductor Addis Beaupre and his crew pick up piggyback loads at Houlton yard for shipment south. The Bangor and Aroostook's piggyback traffic has sprung to life in the past six months as three major companies have become interested.

Not even the most positive thinking salesman on the Bangor and Aroostook staff could have described the road's piggyback traffic as fast-moving. It's been around for a decade without more than a casual trickle of traffic despite the energetic efforts of the Marketing people and a healthy investment in equipment and facilities.

But the picture has changed radically in six months. What has been regarded as, perhaps, a sleeping dog has quietly assumed the proportions of an awakening and lusty tiger. At least three major companies served by the railroad have become convinced that the piggyback concept fills a bona fide need in their traffic pattern. And one common carrier trucking company uses the piggy-

back service to northern Maine to fill its own overflow needs.

Assistant Regional Vice President-Sales Norman J. Tardif, who is responsible for piggyback sales, compares the railroad's experience with piggyback as a runner at the starting line tensed and waiting in vain for the starter's gun.

"Some of the major customers we've been trying to sell have found that their distribution patterns and economics now indicate that the concept of piggyback is a practical solution to many of their transportation needs," Tardif says.

While the potential for piggyback traffic is broad and varied, the Bangor and Aroostook's most promising customers, for the present, are the paper companies with heavy shipments, many of which are des-

tined for off-rail users. The off-rail paper user is a demanding customer; paper is an easily-damaged commodity and he often objects to the re-handling involved in unloading from a railroad car onto a truck for drayage to his plant.

"Piggyback has a lot of appeal to this customer," says William Park, traffic manager of Fraser Paper Ltd., of Madawaska. "It has the advantage of door delivery to his plant with much of the economic advantage of rail shipments."

Fraser began its piggyback movement three months ago with a movement of two trailers on a piggyback flatcar loaded to 90,000 pounds, or about the equivalent of 1½ carloads. The move is called plan 2½ which is essentially a ramp-to-ramp move. The appeal to Fraser is primarily economic.

"When you consider costs in shipping paper," Park says, "you first look at straight rail, which is the most economical, then rail cars with drayage to the customer's door. Piggyback is next, then over-the-highway truck which is the most costly. We have one account, formerly an all-truck move, that offers significant savings over truck by using piggyback."

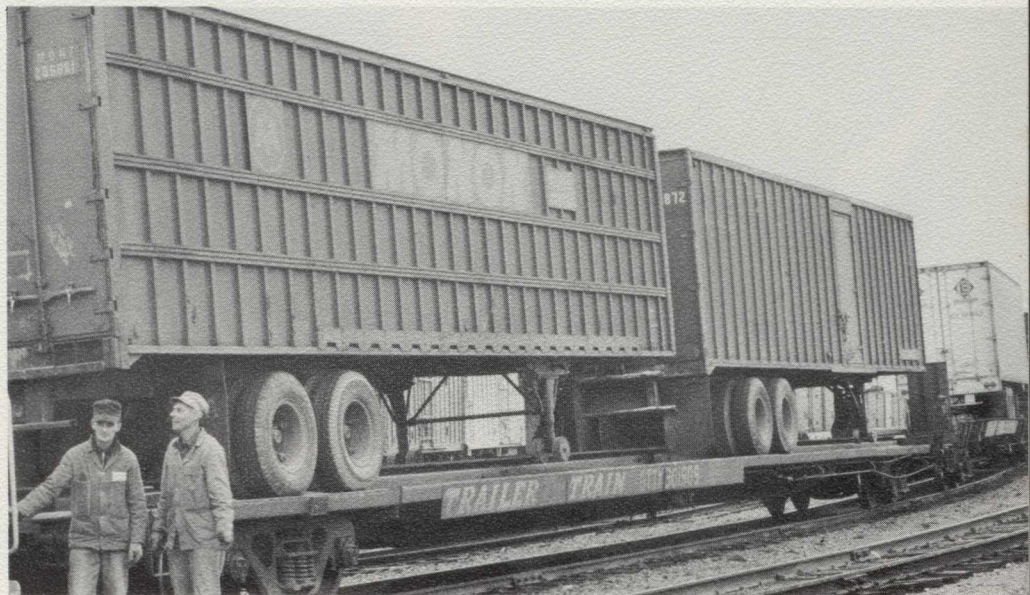
As Park points out, this is strong incentive to make piggyback work. Based on his studies Park says that 75% of the company's trucking is to the northeast, as might be expected, where the average trucking costs (to Fraser's shipping points) average about 27 cents per hundredweight over the 36,000 pound rail rate. The Middle Atlantic states account for about 25% of Fraser's truck tonnage. The average cost is about 52 cents more per cwt. than the 36,000 pound rail rate. All estimates are based on weighted averages.

Fraser's experience with its first piggyback movements has been good, Park says, with loads arriving in good condition. He also sees the New York area as a prime possibility for further piggyback development.

Only about 5% of the Great Northern Paper Company's traffic is a potential piggyback movement, according to traffic manager Phillip Paul. New customers not on rail would, of course, be potential customers for piggyback.

The Northern, whose primary trucking area is New England, is using piggyback to some extent.

"We're interested," Paul says. "It has a place. It won't be a great move because the bulk of our ship-



ments are a straight rail move. But it has possibilities."

The Maine starch industry, another volume shipper of its heavy produce, has begun a piggyback movement. The A. E. Staley Company of Houlton, a manufacturer of 25 different chemically modified starches for such diverse uses as food, uranium mining, printing and textiles, has begun a piggyback movement to the midwest. The customer, located off-rail, was formerly using team truck delivery from the rail car with truck drayage to his warehouse. Damage from rehandling became a factor and the movement went over-the-highway. The experiment in piggyback, says Staley plant Manager William Miller, provides door delivery and appears promising. He said that some interest is also being shown in piggyback moves to the New York area.

As Norman Tardif puts it: "We've broken the barrier that's existed on piggyback. I think we're on the way. There's potential in paper, construction (where many projects are

located away from rail sidings), frozen foods and potato products. What has happened to us in the past six months is an example of how persistence pays off. We've been trying to sell some of these accounts since piggyback started. Then, suddenly, their traffic pattern and distribution changes, and you're in the ball game."

The experience of the past six months doesn't mean that everything is coming up roses. Transit time, a thorny problem in the northeast, will require attention. Equipment is still in short supply because of a national growth pattern in piggyback. And not the least of the obstacles facing the railroad are the customary ones of any late starter in any new area: contacts, new techniques, equipment supply and respectable volume.

But piggyback traffic is expected to increase fivefold in the next year. There is a potential to increase in the important area of frozen foods. And we appear to be off and running.



An Evening For Remembering

A babble of talk filled the smoky lobby of the American Legion Hall in Millinocket. If you listened closely your ear could pick out the colorful jargon of railroad people talking shop. They were moving trains over the grade at Oakfield with three and four steam engines on the head end and a helper engine on the rear or cleaning up after a long-remembered snowstorm. The occasion was the Retirees Banquet for all retired and active employees Oct. 19.

This year's gathering has the best attendance of any in the five years since Calvin Cole, Linwood Welch, Charles Burgess and Irving Foster organized the first banquet five years ago. Bangor and Aroostook people scattered over half the country made the trip back for an evening of reminiscence and fellowship.

As one graying veteran who made a hard two-day drive to visit with the friends of a lifetime remarked, "You know, this business is more than just a job; it's like one big fraternity." He put into words what many of the men and women who made the trip to Millinocket felt about the railroad and the people who are its best assets.

The committee that does all the work on the gathering—from the arrangements for catering and accommodations to finding rides for those who ask for help—is strictly a volunteer group. The railroad has as its guests all the retirees who attend. Those who have been regulars at the banquet agree with Conductor Calvin Cole and his committee; it provides a necessary link with yesterday. . . one that puts our problems and our potential into realistic perspective.



The Retirees Banquet was a time for talking with old friends and swapping tales. Above, President W. Jerome Strout greets an old friend, H. E. Tewksbury, former traveling engineer. Left, Dr. H. C. Bundy, M. D., former chief surgeon for the Bangor and Aroostook listens to President Strout outline the railroad's plans for the coming year. Below, Hugh Avery, right, former supervisory agent at Millinocket, chats with retired Conductor Harry Sowers.



Conductors Jesse Jones and Robert Ewer, right, chat during the social hour before the banquet.



Conductor George Mullen, retired, left, and Conductor Linwood Welch in earnest discussion.



President W. Jerome Strout spoke to the group about the railroad and Bangor Punta Corporation.



Conductor Alvah Welch, Retired, and his nephew Chief Engineer Vinal J. Welch, right, are typical of the family relationships found among Bangor and Aroostook employees.

The banquet drew the best crowd in the five years since its inception. Both active and retirees attended.





A motorist at Timony crossing, just outside of Oakfield, got the surprise of his life one afternoon last month as he idly watched the cars behind No. 82 flick past. Directly behind the caboose, on an ordinary flatcar, was a trim, pastel green building complete with signal board.

The startled motorist wasn't the only observer of the railroad's newest station building on its way home. Hardly a day passed during the time it was being built at Houlton Shops that employees and others didn't pause to watch the crews at the curious task of erecting a building on a flatcar. It represented the railroad's pilot effort in the erection of a portable metal building of that size away from the site of the final location.

"There are good reasons why it's good business to erect a structure at a central location and move it to its final location by rail," Chief Engineer Vinal J. Welch explains. "Not only do you have the tools and manpower immediately available without

The finished station, pictured above, blends well with new potato storage recently built adjacent to it. At right, Station Agent Gene Lawlor talks with a customer in his new place of business.



A Production Line Station Building

traveling to and from the site, but the work can be programmed more conveniently."

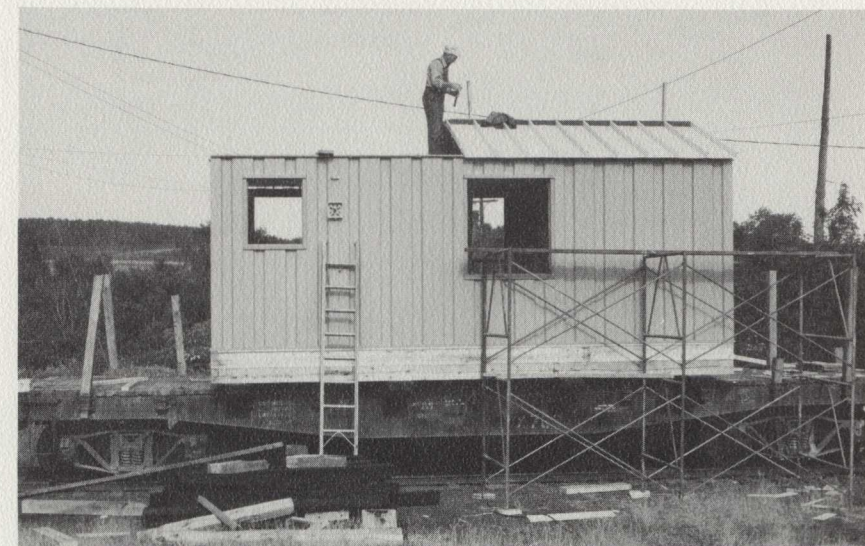
The new station at Smyrna Mills replaced an obsolete wooden structure. It represents a new generation of metal buildings that will replace wood station buildings on a programmed basis. These prime advantages are ease of construction and low maintenance costs.

A temporary ramp was built at the site of the station in Smyrna Mills and the building was simply skidded onto the concrete posts that support it. After it was leveled, moving in was merely a matter of connecting the electric utilities and the drain.

The interior of the 12 x 22.8-foot structure is wood paneled with tile floor and has electric heat, and toilet facilities that remove waste by combustion. The water supply consists of a portable container that's refilled daily.

The cost of the new structure is significantly lower than for comparable buildings the railroad has erected. Part of the savings is reflected from construction at Houlton Shops instead of on the location. The remainder represents the absence of hot water heat, a well and extensive plumbing facilities.

Station Agent Gene Lawlor was delighted with the structure.



Top photograph, right, workmen at the railroad's Houlton shops, work on the new station at its flatcar building site. Center, Train 82 pulls out of Houlton yard with its odd cargo, a sight that stopped traffic at several places where the tracks parallel the highway. Bottom, B&B crews put the structure on blocks at Smyrna Mills.



Sugar Beets Sweeten 1968 Harvest



A harvest crew on one of Rudolph Blier's farms in the St. John Valley digs sugar beets.

Maine sugar beet growers were busy this month harvesting the largest acreage of beets since the introduction of the crop four years ago. Some growers consider it the first truly commercial-size harvest, although an abnormally dry season cut into projected yields.

Besides beets grown in northern and central Maine, an estimated 800 carloads are being shipped to the Maine Sugar Industries refinery at Easton from New York beet growers. The 1968 crop will swell the Bangor and Aroostook's beet tonnage to more than double that of 1967.

As with any innovation there is a considerable range of opinion regarding beets. But many growers in Aroostook County, especially those with several years' experience with beets, were optimistic about their 1968 crop. There was a noticeable increase in the expertise of growers as well as an expressed confidence in their ability to grow a good crop. Lack of moisture, nearly unheard of in northern Maine, cut sharply into yields in some areas and lessened the effect of herbicides for weed control. But the same kind of stubborn pride that has helped the Aroostook farmer grow good potatoes is solving the problems of the new crop.

Preston Thompson, of Limestone, a man who likes the land and enjoys being a farmer, grew 25 acres of beets last year and did well enough so that he planted 135 acres this year. He feels that he learned a lot by his experience in the past couple of years. Instead of thinning his beets this year, for example, he planted to a stand of five inches.

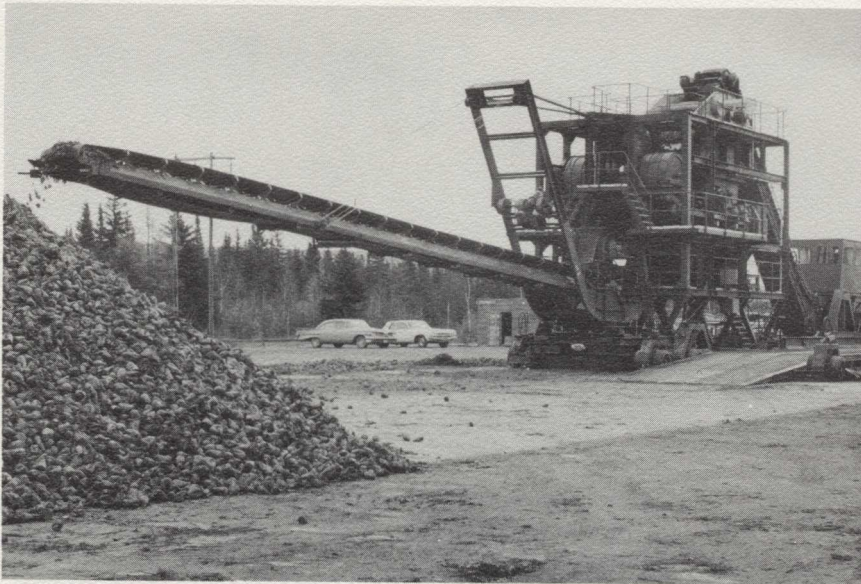
"I'm convinced that a lot of the weed problem is just a matter of management," he said, watching his trucks shuttle back and forth to the piledown area. "It's just like having a good vegetable garden; you have to live in it. I think any good farmer can raise a good crop of beets."

In Fort Kent, Alben Bouchard, a veteran beet grower, found that his beets were not as large as last year's,



Above, Preston Thompson, of Limestone, holds beets harvested from his fields. His young neighbor, Cyrus Morris, left, grew 34 acres of beets this year and plans to plant again in 1969. Below, John Mooers, president of the Maine Potato Council, of Houlton, left, talks about beets with BAR Sales Supervisor Joel F. Mills.





but the yield was good. He grew 50 acres for himself and 50 acres for the MSI.

It was so dry the last of August," he said, "that I thought we wouldn't harvest them. I'm surprised at how well they turned out. If we'd had the moisture at the right time I'm convinced that I'd have gotten 20 tons to the acre. Last year I harvested 16 tons to the acre and netted 13."

Does he feel he's mastered the art of growing sugar beets?

"Listen", he grinned, "I've been growing potatoes all my life and I'm still learning. You don't learn all there is to know about beets in two years or three or even four."

Gordon Lilley of Smyrna Mills grew 20 acres of beets this year, double his last year's acreage. At mid-harvest, he estimated a gross yield of about 16 tons to the acre.

"I'll tell you this," he shouted over the roar of his tractor. "We can grow them here. The sugar content is higher this year and if we do half-way decent we'll be growing them again next year."

Besides his beets, Lilley grows 65 acres of potatoes.

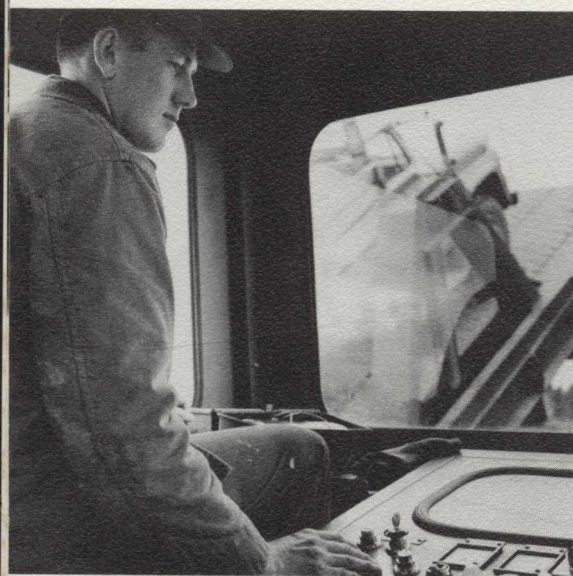
John Mooers, Houlton, is the president of the Maine Potato Council and an enthusiastic grower of sugar beets. He grew 80 acres of beets along with his 170 acres of potatoes and is considering cutting his potato acreage to 100 or 125 next year and increasing his beet acreage.

Like other growers in the southern Aroostook area, he was plagued by a lack of moisture that affected, not only the growth of the beets, but also the effectiveness of the herbicides used for weed control.

"I planted my beets after I'd finished planting potatoes," he said, "and lost two crucial weeks of growing. Then the dry spell hit. It's not easy to grow beets. They're just as demanding as potatoes. It's important to get them in early and keep them well cultivated. They respond well to cultivation."

"They tell me I have good beets," he continued. "The sugar is about 18%. I'll certainly get my costs back and I might be in the money. I believe the breakeven is 10 tons an acre. I'd like to think I'm going to get 12 this year. But even if I don't

Looking like some prehistoric anteater, a beet piler at Caribou spews harvested beets onto a pile-down area for rail shipment to Maine Sugar Industries refinery at Easton. Andrew McPherson, at the controls of the desangler at MSI's Houlton piledown area, dumps beets from a farmer's truck, below.



I feel that I've bettered my land by \$20 an acre by growing beets. I'm told that the green mulch left in the soil by beets is equal to the weight of the tops. I think beets tend to break up hardpan soil and condition the soil for other crops."

Like many other growers who planted potatoes on acreage formerly planted to sugar beets, John Mooers found that he grew 25-30 more barrels per acre of potatoes than on his other acreage. The appearance of the potatoes was also improved.

"Beets require a relatively high soil acidity," he said, "and this is a healthy condition for the growing of russets. It's only a drawback on round potatoes which have a tendency to scab in high acid soil. I'm considering getting my ph up to 6 and growing just beets and russets. They're highly compatible."

"I'm confident that beets will be a money crop," he emphasized. "Over a period of 10 years I believe they will equal or better the income we derive from potatoes. By the time that everyone realizes they're good the acreage you get will probably be on a quota system, based on what you've grown in the past. That's why I'm increasing every year."

The sum of grower experience in 1968 appears to have been modestly favorable. If yields were not high because of the lack of moisture they appear to have been better than most growers anticipated. It was an unfortunate circumstance that the promising herbicides for weed control (the lessening of hand labor) were used at a time when moisture content and temperature were at their worst. But the reported 27,000 acres planted on 680 Maine farms are an indication of the growth of Northern Maine's long-sought diversification to potatoes. There may be an interesting parallel between the development of sugar beets and peas as a major crop in northern Maine. For a period of several years in the late 30's and early 40's growers argued about the merits of growing peas as a cash crop; it is now a firmly established business. The past four years make it appear that sugar beet growers are following the same pattern.



Alben Bouchard's fields of sugar beets, above, reflect the care this Fort Kent grower, pictured at right, lavished on his crop. Beets, he says, demand as much care by the grower as do potatoes. Not all growers were able to use piledown areas this year. Some, like this shipper, loaded directly into railcars.





Lady With A Magic Touch

Ask any friend of Helen Ludden's and they'll tell you that she gives the nicest Christmas presents. Like knitted dresses. Or those jazzy Norwegian-knit sweaters found in the pages of exclusive mail order catalogues for \$60. But if you told the lady that her work was beautiful—she makes them herself—she'd snort in derision and tell you that anyone can do it.

She means it.

Helen Ludden, wife of Assistant to the Vice President-marketing Ken Ludden, literally learned to knit at her grandmother's knee in the grand old tradition of American handicraft. Actually, she was seven years old and sat on a hassock while her grandparent knit mufflers, gloves and other articles for "the boys over there" in WW I.

Shortly after that she moved with her family to New Zealand where her father was managing director for Goodyear Tire and Rubber. She returned to the United States at 18, married and reared a family. She did not knit again until the early 60's when she admired a Norwegian-knit sweater in a New Hampshire ski shop. She glanced at the price tag, which read \$65, blanched slightly and decided to knit one herself.

It's now 200-odd sweaters, innumerable pairs of gloves and mittens, several dresses and ladies' coats later and Helen Ludden turns out a beautifully handcrafted product with the deceptive ease of a professional.

A fancy woman's sweater takes about two weeks of sparetime knitting, depending on the size of the yarn used. A woman's coat takes longer. . . from four to five weeks. Most of her work is done on a Fairisle pattern with intricate yokes and several colors. In several pieces she has used her own design.

"After you've done a certain number from a pattern it's not hard to design your own," she explains.

She first entered her work at the Bangor Fair, which draws from a wide area in Penobscot and other counties, two years ago. The first years she won four blue ribbons. This year she won four blues and a red and sold a coat and sweater that had been on exhibition there.

Although she will occasionally sell an article of her work, it is essentially a handicraft that has its own reward in creating beautiful and useful garments. Most of her output ends as gifts for family or friends. She has, however, sold several items

to gift shops in the central coastal area. One handsome Norwegian-knit sweater went to a gift shop in Belfast in trade for an antique cranberry glass pitcher which she collects.

Helen Ludden regards her knitting as a hobby, not a business venture, although it's often an expensive one. Yarn for a sweater costs from \$8 to \$10 and for a coat might cost as much as \$15.

"What kind of yarn do I like?" she grins. "The cheapest kind I can find. I'm always following the sales for yarn bargains."

Anyone with any degree of patience or aptitude can knit the fancy articles, she insists. For her knitting is a therapeutic pastime.

"It's relaxing," she explains. "I can knit and lose myself in it. Or I can knit and watch television or talk. I always have some project in the car to work on while I'm waiting to pick Ken up after work. I'd recommend it to anyone who has a tendency to be nervous."

The arrival of the first grandchild in the family last month sparked a feverish flurry of knitting in the Ludden household. And, as the grandfather remarked wryly, young Robin Ludden will surely be the best dressed infant on the block.



She uses regular patterns for her fancy work but often designs her own, specializing in fancy Norwegian patterns.

Mileposts . . .

FORTY-FIVE YEARS

Joseph A. Kruck

THIRTY-FIVE YEARS

J. Claude Chasse

THIRTY YEARS

Stanton K. Andrews

TWENTY-FIVE YEARS

Addis E. Beaupre
Dwight L. Bigelow
Lenwood N. Butler
Aurelle Dumond
Kenneth M. Hitchcock
Raymond A. Holmes
Robert M. Labonte
Robert A. Michaud

TWENTY YEARS

Robert P. Benn
George B. Clark
Olin G. Collier, Jr.
William W. Doyle
Clarence G. Dumond
Michael F. Ryan
Willis R. Stadig

FIFTEEN YEARS

Earl C. Shields

For two years Helen Ludden has won handföls of blue ribbons for her work at Bangor State Fair, top and center. A fast and expert knitter, she can carry on a conversation or even watch television as she works.

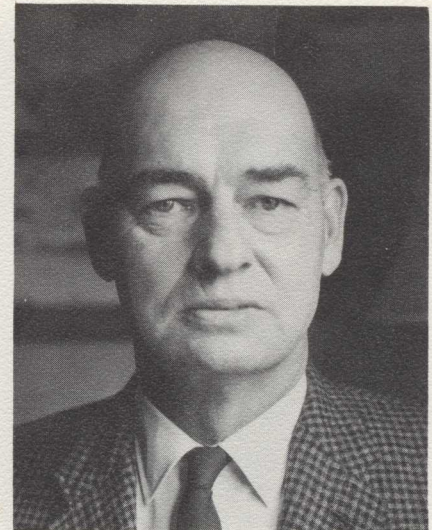




Charles S. Burgess



Vernon T. Wark



Rhoades A. White

Moving Up On The BAR

Three men have been named to new posts in the road's mechanical department, according to Chief Mechanical Officer Harold W. Hanson. Charles S. Burgess, 180 Bowdoin Street, Millinocket, becomes master mechanic-system, a newly-created post. Burgess will be succeeded as general foreman at Millinocket by Vernon T. Wark, Oakfield. Rhoades A. White, Oakfield, will become relief foreman at Oakfield.

In his new position Burgess will act as traveling supervisor for maintenance of equipment throughout the system, Hanson said. Burgess is a native of Bangor and entered railroad service in 1943 as a car repairer helper. He was subsequently a car repairer, foreman and general foreman.

During WW II he served in the U. S. Army. Burgess attended schools in Hermon and Bangor. He has been a member of the Junior Chamber of Commerce and is active in the Millinocket Chamber of Commerce and in civic affairs. He is married and has four children.

Wark is a native of Caribou and attended Caribou schools and Norwich University. He entered railroad service in 1948 as a car repairer helper and has been engine house foreman and general foreman. During WW II he served in the U. S. Army. Wark is married and has five children.

White is a native of Topsfield and was educated in local schools and at Lee Academy. He entered railroad service as an electrician in 1953. During WW II he served in the U. S. Navy in the Pacific. Prior to his railroad service, he was employed by D. E. Knowles, Inc., Pittsfield, American Woolen Company and United Aircraft.

White is a member of the Masonic order. He is married and has two daughters.



Hugh G. Goodness

Hugh G. Goodness has been named manager Pricing and Divisions by President W. Jerome Strout.

In his new position Goodness will have responsibility for pricing of the railroad's service and division of revenues with other carriers, Strout said.

Goodness, formerly freight traffic manager, joined the railroad's accounting department in 1952. He became a tariff clerk in 1954 and was chief rate and tariff clerk before becoming assistant general freight agent in 1957.

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

Goodness has served as chairman of the New England Railroads Divisions Committee since 1963 and is a member of the Traffic Executives Association of the Eastern Railroads, General Freight Traffic Committee and New England Freight Traffic Committee. He is also a member of the Maine Traffic Club.

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

Looking At Safety

"Let's face it," Assistant Superintendent Transportation Robert P. Groves, said, gesturing toward the crew switching cars outside his office window, "railroading is a hazardous business. In this department, our injuries almost exclusively involve trainmen. Anytime you have men around moving equipment you have a potential danger."

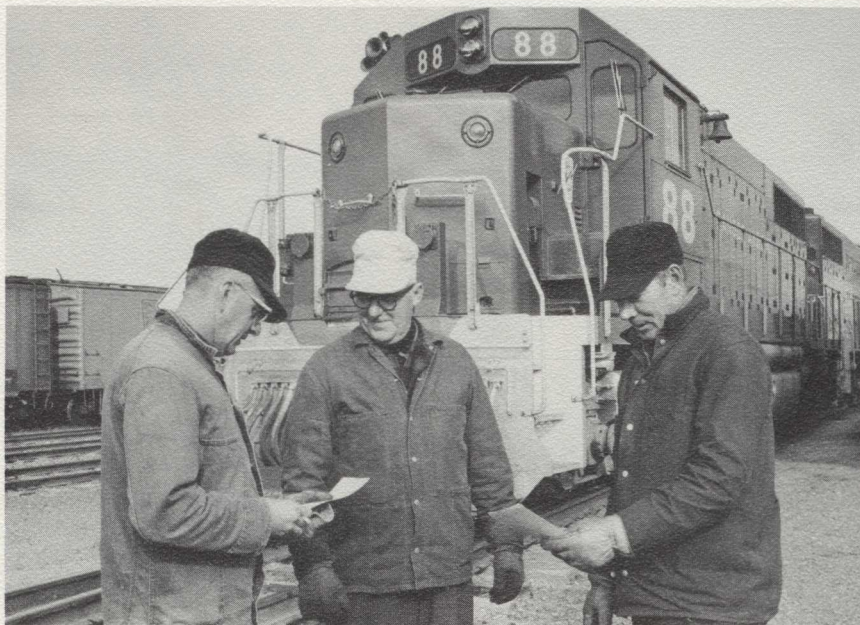
Of course, no man really believes that it's going to happen to him. . . the other fellow, maybe. It's this subconscious feeling and the constant exposure to the dangers that make a man lose respect for them, says Groves. The men in the train crews recognize the deadly tendency to be complacent about the everyday dangers, too.

Conductor Stanley M. Pray, a veteran railroader with 24 years service, admits that a trainman can't afford to be complacent about his work.

"With all the emphasis that's put on safety, he said, "you might think that the men would kid about it. But it's one thing we all take seriously."

"From such a simple act as throwing a switch to getting on and off moving equipment, there's a proper way to do it," he says. "And in a train crew a good part of working safely is looking after each other. When you're switching cars, you're always aware of where your crew members are. This is especially true at night."

When new men begin their apprenticeship in train service it's usually in the winter when the days are short and most of the work is done in the darkness and when footing is uncertain. The men receive a thorough safety indoctrination, but it's the veterans they'll be working with who teach them the techniques of working safely.



Conductor Stan Pray and Brakemen Don Henderson and Ray Delong pause before going to work to check safety bulletins at Houlton. Below, right, Pray demonstrates the importance of such a seemingly small task of applying hand brakes in the proper position.

When they report for work, Pray and Ray Delong and Don Henderson spend a few minutes planning the work and briefing each other on any hazards new to the area in which they're working. . . like obstructions that may not clear a man riding on the side of a car. If there's a green man in the crew, the briefing is slow and thorough.

As a result of the emphasis from both his co-workers and his supervisors, the new man in train service becomes very much aware of the dangers of his craft.

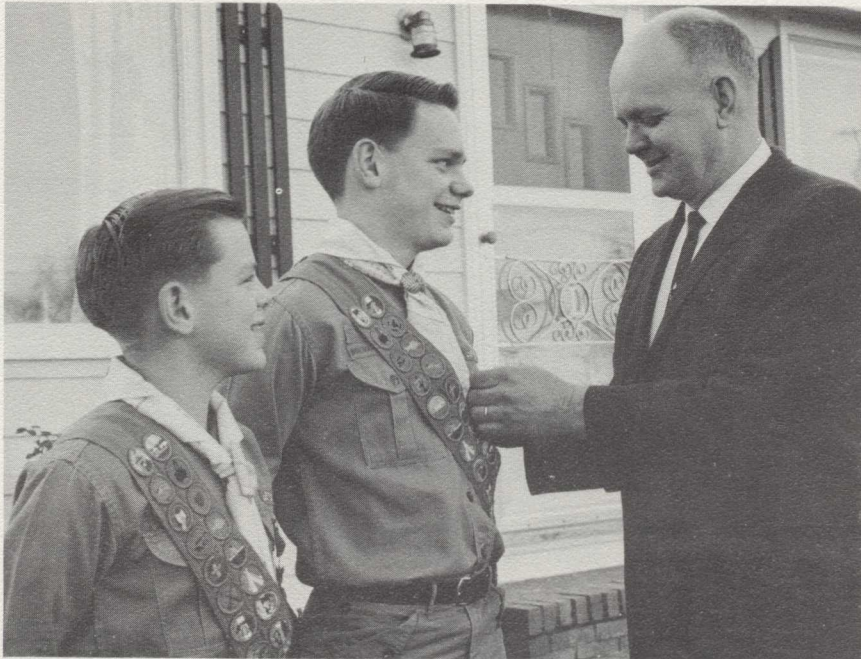
That's why veterans like Stan Pray call it a matter of teamwork and looking out for each other.



The body must be in the proper position in throwing a switch or the brakemen can lose footing if the handle sticks, then lets go.



In The Family



Foreman Dana Lovell, Derby Shops, beams with pride as he pins Eagle Scout awards on his sons, Phillip, 14, right and William, 13. It's not only unusual for boys that age to win Eagle rank but it is rare to find two in one family. Phillip has earned 25 merit badges and William has 22.

Mechanical Department

Phillip Lovell, 14, and William Lovell, 13, both became Eagle Scouts on Oct. 12, 1968. They are the sons of Foreman and Mrs. Dana Lovell of Derby, Maine.

Phillip joined Cub Scouts in 1962. He received the rank of tenderfoot in 1964, became second class Scout in 1965, and became first class Scout in 1966.

Phillip attended scout camp for four summers at Camp Roosevelt. This past summer he went on a Matagamon Canoe trip for ten days. He received the rank of star scout, July 1967, and became life scout January 1968.

Phillip has earned a total of 25 Merit Badges. He needs one more to become eligible for Eagle Palms. Phillip has been Assistant Patrol Leader, Patrol Leader and Senior Patrol Leader.

William joined the Cub Scouts in 1963, received the rank of tenderfoot in 1965, second class scout in October 1966, made first class scout in April 1967. In July, 1967, he received star scout rank. After six months of work was passed to life scout in January 1968.

William attended Scout Camp for three summers. He has earned a total of 22 Merit Badges and needs only four more for Eagle Palms.

William has served as patrol leader, instructor and, at present, is Junior Assistant Scout Master for Troop 115, of Milo.

Foreman and Mrs. John Willinski, Jr., of Derby have announced the engagement of their daughter, Nancy Lee, to Kevin Michael O'Connor, son of Mrs. Gerald Ladd of Riverside Street, Milo.

Miss Willinski is a 1968 graduate of Milo High School and is employed at Dexter Shoe Co., Milo. Mr. O'Connor is a 1964 graduate of Milo High School and has served four years in the Navy. He also is employed at the Dexter Shoe Co. A February wedding is planned.

Forest W. Strout died recently in a Milo hospital, following a brief illness. He had been retired from the Bangor and Aroostook since May 1957, as a car repairer. He is survived by one daughter, Mrs. Gerald (Fern) Carter, of Guilford; one foster son, Frederick Levensalor, Millinocket; two brothers, Charles of Dover-Foxcroft, and Aubrey Strout, Sr., of Milo, as well as two grandchildren, and several nieces and nephews.

Murray B. Davis, son of Car Repairer and Mrs. Malcolm R. Davis of Milo, has been elected president of the Freshman Class at Thomas College in Waterville. Murray graduated from Milo High School where he was prominent in basketball, including membership on his School's Eastern Maine Class L Tournament team of last winter. He also played baseball and was active in debating.

We were sorry to hear of the death of Mrs. Ethel Stockwell, wife of retired Blacksmith Ralph Stockwell, of Milo. Besides her husband, she is survived by one son, Malcolm, of Milford, Conn.; two daughters, Miss Rena Chase of Bangor, and Mrs. Armand (Mary) Sirois of Westbrook, as well as several grandchildren, nieces and nephews. Our sympathy to all of the family.

Cadet Dwight E. Clark, son of Gas House Attendant and Mrs. Merle R. Clark of Milo, has entered his senior year at the U. S. Air Force Academy.

He will serve during the fall term as an academic officer with the rank of cadet captain. He was selected for the position because of his demonstrated leadership abilities and effectiveness ratings.

During the past summer he completed special military parachute training at the academy, making ten jumps. He also completed special jump training at the U. S. Army Airborne Technical Center at Fort Benning, Ga. He volunteered for the rugged training and made the required five jumps to earn the military parachutist badge.

Dwight will be commissioned a second lieutenant and receive his B. S. Degree upon graduation from the academy.

Miss Juanita Doucet, daughter of Mr. and Mrs. J. A. Doucet, became the bride, September 20, of Machinist Apprentice Larry Allen Strout of Derby, son of Arthur Strout and the late Mrs. Bertha Strout.

The wedding took place at St. Francis Xavier Church with the Rev. Michael McDonald officiating. Organist was Mrs. Eddie Cyr.

The maid of honor was Miss Deborah Doiron. The bridesmaid was Miss Sue Ekholm.

Best man was Peter Monoham of Milinocket. The usher was William Estes, Derby, and the ring bearer was William Stubbs.

The reception was held at the church hall and continued at the Derby Community Hall. Miss Jodi Ekholm assisted.

The couple resides at First Street, Derby.

Both are graduates of Brownville Junction High School. The bride is employed by Dexter Shoe at Milo and the bridegroom is employed by the Bangor and Aroostook Railroad at Derby.

Mrs. Diane Philpot, daughter of Mr. and Mrs. Donald Johnson of Milo, and Dale Rideout, son of Car Repairer and Mrs. Delbert Rideout, Sr., of Milo, were married Sept. 27 at the United Methodist Church by the Rev. Kwan Lee, pastor.



Chief Engineer V. J. Welch congratulates Section Foreman Mike McCue on his retirement. Mr. McCue, a native of N. Amity, entered service in 1925 and worked as trackman and subforeman. He was educated in N. Amity schools. Two brothers, William and Harry have been BAR employees, Harry is still working.



Blacksmith **Wallace R. Harris**, Derby, retired November 4, 1968 to take his pension. Chief Mechanical Officer **H. W. Hanson** presented him with a retirement pin, and congratulated him on his retirement. Wallace started work August 28, 1922 as a carman helper and subsequently worked as a blacksmith apprentice and blacksmith.

Prior to working for the Bangor and Aroostook, Wallace was employed with American Realty, Blodgett Lumber Co., and United Engineers.

He attended Drew Schools. He is a member of the I.O.O.F., Masons, Grange, Encampment I.O.O.F., and International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

Wallace is married and has four daughters, **Frances Hamlin**, Milo; **JoAnn Finnemore**, Belgrade; **Shirlene Ladd**, Milo; and **Carolyn Paul**, Millinocket.

He resides with his wife, **Viola**, at 60 West Main St., Milo.

The bride was attended by Miss **Edith Rideout**.

The best man was **Larry Johnson**.

A reception was held at the Derby Community Hall. Assisting were Miss **Edith Rideout**, Miss **Linda Rideout**, Miss **Sonja Jay** and Miss **Isla Taylor**.

The bride is a graduate of Milo High School and the groom attended Milo High School. They are employed at the Dexter Shoe Co., Milo. After a short wedding trip the couple will reside at their new home at 31 Second St., Derby.

The first little league baseball team formed with youngsters from the Smyrna and Oakfield area played their first season this summer. The season started on June 1st and finished on September 10th, with the Smyrna and Oakfield little leagues ending with a 10-8 mark.

The team collected 10 wins out of their last 13 games and were showing a great improvement in fielding and hitting.

The team was formed through the efforts of two baseball fans both from the area, Cook **Ronnie Brown** and Station Agent **Gene Lawlor**. These youngsters had very little knowledge of the popular sport and with the guidance of Ronnie and Gene the team gained a lot of baseball fundamentals and knowledge. Brown served the team as manager, while Lawlor was the team's coach for the season.

A lot of credit should also be given to **Marlene Lawlor**, wife of Agent **Gene Lawlor**, who attended all the practice sessions and served the team in their games as official score keeper while her husband was coaching.

Next season it is hoped that a Babe Ruth team can also be formed in this area as the interest shown this year in little league proves the older youngsters also want a team to play next year in the Smyrna and Oakfield area.

Miss **Tanya Gay Morrill**, daughter of Electrician and Mrs. **George H. Morrill** of Derby became the bride of **Robert Marshall Ellison**, son of Car Repairer and Mrs. **John Ellison** of Milo, Oct. 25 at the United Baptist Church.

The Rev. **Carlton Cockey** performed the ceremony. The organist was Miss **Cheryl Cockey**. The bride was given in marriage by her father. Her matron of honor was Mrs. **Duane Freese** of Bangor.

The best man was **Duane Freese** of Bangor. Ushers were **Timothy Morrill** of Brunswick and **Douglass Ellison** of Augusta.

A reception was held at the Derby Community Hall. Those assisting were Mrs. **Laurel Fowles**, Mrs. **Jeannette Morrill**, Miss **Lana Ellison**, Mrs. **Freedy Carey**, Miss **Susan Paul**, Miss **Sheila Wilinski** and Mrs. **Mona Ellison**.

The bride is a 1966 graduate of Milo High School. The bridegroom is a 1963 graduate of Milo High. Both are employed at the Dexter Shoe Co. at Milo.

Following a wedding trip to Quebec, the couple will be at home on Kimball Street.

Accounting Department

Clerks **Paul Foster** and **James Kidder** of the Disbursement Section were on vacation September 21 through October 6 touring the Hawaiian Islands of Oahu, Maui, Hawaii and Kauai.



Mr. and Mrs. Robert M. Ellison

Invoice Clerk **Cecil Porter** of Disbursement Section spent a week's vacation at Rockwood, Maine, bird hunting.

IBM Machine Operator and Mrs. **Lyle Shelley** of Dedham are receiving congratulations on the birth of a daughter, **Jennifer**, born Oct. 7. The Shelleys have three boys, **Michael**, **Matthew** and **Lee**.

Ralph B. Higgins has joined the Data Processing Section of the Accounting Department. Ralph was formerly with the Transportation Department.

Key Punch Operator **Helen Brissette** of the Data Processing Section visited with her daughter and husband, Mr. and Mrs. **Robert Gerow** of Fitchburg, Mass. The Gerows are receiving congratulations on the birth of a daughter, **Michele**. They also have a son, **Steven**.



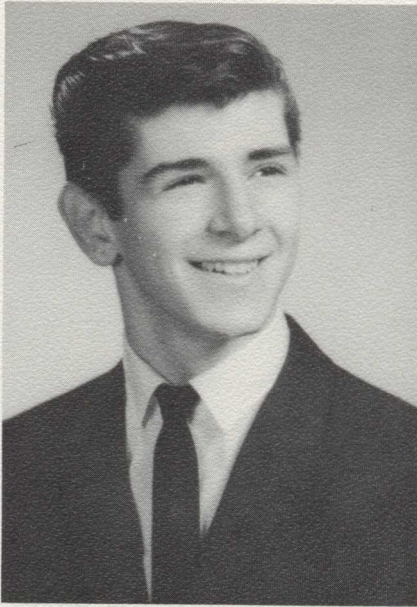
Pictured in the photo left to right, front row—**Everett Boutillier, Jr.**, son of Carman and Mrs. **Everett Boutillier**; **Steven Wilmot**, son of Painter and Mrs. **Clair Wilmot**; **Kippy Adams**, son of Car Inspector and Mrs. **Carl Adams**; **Kevin Brannen**, son of Brakeman and Mrs. **John Brannen**; **Keith Robertson**, **Mike Crandall** and **Kemp McLaughlin**.

Second row: **Randy Brown**, son of Cook and Mrs. **Ronald Brown**, **Mike Locke**, **Alston Crandall**, **Brian Wilmot**, son of Painter and Mrs. **Clair Wilmot**,

Kenny Locke and **Randy Rockwell**.

Third row: **Arnold Farrar**, **Danny Johnston**, son of Car Inspector and Mrs. **Clyde C. Johnston**, **Mike McNally**, son of Conductor and Mrs. **Don McNally**, **Gene Lawlor, Jr.**, son of Station Agent and Mrs. **Gene Lawlor**, **Keith Greenlaw**, son of Yardmaster **Keith Greenlaw**, and **Paul Dwyer**, son of Signalman and Mrs. **Virgil Dwyer**.

Back row: Manager **Ronnie Brown** and Coach **Gene Lawlor**.



Lee Higgins

Lee Higgins, son of Mr. and Mrs. Ralph B. Higgins, is stationed in Turkey. Lee has been overseas for the past ten months. Prior to serving in the Armed Forces, Lee worked at Northern Maine Junction.

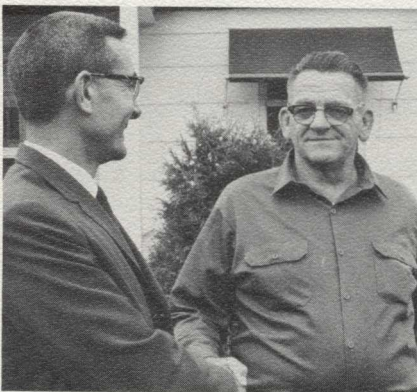
Freight Claim Agent **Burton A. Sawyer**, Rail Chairman of the Freight Loss and Damage Prevention Committee of the New England Shippers Advisory Board, and his wife, **Chris**, recently returned from a trip to Las Vegas, Nevada, where Burt attended the Annual Meeting of the National Association of Shippers Advisory Boards.

Friends of Treasurer **Donald B. Annis** were sorry to hear of the death of his father, **Harold Annis**, who died Oct. 10.

Transportation Department

Miss **Dianne Louise Tinkham**, daughter of Chief Clerk and Mrs. **Joseph E. Tinkham** of Millinocket, became the bride of **George G. Bilodeau**, son of Mr.

Section Foreman **Warren M. Norsworthy**, Limestone, has retired. He entered service in 1924 as a trackman and has also been an extra gang foreman. Mr. Norsworthy, pictured with chief engineer **V. J. Welch**, has been active in Boy Scout work.



and Mrs. **Laurier Bidodeau**, also of Millinocket, on August 3 at the rectory of the St. Martin of Tours Church. The Rev. **Paul Pare** performed the double ring ceremony.

The maid of honor was Miss **Mary Bilodeau**, sister of the groom.

Best man was **Robert Tinkham**, brother of the bride.

A reception was held at the American Legion Hall in Millinocket. Mrs. **Elizabeth Hayes** circulated the guest book, and Mrs. **Judith Campbell** and Miss **Mary Brannan** of Rockland were in charge of the gift table.

Assisting in serving were Mrs. **Henry Beaupain** and Mrs. **Roy Brooker**. Coffee

Trackman **Herman Pinnette**, Wallagrass, has retired. He entered service as a trackman in 1933 and has also worked as a flangerman. He was educated in Fort Kent schools and Fort Kent Training School. He is married and is a member of the Masonic orders. Pictured with him is Chief Engineer **V. J. Welch**.



Train No. 212's crew is pictured at the completion of its Oct. 31 run. It was the last run for Conductor **Mahlon Adams**, center, and Engineer **Ray White**, on his left. Pictured also are Brakemen **Don C. McNally** and **Glen Jones**. Mr. Adams entered service as a brakeman in 1924. A native of Linneus, he was educated at local schools and Ricker Classical Institute. He is married and has two children and is a member of the Masonic Orders and Shrine. Engineer **Ray White**, a native of Monticello, entered service as a fireman in 1943. Prior to that time he had been employed by Atlas Plywood Company. He attended Monticello schools. Mr. White is married and has one daughter.



Clerk **Miriam Rounds** has retired. She entered service first in 1917 and returned to the railroad in 1942. Miss Rounds attended Bangor schools and is a member of the Women's Auxiliary Taylor Osteopathic Hospital and the First Universalist Church. Pictured with her is **Mervyn Johnston**, auditor of revenue.

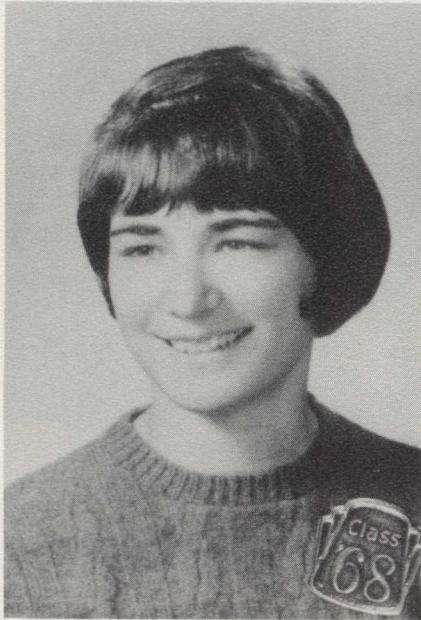
and tea were served by two of the grandmothers, Mrs. **Lottie Tinkham** and Mrs. **Adelaid Bidodeau**.

The bride's aunt and uncle, Mr. and Mrs. **Earlan Campbell**, presided at the punch bowl.

Mrs. **Mildred Lee** cut and served the four tier wedding cake made by the bride's aunt, Mrs. **Earlan Campbell**.

Following the wedding trip to the coast, the couple will reside at 160 Bates Street, Millinocket.

The bride, a 1966 graduate of Stearns High School, is employed by the Great Northern Paper Co. The bridegroom, a 1961 graduate of Stearns High School, is also employed by the Great Northern Paper Co.



Debra Goodall

Debra Goodall, daughter of Locomotive Engineer and Mrs. **Raymond A. Goodall** of Oakfield, a freshman at Washington State College, in Machias, has been appointed news editor of the college newspaper and reporter for the Women's Athletic Association. She is also a member of Phi Beta Lambda Business Club. A formal installation took place on October 17th.

Debra was a June graduate of Oakfield Community High School.

Mr. and Mrs. **Wynne Kelley** (retired) of Hampden, have returned home after a trip to Calgary, Alberta, Canada, where they spent an enjoyable month with Wynne's brother and sister-in-law, Mr. and Mrs. **Howard Kelley**.

From Calgary, the Kelleys motored to the Pacific Coast, visiting the famous Butchart Gardens in Victoria, B. C.; also

Vancouver, B. C., the Columbia Ice Fields in Jasper National Park; Lake Louise, and Banff in Alberta.

Chief Clerk and Mrs. **Louis P. Larson**, Presque Isle, recently spent a weekend in Bangor with their daughter and son-in-law, Mr. and Mrs. **F. B. Lunt, Jr.**, and also visited with Supervisory Agent **Byron A. Ryan**.

Assistant Agent **Gene Long** and **Joe Corbin**, crossing flagman, both of Presque Isle, went on a hunting trip recently and it is understood they are both holding their deer tags for the Bud Leavitt show.

SP/5 **Philip G. Levesque**, son of Station Agent and Mrs. **Hercules Levesque**, Madawaska, is now home on furlough after having served in Vietnam for 13 months. Philip's three years enlistment will end in June, 1969. He is a 1966 graduate of Madawaska High School.

Engineering Department

Our sympathy to B. & B. Carpenter **Edmond Ross** whose father, **Walter S. Ross**, died Sept. 18 at a Houlton hospital after a long illness. Funeral services were conducted at the Dunn Funeral Home in Houlton on Sept. 20, with the Rev. **Alton Hunt** officiating.

Mr. and Mrs. **Merle Tracy** of Houlton are announcing the engagement of their daughter, **Susan**, to **Richard Wilmot**, son of Painter and Mrs. **Clair Wilmot** of Oakfield.

Miss **Tracy** is a 1967 graduate from Houlton High School and is employed by Houlton Motors, Inc. Mr. **Wilmot**, a 1967 graduate from Oakfield High School, is serving in the U. S. Army stationed at Fort Jackson, S. C.

Miss **Marilyn Burton**, daughter of Burro Crane Operator and Mrs. **John L. Burton** of Oakfield, was a participant in the senior play, "Harvey," held at Lee Academy in October.

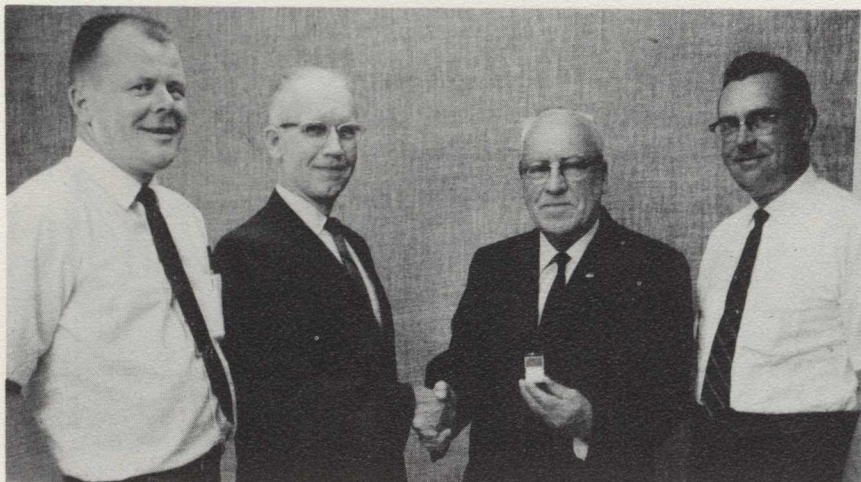
Trackman **George W. Green** (Ret.) died Oct. 1 at a Houlton hospital after a long illness. He was born in Houlton, March 3, 1897, the son of **Miles and May (Armstrong) Green**.



Section Foreman **Harold Nice**, West Seboois, receives his gold pass from Chief Engineer **V. J. Welch**. He entered service in 1928 as trackman, and served as flangerman and plowman. He is a native of St. John, N. B. Mr. **Nice** is married and has three sons.



Crossing Flagman **Leo Simpson**, Presque Isle, has retired after 39 years of service. A native of Ashland, he entered service as a trackman in 1929. He is married and has 10 children. Pictured with him is Chief Engineer **V. J. Welch**.



Operator **E. J. Burns**, Presque Isle, has retired with almost 45 years of service with the railroad. A native of Chattam, N. B., he entered service in 1923. He has also been relief baggagemaster and freight handler. He attended public schools and St. Thomas College. He is a member of the Knights of Columbus. Mr. **Burns** makes his home with his daughter, Miss **Donna Burns**, in Presque Isle. Pictured with him are **Robert Groves**, assistant superintendent, **Supt. H. P. Lee** and **Trainmaster L. S. Milton**.

Mr. **Green** was a World War I veteran and a member of the Brotherhood of Maintenance of Way of the Bangor and Aroostook Railroad, a member of the Houlton American Legion and the Methodist Church. He entered BAR service August 21, 1917 as a trackman at Houlton, a job he held, except for an absence of a few months military service during World War I, until his retirement in April, 1962.

Mr. **Green** is survived by four sisters, Mrs. **Annie Spellman**, Mrs. **Priscilla Fortier**, Mrs. **Mildred Clark** and Mrs. **Nellie Barton**, all of Houlton, also several nieces and nephews.

Our sympathy is extended to the family.

SP-5 **Jim Bossie**, son of Trackman (Ret.) and Mrs. **Fred Bossie** of Stockholm, has completed a year in Long Binh, Vietnam and is back in U. S. A. While in Vietnam, he served in the G-2 Intelligence program.



SP-5 Jim Bossie

SP-5 Bossie is now stationed at Fort Leonard Wood, Missouri, but is hospitalized. His tour of duty will be completed in February 1969.



Trackman Raymond H. Lowery, Monticello, has retired after 21 years of service. He entered service in 1947 as a trackman and has also worked ballast discer operator helper. He is an Air Corps veteran of WW II and is a member of the Masonic orders. With him is Chief Engineer **V. J. Welch**.

Mechanic and Mrs. A. S. Kinney of Houlton are receiving congratulations on the birth of a daughter, **Rebecca Ruth**, weighing 10 lbs. 7 oz., born Oct. 10, at the Aroostook General Hospital in Houlton.

B. & B. Carpenter Carl W. Brooks (Ret.) died October 13 at his home in Island Falls. He was born at Forest City, Sept. 24, 1898, the son of **William and Meda (Bubar) Brooks**.

Mr. Brooks was a member of the Whittier Congregational United Church of Christ, a member of the Island Falls Masonic Lodge and a member and past president of the Fish and Game Club.

Mr. Brooks began work on the BAR in June 1930 as a helper. He later became a carpenter and held this position until the time of his retirement in May 1955 due to illness.

He is survived by his widow, **Mrs. S. Cordelia Brooks** of Island Falls; one daughter, **Mrs. Milford Savage** of Island Falls; three granddaughters and several cousins.

Funeral services were held from the Bowers Funeral Home, Island Falls, Oct. 15, with the **Rev. Edwin Hoysradt, Jr.**, officiating.

Our sympathy to the family.

Leading Signalman and **Mrs. John L. Rowe** of Milo, attended the Golden Wedding anniversary of Mr. and **Mrs. W. J. McKinnon** held on Oct. 16, at Tide Head, N. B. Mrs. Rowe, who was brought up in the home of Mr. and Mrs. McKinnon, was in charge of the "Pot of Gold," which was cleverly decorated with a rainbow sign painted by Dispatcher **John Rowe**. The guests of honor were the recipients of \$340 contained in the "Pot of Gold."

Maintenance Operator and **Mrs. Gerald Henry** of Oakfield are announcing the engagement of their daughter, **Suzanne**, to **Burton E. Lenentine**, son of Mr. and Mrs. **Everett Lenentine** of Monticello.

Miss Henry is a 1967 graduate from Oakfield High School and attended Husson College in Bangor for one year. She is employed by the F. A. Peabody Co. in Houlton. Mr. Lenentine is a 1967 graduate from Houlton High School and is employed by Houlton Motors.

Leading Signalman and **Mrs. J. L. Rowe** of Milo spent a weekend recently at the home of their son, wife and family, Dispatcher and **Mrs. J. A. Rowe** in Houlton.

Robert E. Hussey, Jr., is enrolled at Husson College, Bangor. He is the grandson of Leading Signalman and **Mrs. J. L. Rowe** of Milo.

Ira G. Hersey, son of Trackman and **Mrs. Ernest Hersey** of Smyrna Mills, is attending Northern Maine Vocational Training Institute in Presque Isle, and enrolled in the building and construction course. He is a graduate from Oakfield High School in the class of 1967. Ira also worked for the BAR this past summer as a S. & C. Helper.

Miss **Mary Jean Thurlow**, of Kennebunk, and **Derrill James Cowing** of Ar-



Mr. and Mrs. D. J. Cowing

lington, Mass., were married on Sept. 14 at St. James Episcopal church in Old Town. The **Rev. Theodore W. Lewis** performed the ceremony and organist was **Mrs. G. Dawson Cutcliffe**. The bride is the daughter of Lt. Col. (ret.) and **Mrs. Everett B. Thurlow** of Kennebunk, former Orono residents. The bridegroom is the son of Trackman and **Mrs. Shirley E. Cowing** of Lagrange and grandson of **Sec. Foreman Roy C. Ames** (ret.) of Lagrange.

The bride was given in marriage by her father.

Miss **Susan Clifford** of Orono was maid of honor. Bridesmaids were Miss **Christine Cowing**, sister of the bridegroom, Lagrange; Miss **Pauline Dyer**, Freeport, and Miss **Cynthia Whitney**, Kenduskeag.

The flower girls were **Michele and Sherry Ellis** of Orono, nieces of the bridegroom.

Roger C. Lewis of Bangor was best man. Ushering were **Kenneth R. Cowing**,



Clerk **Hugh W. St. Onge**, Northern Maine Junction, has retired. He is a native of Barre, Mass., and entered service in 1918 as office messenger. He later worked as timekeeper, chief clerk, and transfer house foreman. Mr. St. Onge, a widower, has two daughters. Pictured with him are: Trainmaster **M. E. Walls**, Mr. St. Onge, Supt. **H. P. Lee** and Supervisor Agent **B. A. Ryan**.

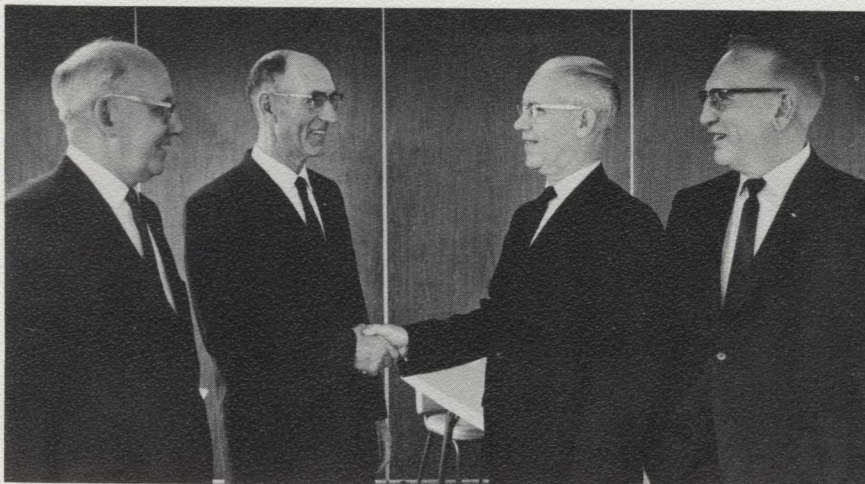
brother of the bridegroom, Lagrange; **Rollin H. Thurlow**, brother of the bride, Kennebunk; **Joseph R. Dahl**, Old Town, and **Carroll N. Lufkin**, Millinocket.

The wedding reception was held at the Penobscot Valley Country club. Assisting in serving were Mrs. **Roger Thurlow**, Mrs. **Jack Whitney**, Mrs. **Harold Thurlow** and Miss **Joyce Morse**.

Following a wedding trip to Bermuda, Mr. and Mrs. Cowing are at home at 19 Arizona Terrace, Arlington, Mass.

The bride is a graduate of Orono High School, class of 1964, and from University of Maine in June 1968.

The bridegroom is a graduate of Old Town High School, class of 1964, and the University of Maine in June 1968. He is employed as a civil engineer by the U. S. Geological Survey, in Boston, Mass.



Congratulating Conductor **Mahlon Adams** on his retirement are: Supt. **H. P. Lee** (center, right), Chief Dispatcher **Henry White**, left, and Trainmaster **F. D. Larlee**.

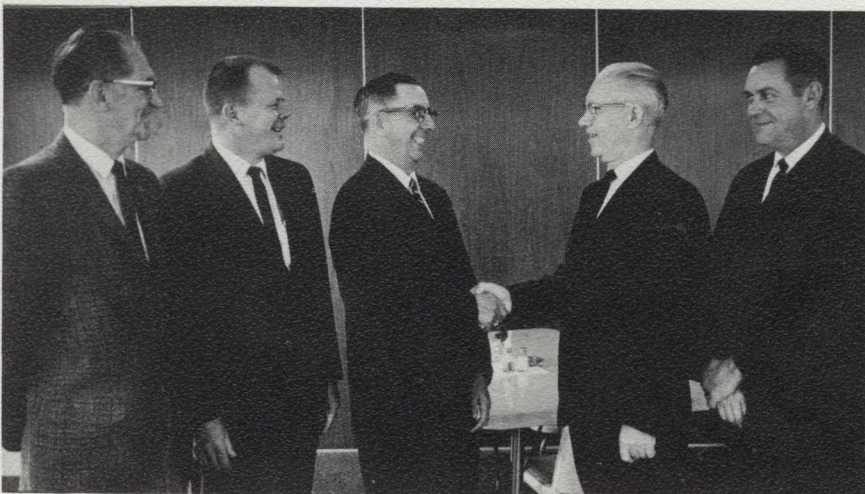
Purchases and Stores

Retired Shipping Clerk **Harry W. Hamlin** died Nov. 5 after a long illness at the age of 64. Harry held various positions in our department from 1929 until his retirement in 1967. Our sympathy to his family.

Traffic and Marketing

J. Charles Hickson, Asst. Vice President Marketing, recently attended a Transportation Course at Northwestern University, Chicago, Illinois.

Our sympathy to **Earle Kimball** on the death of his brother, **Elmer**, who died in Dover, New Hampshire on Oct. 25.



Pictured with Engineer **Ray White** on his retirement are, left to right, Chief Clerk **B. J. Edwards**, Asst. Supt. **Robert Groves**, Mr. **White**, Supt. **H. P. Lee** and Trainmaster **L. S. Milton**.

Anyone You Know?

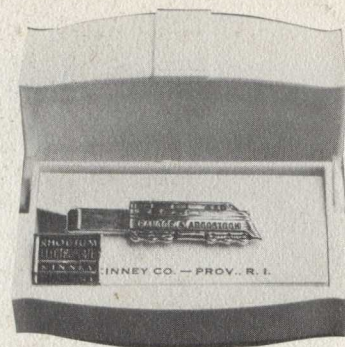




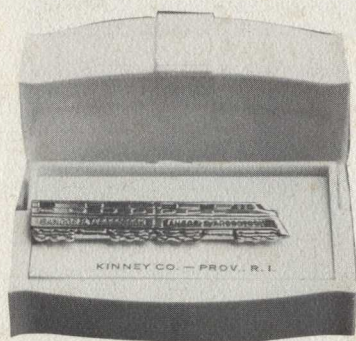
B and A Emblem

Christmas Gifts

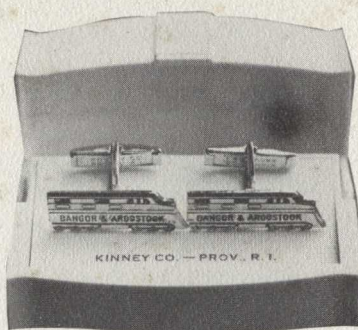
for the
**B and A Family
and Friends**



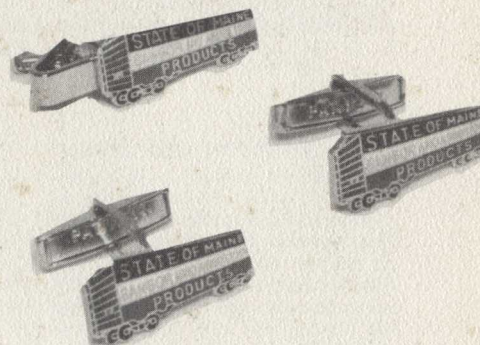
Single Diesel Tie Clasp
\$1.00



Double Diesel Tie Clasp
\$1.00



Diesel Cuff Links
\$1.50

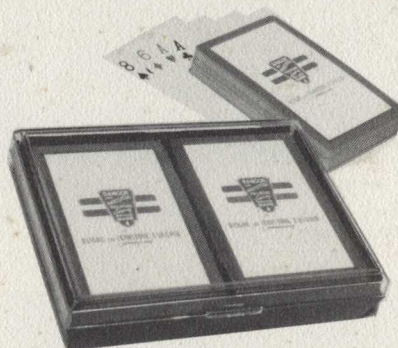


Tie Pin and Cuff Links
(Cars)

Clasp and Link Set	\$4.25
Tie Clasp	\$1.75
Cuff Links	\$2.50



Double Old Fashioned
Glasses
Set of 6 \$3.90



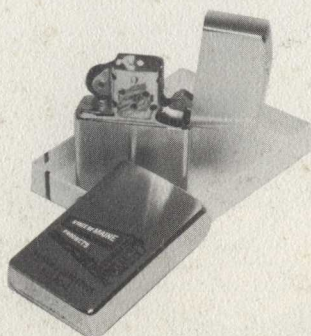
Plastic Coated[®] Cards
Single Pack \$1.00
Double Pack
in plastic case \$2.25



Tape Measure
6 ft. Zippo \$1.85



Overnight Bag
Canvas, Zipper \$1.50



Zippo Lighter
Windproof, Chrome \$2.95

Sales tax is included in all prices. No mail orders on glasses. All other items mailed postpaid.

Order from Bangor and Aroostook Railroad, Northern Maine Sales Office, Presque Isle; Marketing Department, 84 Harlow St., Bangor.



A BANGOR PUNTA COMPANY