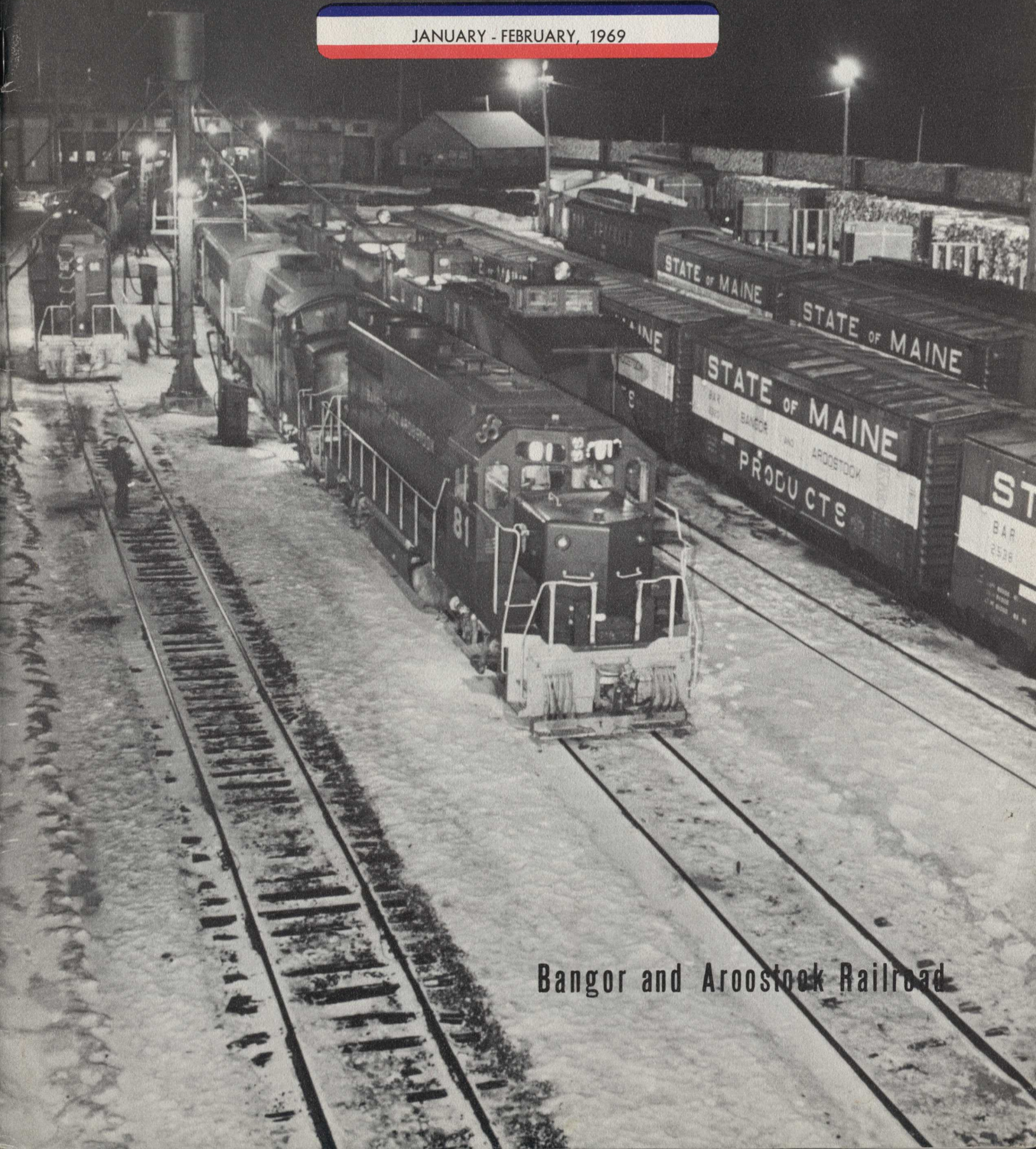
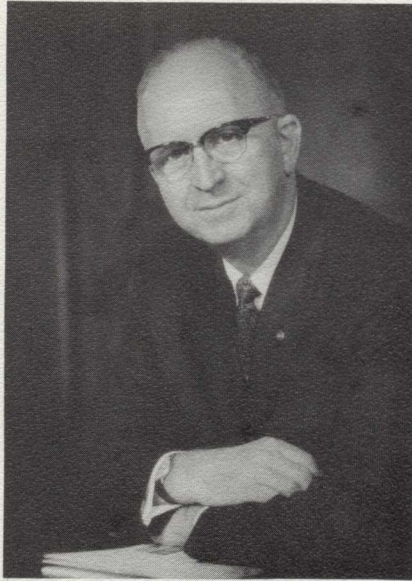


MAINE LINE

JANUARY - FEBRUARY, 1969



Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees,

While all of us are accustomed to the rigors of the northern Maine winters we were not quite prepared for the fury with which the present season fell upon us. Using some typical locations on the system, we find an average ground cover of 48 inches—38 inches at Ashland and 66 inches at St. Francis. . . a heavy snow cover for the period.

I do not want to usurp the task of the safety supervisor but I am most concerned about the hazards that high banks, poor footing and the cold bring to our people. This season always brings with it a quota of injuries that are directly attributable to the cold and snow. It would be an oversimplification to say that they could all be prevented. But we know that an extra measure of caution when the risks are high pays well.

It's unfortunate that our traffic reaches a peak during this particular season. It means that people who move trains are working under pressure to move vital freight as well as

working under weather conditions that make their work more hazardous. The trains, of course, must be moved, but I hope everyone whose work takes him outdoors under these conditions will remember that the extra measure of caution is indicated. I consider every member of the railroad family injured as a personal defeat, not only for the suffering, but for the waste to the individual and to the company.

Elsewhere in this issue you will find a story explaining the legitimate stake any business has in its government. It is timely, I think, because our own state legislature has just begun its session. Before adjournment, the men and women we have elected will have considered legislation that affects our vital interests. Many bills will be so important that they could affect the welfare of every employee.

Plato defined democracy as "a charming form of government, full of variety and disorder and dispensing a sort of equality to equals and unequals alike." I like the definition, particularly the notion of equality to equals and unequals alike. It is the essence of our system. But, ultimately, it is up to the individual to make it work.

Many businesses have paid lobbyists at the legislature to present their point of view. These men perform a necessary and honest task. But as Mr. Hand points out in the story, the power of a lobbyist is no more than the ability to convince reasonable men. The truly significant political power rests with the men and women who elected the legislators. The lawmakers understand this and almost always listen carefully to their constituents.

The cynics would have us believe that the individual cannot influence anything as unwieldy as his government. This isn't true. A courteous phone call or a good letter may well determine the fate of a bill. I hope that you will remember this power when the lawmakers are considering questions that affect you and your job.

Sincerely,

W. Jerome Strout

President



NEWS BRIEFS

About the Cover

Snow and cold weather bring extra hazards to railroaders who work outdoors (see "Talking It Over") to move trains. The men who operate the night freights, like this one being made up at Oakfield yard, must use an extra measure of caution during this busy season.

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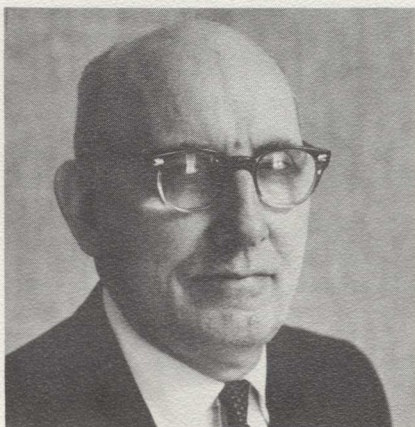


Arnold J. Travis

Arnold J. Travis, assistant vice president-operations and maintenance, has resigned to accept the post of assistant general manager of the Maine Central Railroad. Travis has been with the Bangor and Aroostook since 1946 as clerk, schedule assistant-labor relations, manager of the Highway Division, assistant manager of operations and assistant vice president operations and maintenance.

"I view Arnold's leaving with mixed feelings," said President W. Jerome Strout. "I am sorry that the railroad is losing a valued and loyal officer, but this is a promotion and I wish him well."

Henry G. White, Houlton, and Walter S. Chase, Derby, have been named Associate Editors of MAINE LINE. White succeeds B. J. Edwards, Transportation Department, who retired. Chase replaces Guy Dow in Purchases and Stores. Dow has left Bangor and Aroostook service.



Henry G. White



Burton A. Sawyer

White is chief dispatcher and is a veteran of 37 years with the railroad. He attended Houlton schools and Ricker College. He is active in the Masonic bodies, the Eastern Star and Anah Temple Shrine. His daughter, Janet, is a junior at the University of Maine.

Chase is a native of Everett, Mass., and has been with the road since 1933. He has held various posts in the Stores Department and is now storekeeper. He is active in the Masonic Order, the Eastern Star and Demolay. Chase is married and has two children, Walter, and Mrs. JoAnn Gordon, Dover-Foxcroft.

Freight Claim Agent Burton A. Sawyer has been elected vice chairman of the Eastern Claims Conference. Sawyer has been active in the organization for five years, serving as chairman of the Porcelain and Enamelware Committee, chairman of the Newsprint Committee and overall chairman of all the prevention committees.



Walter Chase



President W. Jerome Strout addresses brotherhood officials at a top-level briefing on the railroad's prospects and plans for 1969 in Bangor last month. Earnings, he told the group, are a matter of grave concern not only to railroad management but also to shippers.

The President Looks At 1969

The railroad faces some challenging problems in 1969 but nothing we can't meet, President W. Jerome Strout told officials and representatives of the road's 14 Brotherhoods in Bangor last month. The December meeting is an annual top-level briefing of labor leaders on the railroad's prospects and plans for the next year.

Strout told the group that earnings are a matter of grave concern not only to railroad management and ownership but also to shippers because of the direct relationship between earnings and the ability to provide adequate transportation service. Last year was a difficult one, he said, with rising costs and a drop in potato traffic.

"Along with other American railroads we were subjected to increased labor costs on a national agreement that increased our direct labor costs by \$250,000 in 1968 and will increase costs another \$240,000 in 1969, or a total of \$490,000," he

said. "If we add to this the increases in material costs of \$200,000 we get a total additional cost of \$690,000."

Rate increases for 1968 and 69 are expected to bring a total increase in revenue of \$550,000, he added.

The growth area in the railroad's traffic pattern, he said, includes piggyback, the benefits of the growing beet sugar industry, forest products and processed potatoes.

BEETS A GROWTH INDUSTRY

The president called the beet sugar industry, "a natural for growth and for rail transportation. We are estimating \$500,000 revenue for 1969 compared with \$189,000 in 1968 and \$91,000 in 1967. We expect this to grow."

"I told you one year ago," he said, "that we had a plus in the products of the forest—long logs and lumber as well as pulpwood and paper. This business is healthy. Our revenue from the paper mills will be on the

plus side in 1969 and we are already getting enough increase in long lumber that we are rebuilding an additional 10 cars making a total of 43 cars in this service."

"Fresh potato traffic reflects the great changes that are taking place in the potato industry," he said. Not many years ago, fresh potatoes accounted for more than 50% of the road's revenue. Last year it was 20%, he continued, and a reasonable average now would be between 20 and 24%.

"There is a marked trend away from fresh potatoes toward processed potatoes," Strout said. "For example, the national consumption of fresh potatoes as a percentage of the total crop was 59.4% in 1956 and 43.6% in 1966. We have five processing plants on our lines and two of them are talking expansion."

Strout also told the group that the 1969 budget calls for about the same level of manpower expenditures as 1968.

"The physical plant of the company is in good condition and we expect to keep it that way," he concluded. "We're a going concern."

Union officials attending were: Albert J. Bergeron, General Chairman, Brotherhood of Railway Carmen, Boston, Mass.; Alfred J. Bushway, Shop Committeeman, Sheet Metal Workers International Association, Derby; Thomas Christensen, General Chairman, Brotherhood of Maintenance of Way Employees, Hartford, Conn.; Charles W. Clark, Local Chairman, Brotherhood of Railway Carmen, Derby.

Oscar Derderian, Assistant General Chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, Boston, Mass.; Guy J. Crandall, Jr., Local Chairman, Amalgamated Transit Union, Houlton; William E. Estes, Local Chairman, International Association of Machinists, Bangor; George C. Folsom, Local Chairman, International Brotherhood of Electrical Workers, Milo; James H. Fraser, Vice General Chairman, Brotherhood of Maintenance of Way Employees, Grindstone; Clarence A. Hamilton, Vice General Chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, Bangor.

Arthur J. Hebert, General Chairman, International Brotherhood of Firemen and Oilers, Chelmsford, Mass.; Ralph A. Hood, General Chairman, Transportation-Communication Employees Union, Milo; Harold D. Kelley, General Chairman, Brotherhood of Railroad Signalmen, Millinocket; Donald C. McNally, General Chairman, Brotherhood of Railroad Trainmen, Oakfield; Fred D. Parent, General Chairman, Brotherhood of Locomotive Firemen and Enginemen, Bangor; John A. Rowe, General Chairman, American Train Dispatchers Association, Houlton; Paul A. Sullivan, President and General Chairman, International Association of Machinists, Boston, Mass.; Bert J. Worster, Local Chairman, International Brotherhood of Firemen and Oilers, Milo. Also attending were 23 officers and supervisors of the railroad, and Robert Lawrence, chief accounting officer of Bangor Punta Corporation.



Donald C. McNally, general chairman of the Brotherhood of Railroad Trainmen, talks with D. G. Merrill, assistant vice president-operations and maintenance at the luncheon.



After the meeting Strout chats with Albert J. Bergeron, general chairman of the Brotherhood of Railway Carmen, Boston, Mass. The meeting is an annual event.

Pictured at right are: Director of Personnel Liston F. Lewis and Clarence A. Hamilton, vice general chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees.



Pictured above is Fred D. Parent, general chairman, Brotherhood of Locomotive Firemen and Enginemen. At right are Controller Owen Gould and George C. Folsom. Pictured below are: General Freight Traffic Manager L. W. Wentworth, Bert J. Worster, local chairman, International Brotherhood of Firemen and Oilers.





To Convince Reasonable Men

Anyone who thinks business has no stake in government just hasn't been listening for the last half century or so.

Every time the state legislature or congress convenes, legislation is introduced, and sometimes enacted into law, that affects the vital interests of a company and their employees. It's probably more true of the railroad industry because it has been subjected to public regulation for so long and it's a hard habit to break.

So most large companies hire professionals to take their case to the lawmakers; lobbyists. To the politically uninitiated it may sound like a dirty word, suggesting "deals in smoky hotel rooms and bought votes. But the truth of the matter is that the professional lobbyist spends much of his time reading the flood of bills, answering questions about legislation that his people are interested in and just being available. The picture of the lobbyist as the unscrupulous tool of powerful men is ludicrously inaccurate.

"We are represented in Augusta by a full-time lobbyist," explains Vice President and General Counsel William M. Houston, "first because it's a matter of self interest. The legislature will be considering bills that could affect our profits and the way we conduct our business. But we're also concerned with the whole process of good government and we think by participating we can contribute to the process."

Houston, a 41-year-old executive with a strong political background, has responsibility for the railroad's legislative effort. His experience as mayor of the City of Bangor, a vet-



* Much of the time of a lobbyist is spent reading the flood of bills that pour into the legislative hopper during a session, says Hand. Pictured with him is Houston and Speaker of the House David J. Kennedy.

eran of the city council, a sergeant-at-arms at the 1964 National Republican Convention as well as a tireless campaigner for various candidates, gives him a flair and a feeling for the task.

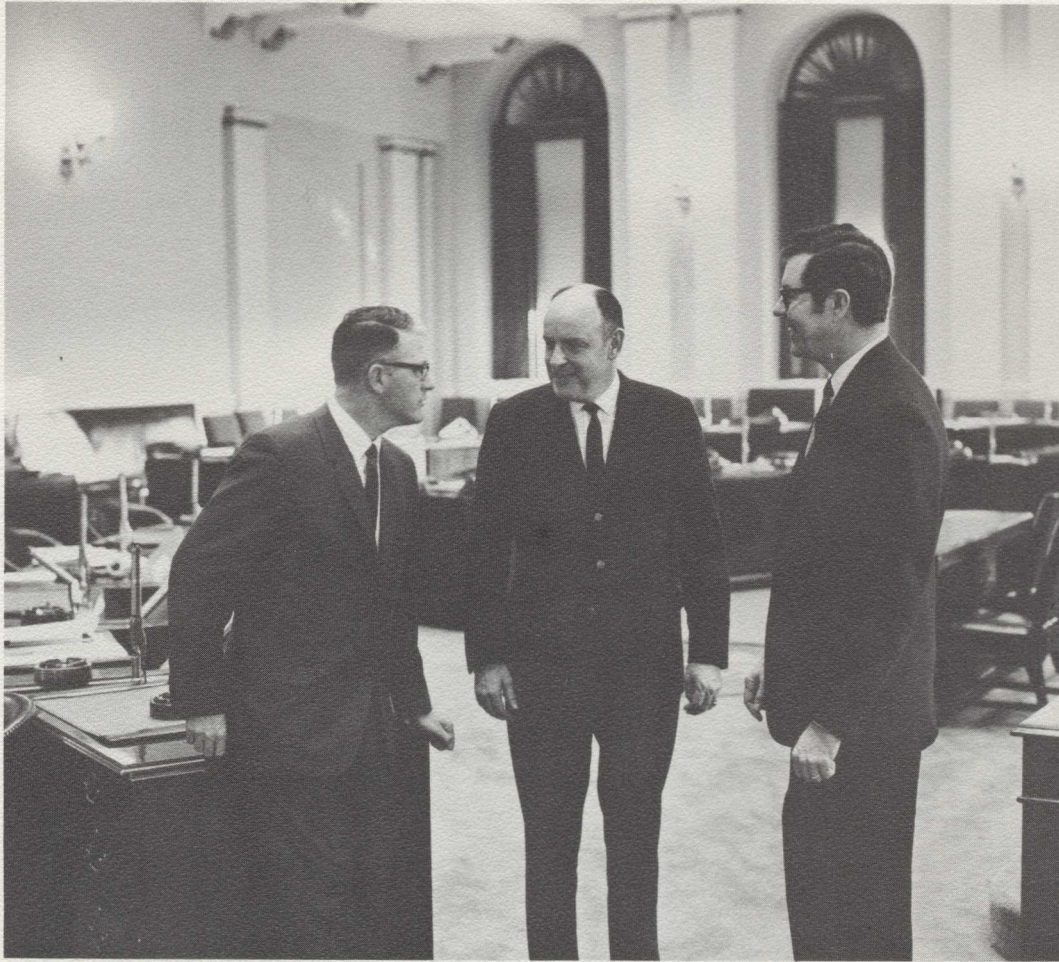
The actual representation at the capitol in Augusta is performed by Lynwood Hand, an Aroostook County lawyer, former member of the Maine House of Representatives. Hand has been a lobbyist since 1955. When he talks about the challenges

and satisfactions of the job he speaks in terms of the sheer physical effort required, the pleasure of knowing and working with able men and the friendships formed over the entire state.

Hand, a witty and urbane observer of government for 20 years, is amused by the concept of the lobbyist as a buyer of votes and a peddler of influence.

"The fact is that a great deal of my time—and that of any other

Bangor and Aroostook Vice President and General Counsel William M. Houston and lobbyist Lynwood Hand talk with Representative Emilien A. Levesque, Madawaska, House Minority Floor Leader, and Senator Elmer A. Violette, Van Buren under the rotunda of the capitol in Augusta.



Making the rounds at the Statehouse Hand and Houston call on Senate President Kenneth P. MacLeod. Representing the railroad at Augusta means being available at all hours to answer questions about bills the railroad is interested in. Not only must the lobbyist be well versed on the bill, he must have considerable physical stamina.

lobbyist—is spent studying the 1500 to 2000 bills that go into the hopper during an average session,” he explains. “The bills might average two pages each. Some can be scanned. But most have to be read with great care because often a bill may, because of its language, have broad effects that its author never intended.”

Hand cites as an example a bill for the preservation of wet lands in the last session of the legislature. It was a most unlikely bill for the railroad to concern itself with. Yet its language, had it been passed without amendment, would have prevented the railroad from putting ballast under its tracks in wet areas. Of course, the bill’s author did not intend the bill to have this effect and it was changed. But if there had been no one reading the bill from the railroad’s point of interest, it might well have passed as originally drafted.

About half of the bills that are finally enacted into law are amended and the lobbyist then has to give the amendments the same scrutiny that he gave the originals.

“Representing the railroad means that I must be here all the time during the session,” Hand says. “It means being available at all hours to answer questions about bills that we’re interested in. Legislators are often tied up with committee meetings and sessions during normal working hours. A great deal of their own research has to be done after the regular day. It’s often physically demanding.”

The lobby—there are between 200-300 lobbyists registered during a session and between 30-40 are full time—has been called the Third House by political columnists because of its unofficial standing and the amount of political expertise it

represents. Hand scoffs at the notion of the power and influence exerted by him and his colleagues.

“I think that the lobby does provide a kind of continuity to our government,” he admits. “The average tenure of legislators is from two to four years. The average tenure of the lobbyist is 10 years. Most of them have themselves served in the legislature. Many are attorneys and students of government. Consider this along with the fact that the turnover in the legislature is about one-third every session and you can see that the lobby provides a source of information for new lawmakers, a kind of walking reference manual. In fact, the lobbyist is perhaps more a servant of the legislature than an employee of private interests.”

“But the power of the lobby is overestimated,” he continues. “Its

only power is its ability to convince reasonable men."

As William Houston points out, "If it weren't for Lynwood Hand, or someone like him representing us at Augusta, laws could conceivably be made without anyone hearing the railroad's point of view simply be-

cause of the tremendous pressure of getting the business done."

Houston believes that every railroad employee has a vital interest in what happens in Augusta. For laws that adversely affect his company also affect job security. He also believes that the most effective means

of lobbying is by employees who talk to their representatives, perhaps when they're home for the weekend.

"Most legislators are pleased to have constituents interested in their work and are sensitive to opinion," he says. "It's all part of the democratic process."

Mileposts . . .

FORTY-FIVE YEARS

Harold D. Parent

THIRTY-FIVE YEARS

Erwin J. Barnes

THIRTY YEARS

Louis P. Larsson

TWENTY-FIVE YEARS

Bernice Bailey

William A. Gallivan

Duane L. Howse

George A. St. Pierre

Alton L. Wardwell

TWENTY YEARS

Charles W. Clark

Louis L. Gagnon

Philip F. Kittredge

Adrian L. LaPointe

Joseph Vettraino

FIFTEEN YEARS

Frederick K. Annett

Calvin P. Bachelder

Donald R. Barrett

Guy J. Crandall, Jr.

Willis C. Glew

Keith N. MacDonald

Leland G. Nowell

Kenneth F. Rich

Anyone You Know?



Sam McSorley, Soldier, Railroader, Poet



Elgin Leroy McSorley, a genial Irishman who's transfer table operator at Derby Shops, is the railroad's unofficial poet laureate. A railroader for 24 years Sam McSorley can dash off a verse for just about any occasion and it's often to the discomfort of a friend who may have just received a ticket for speeding.

Poets, if you stop to think about it, are where you find them.

But Elgin Leroy McSorley—Sam to everyone who knows him—is truly the unlikeliest of poets. Sam McSorley, a 24-year veteran of Bangor and Aroostook service at Derby Shops, weighs in at a trim 246 (“That’s an eighth of a ton if you want to look at it that way.”) and his 6 foot, 4 inch frame makes him look more like a wrestler than the railroad’s unofficial poet laureate.

Sam is a mischievous-eyed Irishman whose bubbling humor is never far from the surface. There are those, including some teachers who remember his early poems, who have voiced the thought that his inspiration sprung more from a built-in urge to needle all authority than from a celebration of beauty. But even those who have been the butt of his wit can usually squeeze a genuine chuckle out of his poetry.

How does a poet become a poet? He just grows that way, Sam thinks.

“My father wrote poetry,” he says with a deprecating smile. “He was my idol. He was just a good, honest Irishman who could sing and write poetry. I suppose I inherited the ability. I used to write poems in school. Mostly it was to aggravate somebody.”

Sam McSorley can write a poem about a co-worker who gets a ticket for speeding, or a lonesome locomotive whistle in the night, or the death of a friend or a humorous parody of “The Night Before Christmas.” A humorous essay “The Seven O’clock Whistle” has appeared on the bulletin board at Derby. So have most of his other poems. But McSorley is a

professional poet, not just a decorator of bulletin boards. Professional because he gets paid for his work. The Milo TOWN CRIER carries his Joe Buckshaw column and a poem every week. The Piscataquis OBSERVER buys his poems and so does the Maine SUNDAY TELEGRAM.

The Joe Buckshaw letters are pure, homespun corn with a flash of the McSorley wit showing here and there; he takes an unabashed delight in writing them, using deliberate misspellings and grotesque convolutions of the language as humorous devices.

“I had a lot of fun with the election speeches,” he muses. “I get answers occasionally. I don’t consider myself a liberal, or anything else you can put a label on. I get a kick out sticking pins in ridiculous statements. Things like that. I can’t spell very good so the Joe Buckshaw letters come naturally.”

FROM RIDICULOUS TO BEAUTIFUL

His poetry ranges from the deliberately ridiculous to touches of real beauty, when he writes about subjects that are close to his Irish heart. He has a troubadour’s true instinct for the right word. Mostly Sam McSorley is a railroad man, one who’s helped pick up wrecks, who’s listened in a bunk car to the music of a night freight. He has felt the cinders under his feet and heard the right-of-way ring with the wail of a steamer’s whistle. It shows in his poem “Railroad Blues”: “. . .

“. . . There’s a pulp-laden freight train pulling up old Libby grade, With hot wheels and brake beams singing out their serenade.

I can see a burned out fire beside the right of way, While over all the twilight haze falls on the dying day. . .”

Another, called “Troubles on the Wrecking Outfit,” has the same ring of authenticity that some of Robert Service’s work has:

“Hang up your coat and hat my friend,

And settle back in a chair; While I spin you a yarn of hardship That put this gray in my hair.

One cold, bleak Janaury morning, When the mercury was 20 below; Eleven cars left the iron at Quakish, And piled up there in the snow.

A brake beam had dragged from Millinocket,

And looped itself around a switch A terrible moment of grinding cars; And eleven lay in the ditch. . .”

After nine graphic verses it concludes:

“Now when I die and leave this place

To get to Heaven I’ll yearn But I don’t care much if I go to Hell “I’ll be too damn tough to burn.”

Sam McSorley has crowded a lot of living into his 60 years. That may be why he writes with such feeling when he’s not poking fun at something. When he was 14 (in 1923) he enlisted in the Army and was assigned to the Fourth Light Field Artillery at Fort McIntosh in Laredo, Texas.



McSorley takes a minute during his lunch hour to dash off a poem about a friend who's retiring. It's a tradition at Derby Shops.

"I was a big kid and had most of my growth," he says, grinning at the memory. "Besides, they needed men and they didn't ask too many questions. I really don't know why I did it. The army was still using horses then. I was scairt of the snakes and spiders. And I didn't like the horses none too well either."

The army caught up with him just four months before his two-year enlistment was up, paid him off (\$21 a month in gold and silver) and paid his fare to Bangor. He was not quite 17.

Five years later he married and began rearing his family. He worked in the woods. When the war came he worked in shipyards. He remembers them as hard years but good ones.

"It was a hard time when the children were small to get enough to raise them," he remembers. "I used to handle birch in the woods for the American Thread Company for two dollars a day and my board."

Five of his children are still living. The oldest, Charles, was killed in an accident in France in 1954. Leroy is a welder at Derby. Then there are Donna, Gail, Barry and Dolores. It's a close-knit family and Sam enjoys the role of patriarch.

Sam entered Bangor and Aroostook service in 1945. He's worked as a carman helper, carpenter, painter in the wreck crew and, the job he always comes back to, transfer table operator. This involves moving cars from various parts of the Shops and McSorley is good at it. It also gives him time to think about things. Like poetry. And life. Vaughn Ladd, former chief mechanical officer, remembers him as "a strong-minded man in an easy sort of way. He was a carman once and a good one." And railroading, along with his family, is an important part of Sam McSorley's life.

Only once since his first adventure did the old wanderlust overcome him. Sam and his son went to the stock car races in Unity one lazy summer afternoon. Halfway through the races Sam knew he'd have to go or bust. He called his wife three weeks later from Laredo, Texas, after he and his son had been as far as Monterey, Mexico. On the way home he stopped at his daughter's in Connecticut and arranged for his wife to meet him there.

Even the most insensitive of men would realize that the reunion was one of those human encounters that was fraught with danger. And Sam McSorley was not an insensitive man.

"I got to thinking what I'd say when she came and I've learned that you get some advantage when you take the initiative," he says. "So before she could say a word, I says, 'Stell, where in hell have you been!' She got to laughing and then it was all right."

By the time the pair returned home they had traveled over 6,000 miles. The trip scratched McSorley's traveling itch. The only other place he wants to go is Ireland. But it won't be on impulse, he says.

Sam McSorley's job, his family and his writing are elements of the good life for him. He likes flowers and once planted as many as 2600 gladiola bulbs.

"I gave that up," he grins. "It was like planting an acre of potatoes by hand."

"I've had a good life," he says reflectively. "My philosophy is to live today and let tomorrow take care of itself. The only thing I regret is leaving school. I don't think my writing is awful good, but I have a lot of fun with it. Maybe it keeps me young. But, you know, I don't think a man is old until he has to be helped into one of them adult movies anyhow."

Whether or not Sam McSorley's poetry will live for the ages is questionable. But Derby wouldn't be nearly as interesting without him.

From The Railroad Retirement Board

The railroad retirement tax rate for employees and employers alike will go up from 8.90 percent to 9.55 percent in January 1969. As before, the rate will apply to the first \$650 of each month's earnings so that the maximum monthly tax will increase by \$4.23. The new rate, which includes 0.60 percent for financing hospital insurance benefits under the Medicare program, is scheduled to remain in effect through December 1970.

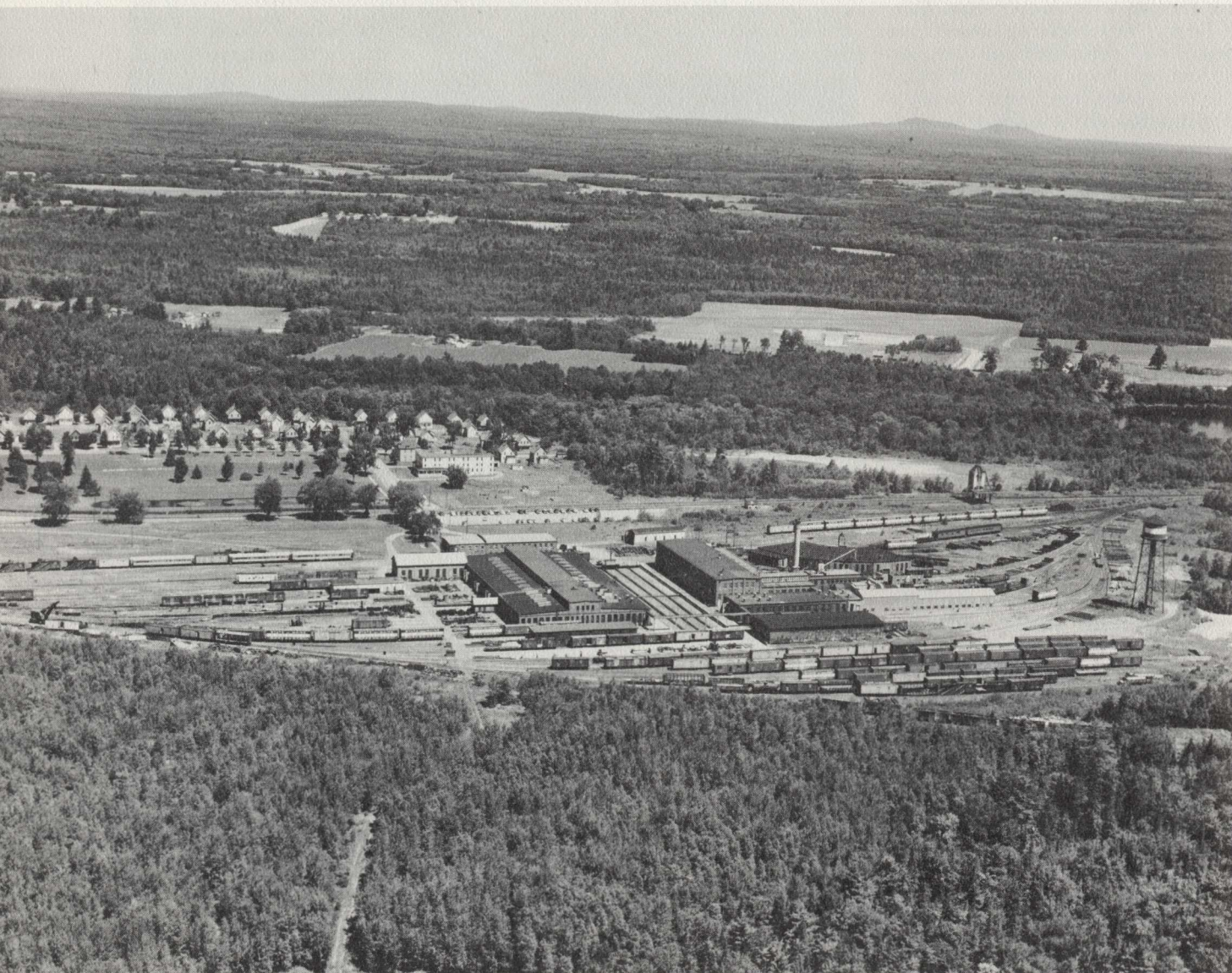
There will be no change in either the railroad unemployment contribution rate or the special railroad retirement supplemental tax rate, both of which are paid exclusively by railroad employers.

The Railroad Retirement Board reminds persons who received **regular** railroad retirement or railroad unemployment and sickness benefits in 1968 that these payments are exempt from Federal and State income taxes in the United States. Therefore, such payments should not be reported as income on an individual's 1968 tax forms.

The Board points out, however, that **supplemental** employee annuity payments are considered taxable income under Federal income tax laws. Each person who received supplemental annuity payments in 1968 will be sent a statement by the Board showing the total amount of these payments to him during the year. The statements, which are intended to assist supplemental annuity beneficiaries in filing their Federal income tax returns, will be mailed sometime in January 1969.

In the opinion of the Board's legal counsel, **supplemental** annuity payments are exempt from State income taxes in the same manner as **regular** annuity payments.

'... As True As Taxes Is'



The railroad pays 18% of the taxes in Milo where Derby Shops (above) are located, 24% of the taxes in Oakfield and 16% of the taxes in Hermon. In all, the railroad and the Bangor Investment Company, a wholly-owned subsidiary, pay \$250,000 in taxes to 62 municipalities.

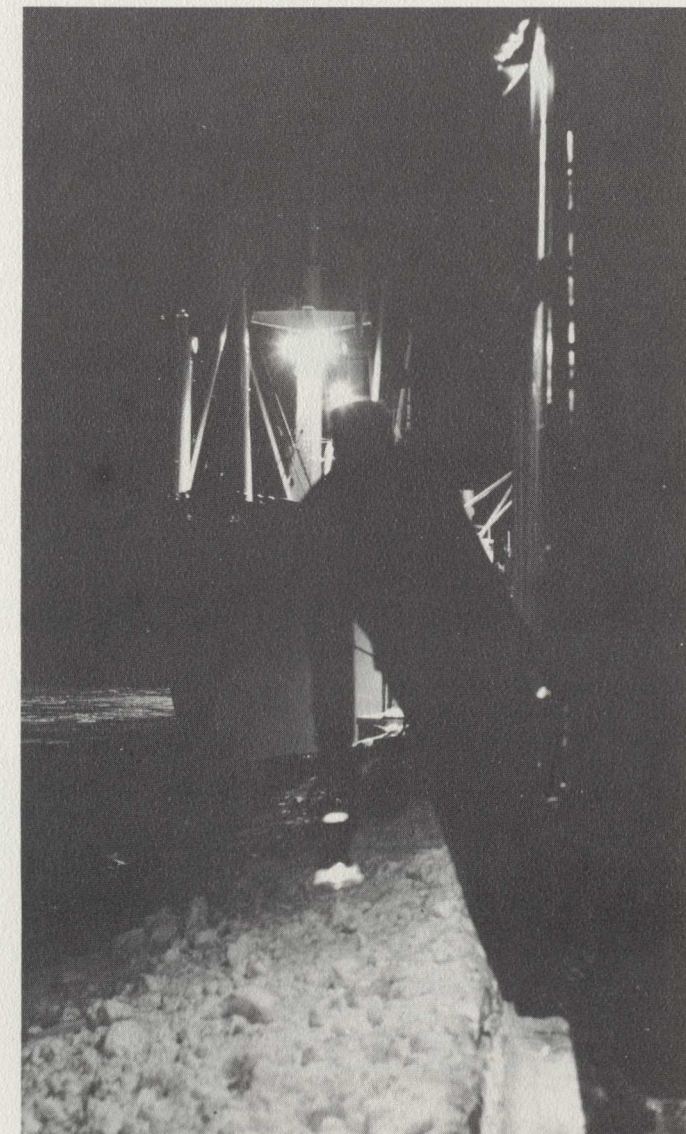
"Taxes are what we pay for civilized society."
—Justice Oliver Wendell Holmes

Justice Holmes' definition of taxes is, perhaps, a lesson in precision. Ever since the species emerged from the cave and formed groups for mutual protection man has been concerned about how to apportion the costs of the services that society performs for its people. The question is particularly relevant for business and even more so for railroads for their physical plant is usually scattered over a large area.

In the Bangor and Aroostook's case, the company pays taxes amounting to \$250,000 in 62 municipalities. The figure includes taxes paid by the Bangor Investment Company, a wholly-owned subsidiary of the railroad. In three towns, the railroad pays a major part of the municipality's total tax bill. In Oakfield where the road has major yards, it pays 24% of the taxes. In Hermon, 16% and in Milo, where Derby Shops are located, it pays 18%. The railroad's tax bill in other communities ranges downward from these figures.

The total does not include, of course, money paid in taxes to the state. But the yearly bill is significant enough so that making sure that it is correct and equitable is a major management concern.

The railroad's concern with its tax bill, President W. Jerome Strout explains, is not a matter of trying to avoid taxes.



In Searsport, where the railroad's deep water port is located (above) the company is also a major taxpayer. The average yearly increase in taxes throughout the system since 1932 has been 3.3%.



Roger R. Randall

"Our philosophy," he explains, "is that we want to pay our fair share of the tax bill to the communities in which we live. This is part of being a good citizen and part of insuring healthy government. But it's also a matter of good business to know exactly what you're paying taxes on and making sure that you're taxed on the same basis as other members of the community."

The man responsible for keeping a watchful eye on the tax bill, buying and selling of land and insurance on the physical plant is Roger R. Randall, assistant engineer - real estate, a 17-year railroad veteran. Randall was appointed to the post in 1965 after completing a special land use study on three major Aroostook towns. Municipal tax bills are obviously one of his major re-

sponsibilities. But he must also know whether the railroad has enough land for its development needs and if it's using what land it has effectively.

"Recent taxation history, particularly in urban areas, has shown a very human tendency to lean rather heavily on business for taxes, particularly out-of-town business," he explains. "And there are a good many railroads who can testify to the painfulness of that kind of a tax bite. We don't have any situations like that in our operating area. But we think it's smart to know just what we're paying on."

Since the road began scrutinizing its tax bills so carefully Randall has found instances where the company would have been taxed on more land than it actually owned and buildings that had been demolished. In some cases, the road had been receiving a bill for a lump sum without a description on the property. And, in at least one instance, the railroad demolished an obsolete structure and saved taxes of \$1300 on the single item.

It's a delicate path to tread, as Randall or any tax liaison person can attest. On the one hand, the railroad insists on assuming its full obligations of citizenship in the community. And on the other it has obligations to its stockholders. It must walk this fine line without offending the tax officials of the community and still watch its own best interests. Mostly, Randall says, it has been a case of moving slowly and with great care. Reforms or changes in procedure have been gradual so that they have not been disruptive in the communities who depend heavily on railroad tax money.

The batting average of the program has been pretty good, although the accomplishments may not sound spectacular. For example,

all tax bills now contain a detailed description of the properties. In most cases, the railroad is taxed on the same basis as adjacent property owners. And by having a detailed listing in even the smallest of towns where the road owns property, each town has had to put a value on each individual parcel of land.

In dollars and cents the revised valuation schedules on some obsolete buildings, corrected acreages and buildings that were razed for tax purposes has made an obvious saving of \$14,000 with the 1964 rate adjusted to the normal mil increase.

But probably the most important accomplishment, Roger Randall thinks, is establishment of a stable base for future taxation. How important this is can be seen from a comparison of property taxes which have increased an average of 3.3% a year since 1932. In the period between 1954 and 1964 the increase was 7.5% a year but in 1965 the trend was reversed and there was a .48% decrease over the year before. Since then the system-wide bill has reverted to the original 3.3% increase or about equal to the inflationary increment of the currency.

A brisk demand for land for a new type of modern potato storage and packing facility has actually placed the railroad in a land buying position within a three-year period. In many cases industrial land available for the new facilities has not been adequate and the road has had to buy more. In a six-year period the company has spent \$83,000 for such land, most of it in the past two years.

Charles Dickens has one of his characters say: "It was as true. . . as turnips is. It was as true . . . as taxes is. And nothing's truer than them."

The railroad regards them in that light as an economic fact of life. . . an obligation to be honestly assessed and willingly paid.



Thurston W. Cudhea



Benjamin J. Edwards



Hiram E. Childers

Childers, Pettengill Named To New Posts

Thurston W. Cudhea retired Nov. 29 as superintendent of signals and communications for the railroad. He had held the position since 1949. Cudhea is succeeded by Hiram E. Childers, a native of Cincinnati, Ohio.

Cudhea, a native of Spring Hill, Nova Scotia, entered railroad service in 1949 after serving 18 years with the Northern Telegraph Company. He was first employed by the telegraph company in 1931 as an inspector in Houlton. He later became a foreman and was made general foreman at Derby in 1938.

He attended Acadia Academy and Wentworth Institute in Boston. Cudhea is a member of the Milo School Board, the Lions Club and the Masonic Order. He is married and has two daughters.

Childers comes to the Bangor and Aroostook from the New York Division of Baltimore and Ohio Railroad where he was signals supervisor. He has been associated with the railroad industry since 1941 when he became signals helper for the Baltimore and Ohio Railroad. Childers will make his headquarters in Houlton.

He attended schools in Cincinnati and Purdue University in Lafayette,

Indiana. Childers served in both the European and Pacific theaters with the U. S. Navy in WW II. He is a member of the BPOE, Holy Name Society and has been active in Scouting. He is married and has five children.

Benjamin J. Edwards has retired as chief clerk in the Bangor and



Gary B. Pettengill

Aroostook Transportation Department at Houlton after more than 44 years of service. Herschel P. Lee, superintendent of transportation, named Gary B. Pettengill, 29, of Houlton, to the position.

Edwards is a native of Island Falls and attended local schools, Island Falls High School and Bay Path Institute. He entered railroad service as an engine cleaner in 1924 and subsequently worked as a clerk in the road's mechanical department and stenographer in the office of the general manager in Bangor.

Edwards is a past master of Island Falls Lodge No. 206, AF & AM, past high priest of Daniel Randall Chapter, RAM, and a past patron of Loyal Chapter, OES. He is married and has two sons. Edwards will make his home in Margaree Centre, N. S.

Pettengill is also a native of Island Falls and attended schools there. He became associated with the railroad as a student operator in 1956 and later became a clerk at the transportation office in Houlton.

Between 1962 and 1964 he served in the U. S. Army. He is a member of the Masonic bodies and the BPOE.



The amount of movement possible in cars equipped with a cushion underframe device is illustrated in these photographs showing the device compressed, above, and extended, below.



**By Cecil E. Garcelon
Safety Supervisor**

It was one of those still July days so typical of the northern summer. The heat of the morning sun made shimmering waves over the siding, where a string of cushion underframe boxcars had been stored for several days. The morning quiet was broken by the sounds of a train crew and a switcher dropping a car on the siding.

A brakeman was walking near the string of boxcars. Suddenly, for no apparent reason, the end car in the string moved several feet and there was a crash as the other cars in the string reacted.

The startled brakeman whirled, a protest on his lips, to see if the engine has touched the cars or if another crew member had released the brakes. The engine was some distance away. No other crew members had been near the cars.

Puzzled, the crew examined the cars carefully and reported the incident. The subsequent investigation revealed that the cars had been pushed in the siding with an application of brakes to slow the movement. The force of the brake pressure, combined with the opposing force from the engine had compressed the cushioning devices on all the cars and, of course, the brakes were set in that position.

The train crew arrived on the scene just in time to witness the dramatic incident. The air had reached a level just at that moment that permitted the brakes to give way against the combined pressure of the springs and hydraulic systems of the cars. When that happened, the cushioning devices centered themselves, moving the cars.

The circumstances that led to the phenomenon were not unique. Cars

The Case of the Phantom Brakeman

are often placed on a siding with a service application of brakes. It's standard procedure to set the brakes. In this case, the heat of the morning made less effort necessary to move the cars, and the roller bearing with which all the cars were equipped, made it easier for it to happen.

The railroad has 1,046 cars equipped with the cushion underframe device. Most of them are used in paper traffic to protect the valuable lading against impact. In principle, the cushion underframe works the same way as the shock absorber of an automobile using a powerful spring and a hydraulic system to cushion impact. All except a handful of the railroad's own impact-reducing cars are of the cushion underframe design which means that under impact, the car itself, rather than the coupler, moves to absorb the shock.

END OF CAR DEVICE

A second type of cushioning device, called an end-of-car cushioning device, has the same type of spring and hydraulic system on each end of the car. Under impact shock is absorbed by movement of the device itself, rather than the car, and there is movement in the drawbar.

Remembering the experience of the train crew with the cushion underframe car there's a clear message to either trainmen or car inspectors working about either type of cushion device car to use a great deal of caution. We own two classes of cushion underframe boxcar. The travel of one device is 20 inches, the other 30. This means that a total movement of 40 inches and 60 inches is possible. If the brakes are set on

the cars when the cushioning device is compressed, the cars will quickly return to a normal position when the brakes are released. The movement is sudden and could cause injury to anyone working about the car if they were not anticipating it.

Car inspectors working about the trucks of these cars should use special caution. If there's any question that the cushioning device is not in the normal position a chain trig should be used on the wheels. Roller-bearing cars move with very little effort when the brakes are off. Movement of a car door can do it. So can the movement of a forklift working in the car.

And caution is indicated for trainmen reaching across the drawbar to turn an angle cock or couple an air hose. In a controlled test, the cars

moved with such force when the brakes were released that it could have thrown a man to the ground.

Many piggyback flatcars and other foreign cars are equipped with the end of car cushioning device where there is movement in the drawbar when the device returned to normal position after being compressed. This presents a special hazard if one puts his foot on the drawbar to cross the car and some railroads have reported serious foot injuries from this type of car.

The cushion underframe cars are helping keep vital traffic on the rails and they're certainly part of modern railroad technology. But the lessons we have learned from them indicate that, like most railroad tools, they should be treated with a lot of respect.



Men working about cushion underframe cars, even when the cars are stationary, should use great care. If the cushioning device is not in a center position the car could move suddenly.

In The Family



Florence McBeth, cashier at Millinocket, retired Dec. 20 after 44 years of railroad service. She was born at Prince Edward Island and attended Millinocket schools and Gilman Commercial College in Bangor. Miss McBeth entered service as a stenographer. She was later chief clerk in Bangor. She is a past noble grand, Natoma Rebekah Lodge, and past district president, Rebekah Assembly of Maine. Pictured with her are Trainmaster **F. D. Larlee** and Supt. **H. P. Lee**.

Engineering Department

Leading Signalman and Mrs. **John L. Rowe** of Milo, visited Mr. and Mrs. **John Landers** and family in North Conway, N. H., during December. Mrs. Landers is the daughter of Mr. and Mrs. Rowe. While away, Mrs. Rowe and Mrs. Landers visited Mr. and Mrs. **R. E. McAllister** in Salem, N. H. Mr. McAllister will be remembered as a BAR Signalman in Houlton.

Leading Signalman and Mrs. **John L. Rowe** and Mr. and Mrs. **John Morrill** were Christmas guests of Dispatcher and Mrs. **John A. Rowe** and family in Houlton. Mrs. **John A. Rowe** is the daughter of the Morrills.

Chief Engineer and Mrs. **V. J. Welch** of Houlton, were host and hostess to BAR engineering department employees and wives, at open house held at their home on December 22. A good number were present for a most enjoyable time. Refreshments were served.

Trackman **Theodore P. Lavoie** (Ret.) died at a Van Buren nursing home following a long illness, on Dec. 10. He was born in Hamlin Plantation, Apr. 24, 1883, the son of **Francois** and **Lucie Cyr Lavoie**. Mr. Lavoie was a member of the League of the Sacred Heart. He began work as a Trackman at Van Buren in May 1922, and held this position until his retirement in April 1950.

He is survived by his widow, a daugh-

ter, brothers, sisters, and seven grandchildren.

Funeral services were held in St. Bruno's Catholic Church in Van Buren, on Dec. 13, with the Rev. **Leo Cyr**, S.M., officiating at a High Mass of Requiem.



Conductor **Frank W. Morrill**, Derby, has retired after 42 years of Bangor and Aroostook service. He was born in Old Town and attended Brownville schools, entering service as a brakeman Oct. 22, 1926. He is married and has one daughter, **Sharon Hackett**, Orono. Mr. Morrill is a member of the Masonic orders and Anah Temple Shrine. Pictured with him are Supt. **H. P. Lee** and Trainmaster **M. E. Walls**, right.

In a November ceremony at the First Universalist Church of Oakfield, Miss **Suzanne Henry**, daughter of Machine Operator and Mrs. **Gerald Henry** of Oakfield, was united in marriage to **Burton E. Lenentine**, son of Mr. and Mrs. **Everett Lenentine** of Monticello.

The Rev. **John Ruth** officiated. Soloist was Mrs. **George Larlee** and Mrs. **Greta White** organist.

Miss **Rebecca Barrett** was maid of honor and **Wayne Lenentine** best man. A reception was held for the newlyweds at the Oakfield gymnasium.

The couple is residing in Houlton. The bride is a secretary at **F. A. Peabody** and the bridegroom is employed at **Houlton Motors**.

Teacher training assignments in Maine schools for the eight-week period from November 12 to January 21, were announced by Dr. **Carl Porter-Shirley**, director of teacher training in the University of Maine College of Education.

Assigned to Houlton from University of Maine, is Miss **Susan Swett**, daughter of Supt. of Track **Graden L. Swett** of Houlton.

Our sympathy is extended to Machine Operator **Thomas Skidgel** on the death of his father, **Jerry Skidgel**, which occurred in New Sweden on Dec. 4, following a long illness.

Funeral services were held at the Morgan Funeral Home in Caribou on Dec. 6, with the Rev. **Joseph Bell**, pastor of the Woodland Pentecostal Church officiating.

Marilyn Burton, daughter of Bulldozer Operator and Mrs. **John L. Burton** of Oakfield, and a senior at Lee Academy, was one of those among 1500 seniors in

120 Maine high schools to be awarded an honor certificate by the Maine Teachers Association in recognition for outstanding achievements. She received high honors in mathematics and total achievement, and honors in English.

Miss Burton was also selected as a member of the All Lee Academy cast chosen at the one-act play contest. She was selected as one of the twelve members for her role in "Bracelet of Doom."

Accountant and Mrs. **Kenneth G. Cosman** and daughter **Cynthia** of Houlton, spent Christmas in Rockville, Conn., with his mother, Mrs. **Elsie Cosman**, brothers, **Paul** and **David**, Mr. and Mrs. **Gerald Cosman** and Mr. and Mrs. **Max Cosman**.

Dean Morton, son of Leading Signaller and Mrs. **Wallace Morton** of Oakfield, has enlisted in the U. S. Army. He is taking his basic training at Fort Dix, N. J., and has chosen military police work.

Section Foreman **William L. McKeen** (Ret.) died Dec. 10 in a Belfast hospital. He was born at Hersey, Nov. 22, 1884, the son of **James** and **Mary** (Main) **McKeen**. Mr. McKeen was a charter member and past noble grand of the IOOF and Rebekah Lodges at Stockton Springs. He was also a charter member of the Searsport IOOF and Rebekah Lodges.

Mr. McKeen began BAR service as a Trackman at Derby, in May 1910. He was promoted to Section Foreman at Stockton in December 1913, which position he held until his retirement in April 1950.



George N. Grant, retired MAINE LINE associate editor and a former member of the railroad's Accounting Department, has become the official photographer for Anah Temple Shrine. Mr. Grant has been active in the Masonic Orders. He was chairman of the lecture committee in Meridan, Mass., and also held offices in the Chapter and Commandery in Natick. Prior to his Bangor and Aroostook service Mr. Grant worked for 23 years for the Boston and Albany Railroad.



Michael Shaughnessy, son of **R. P. Shaughnessy**, Manager Car Accounting, is now serving in Vietnam with the 101st Airborne Division. Mike has been wounded twice while engaged in enemy action and has been awarded the Bronze Star, Commendation Medal, Cross of Gallantry, two Citations and the Purple Heart. He will be completing his tour of duty in February.

Surviving are a son, **James**, of Stockton Springs, two sisters, grandchildren and great-grandchildren.

Funeral services were held at Young's Funeral Home, Searsport, on Dec. 13, with the Rev. **Donald K. Dodds** officiating.

Judy Dyer, daughter of Section Foreman and Mrs. **Arnold Dyer** of Presque Isle, a student at Andover Institute of Business in Lynn, Mass., spent Christmas vacation with her parents. During her visit at home she participated in an Alumni Panel Discussion at Presque Isle High School.

Section Foreman (Ret.) and Mrs. **Oscar I. Porter** of Sherman, are spending the winter months in Englewood, Florida.

Trackman and Mrs. **Herbert Russell** of Smyrna Mills, have announced the engagement of their daughter, **Patricia Anne**, to Pfc. **Bryant P. White**, son of Mrs. **Marie Kennedy** of Island Falls.

Miss Russell graduated from Oakfield Community High School in 1968. She is employed at Grant's in Houlton.

Mr. Bryant graduated from Oakfield Community High School in 1968 and is serving in the U. S. Army at Fort Bliss, Texas.

Accountant **Joseph H. Fitzpatrick** of Houlton, was called to U. S. Army Nov. 29. He is now stationed at Fort Dix, N. J., during his basic training.

Christopher Friel of Houlton has accepted a position as accountant in the Engineering Office at Houlton and assumed his duties on Dec. 2. Mr. Friel completed twenty-one years of service with the U. S. Air Force when he received his honorable discharge on October 31.

At the time of his retirement from the Air Force he held the rank of Master Sergeant and his last service was in Thailand.

Ronald P. Williams, of Hodgdon, is working in the Engineering Office at

Houlton as a clerk. Mr. Williams has received his discharge from the U. S. Army. He was last stationed at Fort Lee, Virginia, as a central office repairman.

Andrew H. Henderson, of Houlton, died Dec. 25 at a Millinocket hospital following a long illness. He was born at Linneus, Dec. 11, 1895, the son of **Joseph** and **Sarah** (McGary) **Henderson**. He served with the U. S. Army during World War I. Mr. Henderson entered BAR service as a Trackman at Houlton in May 1948, which position he held until his retirement in April 1961.

He is survived by four daughters and several grandchildren.

Funeral services were conducted at the Dunn Funeral Home, Houlton, on Dec. 28, with the Rev. **Alton Maxell** officiating.

Our sympathy is extended to the family.

Leading Signaller and Mrs. **Frederick R. Lyford**, of Mapleton, have announced the engagement of their daughter, **Mary Kathleen**, to **John E. Condon**, son of Mr. and Mrs. **William Condon** of Portage.

Miss Lyford is a senior at Presque Isle High School.

Mr. Condon graduated from Ashland High School and is employed by the State Highway Commission.

A March wedding is planned.

Trackman **Perley C. Goodall** (Ret.) died Jan. 3, at an Island Falls hospital after a long illness. He was born at Oakfield, Nev. 23, 1899, son of **George** and **Lucilla Mercy Goodall**.

Mr. Goodall began BAR service as a trackman at Oakfield in April 1929.

He worked subsequently as flangerman, power wrench operator, bulldozer operator, ditcher engineer and carpenter until his retirement in October 1967.

Mr. Goodall is survived by his widow, Mrs. **Sadie** (Hallett) **Goodall** of Oakfield, three sons, two daughters, one brother, one sister, and ten grandchildren.



Chief Mechanical Officer **H. W. Hanson**, congratulates **Donald G. Philbrook**, Car Repairer, Northern Maine Junction, on his recent retirement. He started work as a Car Repairer Helper and since that time has worked as car inspector,

painter, carman gang leader, and car repairer.

He was born October 2, 1903, at Hermon, Maine, attended Hermon Schools, and is a member of the Odd Fellows. He is married and has one daughter, **Marise Lord**, of Hermon.

Funeral services were conducted at the Dunn Funeral Home in Houlton, Jan. 5, with the Rev. **Gerald Hersom** officiating.

Sp/4 **Vernon Bondeson**, son of Trackman and Mrs. **Carl H. Bondeson** of Perham, was home on furlough in November. Following his basic training at Fort Dix, N. J., he was given thirteen weeks additional training at Fort Lee, Virginia, on stock control, accounting and special equipment repair parts specialist. He has been assigned to the U. S. Military Base, Okinawa, where he is now serving.

The Ammex Northland Corporation has granted **David M. LaPointe**, son of Trackman and Mrs. **Adrian LaPointe**, of Fort Fairfield, a full scholarship, excepting room and board, to any accredited college of his choice. This scholarship is an outright grant and in no way affects his future employment.

Mechanical Department

Car Repairer and Mrs. **John Paul**, of Derby, have announced the engagement of their daughter, **Susan Anne**, to Spec. 5-C **Thomas H. Lockhart**, son of Mr. and Mrs. **Gordon R. Lockhart** of Brownville Junction.

Miss Paul is a 1968 graduate of Milo High School and is employed at Hathaway Shirt Co., Dover-Foxcroft.

Mr. Lockhart, a 1965 graduate of Brownville Junction High School, is serving with the Army at Fort Hunter, Georgia.

We were sorry to hear of the death of retired machinist **Lyman L. Severance**. He retired in 1966 following over 40 years as a machinist at Derby. He was born at Bradford July 18, 1897. He was a past noble grand of Dirigo Lodge of Odd Fellows and was serving as financial secretary at the time of his death. He

of Guilford and Miss **Priscilla Severance**, R. N., of Boston.

We extend our sympathy to all of the family.

We were sorry to hear of the death of Mrs. **Blanche Osgood**, wife of retired Machinist **Willis I. Osgood**. Willis has been retired since July, 1959.

Surviving, besides her husband, are three sons, **Gardner, Willis, Jr.**, and **John**, all of Milo; and two sisters, Mrs. **Paul Valente** of Milo and Mrs. **Joesph Urgo** of Windsor, Conn.

The First Methodist Church, Bangor, was the setting for the Nov. 30 wedding of **Peggy Gerald**, daughter of Mr. and Mrs. **Leonard Gerald** of Hermon, to **David Vaughn Towne**, son of Mrs. **Dorothy Towne** of Milo and the late **Earl W. Towne**.

Performing the ceremony was the Rev. **S. Clifton Ives**. Organist was Mrs. **Ruth Nelligan**.

Jean Campbell of Hermon was maid of honor. Best man was **Paul Rosebush** of Milo. Ushers were **Rod Gerald** of Hermon and **Ronnie Towne** of Milo.

A reception was held at the IOOF Hall, Hermon. Assisting were Mrs. **Thelma Spratt**, Mrs. **Sharon Burns**, Miss **Alyson Gerald** and Mrs. **Peggy Gerald**.

Since December 6 the couple have been residing at 9 March Street, Bangor.

The bride attended Bangor schools. Mr. Towne graduated from Milo High School and attended the University of Maine. He is employed by the Bangor and Aroostook Railroad at Hermon.

We were sorry to hear of the death of Car Inspector **Ralph W. Bragg**, Northern Maine Junction. He had over 40 years service with the railroad. He started work as a blacksmith helper April 1925 and since that time had worked as a car repairer helper, car repairer, car inspector and carman gangleader.

He was married and had eight children.



Night Watchman **Peter A. Hearn**, Derby, has retired after 46 years with the railroad. He entered service as a laborer and held various positions in the Stores Dept. Mr. Hearn was born at St. Peters, Cape Breton, N. S., July 2, 1903. He is married and has one son, **Allen**, who is yard foreman for the railroad.

We were sorry to hear of the death of Car Repairer **Reginald E. Towne**.

He was born in Sebec, October 9, 1911. He was a past master of the Masonic Lodge in Milo, a member of the Car-men's Union, and had worked for the BAR for 15 years.

Surviving are his widow, Mrs. **Beryle Towne** of Sebec; one son, **Donald**, of South Portland; two daughters, Mrs. **Bernard (Katherine) Lindsay** of Bradley and Mrs. **Philip (Gayle) Crowley** of Scarborough; four sisters, Mrs. **Louis (Marjorie) Brockway** and Mrs. **Roy (Dorothy) Monroe**, both of Milo, Mrs. **Aubrey (Pauline) Mallett, Sr.**, of Sebec and Mrs. **Lionel (Florence) Bunker** of Sangerville.

We were sorry to hear of the death of Car Repairer **Arnold L. Peary**, Northern Maine Junction. He started work January 1952 as a laborer at Northern Maine Junction Car Department, and had worked as a Car Inspector, and a Car Repairer. He was a member of the Levant Baptist Church and the Minerva Grange.

He was born in Washburn, April 20, 1915.

Surviving are his wife, Mrs. **Idella D. Peary** of Levant; three daughters, Mrs. **Nancy Despres** of Levant, Mrs. **Lorena Sandstrom** of Dover, N. H., and Miss **Nadine Peary** of Levant; and one son, **Nathan**, of Levant.

Welder **Raymond Artus** is convalescing at home as a result of injuries in a motorized snow sled accident.

Raymond has been in the intensive care unit at the Eastern Maine General Hospital for some time following the accident.

His friends wish him a speedy recovery and return to work.

Accounting Department



Constance Jean Shaw

Clerk and Mrs. **Ward L. Shaw** are announcing the engagement of their daughter, Miss **Constance Jean Shaw**, to Lt. **Douglas M. Williams, USA**, son of Mrs. **Olive M. Williams**, Old County Road,

Hampden, and the late **Eugene V. Williams**. Miss **Shaw** is a graduate of Bangor High School, the University of Maine and is a member of Phi Mu sorority. She teaches at the Amesbury Elementary School, Amesbury, Mass. Lt. **Williams**, a graduate of Hampden Academy and Maine Central Institute, Pittsfield, was graduated from the University of Maine where he was a member of Phi Eta Kappa fraternity. He taught at Maine Central Institute before entering active duty. He is stationed at Ft. Holabird, Md.

Tom Mercier, chief claim adjuster, was elected Chairman of the 1969 Advisory Council at the December meeting.

Roberta and Liston Lewis, accompanied by their brother-in-law, **Charles Morrill, Sr.**, of Brownville, motored to Detroit, Michigan, recently to visit their sisters and families, Mr. and Mrs. **Edward Stewart** and Mr. and Mrs. **Robert P. Hills**.

Transportation Department

Daniel Gerard, son of Ass't Agent and Mrs. **E. J. Gerard**, Van Buren, a junior at Providence College, Providence, R. I., spent the Christmas holidays with his parents. Mr. **James Feeley**, a classmate, also spent a few days with the Gerards during the holidays.

F. M. McDonald, retired agent, Sherman, and Mrs. **McDonald** are spending the winter in Gulfport, Florida.

T. B. Carleton, retired dispatcher, Houlton, and Mrs. **Carleton**, are spending the winter months in St. Petersburg, Florida.

Lucy Larlee, a senior, and **Douglas Larlee**, a freshman, at Lee Academy were chosen as members of the "All Lee Academy Cast," Lucy for her role in "Quiet Please" and Douglas for his role in "Bracelet of Doom." They are the children of Mr. and Mrs. **George Larlee** of Oakfield and grandchildren of the late Yardmaster **W. M. Larlee** and the late Roundhouse Foreman **H. H. Dwyer** of Oakfield.

We were sorry to hear of the deaths of retired conductors **Norman E. Palmer** in St. Cloud, Florida, and **Perley A. Bouchard** in Van Buren.

Norman Palmer was born in Wentworth, N. S., Jan. 9, 1884 and was employed by the railroad from 1909 until 1948 when he retired on pension. He was a life member of Trinity Lodge of Masons at Presque Isle. He is survived by his wife, **Viola**, St. Cloud, Florida; daughter, Mrs. **Marjorie E. Hale**, Melbourne, Florida; a brother, **Daniel Palmer**, St. Cloud, Florida, and one grandson.

Funeral services were held at the Fisk and Journigan Funeral home in St. Cloud, with the Rev. **William A. Wicker**, pastor of the First Methodist Church officiating.

Burial was at Mt. Peace Cemetery, St. Cloud.

Perley A. Bouchard, 60, was born in Ft. Fairfield, Aug. 21, 1908, the son of **Isaac and Susan (Soucy) Bouchard** and was a long time resident of Van Buren. He was employed by the railroad from 1944 until 1967 when he retired on account of illness.

He belonged to Madawaska Council, Knights of Columbus, and the League of the Sacred Heart.

Surviving are his widow, Mrs. **Martha (Cyr) Bouchard** of Van Buren; a son, **Paul**, East Hartford, Conn.; a daughter, Mrs. **Louis (Rita) Albert**, Rockville, Md.; three brothers, **Reno** and **Rock** of Van Buren, **Albert** of East Hartford, Conn.; three sisters, Mrs. **Alberic (Irene) Charette** of Madawaska, Mrs. **Allen (Edna) Densmore** of South Portland and Mrs. **Lawrence (Juliette) Parent**, Hamlin.

Funeral services were held in St. Bruno's Catholic Church, Van Buren, with the Rev. **Leo James Cyr**, S. M., officiating at a High Mass of Requiem.

Burial will be in the family lot in St. Bruno's Cemetery in the spring.

SP/5 Philip G. Levesque, son of Station Agent and Mrs. **Hercules Levesque** of Madawaska, has returned to Vietnam for a second tour of duty after a 30-day furlough at home. He had previously been in Vietnam for 13 months. His three years in the army will expire in June 1969. He is a 1966 graduate of Madawaska High School.

Engineer **F. G. Bunker** and son **Martin**, spent Christmas and New Year's in Lake Worth, Florida with his mother, Mrs. **Mayme Bunker**. Martin also spent a few days visiting in Nassau, Bahamas.

Purchases and Stores

Former Stores Department employee, **Wayne Sangillo** (21), Pvt. First Class, USMC, was killed in action in Vietnam, Nov. 18, 1968.

Wayne was employed by the Stores Dept. Nov. 25, 1966, and he left for military service May 2, 1968. He arrived in Vietnam on Oct. 17.

Wayne was born in Milo, Sept. 28, 1947. He graduated from Milo High School in 1966.

Our sympathy to his family.

Sgt. **Edward L. Nutter**, U. S. Army, son of **Paul W. Nutter**, Stores Accountant, recently completed a 30 day leave, after serving a year in Vietnam.

Operating Department

Vice President-Operations and Maintenance and Mrs. **P. H. Swales**, Brewer, had as holiday guests their son, **Brian**, who is a freshman at Boston University and son, **Norman**, and family. Norman is working for General Radio Corporation, Boston, as a cooperative student after having completed the first half of his third year at Cornell University this past summer.

BAR friends of Mrs. **Virginia Bartlett** are pleased that Virginia, after two operations and several months recuperating, is able to be back at her position as secretary to **S. F. Corey**, Manager Highway Division.

Carla Branscombe, daughter of **Bus Driver** and Mrs. **John Branscombe** and a freshman at Lee Academy, was named first runner-up in the "Miss Panda" contest. The contest was held Dec. 2 in the gymnasium. Each contestant had to write a short essay on what school spirit meant to them and then tell about it in their own words.

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