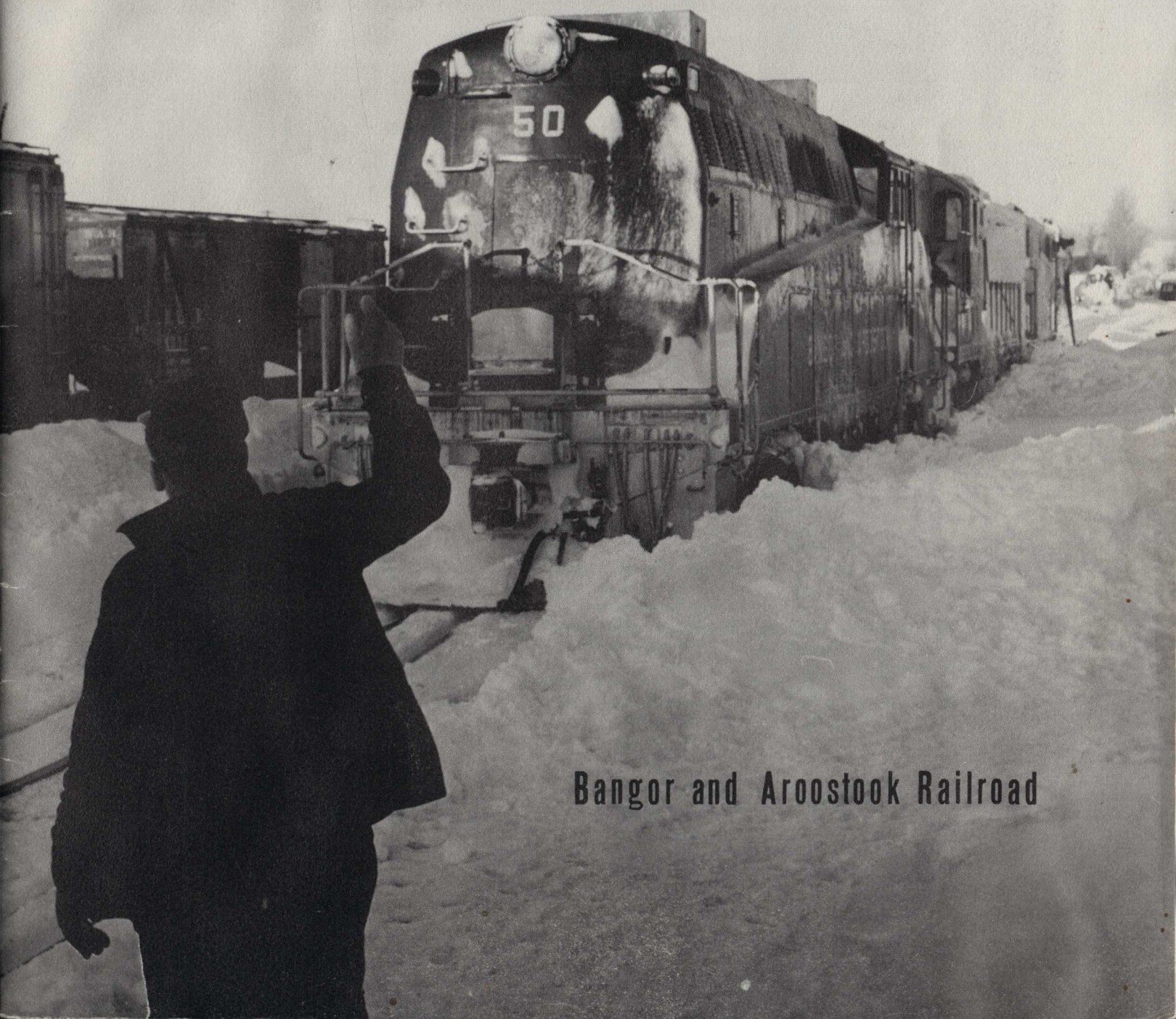


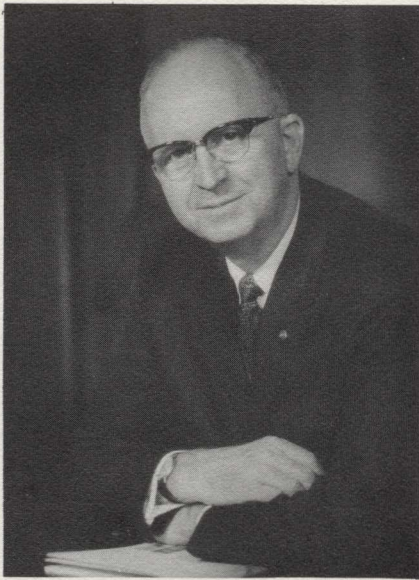
# MAINE LINE

MARCH-APRIL, 1969



Bangor and Aroostook Railroad





## Talking It Over

To My Fellow Employees,

In this issue of MAINE LINE you will read of our annual presentation of safety awards. Because we do this regularly there may be a temptation to regard it as a routine matter and this would be unfortunate. Performing our service to the public with safety is a matter of the highest priority and the awards are recognition of those employees who have done an outstanding job.

But the men whose pictures you will see are only the representatives of those of you who have truly earned the awards. Of all our activities safety is the most striking example of teamwork in action. It literally depends on the efforts of every railroader. And just as the rewards of safety—sound bodies and the unimpaired ability to earn—are shared by all so are the responsibilities for making it work.

It is no easy task to run a railroad under conditions of our northern

winters and do it without hurting people. I recognize the effort that each of you has devoted to this important task; and I am grateful and proud.

As you all know, we have experienced one of the most difficult winters with snow and storms in memory. Snow removal costs have soared and our fresh potato traffic has dipped at the same time. Potatoes have always been a significant factor in our earnings and it is obvious that the drop in the fresh potato business will be felt.

The potato industry's drop in its fresh traffic reflects the competition from frozen and processed potatoes as well as changes in the industry. As a service industry, the railroad also bears the impact of these problems. Knowledgeable observers have said that there is still a healthy market for fresh potatoes in a premium pack. It is my belief that Maine growers and shippers will rise to the challenge and provide what consumers want, as Idaho growers have.

It is unlikely, though, that the fresh potato business for the railroad will reach the high water mark that

we have known in the past. This does not mean that the traffic will leave a permanent gap in our earnings. It does mean that, while we continue to serve our potato customers, we must also develop our areas of strength.

The forest products industry is such an area. So is the beet sugar industry. And the railroad has a healthy stake in both.

We are in for a period of readjustment, a time in which we will all have to achieve the best efficiency of both our plant and our people. But we have built both carefully over the years. The strength of any company lies in its human resources and I am proud that ours are top drawer. With such assets there are few difficulties we could not face.

Sincerely,

*W. Jerome Strout*

President





# NEWS BRIEFS

## About the Cover

The railroad reeled under the impact of snowstorm after snowstorm in January and February. The train crews, like those pictured on the cover, did yeoman service in keeping tracks open and cars moving.

## In This Issue

Some Plain Talk About Maine Potatoes .....	4
Conductor Brennan Goes Back to School .....	7
The Unsung Railroader .....	10
Jim Cyr—Warrior With A Map .....	14
Engineering Takes Top Safety Awards .....	16

## Departments

Mileposts .....	9
In The Family .....	19

Volume 17, Number 2  
March-April, 1969

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Lewis B. Neal

Lewis B. Neal, Assistant Treasurer for the road, has retired. He began his railroad career as baggagemaster at Millinocket in 1925.

Neal, who was born at Portage Lake, later worked as a telegrapher, station agent and traveling auditor for the railroad. He attended Bangor High School and is a member of the Masonic order. He is married and has two children, Mrs. Bessie Jack and Mrs. Sally Paradis, Meriden, Connecticut.

Neal will be succeeded as assistant treasurer by Richard B. Gray. Gray, a native of Brewer, entered service as a statistical clerk in 1965. Between 1962 and 1965 he was employed by Owen Gray & Son, contractors and builders.

Gray attended Brewer High School and was graduated from the University of Maine. He is a member of the United Methodist Church and Delta Tau Delta fraternity. Gray is married to the former Priscilla Moore.

BARCO Federal Credit Union's eighth annual meeting will be held at Millinocket March 29 at the V.F.W. hall. There will be a social hour at 6 p. m. The roast beef dinner at 7 p. m. will be followed by the business meeting and a dance. There will be no charge to members for either the dinner or the dance.



Richard B. Gray

So that there will be adequate seating be sure to notify the credit union if you plan to attend. The address is Box 456, Millinocket, Maine 04462.

Officers for the 12th Advisory Council were elected at the organizational meeting Feb. 19. T. A. Mercier is chairman and M. T. Scanlin is assistant chairman. Observer and Parliamentarian is P. E. Hayes. H. A. Theis is assistant observer. Harold R. Mountain is secretary and Alvin Delong is assistant secretary. Other members of the Council are: Ronald L. Condon, Harold A. Labbe, Gary B. Pettengill, Aaron R. Picken, Erwin P. Wiley and John J. Willinski, Jr.

The nation's railroads wound up 1968 with an earnings level almost identical to 1967, according to the Association of American Railroads.

Year-end reports compiled by the Association showed net railway operating income of \$681 million in 1968, an increase of \$3 million, or .4 percent, over 1967.

The rate of return on investment—lower than an earlier estimate because of a sharper than anticipated decline in fourth quarter earnings—was 2.45 percent. The fourth quarter (Continued on page 13)



# Some Plain Talk About Maine Potatoes



Joseph Prato, sales manager for Idaho Packers Corp., and Robert Abend, president of the firm with some of the premium packs of potatoes the company puts up for the metropolitan New York market.

In the intensive dialogue that continues about Maine's dwindling share of the fresh potato traffic, no voices have sounded louder than those who argue for tighter quality control and more aggressive marketing. The Maine industry itself has long sounded the theme through the Maine Potato Council. It is a little like motherhood; it's difficult to find anybody that's against it.

But the fact remains unaltered that Maine's share of the fresh potato market diminishes a little each year. Of all the opinions offered—and there are many—few are more knowledgeable than those of the men who buy and sell Maine potatoes in the metropolitan markets.

Joseph Prato, sales manager for Idaho Packers Corporation in New York, is one of those dealers who feels strongly about Maine's potential in the fresh potato market and its shortcomings. His credentials to speak on the touchy subject are impeccable. Besides a lifetime spent in the produce industry, his firm grows and sells Idaho potatoes as well as Maine potatoes. The firm's business in Maine potatoes projected at 750 cars was off 30% last season.

"The difficulty facing the fresh potato business is competition with frozen and processed potatoes," he says flatly, "and the poor quality of fresh potatoes is driving consumers to processed and frozen potatoes which are of known quality."

The fact that the fresh industry faces competition from processed potatoes is, of course, not news to anybody. What is significant about his comments in his unique position of

being able to observe impartially the customer impact of both the Maine industry and the highly successful Idaho effort.

He is critical of present shipping practices: "In Maine you want to ship anything. But you should be disposing of part of your potatoes, then getting a good price for the best. Sizing and quality are important. A good place to start is with compulsory inspection."

"I don't see a ray of hope under the present setup," he continues. "Poor quality kills markets. What happens to the fresh potato market depends on what we do. We're so laggard that processing is taking off like crazy."

## PART OF THE ANSWER

"Both Idaho and Maine have the capabilities of remaining in the potato business for 12 months a year using MH 30 potatoes, which make a good quality eating potato," he continues. "This, with stricter quality control, compulsory inspection and aggressive marketing seems to be part of the answer."

"We feel that MH 30 potatoes should be provided for all shipments after the first of April," he emphasizes. "Growers should be encouraged to treat a good part of their crop with MH 30 for late shipments. Our experience in Idaho indicates that the additional cost involved should not be over 10¢ per cwt, and may be less according to the yields obtained. If buyers start early, build confidence in the deal and have



Steve Huggard, Jr.

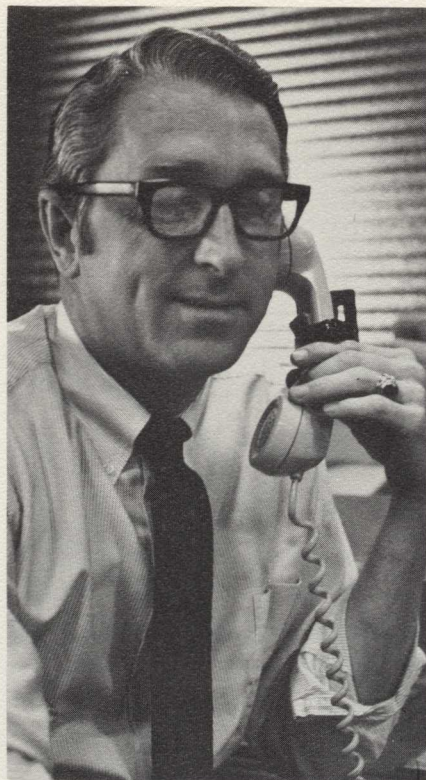
properly stored MH 30 potatoes for the late selling period, we feel there could be excellent trade until July 15th and, in time, possibly later."

"We must recognize the fact," he concludes, "that the consumer has a wide selection of potato products to choose from. We have counted as many as 40 items which have potatoes in them as well as frozen, granules and flakes. Continued delivery of poor potatoes will quickly eliminate the need for the fresh product."

R. H. White, a native of Fort Fairfield and general manager of Henry A. Pollack Company in New York, is a man who has seen both sides of the potato business. Potatoes are still the most common vegetable his firm handles.

"Maine is still our primary potato producer," he says. "Idaho is second





R. H. White

and the southern potatoes fill in between. We put up about 20% of the potatoes we use in our own sheds.

But the quality control of what we buy is unbelievable. There are too many people who put everything they can into a bag and if it passes inspection they breathe a sigh of relief and forget it."

We have to borrow a leaf from Idaho's book, he believes, and divert all the potatoes that aren't of the best quality.

"Even in the bad crop years when Idaho has a poor crop the stuff in the markets looks good," he says. "This is what those Maine people who write letters to the papers about the quality of Maine potatoes are talking about."

"I think we have to get the fresh industry and the processing together. I think we could eliminate overproduction this way and I believe the industry itself has to set up guidelines for quality so the growers can get better prices."

Steve Huggard, Jr., of the Huggard Potato Company, feels that there must be a sharp change of emphasis on quality to compete with processed potatoes. But he is quick to point out that Maine has the potential to accomplish this. He also believes that Long Island may be out of the picture as a major potato producer in 10 years.

"I know of farms on the Island that would have sold for \$20,000 in 1945," he says, "that are now worth a million and a half dollars. Agriculture can't compete with land use and value like that. Besides, the young men, the sons of present farm owners, don't want to farm any more."

The men who gave their opinions spoke both as friends of the Maine industry and businessmen who have an interest in seeing it remain healthy. Like others who have voiced opinions they have not, perhaps, said anything really new but their words should be given an urgency for they point to the alternatives open to consumers if they cannot buy high quality fresh potatoes.

It is obvious that there is no easy answer to the difficulties Maine potato producers face. It is not, as one veteran observer points out, something that took place overnight and it will not be solved quickly. But the concern of Joseph Prato and men like him make it obvious that time is running out. It is equally obvious, too, that there is still a healthy potential for those growers and shippers who can put a quality pack of potatoes in the hands of the consumer.

## BAR Golf Tournament To Be Held June 7

The Annual Bangor and Aroostook golf tournament will be held at the Bangor Municipal Golf Course June 7. The W. Jerome Strout trophy, awarded for one year, will be given for the lowest gross score. William Martin, of the Maine Central Railroad, won the trophy in 1968. Other trophies will also be given. Entry forms should be returned by May 31. Further information can be obtained from Howard L. Cousins, Jr., vice president-marketing, Bangor.

Other committee members are William Houston, Hugh Goodness, O. D. Anthony, C. S. Burgess, Norman Tardif, M. T. Scanlin, James Green, Waverly Alexander, L. F. Lewis, R. E. Clukey, Jerry Shea, MEC, and Larry Severance, MEC.





## Conductor Brennan Goes Back To School

If you were looking for a candidate for the busiest railroader you'd probably start with Conductor Bob Brennan. This lithe 43-year-old exudes energy and drive. He holds a full-time railroad job. He's been a paid football coach for John Bapst High School for the past seven years. And he's carrying a four-subject load at the University of Maine and will be a candidate for a B.S. degree in three years.

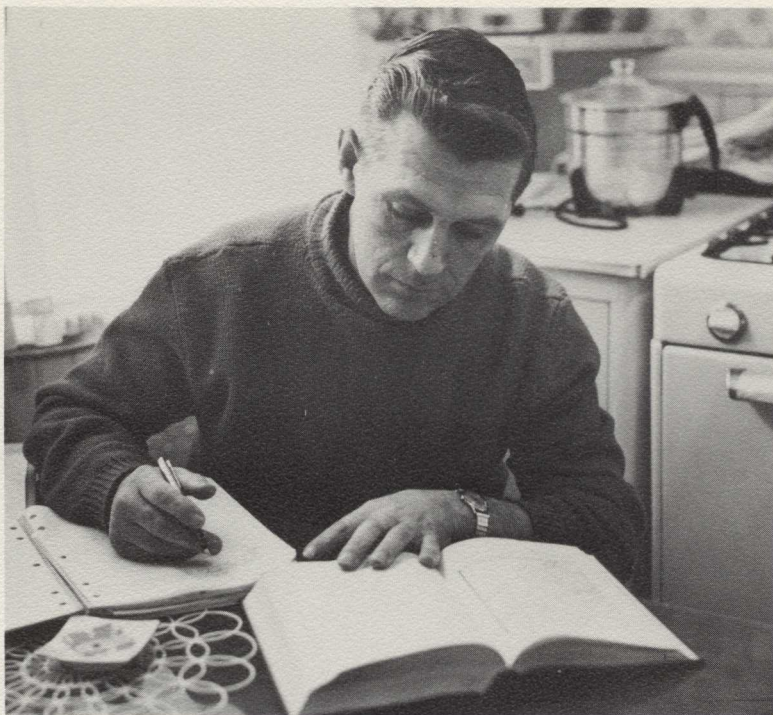
Brennan became a brakeman for the railroad in 1947 soon after he got out of the service. The money was good, and he was rearing his family. But he always regretted not taking advantage of college on the GI Bill. So, at an age when some men are beginning to think about slowing down, Bob Brennan is beginning the fulfillment of a long-standing ambition.

His passion for athletics—mostly football—was a guiding force behind

the decision that finally decided him to sell his home, move into an apartment and put his plan into operation. During his own high school career Brennan was a top football player for both Chevrus High School in Portland and John Bapst High School in Bangor. And he never lost his taste for the game.

"I got interested in working with kids when my own were in Little League," he says.

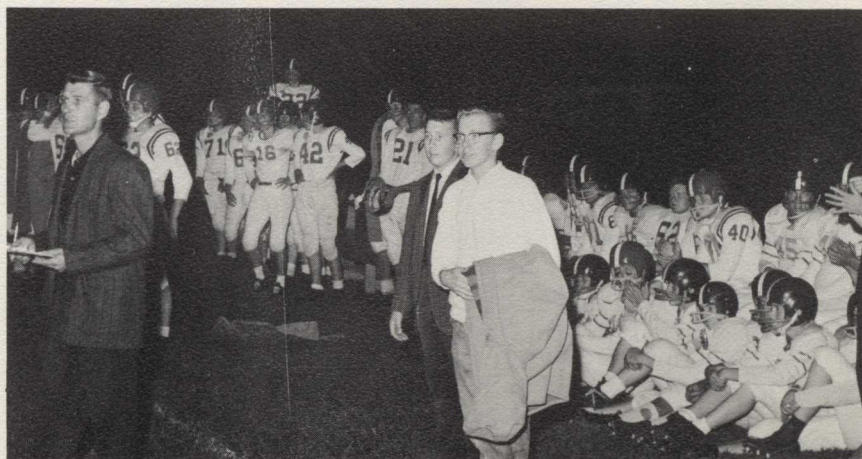




Conductor Bob Brennan steals a couple of hours of his time off to study for a history exam at the University of Maine where he's a student. His son, Terry, also attends the University. Below, Brennan poses with the Babe Ruth League baseball team he coached in Brewer until his coaching load at John Bapst became so heavy he had to drop the baseball job. For four years, Brennan had championship baseball teams and one went through to the Atlantic playoffs.



Coaching football isn't a sitting down kind of job and Bob Brennan paces during a typical night game when his John Bapst freshmen were playing. Brennan coached the freshmen for six years and was made assistant varsity coach last year. During the time he coached the freshman team they racked up 43 wins, 13 losses and three ties.





It wasn't long until he was asked to take over the Babe Ruth League in Brewer. It was a family affair for the Brennans. His wife was scorekeeper. His daughter was bat boy. And his two sons played on the team.

It became obvious that Bob Brennan not only liked coaching, he was also very good at it. For four years he had championship teams and one went through the state and New England championships only to lose in the Atlantic playoff.

At the same time he formed a Catholic Youth Organization baseball team in Brewer, a project he continued through last year. It started with six youngsters and when other commitments made it impossible for him to continue with the team some 40 boys were participating.

Seven years ago, Brennan was asked to take over the freshman football team at John Bapst and he felt that he had come home. During that time his freshmen racked up 43 wins, 13 losses and three ties. Last year he was moved up to assistant varsity coach but he confesses that

he'd rather have stayed with his freshmen.

"With freshmen," he says, "you start with almost nothing. You can watch them improve from week to week. What you teach them, what you do, reflects a little bit of yourself. You have to make them know that if you work hard you win and if you don't work hard you get nothing. Nothing comes easy. You teach them sportsmanship and ethics, how to win humbly and lose gracefully. And you teach them to want to win. That's part of the fun of working with kids."

One of his most satisfying moments in coaching the John Bapst freshmen came last year when his youngsters played Brewer for the second time. The first match had been a fiasco.

"They were the greenest bunch of kids I'd ever seen," he laughs. "We weren't ready when we played them and they beat us 87 to 6. But when we played the last game of the season with them we beat them 8 to 6. We started with nothing and they turned into quite a football team."

Bob Brennan works hard at his

coaching, taking railroading jobs that will let him get home by 1:30 during the football season, but he regards it as fun, not work. During the season he's on the field from 2 until 5 and sometimes from 6 until 8. But, he says, it's something you have to like very much.

Now that his family is nearly grown—Tim is a student at Bowdoin College, Terry is at the University of Maine, and Julie is at John Bapst—Brennan made the soul-searching decision to go all out for a degree. He takes night jobs that leave his days free for classes and study and commutes with his son to the University.

It's not an easy task that Bob Brennan has cut out for himself but part of his personal philosophy is that nothing comes easy. For a man with less drive, holding down a demanding, full-time railroad job and carrying a full scholastic load might seem like too much of a burden. But when you talk with this wiry, ambitious man and talk with some of the youngsters he's coached, you realize that the philosophy he instills in his youngsters is the same one he lives by.

# Mileposts . . .

## FORTY YEARS

Gilbert J. Beaupre

## THIRTY-FIVE YEARS

Robert H. Clark  
Seth W. Gilman  
Murray D. Palmer  
Lionel Pelletier  
Byron A. Ryan

## THIRTY YEARS

Ralph V. Bartlett  
Arthur E. Lamson  
Henry A. Thies

## TWENTY-FIVE YEARS

Prescott M. Bartlett  
Arthur Beaulier  
Walter S. Cook, Jr.  
Rosaire Deshaine  
William H. Dunham  
Leon W. Larlee  
Robert L. Perrigo  
Horace B. Russell  
Norman J. Tardif  
Herman L. Wright, Jr.

## TWENTY YEARS

Merrill L. Bennett  
John O. Cain  
Carroll A. Hanscom  
Victor J. McLeod  
Robert W. Patterson  
Charles W. Russell

## FIFTEEN YEARS

Vernon E. Holyoke  
Harry C. Perkins

## TEN YEARS

Faye L. Albert





Damage Prevention Agent George Mossey and Station Agent Louis Hebert, Washburn, examine a shipment of building material for damage. The job of damage prevention is a dual role; one part is to indoctrinate railroaders in handling loads safely and carefully. The other is making available to shippers the know-how of the railroad in loading practices.

## The Unsung Railroader

Railroaders are mostly a group of specialists. There are specialists at maintaining track, maintaining the rolling stock, the people who move trains, those who keep track of cars and more. We have people who solicit the freight and those who move it. But none of these tasks would mean much if we didn't deliver the freight to our customers in good condition.

That's the job of another group of specialists. . . largely unsung. They're the damage prevention people. Probably nothing is more frustrating to a customer than receiving a car of goods only to find that it has been damaged in transit.

Preventing this kind of thing is a large part of the job of a bouncy 40-year-old who can always manage a smile when the difficulties pile up. George Mossey's official title is damage prevention agent and his beat in-

cludes nearly all of the east. You're as likely to see him talking with the yardmaster of a huge, foreign railroad yard as you are to find him wading through the snow of a Bangor and Aroostook siding looking for a particular car of paper. In fact he spends nearly as much time off line as he does at home.

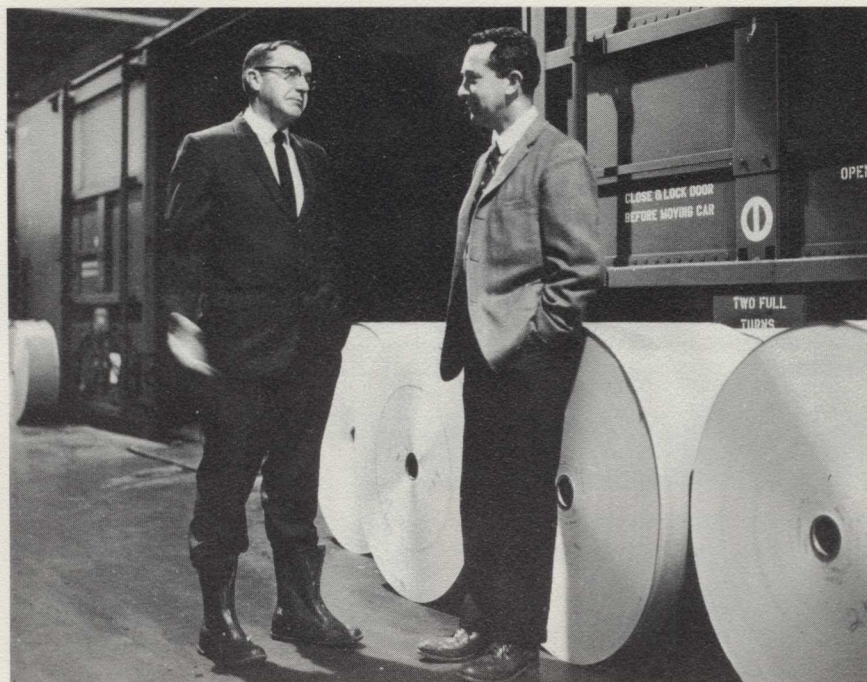
The job of damage prevention, he says, is a dual role. One, the most obvious function, is to indoctrinate the railroaders who actually handle the loads in the best techniques of handling them safely. This involves riding with train crews and close contact with yard personnel. But a second facet, and equally important, is making available to shippers the know-how of the railroads gained through experience and tests in securing loads for shipment. It's this part of his job that takes him to Maine paper mills and to their receivers in the east.



Fraser Paper Co. Ltd., and Great Northern Paper Co., the two paper companies served by the railroad, both take the matter of careful handling seriously as is evidenced by the sign carried on cars loaded by Fraser Paper in Madawaska.



George Mossey and Finishing Superintendent L. A. Cyr, of Fraser Paper Ltd., in Madawaska, discuss loading methods at the mill's loading area, right. Center, right Mossey discusses safe handling techniques with a Bangor and Aroostook train crew at East Millinocket. Pictured with Mossey are Conductor J. W. Dow and Brakeman E. D. Luchetti and G. R. Porter. Below, Mossey and George Stanley, damage prevention agent for the Maine Central Railroad prepare to attach an impact recorder to a car loaded with paper at the Great Northern Paper Company at East Millinocket as part of a test conducted by the two roads.



Damage prevention people spend as much time on foreign roads as they do at home. Inspecting loads of paper at the plant of the Cincinnati Post Times are: R. W. Elliott, Penn Central; George Mossey; Robert Fashold, Association of American Railroads; and Victor Schoulteis, Cincinnati Post Times.







BAR Damage Prevention Agent George Mossey talks with Harris Levesque, coordinator of Mill sales for Fraser Paper Co. Ltd., in Madawaska.

In the loading warehouse of both Great Northern Paper Company and Fraser Paper Company, the two mills served by the railroad, Mossey's is a well-known face.

His busy days are spent making tests on the loading techniques of the many commodities the railroad moves as well as chasing down reports of cars that have been damaged. In fact, both he and his department head, Freight Claim Agent Burton A. Sawyer prefer to think of him as a kind of customer's man, rather than just a railroad man.

Sometimes, a shipper will call and ask for help in loading a shipment that's particularly susceptible to damage. That's when Mossey feels he's accentuating the positive side of his job.

"When we can do this," he says, "we're pretty well assured that we're going to have a satisfied customer who's going to keep his business on the rails."

Shipment of paper, an easily-damaged commodity, occupies much of his time and Mossey has acquired considerable reputation among off-line damage prevention people as an authority in this area. The knowl-

edge was hard won. He's spent a lot of time in Maine paper mills watching loading techniques and perhaps even more watching the same cars being unloaded at destination and talking with the publishers and printers who use the paper.

An important part of his education came from working at the AAR testing laboratory at Chicago, where paper and other commodities are subjected to abuse under controlled conditions. He also works with AAR field representatives and the damage prevention people of other roads.

George Mossey is a good example of the theory that good prevention people are made, not born. He came to the railroad in 1957 as a clerk in disbursements and was later a statistician. Four years ago, he was made damage prevention agent and began learning the job by riding freight trains, talking with crews, trainmasters, loading foremen and anyone else who knew anything about moving freight carefully.

"One of the most enjoyable things about this job," he says, "is the opportunity to talk with railroaders and shippers who have a first-hand working knowledge of the problems.

I've had help from train crews, paper company personnel and trainmasters. In fact, people is almost the name of the game in this business."

While success in damage prevention is difficult to measure, the damage prevention people were pleased with their efforts in virtually eliminating breakage of bagged tapioca coming over the railroad's docks at Searsport. It was a time when Mossey nearly lived on the docks and it was hard to distinguish him under a coating of tapioca from the long-shoremen on the dock. But after nearly two months of intensive effort, the damage stopped.

George Mossey's job and his approach are part of the railroad's determination to move the goods of its customers without damage. It's a philosophy that's reflected in the railroad's large ownership of cushion underframe boxcars and the time and effort spent in the job of damage prevention.

Perhaps the best way to describe the work of the damage prevention people is not waiting for the fire to ignite but to anticipate it before it starts.



Testing paper cores to determine if the car has been subjected to rough handling are Roland Keefer, AAR; George Mossey, George Stanley, MEC; and Harry Vaughn, B and M. The photograph was made at Star Storage, Inc., in Pittsburgh.



# BAR News Briefs (continued)



Retiring members of Advisory Council number 11 receive stock certificates from President W. Jerome Strout in appreciation for their service. They are: Leo Fournier, Leland Labbe, Owen Allen, Kenneth S. Ludden, Strout, Garrett J. Lovett and Robert Groves.



Members of the 12th Advisory Council held their organizational meeting Feb. 19. Seated, left to right, are: R. L. Condon, A. R. Picken, E. P. Wiley, H. R. Moun-tain, and M. T. Scanlin. Standing are: H. A. Thies, P. E. Hayes, BAR President W. Jerome Strout; J. J. Willinski, Jr., T. A. Mercier, G B. Pettengill and H. A. Labbe.

(Continued from page 3)

operating net was \$184 million, a drop of \$42 million from a year earlier. The final 1967 rate was 2.46 percent. In 1966, it was 3.90 percent.

Ordinary income, including non-operating income and after deduct-

ing interest and fixed rentals, totaled \$593 million in 1968, up 7.7 percent over the \$551 million reported for 1967 but 34 percent below 1966's level of \$904 million.

Last year's operating revenues, helped by freight rate increases granted by the Interstate Commerce

Commission and a record volume of freight traffic, reached a new high of \$10,855 million, up 4.6 percent over 1967. But, under inflationary pressures, expenses totaled \$8,578 million, up 4.5 percent.

Persons not presently covered by supplementary medical (doctor-bill) insurance under the Medicare program have an opportunity to sign up during the first 3 months of 1969. This general enrollment period, which ends March 31, 1969, will be the last opportunity to enroll for persons born before October 2, 1901 or who had previously dropped out of the plan before January 2, 1967.

The following persons may sign up during this general enrollment period:

- (1) Railroad employees and their wives who have recently attained age 65 or will attain age 65 before April 1, 1969.
- (2) Others aged 65 and over who did not enroll in the previous general enrollment period (October 1, 1967 to April 1, 1968) or at the time they reached age 65.
- (3) Beneficiaries who had previously dropped out of the plan and now wish to re-enroll.

The monthly premium for the doctor-bill insurance is \$4 but persons in the last two categories may have to pay a slightly higher premium.

The Board is in the process of sending information and enrollment cards to all eligible persons who are not carrying doctor-bill insurance. Anyone age 65 or older wanting to join the plan who does not receive this material by February 1, should get in touch with the nearest Board office before March 31, 1969.



# Jim Cyr - Warrior With A Map



Chief Master Sergeant James Cyr, a former railroader from Van Buren and son of veteran Bangor and Aroostook employee George Cyr, is now photomapping - cartographic superintendent for the Strategic Air Command at Orfutt AFB in Omaha, Nebraska.

When he was in high school in Van Buren James Cyr sometimes substituted for his father, George, as freight foreman at Van Buren. And, once, when his father was injured, young James was the full time freight foreman for five weeks. But mostly, he worked Saturdays and after school for the railroad. Now, some 18 years later, Chief Master Sergeant James Cyr, a broad, square-jawed six-footer, is Photomapping-Cartographic Superintendent for the Strategic Air Command at Orfutt AFB in Omaha.

Just after he was graduated from Van Buren High School in 1950, 17-year-old James Cyr enlisted in the Air Force and was sent to Texas for Basic Training. Towards the end of his basic he was told: "You've been selected to go to topographic drafting school."

"I rushed to the library," he says, "to find out just what topographic drafting was."

Now 36, Jim Cyr is one of the Air Force's top cartographic experts. He makes the maps for all air operations in southeast Asia and his work goes to B-52 crews on Guam and at U Taphao airfield in Thailand for raids on Vietcong strongholds; to allied air bases in Vietnam; and to Navy air crews on carriers in the Gulf of Tonkin.

Cyr was picked for the work because of a natural aptitude for drafting. But he developed it further and taught himself the necessary math. He was first sent to the U. S. Army Engineers to learn the techniques of

drafting, then to advanced mapping school and, finally, to non-commissioned officers' school. At the school Cyr won the Academic Achievement Award scoring 980.6 out of a possible 1,000 points in all subjects. It was the highest mark recorded among the 5,000 men who have attended the school since it was started in 1953.

In his section, the Air Target Materials Directorate, Jim Cyr works directly under General Richard R. Stewart, SAC deputy chief of staff for intelligence. He deals with generals and full colonels and advises them on the use and application of target charts and maps. His handiwork is also employed in war planning for training crews and the Aeronautical Chart and Information Center in St. Louis.

Last year when the military commands of the Air Force, Navy, Army and Marine Corps assembled over 500 experts to discuss and update target maps and materials Jim Cyr was the only non-com present.

Because of rapidly advancing missile technology the Department of Defense asked for a more accurate mapping system. Cyr was there with intelligence and operations officers and the strategic target planning staff who have the awesome task of keeping a day-to-day list of targets selected for attack in the event of a nuclear war. At one meeting, Cyr suggested that two targets really belonged on one map.

"Both could be hit easily on one

attack," he says. "They'd have seen it anyway."

His work keeps him on the move. He's been sent to Alaska to map unmapped areas of Mt. McKinley and to an air reconnaissance tech squadron in Europe to chart areas designated by SAC for training and war planning operational requirements. He also plots the course of the Radar Bombing Scoring Express, a simulated bombing system to train new crews and keep older crews in combat readiness.

Men in Jim Cyr's business don't talk much about their work at home. His wife, Rose, knows only that his work concerns maps and he doesn't talk about them at home. People in any branch of intelligence carefully avoid conversation about their work with their families.

"You absorb so much during the day," he says, "that you never know whether you're going to repeat something you read in the newspapers or in a highly classified report. So you say nothing."

Jim Cyr isn't chained to a desk or a map. He has to move around frequently to one of three map production centers in the country. Or simply on a trip that he can't talk about. When he goes he merely tells his wife, "I'll be going."

This one-time railroader has covered himself with honors, a fact that is not lost on his father, George, a veteran Bangor and Aroostook employee who takes pride in his Acadian ancestry.



# Engineering Takes Top Safety Awards



Above, Chief Engineer V. J. Welch, right, accepts the President's Award for the employees of the Engineering Department for the best safety performance in 1968 of engineering departments on New England railroads. Below, Welch accepts for employees of the Engineering Department the Vice President-Operations and Maintenance Award from P. H. Swales. The award is given for the most improved safety record over the previous year.



Employees of the Engineering Department took top honors for their safety performance in 1968. The department won both the President's Award and the Vice President-Operations and Maintenance Award.

The President's Award is based on the Bangor and Aroostook having a lower accident ratio than any other New England railroad. If this qualification is met, the award then goes to the department having the best percentage record over corresponding departments on other New England roads.

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

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

Interdepartmental awards went to the conductors and trainmen of District 1 and the enginemen of District 1. In the Mechanical Department, J. L. Perry and the crews of the Car Department received an award for the best record among crews at Derby. General Foreman L. B. Dow and the employees of the Northern Maine Junction Car Department received the award for the best record outside of Derby. Supt. S. & C. Hiram Childers and the signalmen received the Chief Engineer's Award. Roadmaster E. D. Ross and the employees of District 4 also received the Chief Engineer's Award. The Manager of Purchases and Stores Award went to H. A. Theis and the employees at Northern Maine Junction. The highway division employees received an award for completing the year without a personal injury.



At right, Chief Engineer V. J. Welch presents a Chief Engineer's Award to Superintendent of Signals and Communications H. E. Childers, right, and the signalmen for the best safety performance in 1968 among Extra Gang, B & B and S & C crews. Center, right, Superintendent of Track Graden Swett, presents a Chief Engineer's Award to Roadmaster E. D. Ross, right, for the trackmen and foremen of District 4 for the best safety performance among roadmaster districts. At lower right, Assistant Chief Mechanical Officer F. D. Murphy presents the CMO award to General Foreman Julian Perry, left, for the car department crews at Derby Shops for the best safety record at Derby. Below, Clark Crane, assistant to the manager of the highway division, left, accepts a safety award from Manager S. F. Corey for the bus operators who completed the year without a personal injury.



Below, General Car Foreman L. B. Dow accepts a Chief Mechanical Officer's Award from Assistant CMO F. D. Murphy for the crews at the Northern Maine Junction Car Department for the best safety record among crews outside of Derby.







At left, Engineer Edgar Carr accepts the Superintendent of Transportation Award for the enginemen of district 1 from Trainmaster Frank Larlee. Also pictured is Trefley Jandreau.

At right, H. A. Theis accepts the Manager of Purchases and Stores Award for the best safety record among P. and S. crews from Assistant Manager Purchases and Stores Harold Mountain. Below, Trainmaster M. E. Walls presents the Superintendent of Transportation Award to Foreman H. L. Woodard, Sr., for the conductors and trainmen of district No. 1 for the best district safety performance in 1968. Also pictured are Brakemen Vernon Cunningham, R. W. Patterson and R. L. Adams.





# In The Family



Station Agent J. A. Lajoie, Stockholm, presents the Bangor and Aroostook ski trophy to Paul Rossignol, 13, at the Stockholm winter carnival Feb. 15. Patricia Albert was queen and Glen Sodergren was king at the festivities. This marks the 34th year that the carnival has been held.

Aroostook Superior Court, Houlton; Engineer F. G. Bunker, Traverse Jury January Term Somerset Superior Court, Skowhegan; Brakeman P. B. Sehrman, Traverse Jury February Term Penobscot Superior Court, Bangor; Engineer Eleazer Carver, Traverse Jury March Term Piscataquis Superior Court Dover-Foxcroft; Brakeman T. G. Collins, Traverse Jury March Term Penobscot Superior Court, Bangor.

We were saddened to learn of the following deaths:

George W. Foss, 80, retired train dispatcher of 82 Washington St., Brewer. He was born March 7, 1888 at Charlestown, N. H., the son of Samuel and Mary (O'Leary) Foss and died in Brewer after a long illness. His railroad career spanned 52 years with service on the Central Vermont, Boston and Maine, NYNH&H, St. Louis, Iron Mountain and Southern, and Bangor and Aroostook Railroads. He was employed as a Train Dispatcher on the BAR from 1912 until his retirement in 1956. Surviving are his wife, Myrtle (Morrison) Foss, Brewer; three sisters, Mrs. Edith Reynolds, Brattleboro, Vt., Mrs. Helen Adams, Baltimore, Md., and Mrs. Ruth Thayer, Pompano Beach, Fla.; several nieces and nephews. Funeral services were held at the Clark Mitchell Funeral Home in Bangor.

Hugh J. Avery, 69, retired Supervisory Agent, of 357 Penobscot Ave., Millinocket died unexpectedly at his home. He was

## Transportation Department

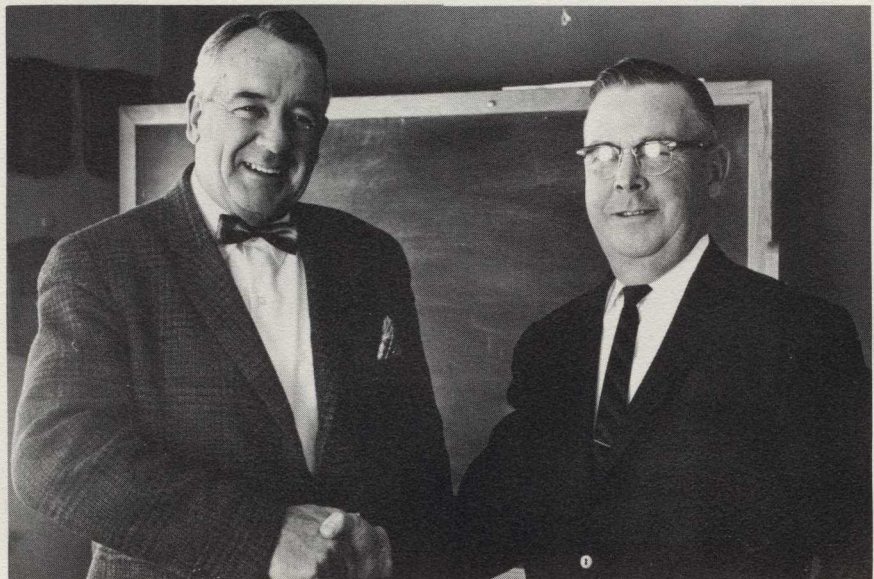
On Feb. 15 the closing affairs of the 34th Stockholm Winter Carnival were held at the American Legion Hall, Stockholm. The master of ceremonies was School Principal Tom William. The King and Queen were crowned and Trophies and Awards presented. The King was Glenn Sodergren, son of Mr. and Mrs. John Sodergren and the Queen was Miss Patricia Albert, daughter of Mr. and Mrs. Joe Albert. The BAR Trophy was won by Paul Rossignol, age 13, 7th grader at Stockholm School, nephew of Mr. and Mrs. Richard Rossignol. Station Agent and Mrs. John A. Lajoie were present to award the trophy.

Assistant Agent and Mrs. Jean Long of Presque Isle are receiving congratulations on the birth of a daughter Dec. 22nd, weight 8½ lbs.

Retired Locomotive Engineer and Mrs. R. J. White are spending the winter months in Florida.

Janet White, daughter of Chief Dispatcher H. G. White was named to the Dean's list at the University of Maine for the fall semester with a 4.0 average and was also elected to Pi Mu Epsilon, Math. Honorary Society.

The following employees served on Jury the past few weeks: Dispatcher R. P. Bean, Traverse Jury November Term



Conductor John L. Babcock, left, retired Feb. 8 after being associated with the railroad for 45 years. He entered service in 1924 as a brakeman and subsequently worked as yard clerk, interlocking operator, dining car steward and safety supervisor. During WW II he served in a railroad operating battalion in Europe, Africa and the Middle East. Mr. Babcock is a native of Brewer and was graduated from Brewer High School. He is married and makes his home at 16 Brown St., Bangor. Pictured with him is Trainmaster M. E. Walls.





Engineer **Bruce B. Trafton**, Millinocket, retired Feb. 28. He entered service as a trackman in 1920 and later worked in the engine house. He became a fireman in 1925. He is a native of Oakfield and attended Millinocket schools. Mr. Trafton is married and has two daughters, Mrs. **Alberta Barnes** and Miss **Phyllis Trafton**. He is a member of the Millinocket Baptist Church and the IOOF. Pictured with Trafton are: **F. D. Larlee** and **H. F. Lee**

born in Bangor Oct. 6, 1899. He was employed at various stations on the Southern Division from 1918 until he retired from his position as supervisory agent at Millinocket in 1964. He was Director of the Millinocket Civil Defense Unit and a former selectman of Millinocket, Trustee of the Piscataquis Savings Bank, past president of the Chamber of Commerce in Millinocket, past master of the Brownville Lodge of Masons, past patron of the OES of Greenville, a member of the Scottish Rite bodies, Anah Temple Shrine of Bangor and a life member of the Shriners Hospital, Springfield, Mass., and a member of the First Congregational Church of Millinocket. He is survived by his widow, **Florence (Stubbs) Avery** of Millinocket; several nieces and nephews. Funeral services were held at the David Wyse Funeral Home with the Rev. **Richard K. Bellingham** officiating. Entombment will be in Millinocket.

**Lynwood S. Welch**, 61, conductor, died unexpectedly at his home. He was born at Monticello Feb. 6, 1908, the son of **Harry** and **Rossie (Sotkoe) Welch**. His railroad employment was with the BAR from 1928 until his death. He was a member of the First Congregational Church of Millinocket, Nollsemic Lodge of Masons, Royal Arch Chapter, a member and Past Patron of Onawa Chapter OES, Brotherhood of Railroad Trainmen and a past President of the BARCO Credit Union. He is survived by his widow **Hilda (Lane) Welch** of Millinocket; three sons, **Harold** and **Charles** of Millinocket and **Robert** of Portland; three brothers, **Raymond** of Lincolnville, **Wendell** of Millinocket and **Lloyd** of Arlington, Va., one sister, **Mrs. Viola Doucette** of Orono; several nieces and nephews. Masonic Memorial Services were conducted at the Wyse Funeral Home and funeral services were held at the First Congregational Church of Millinocket with the Rev. **Richard K. Bellingham**

officiating. Burial will be in the Millinocket Cemetery in the spring.

**Leo E. McNeil**, 80, retired conductor, died at his residence, 160 Grove Street, Bangor. He was born in Bangor on Feb. 28, 1888, the son of **Daniel** and **Annie (McNeil) McNeil**. He was employed by the BAR from 1923 until his retirement in 1959. He was a member of the BRT, the Bangor Fireman's Relief Association and St. John's Catholic Church. Surviving are one daughter, **Mrs. Margaret Bass** of Tucson, Ariz.; two sons, **Edward F.** of Washington, D. C., and **William V.** of Bangor; a sister, **Mrs. Annabelle Cushing** of Bangor; seven grandchildren; several nieces and nephews. Funeral services were held at St. John's Catholic Church with a High Mass of Requiem.

**Neil H. MacNichol**, 69, of Kenduskeag, retired clerk, died in a Bangor Hospital. He was born in Eastport Sept. 10, 1899, the son of **John** and **Lillian (Holmes) MacNichol**. He was employed as a clerk on the BAR from 1944 until his retirement in 1965. He was a member of Rising Virtue Lodge A.F. and A.M. and of the Bangor Baptist Church. Surviving are his wife, **Mrs. Lucretia MacNichol** of Kenduskeag; two daughters, **Mrs. Eileen Coyne**, South Howland, Ill.; and **Mrs. Elaine Narcisso**, Washington, D. C.; a son, **Neil A. MacNichol**, Lafayette, Ind.; a brother, **Frederick MacNichol**, Perry; two sisters, **Mrs. Lillian Hillard**, Perry, and **Mrs. Margaret Cheverie**, Louisiana; seven grandchildren and several nieces and nephews. Funeral services were held at the White and Hayes Funeral Home, Bangor.

**Otis Kelley**, 82, died in a Portland hospital; he was a retired bunkhouse caretaker. He was born at Green Lake, N.B., Jan. 25, 1887, the son of **Benjamin** and **Alice Kelley**. He had been a resident of Scarborough for the past five years and was a former resident of Oakfield. He was a member of the Portland Pentecostal

Church. His BAR service was from 1947 until he retired in 1962. Surviving are his widow, **Mrs. Ella B. (Maine) Kelley** of Scarborough; one son, **Emerald**, of Oakfield; one daughter, **Mrs. Herbert (Geneva) Fowler** of Scarborough; one sister, **Mrs. Josie Hatto** of Hawkshaw, N.B.; four grandchildren and five great-grandchildren. Funeral services were conducted at the Smyrna Pentecostal Church with the Rev. **Marvin Lawrence** officiating. Burial will be in the Crystal Cemetery.

## Engineering Department

**Mrs. Carrie B. Allen**, widow of former Chief Clerk **Herbert F. Allen**, died March 1 at a Houlton hospital following a brief illness. Mrs. Allen was born in Houlton in October, 1894, the daughter of **John E.** and **Nellie Mac Bachelder**. She had been a life-long resident of Houlton and was a member of the First Baptist Church for over 50 years, having served in the capacities of deaconess and assistant treasurer. She was also a member of the W.C.T.U. and the Houlton Grange. Mrs. Allen is survived by one sister, **Mrs. George Parlee** of Bangor; one brother, **Frank Bachelder**, of Houlton; several nieces and nephews.

Funeral services were held at the Dunn Funeral Home in Houlton on March 4, with the Rev. **Andrew Anderson** officiating.



**Janet Lea Morris**

Mr. and Mrs. **Max Morris** of Houlton have announced the engagement of their daughter, **Janet Lea**, to **Brian C. Henry**, son of Equipment Operator and Mrs. **G. D. Henry** of Oakfield.

Miss Morris was graduated in 1968 from Houlton High School and is attending Beal Business College in Bangor. Mr. Henry is a 1965 graduate from Oakfield High School and was also graduated from Northern Maine Vocational Technical Institute. He entered military service in 1967 and has served in Vietnam. He is presently on leave and awaiting further military orders. His service time will be completed in November. The wedding is planned for February 14, 1970.





**Norma Blair**

Equipment Operator and Mrs. **Conrad Blair** of Wallagrass, have announced the engagement of their daughter, **Miss Norma Blair**, to **Jimmy John Corriveau**, son of Mr. and Mrs. **Antoine Corriveau** of Fort Kent.

Miss Blair has attended Community High School in Fort Kent and is now employed at the Northern Maine Security Home in Eagle Lake.

Mr. Corriveau is a 1966 graduate from Fort Kent Community High School and is employed as a mechanic by **Tom Pinkham** in Ashland. A July wedding is planned.

Among officers elected at the 1969 annual meeting of the Military Street United Baptist Church of Houlton were: Accountant **Kenneth G. Cosman**, financial secretary; Mrs. **Kenneth G. Cosman**, assistant financial secretary; Secretary **Faye L. Albert**, board of trustees; mechanic **John A. Vincent**, board of trustees; Accountant **Kenneth G. Cosman**, delegate to advisory board of Baptist School of Christian Training.

Officers elected at the 1969 annual meeting of First Baptist Church, Houlton, were: Mechanic **Harry A. Lewin**, deacon; Stenographer **Joan H. Butler**, deaconess; Clerk-Stenographer **Bernice Bailey**, assistant treasurer; Ast. Engineer **Roger R. Randall**, board of trustees.

Trackman **Fred Guerette** (Ret.) died Feb. 4 at his home in Quimby. He was born in Upper Frenchville, Aug. 17, 1891, the son of **Simon** and **Celina Guerette**. He was a member of the Catholic Order of Foresters. Surviving are a daughter, four sons and a sister.

Mr. Guerette began service with BAR in August, 1919, as a trackman at Winterville, a position he held until his retirement in August, 1952. Funeral services were held at St. Mary's Catholic Church in Eagle Lake, Feb. 7, with the Rev. **Paule Pare**, pastor, officiating at a high mass of requiem.

Among officers elected at the 1969 annual meeting of the Oakfield Baptist Church were: Roadmaster **Orville G. Armstrong** (Ret.), Sunday school supt. and deacon; Trackman **Norman Clark**, deacon and finance committee member; Mrs. **Sadie Goodall**, widow of Trackman

**Perley C. Goodall**, deaconess; Mrs. **Pansy L. Burton**, wife of Crane Operator **John L. Burton**, asst. clerk and auditor.

Officers elected at 1969 annual meeting of First Baptist Church, Stockholm, were: Sect. Foreman **Alton Wardwell**, deacon and asst. moderator; Mrs. **Alton Wardwell**, clerk; Sect. Foreman (Ret.) **Walter Wardwell**, deacon and trustee; Mrs. **Walter Wardwell**, asst. financial secretary.

Mrs. **Vinal Welch**, wife of Chief Engineer **Vinal J. Welch** of Houlton, was the general chairman for Mothers' March of Dimes. Also, assisting her as division chairmen were: Mrs. **Dale Anthony**, wife of Assistant Engineer **Dale Anthony**, and Mrs. **Donald McDade**, wife of Shop Foreman **Donald McDade**. The March of Dimes drive was held the last of January.

Flangerman **Robert B. Folsom** of Houlton, died suddenly Feb. 27 at Millinocket.

He was born in Monticello, May 22, 1933, the son of **Lloyd** and **Bernice Folsom**. Mr. Folsom was a member of Houlton Grange and served in the U. S. Army from 1954 through 1956. Besides his parents, he is survived by his widow, Mrs. **Nina Folsom** of Houlton, two daughters, one brother and two sisters.

Mr. Folsom came to work on the BAR as a Trackman, July 22, 1968. He had also worked as bulldozer operator and flangerman.

Funeral services were held at the Dunn Funeral home in Houlton on March 1, with the Rev. **Alton Maxell** officiating.

Miss **Prudence Hersey**, daughter of Rail Repairman and Mrs. **Ernest Hersey** of Smyrna Mills, is presently enrolled at the Spanish Language School, San Jose, Costa Rica, Central America, for an eight-month course in Spanish. Upon completion of this course of study, she will return to Florida for further prepara-



**Prudence Hersey**

tions for missionary work. She will then go to Cartagena, Colombia, in South America as a missionary.

Prudence was graduated from Oakfield High School in the class of 1965 and from Zion Bible Institute, East Providence, R. I., in the class of 1968.

Mr. and Mrs. **J. Ralph Dow** of Mapleton have announced the engagement of their daughter, **Marjorie Ann**, to **Robert E. Dyer**, son of Sect. Foreman (Ret.) and Mrs. **Ellsworth Dyer** of Presque Isle.

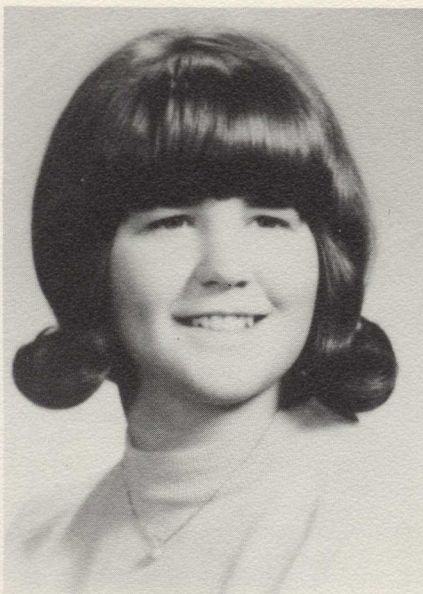
Miss Dow is attending Aroostook State College in Presque Isle.

Mr. Dyer is employed at Vahlsing Inc., in Easton.



Roadmaster **H. L. Wright, Sr.**, right, receives his gold pass for 40 years' service from Chief Engineer **V. J. Welch**. He is a native of Oakfield and first entered service in 1925 as a trackman. He also worked as plowman, extra crew foreman, and section foreman. Mr. Wright was graduated from Washburn High School. He is married and has two children, **Herman, Jr.**, and Mrs. **Elaine Davis**. He is a member of the Masonic order.





**Darlene Miller**

Miss **Darlene Miller**, daughter of Section Foreman and Mrs. **William E. Miller** of Caribou, was a member of the Caribou High School band, which was chosen among several top state bands, as Maine's Official Inaugural Band. Caribou band, along with 56 other high school, college and military bands, participated in the Inaugural Parade in Washington, D. C., on January 20.

The Caribou band members made the trip to Washington in chartered BAR buses.

Darlene has been active in music while at Caribou High, and in grades, playing the oboe and clarinet. She has been a band member for nine years, chorus six years, with the Clefones (a special singing group) for three years, and is president of the band council this year. Darlene will be graduated from Caribou High School in June and plans to enter Gorham State College this fall, where she will major in Elementary Education.

**Ronald E. Miller**, son of Section Foreman and Mrs. **William E. Miller** of Caribou, recently received his honorable discharge from the U. S. Navy, having served a three-year tour of duty.

Ronald and his wife, the former **Sharon Wilcox**, are residing in San Diego, Cal., where he is employed at Hughes Aircraft.

Miss **Diana Bustard**, daughter of Mr. and Mrs. **Leo Bustard** of Smyrna Mills, and Pvt. **Dean Morton**, son of Leading Signalman and Mrs. **Wallace I. Morton** of Oakfield, were married Feb. 14, by the Rev. **John Ruth** in Houlton.

A reception for the couple was held at the Oakfield Fire Station.

The bride is residing at her parents' home in Smyrna Mills while the bridegroom returned to Fort Dix, N. J., where he is taking a course in military police training.

**Gail Dyer**, daughter of Section Foreman and Mrs. **A. L. Dyer** of Presque Isle has been selected as one of the finalists in the Sophomore Declamation contest at Presque Isle High School.

**Delman Pelletier**, son of Section Foreman and Mrs. **Lionel Pelletier**, of Plaisted, is serving with the U. S. Army in Germany, where he has been for more than one year. He expects to receive a furlough this summer when he will return to the United States.

Midshipman 3 **Thomas Childers** of the U. S. Merchant Marine Academy, King's Point, N. Y., has returned from an 85-day trip to the Far East. He recently spent a leave with his parents, Superintendent of S. & C. and Mrs. **Hiram Childers** of Houlton, while awaiting reassignment.

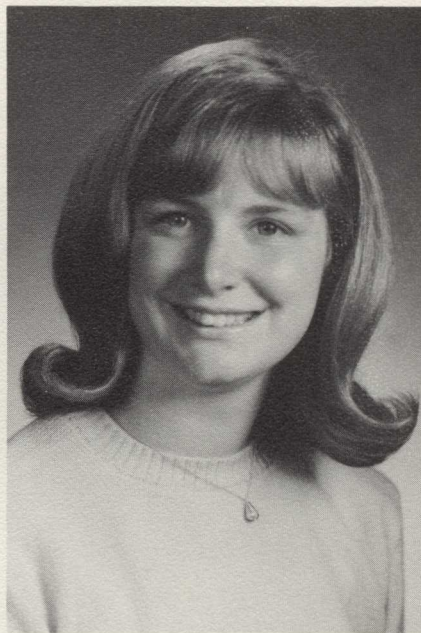
Section Foreman (Ret.) and Mrs. **Lionel Pinette** of Fort Kent have announced the engagement of their daughter, **Carol**, to **Edgar C. Dionne**, son of Mr. and Mrs. **Aurele Dionne** of Clair, N. B.

Miss Pinette, a 1963 graduate from Fort Kent High School, is employed in Presque Isle by New England Telephone as a service representative. Mr. **Dionne** attended St. Louis College, served four years in the Marine Corps and is employed as a barber at Caribou.

A May wedding is planned.

We are sorry to report that B. & B. Painter **Clair Wilmot** of Oakfield had the misfortune to sustain several breaks in a leg while skiing at Island Falls on March 2.

Friends of B. & B. Foreman **L. P. McLain** (Ret.) who recently underwent surgery at the Eastern Maine General Hospital in Bangor, will be pleased to



**Georgia Rae Soucie**

**Georgia Rae Soucie**, daughter of Mr. and Mrs. **Richard Shaughnessy**, Brewer, graduated from Brewer High School in June. She was a member of the National Honor Society and Se Beowulf and was awarded the highest honors in French at Class Day Exercises. Georgia is now a Freshman at the University of Maine, majoring in French.

learn that he is making a satisfactory recovery.

Sect. Foreman and Mrs. **Gordon Dixon** of Stockholm and Sect. Foreman and Mrs. **Norman Dixon** of Mars Hill, enjoyed an automobile trip to California the first of the year.

S/Sgt. **Gerald H. Dixon**, son of Sect. Foreman and Mrs. **Norman Dixon** of Mars Hill, reenlisted in the U. S. Air Force in February for his third four-year tour of duty. He has served in England, Germany, and is presently stationed at Pease Air Force Base, Portsmouth, N. H.

Section Foreman **William L. McCue** (Ret.) died March 7 at his residence in West Seboois.

He was born Sept. 28, 1892 at North Amity, the son of **David** and **Margaret McCue**.

Mr. McCue entered BAR service as a Trackman at Grindstone in April 1921. He was appointed Section Foreman in May 1926 and worked in this capacity at Norcross, West Seboois and Millinocket until his retirement in July 1965—over 44 years of service.

He was a communicant of St. Martin of Tours Catholic Church in Millinocket, and a member of the Brotherhood of Maintenance of Way.

Mr. McCue is survived by his widow, Mrs. **Viola McCue** of West Seboois; two sons, **Clayton**, of Houlton, and **Donald**, of Millinocket; one daughter, Mrs. **Ralph (Faye) Linnell** of Milo; three brothers, **Michael**, of Norcross, **David** of Brooks, and **Harry**, of Houlton; one sister, Mrs. **Louis (Mary) Cassidy** of Cary; several grandchildren, great-grandchildren, nieces and nephews.

Among survivors, his son, **Clayton**, is a rodman in the engineering office at Houlton. His daughter, **Faye**, is the wife of Section Foreman **Ralph W. Linnell**. His brother, **Michael**, is a retired section foreman and another brother, **Harry**, is section foreman at Oakfield.

A High Mass of Requiem was sung by the Rev. **Antonio Girardin** at 9:00 a.m., March 11 at St. Martin of Tours Catholic Church, Millinocket.

## Traffic and Marketing

**Michael Scanlin**, son of Traffic Analyst **M. Thomas Scanlin**, has enlisted in the Air National Guard, and is now taking basic training at Lackland AFB, Texas.

**George Deshane**, Assistant General Freight Agent, has completed a two week seminar at the American University, Washington, D. C.

## Accounting Department

Freight Claim Agent **Burton A. Sawyer** attended a meeting of the New England Shippers' Advisory Board in Boston, Massachusetts on March 4, 5 and 6.

**Bruce W. Shaw**, son of Clerk and Mrs. **Ward L. Shaw**, was on the Dean's List at the University of Maine for the first semester.

**Thomas A. Mercier**, Freight Claim Department, was named Chairman of the 1969 U. S. Savings Bond Drive on the Bangor and Aroostook Railroad.



Assistant Treasurer **Lewis B. Neal** was honored by his fellow workers at a supper party at Pilots Grill on Feb. 27. Despite the stormy weather, there were 23 present to wish Lewis a happy retirement.

## Mechanical Department

We were sorry to hear of the death of retired Electrician **Forrest E. Smith** of Brewer.

He had been retired since October 1954. Surviving, besides his wife, **Gertrude**, are two sons, **Winslow B.** of Scituate, Mass., and **Luther M.** of Brewer.

We were sorry to hear of the death of retired Car Repairer **Peter J. Cyr**.

He had been retired since December 1957. He was born in Canada and had been a resident of Lagrange for 37 years.

Surviving are his wife, **Phoebe (Cote) Cyr**, of Lagrange; three sons, **Arthur** of Tarbaris, Fla., **Hubert** of Norwalk, Conn., and **Clarence** of Bethel, Conn., and one daughter, **Mrs. Albertine Dinsmore** of Stanford, Conn.

Mr. and Mrs. **Charles M. Decker** of Milo have announced the engagement of their daughter, **Sheila Marie**, to **Ronald F. Strout**, son of Laborer and Mrs. **Lorin C. Strout** of Milo.

Miss Decker is a 1968 graduate of Milo High School and is employed at the Dexter Shoe Co., Milo.

Mr. Strout, also a graduate of Milo High School, has served with the Coast Guard, and is attending Fort Kent State College.

Miss **Esther Marie Russell**, daughter of Mr. and Mrs. **Charles O. Russell**, and **David Adam Mannisto**, son of Car Repairer and Mrs. **Henry Mannisto**, were married Jan. 11 at Saint Paul's Catholic Church.

The Rev. **Michael J. McDonald** performed the ceremony. Soloist was Mrs. **Evelyn Hamlin**, who was accompanied on the organ by Mrs. **Eleanor Cyr**.

Maid of honor was Miss **Marlene Heal** of Milo. Other attendants were Mrs. **Carole Mannisto** of Fort Devens, Mass., and Miss **Ellen Mannisto** of Milo. **Lisa Anne Russell** was flower girl.

Best man was **Dennis Mannisto** of Fort Devens, Mass. Ushers were **Tony Hamlin** and **Ronald Hogan** of Milo.

A reception was held at the Derby Community Hall. Assisting were Miss **Deborah Carey**, Miss **Cynthia Wiley**, Miss **Stephanie Sturtevant**, Miss **Deborah Pelkie**, Miss **Linda Gero**, Miss **Anne Hanson**, and Mrs. **Jean Hanson**.

The bride is a senior at Penquis Valley High School.

The bridegroom was graduated from Milo High School in 1967. He has re-

turned from a year's tour of duty in Vietnam, and will be stationed at Fort Bragg, North Carolina.

Miss **Louise Alma Cunningham**, daughter of Carpenter and Mrs. **Elmer K. Cunningham** of Derby, became the bride of Spec. 4. **Stephen Henry Rhoda**, son of Laborer and Mrs. **Earl Rhoda** of Milo.

The ceremony was performed by the Rev. **Robert C. Holmes** at St. Joseph's Episcopal Church.

The soloist was Miss **Jo-Ann Clukey** of Guilford and the organist was Miss **Jayne Lutterell**.

The matron of honor was Mrs. **Gerald Brown** of Brockton, Mass.

Bridesmaids were Miss **Patricia Cunningham** and Miss **Susan Rhoda**.

The best man was **Robert Harmon**. Ushers were **Gerald Brown** of Brockton, Mass., and **Paul Rhoda**.

**Mark Brown** was ring bearer and **Scott Brown** was acolyte.

A reception was held at Wingler Hall in Milo. Assisting were Mrs. **Cedric Rhoda**, Mrs. **Kenneth Clark**, Miss **Doborah Carey**, Miss **Martha Lutterell**, Miss **Jeanne Curtis** and Miss **Glennysse Harmon**.

The bride is a graduate of Milo High School and attended the school for medical technicians at Augusta General Hospital.

The bridegroom is a graduate of Milo High School and is serving in the Army.

Miss **Nancy Lee Willinski**, daughter of Foreman and Mrs. **John Willinski, Jr.**, of Derby, became the bride of **Kevin Michael O'Connor**, son of Mrs. **Gerald Ladd** of Milo, February 1.

The marriage ceremony was performed by the Rev. **John Meisner** at his home at Dover-Foxcroft.

The bride was attended by Miss **Patricia Willinski** of Derby.

The best man was **Robert Ellison** of Milo.

A reception was held at the Derby Community Hall. Those assisting were Miss **Susan Rhoda**, Miss **Louise Cunningham**, Miss **Sheila Willinski**, Mr. and Mrs. **Lewis Mountain**, Mr. and Mrs. **Galen Larson** and Mrs. **Leo Willett**.

The bride is a 1968 graduate of Milo High School.

The bridegroom is a 1964 graduate of Milo High School and has served four years with the Navy. He is employed by the Dexter Shoe Co., at Milo.

The couple will reside on Kimball Street, Milo.

Car Foreman, **Stan Andrews**, Northern Maine Junction, has been a patient at the Eastern Maine General Hospital. He is now convalescing at home following surgery.

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

Foreman **H. E. Clark**, Derby, has been a patient at the Milo Community Hospital, and is now convalescing at home.

We wish him a speedy recovery and return to work.

Retired Chief Electrician and Mrs. **Vernon J. Perry** of Derby are spending the winter in Florida.

## Purchases and Stores

**Alasco Carey, Jr.**, son of Shipping Clerk and Mrs. **Alasco (Elaine) Carey**, was on the Dean's List at Andover Institute of Business in Portland for the first semester of the 1968-69 academic year.

Our sympathy to Secretary **Mildred McDonald** on the death of her grandmother, Mrs. **Nina J. Downs**, who died in Presque Isle Jan. 26, following a long illness. Surviving are one son, **Elwell A. Downs, Sr.**, of Bristol, Conn.; two daughters, Mrs. **Herman (Gladys) Grant** of Presque Isle and Mildred's mother, Mrs. **Lawrence (Marjorie) McDonald** of Milo; also several grand and great grandchildren. Funeral services were held at the Lary Funeral home in Milo, with burial in Evergreen Cemetery, Milo.

## Operating Department

Assistant Vice President-Operations and Maintenance and Mrs. **D. G. Merrill** recently enjoyed a vacation at Cinnamon Bay Camp on Saint John Island in the Virgin Islands. They were accompanied by Mr. and Mrs. **Paul Lewis**. Mr. Lewis is an electrician in the Mechanical Department located at Northern Maine Junction.

**Brian Swales**, son of Vice President-Operations and Maintenance and Mrs. **P. H. Swales**, spent his Easter recess vacation with his parents in Brewer.

**B. A. Rand Marsters**, who has been vice president - engineering of McKay Rock Products, Inc., since 1966, has accepted a position of assistant division manager of concrete with the Freeport Construction Company, Ltd. (Frecon), at Freeport, Grand Bahama.

Frecon is a diversified heavy construction general contractor and material supplier operating within the Caribbean, Bahama and West Indies area.

Mr. Marsters was graduated from the University of New Brunswick in 1962 with a bachelor of science degree in civil engineering. Since graduation he has been employed by the Bangor and Aroostook Railroad, and since 1966 has been associated with McKay Rock Products, a subsidiary company of the B&A.



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(From Potato Councillor November 1968)