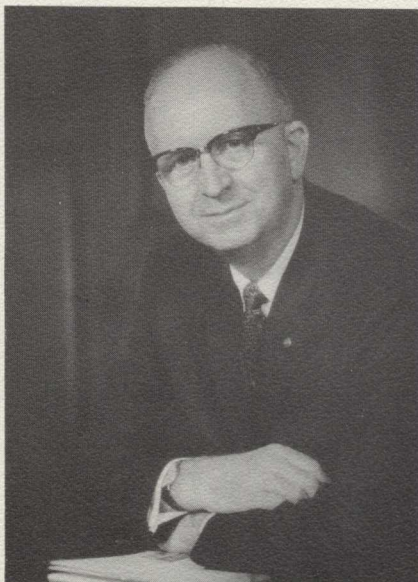


MAINE LINE



MAY-JUNE, 1969



Talking It Over

To My Fellow Employees,

Directors of the railroad approved an order last month for 50 more jumbo mechanical refrigerator cars. They also voted to acquire 100 more 50-foot, 70-ton cushion underframe boxcars. The mechanical refrigerator cars will be used in the frozen goods traffic and the boxcars will be used mostly for our paper traffic.

The equipment acquisition will cost approximately \$3,400,000 and it is a significant addition in our continuing program of building and maintaining top-flight rolling stock for our customers. The guiding philosophy in these acquisitions is to furnish our customers with equipment affording maximum protection for their lading and high-capacity loading to permit them to take advantage of the railroad's incentive rates.

In most cases, the new rolling stock was acquired for industries that show a healthy growth potential for the railroad. By 1974, for example, traffic from the processing plants in Aroostook County using the mechanical refrigerator cars is expected to more than double. We are also expecting healthy growth in the paper industry, prime users of

our cushion underframe boxcars. Both industries reflect our willingness to spend money for rolling stock when there is a demonstrable need and, of course, the profit every business needs to survive.

But quite beyond the practical needs that prompted the railroad to acquire more than \$3 million worth of new cars it should demonstrate to every railroader that our company is a vital business organization not content to merely maintain the status quo, but one that is determined to move ahead and grow with the needs of the community.

We are part of a dynamic and changing industry that has had to make great changes in technology and philosophy to meet the challenges of the times. It is, perhaps, a test of an industry's inherent soundness that it can survive for a century and emerge from two trying decades with strength and vitality. In a small way, we have done on our own line what the industry has done nationally. We have mechanized our maintenance techniques, and built a sound physical plant and car fleet.

The measure of the company's potential is, ultimately, its responsiveness to the forces of change, for change is a constant element in business and in all human experience. We are presently facing the challenge of change in our potato traffic

which has traditionally been a mainstay in our profit picture. We can no longer look to the transportation of fresh potatoes for the revenue it has regularly produced for us. And we are bending our efforts and talents toward developing other business to take the place of potatoes in our earnings picture.

The lumber industry, described elsewhere in this issue, is one area of growth. The food processing business, the beet sugar and paper industries are others. It is part of our response to change. A first class car fleet is a basic tool that we require to develop these new sources of traffic.

Economists and other observers of the business scene are fond of citing the disaster that befell many makers of buggywhips with the advent of the automobile because they did not anticipate change or did not prepare for it. I am not suggesting that we are in the position of the buggywhip makers. But the example may help explain why we are spending several million dollars for new cars at a time when our resources have dropped considerably.

Sincerely,

W. Jerome Strout

President



NEWS BRIEFS

About the Cover

A car repairer uses a torch to cut stake pockets in a car being converted for the railroad's lumber shippers (see story page 8). The railroad has converted 72 of the cars for lumber shippers.

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Directors of the Bangor and Aroostook Railroad met April 25 following the road's annual meeting and approved an order placed a month earlier for 50 jumbo mechanical refrigerator cars. They also authorized the acquisition of 100, 50-foot 70-ton, cushion underframe box cars. The box cars will be of high cube design and will be equipped with wide doors. The addition to the road's fleet will cost approximately \$3,450,000. In 1968, the road took delivery of 100 end rack pulpwood cars and 50 new jumbo mechanical refrigerator cars.

Bangor and Aroostook President W. Jerome Strout told stockholders and directors at the annual meeting that the purchase was in accordance with the road's policy of furnishing its customers with equipment affording maximum protection for their shipments and high capacity loading to take advantage of incentive rates.

A poor potato year held revenues close to 1967 levels, he said. Sugar beets contributed significantly to the earnings picture with 2,000 cars of beets in addition to other related shipments. Income from the road's freight car fleet reached \$2,247,000 in 1968.

Strout said that expenses, as might be expected, were up with wage increases to the road's 14 brotherhoods amounting to \$306,000 in 1968 and snow removal costing \$374,000, up \$40,000 from the year before. He added that snow removal costs continued to climb during the winter of 1968-69 amounting to \$466,000.

Looking ahead, the railroad executive said that rail traffic from the five food processing plants served by the road and Maine Sugar Industries is expected to more than double by 1974, and will account for more than 6,100 cars of freight. He also predicted growth in the road's paper traffic and in the lumber industry.

Re-elected as directors of the company were Jack Roth, Caribou; David D. Daigle, Fort Kent; Fred L. Putnam, Houlton; and W. Jerome Strout, Bangor.

Also re-elected were W. Gordon Robertson as chairman of the board and W. Jerome Strout as president and chief executive officer. All other officers and executives were re-elected.



Pictured with the road's new piggyback trailers are Howard L. Cousins, Jr., vice president-marketing; Linwood W. Littlefield, manager of car service; Palmer H. Swales, vice president-operations and maintenance; and Harold W. Hanson, chief mechanical officer.

The Bangor and Aroostook has acquired 20 new piggyback trailers. The trailers will be used in the road's paper traffic from Northern Maine mills and for starch products.

President W. Jerome Strout said that piggyback has been a slow area of growth for the road, but is now undergoing a period of expansion. Equipment is still in short supply, he added, because of a national growth pattern in piggyback traffic. The potential traffic for the road is in the northeast for customers without rail facilities. The company expects a five-fold increase in the traffic during the next year.

The 40-foot trailers were leased from Fruehauf Trailers, Inc.

Entries for the Bangor and Aroostook Golf Tournament must be in by May 31, according to chairman Howard L. Cousins, Jr. Entries, with the \$1 fee may be sent to Hugh Goodness, 84 Harlow Street, Bangor, or C. S. Burgess, Mechanical Department, Bangor and Aroostook Railroad, Derby, Maine.

Besides the W. Jerome Strout trophy for the lowest gross score, other trophies and prizes will be awarded. Cousins said that a special invitation is extended to retirees. The tournament will be held at the Bangor Municipal Golf Course, June 7, and will begin at 8 a.m.



Pictured, left to right, at PFE's safety awards banquet at Tucson, Arizona, are: T. B. Monson, senior vice president, Pacific Car and Foundry Co.; Mrs. Monson, W. Jerome Strout, BAR president; Mrs. Strout, L. D. Schley, vice president and general manager, Pacific Fruit Express, and John Ferron, PFE superintendent of safety.

Safety - East and West



L. D. Schley, PFE's energetic and genial vice president and general manager, considers the practice of safety an important activity at PFE.

For 15 years there has existed between the Bangor and Aroostook Railroad, a small but excellent eastern railroad and Pacific Fruit Express, a large and excellent West Coast car line, a unique and mutually profitable relationship. It works like this: during the summer months, when the Bangor and Aroostook fleet of RS type refrigerator cars might normally be idle, PFE needs cars for use in the peak movement of citrus fruits and vegetables in the transcontinental movement. It helps the railroad maintain a large fleet of RS cars for the peak of its own potato movement. And it is useful to PFE because the cars fit its own high-water needs and because the declining number of RS cars available nationally have put a premium on well-maintained RS cars.

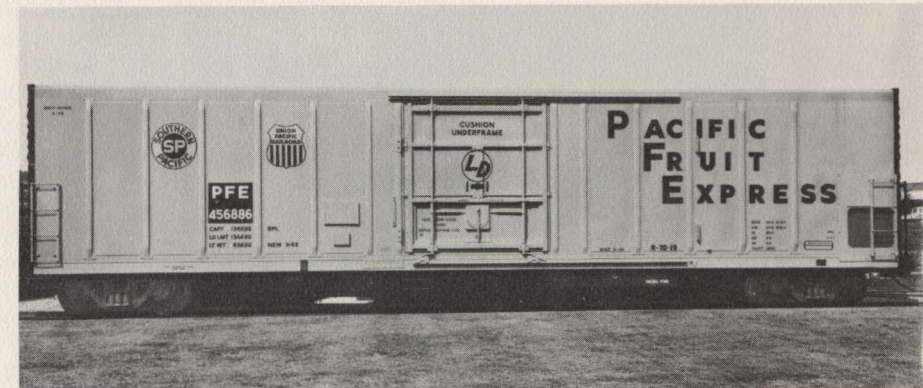
The relationship between the two companies, so diverse in character and geography, has come to be a close association involving a high degree of cooperation in the sometimes ponderous and complicated business of the care and feeding of the BAR's RS fleet. There is more than a casual interest by the management of both

companies in its opposite number. For example, in March PFE Vice President and General Manager L. D. Schley rescheduled a safety awards banquet in Tucson, Arizona, so that W. Jerome Strout, who was vacationing in the area, could attend. Also present was T. B. Monson, senior vice president of Pacific Car and Foundry Co., whose company built a large part of the PFE cars and all of the BAR cars. It was the 3rd consecutive year that the shops, under the supervision of the late F. H. Lieb, Jr., had experienced no reportable accidents.

"It's hard for a railroader to get completely away from railroading even on a vacation," Strout says, describing his impressions of PFE and its people. "The operations were familiar, of course, and the contrast of the climate the two companies operate in actually heightened the similarity between them. The people on our car repair tracks, for example, wear heavy clothing and gloves against the cold for most of the year. PFE employees at Tucson keep their tools in water several months of the year so that they will not be too hot to touch. But regardless of temperatures, the work is much the same. We perform the same work on BAR cars as PFE people do on their cars. I found employees open and friendly. They were, of course, familiar with BAR cars and interested to meet a representative of the road."

The audience of employees and wives at the banquet were delighted when John Ferron introduced Strout as the chief BAR-tender.

While PFE is a carline owned by the Southern Pacific and the Union Pacific Railroads, and has nearly twice the number of employees the Bangor and Aroostook does, there is a marked similarity between the two companies. PFE has five car maintenance shops in California, Arizona and Idaho, plus stores departments and icing plants. The work performed at these installations is much like that performed at the railroad's Northern Maine Junction and Derby shops and the problems of safety are similar.



A new PFE mechanical refrigerator car, above, is very similar to the BAR's own new mechanical refrigerator cars, below. PFE uses the BAR's RS refrigerator cars in the transcontinental movement of fruits and vegetables.



E. V. Hopkins of PFE addresses Tucson area employees at the safety awards banquet. At right, the late F. J. Lieb, Jr., accepts safety award for his employees for the third consecutive year.





Manager F. M. Duncan, left, Tucson, accepts safety award from Purchasing Agent H. C. Morrison, San Francisco.



Superintendent of Safety John Ferron, a bluff man with a flair for the dramatic, MC's the safety banquets. At left, PFE's Pocatello, Idaho, employees display their awards on a cutout replica of the state. Pictured below are: John Ferron; E. V. Hopkins, general mechanical and engineering officer; F. J. Lieb, Jr., superintendent of mechanics and engineering; H. C. Morrison, purchasing agent; F. M. Duncan, material manager; and L. D. Schley, vice president and general manager.



John Ferron, PFE's bluff and capable superintendent of safety, began the awards program the year after he came with PFE in 1948, from the Union Pacific where he was a district safety man. In 1948, PFE was averaging from 345 to 356 reportable accidents a year. By 1968, the number had dropped to 19 with an accident ratio of 2.70 accidents per million manhours.

Any installation that goes a year without a reportable accident receives a safety award that's presented at a steak dinner to which all employees and their wives and all retired employees are invited," Ferron explains. "Our people take the dinners and the awards seriously. It's a team effort that makes everyone conscious of safety and it reaches the wife and mother. A short time ago, we were considering doing away with the dinners and there was such a storm of protest from the wives that we changed our mind."

John Ferron, a big man with a flair for the showmanship, MC's every banquet. Besides regular employees and their wives and retired employees ("anyone who's left the property with their eyes and all their fingers has a stake in this") there is an official of the owner roads, a high state or city official and an official of the union. PFE has only two unions on its property; the Brotherhood of Railway Carmen and the Brotherhood of Railway, Airline and Steamship Clerks. Any installation that goes for five consecutive years without a reportable accident receives a Vice President and General Manager Award at the annual banquet.

Because Pacific Fruit Express is spread out over several western states from Texas to Oregon, Ferron flies

more than 100,000 miles a year (mileage that he once covered by Pullman) in supervising the safety activities of the company.

Besides the M and E shops at Roseville, Cal.; City of Industry, Cal.; Tucson, Ariz.; Pocatello, Idaho; and Nampa, Idaho, there are nine modern icing plants to service PFE's own fleet of 8,000 RS refrigerator cars. At Ogden, Utah, the 100-car ice deck a car can be iced in a minute and a half. And when the movement of cantaloupes from California's Imperial Valley and potatoes from Kern County are in full swing the icing plants are busy places indeed.

HAZARDS SIMILAR

Because of the character of the work PFE employees perform, the type of hazards they experience are much like those Bangor and Aroostook employees have to face in repairing cars and handling materials. But working on the highly-mechanized ice decks is something else. Falls are perhaps the number one danger. The dangers of the M and E shops are similar to those faced in any railroad car shop; eye injuries from flying objects, falls, hazards from the use of tools.

Ferron holds safety meetings at each installation every three months, meeting with supervisors and members of the safety committee. Safety committee members are on-the-job employees who act as a liaison between employees and those supervisors who are charged with safety. Considering the sheer limitations imposed by geography, the safety meet-

ings are a task involving thousands of miles of travel each month.

The results of the safety effort is evident. Tucson has worked 2,537,364 accident-free manhours. Idaho has more than eight million accident free manhours. But an effective safety effort doesn't just emerge full grown; it is in every case a reflection of the attitude of the company's top people on safety. In PFE's case, the successful safety effort reflects the attitude of its energetic and genial Vice President and General Manager L. D. Schley, an executive who came up through the ranks and feels strongly about the welfare of his people. And when the top man considers safety an important activity in his company, the philosophy is usually translated into effective action.

Accident investigation is carried out with much the same sense of urgency as on the Bangor and Aroostook. All accidents are immediately investigated by supervisors and the information is relayed to Ferron who reviews the case. In serious accidents, he will go himself.

"I thought I'd seen everything that could happen after being in this business for most of my working career," he says. "But at least once a year we have an accident with a slightly different slant. I guess all this proves is that safety is something nobody can ever afford to get complacent about."

No one has ever suggested that there is a friendly little competition in the area of safety between the northern Maine railroad and the California car line, quite beyond the kinship generated by nearly two decades of cooperation, but the conclusion is almost inescapable.

And healthy, too.



While car repairers at Pacific Car Express Tucson shops often have to cool their tools in water when the desert sun is at its fiercest (so that they can be handled without burning their hands) their counterparts on the Bangor and Aroostook wear heavy clothing and gloves as protection against the elements during much of their working year. And often they are faced with snow conditions such as those pictured at left the morning after a snowstorm. The photograph was made at the Northern Maine Junction Car Repair facility after a heavy February snowstorm. But safety is a common language employees of both companies understand.



A ladder is repaired as part of the conversion program by the railroad of 72 end rack cars to lumber cars for the growing traffic in that industry.



Bangor and Aroostook Sales Supervisor Robert W. Miller, left, discusses traffic potential with Mike Kelly of Stillwater Corp. in Ashland. One of the railroad's converted lumber cars is being loaded in the background.

Renaissance In Maine's Lumber Industry

The old time log woods camps have all sagged into the black earth of the forest clearings that once rang with the blows of axes and the shouts of lumberjacks bent on letting daylight into the swamp. All of the legendary long log drives in Maine, except one, are just memories in the faded eyes of old men who followed them. And the great steam sawmills that spewed out billions of feet of good Maine lumber to be carried to the corners of the earth in Maine ships, are silent and rusted.

Faded tombstones for a one-great industry? Not so, for Maine's lumber industry is flourishing again after nearly three-quarters of a century of dormancy. For the past 75 years, Maine's forests have been harvested largely for wood fibre for its paper industry. Lumber was a peripheral activity. But with the widespread acceptance of woodchips for fibre for Maine mills, more landowners are thinking in terms of long logs for the timber-hungry sawmills, with the waste and smaller trees going for woodchips and pulpwood.

All of this has meant a healthy increase in the railroad's business; it has also meant building up a fleet of lumber cars tailored to the needs of a modern lumber industry. On May 13, employees at Derby Shops finished the last car of a 72-car conversion project where large, 64-foot end-rack cars were modified for use in the lumber traffic.

This meant extending the bulkheads 1½ feet, applying 48 stake pockets, 21 hardwood stakes with tie chains, and leveling the inclined decks of the cars with wooden skids. The cars, designed after many conferences with customers, adapt to

forklift loading and unloading and carry a payload of about 56,000 board feet of dry softwood. The car fleet also includes all-door lumber cars and log cars.

The renaissance of the lumber industry promises to surpass its former glory, if not in colorful human achievement, at least in the uniform high quality of the product and in the here-to-stay approach of the new breed of lumber producer. Tom Pinkham, a friendly giant of a man who gambled and won when he built the state's first really sophisticated sawmill in 1963, is typical.

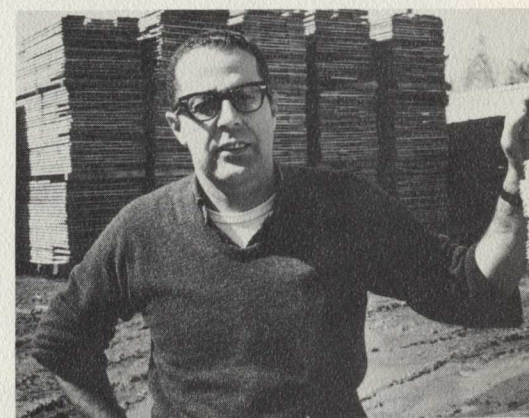
When his new, push-button mill was built it marked the beginning of a new era in Maine's lumber business. It provides employment for 120 men, when operating at capacity, means a payroll of about \$15,000 a week. Production will be increased this year. Pinkham estimates that the mill will be producing between 28 and 30 million board feet of hardwood and softwood in 1969. Approximately seven million will be hardwood, one million will be pine and the rest will be spruce.

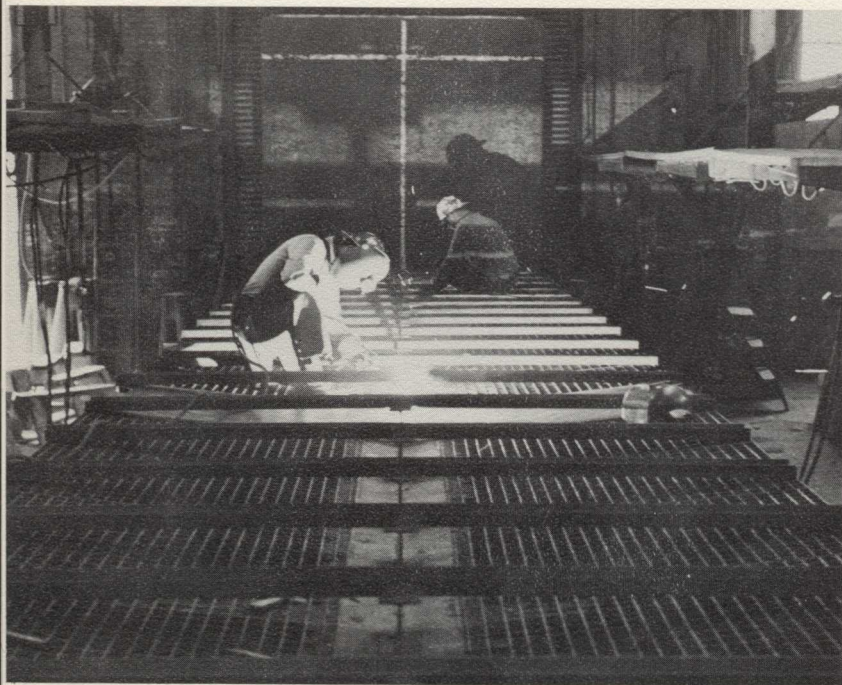
Hardwood goes to furniture factories and the softwood and pine is used in both home and industrial building. Tom Pinkham feels that there may be fluctuations but he sees the long-range prospects as excellent.

"What I felt should have happened 10 years ago is happening now in construction," he says. "The need for housing is part of the marketing story. But people no longer say 'how much,' but 'how much down and how much a month.' It really boils down to the wants and needs of the

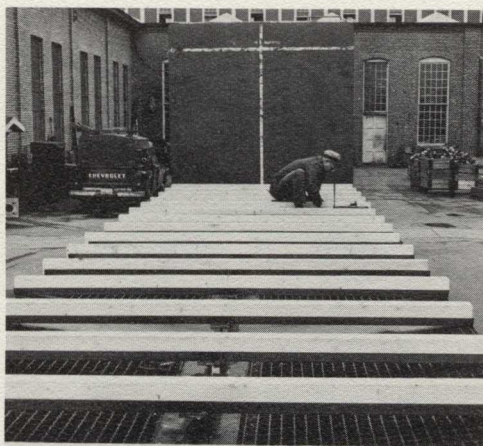


T. S. Pinkham, pictured above, was the pioneer in the modern sawmill business when he built his Skerry siding mill in 1963. The largest of the mills directly served by the railroad, it will produce between 28 and 30 million board feet in 1969. Right, Robert Sirois, of Stillwater Corporation. Below, Paul Levesque believes long-range potential for the lumber business is good. He has an expansion underway that will double production in one of his two mills.



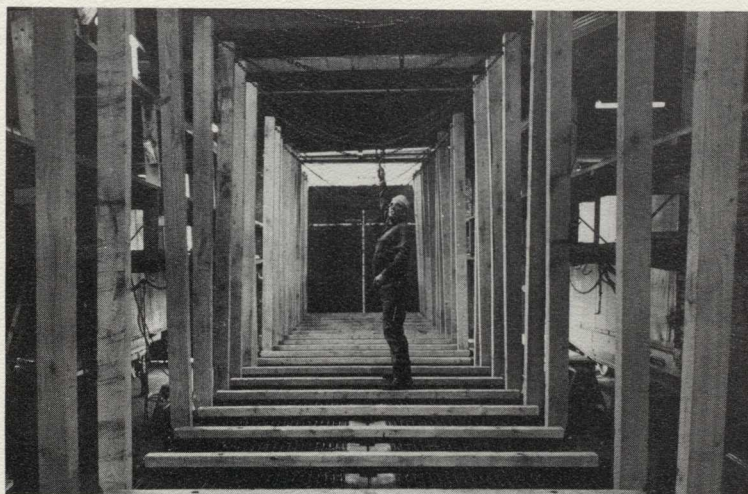


Welders at Derby Shops place channel steel on end rack cars to hold the wood decking.



Above, right, Beecher Diamond, office manager of J. D. Irving Co.'s veneer mill at St. Quentin, N. B. Left, a lumber car at Derby undergoes installation of wood deck as part of the conversion.

Richard Harmon inspects stakes and tie chains of a converted end rack lumber car before it goes to the paint shop.



people and the people need housing. The lumber market may be affected by tight money but I think it will be a short term thing."

For the present, business is good. Pinkham runs two 8½ hour shifts a day, pays his men well (everybody got a 5% pay boost in April) and only loses a few to the neighboring industrial states.

A relative newcomer to the saw-mill business but an old New England name in lumber is Stillwater Corporation, an offspring of Holt and Bugbee Co. of Tewksbury, Mass. Their new 125-acre, Ashland facility has doubled its production in two years of operation and now turns out 8 million feet of hardwood and softwood a year besides the two million they buy from other mills. Stillwater was originally a concentration yard buying entirely from other mills. Their production is divided evenly between hardwood and softwood.

The production facility itself incorporates a modern automated band mill, kiln, chipper to reduce waste into marketable woodchips and a modern warehouse that will hold half a million board feet. The plant's yearly payroll is about \$175,000 a year.

Roger Pierce, president of the company, calls the long range potential for the lumber business excellent.

Another Ashland producer, Paul Levesque of Antonio Levesque and Sons, is planning a major expansion this year that will double the output of one of his two mills. Production now runs about 14 million feet a year with 40 employees and a mill payroll of about \$2,500 a week. Unlike Stillwater Corporation, which buys all of its logs, the Levesques cut their own logs. Like his colleagues, Paul Levesque considers the long term potential of the lumber business good.

A fourth lumber producer, J. D. Irving Co., turns out 50 million feet of hardwood, softwood and chips at its St. Quentin, N B., veneer mill. The New England market is one of their most important. The mill was built in 1962 and incorporates the most modern log handling and production techniques, including gantry cranes for moving sawlogs. The 165 men who operate the facility work two nine-hour shifts. Beecher Diamond, office manager at the mills, comments with a grin that all of the tree is used except the squeak. Hardwood chips are exported to Scotland.

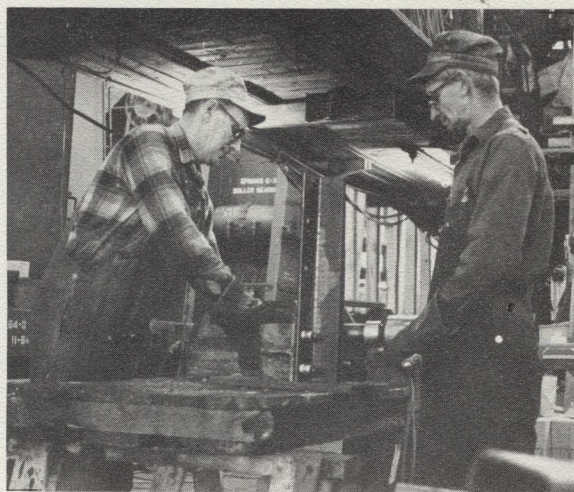
Romeo Cyr, an executive of the far-flung Irving company, called the outlook for the lumber business good.

The resurgence in lumber has meant a healthy jump in the Bangor and Aroostook's traffic. April was the highest month in four years for rail lumber shipments and 1969 is expected to set a high water mark in the traffic. The railroad's marketing people expect the traffic to double and reach 2500 cars by 1970.

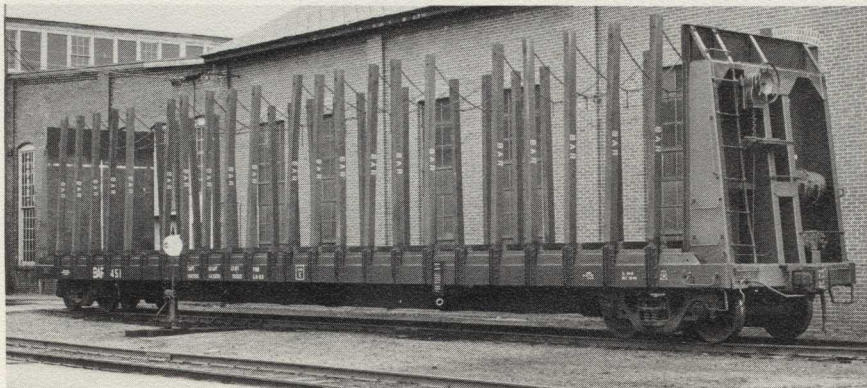
If the automated mills and the custom railcars designed for movement of the lumber being turned out by Maine producers aren't as glamorous as the steam mills and sailing ships of the golden age of Maine lumbering, they are, at least, more permanent. For it's a sure bet that with the kind of investment and know-how represented in the modern mills, lumber will be a going business for a long time to come.



Above, a converted end rack lumber car gets a paint job as the final step in the production line before being placed in lumber service. Below, stake pockets are bolted together before being applied to the car. Some 48 stake pockets are applied.



A finished car is outshopped at Derby. The last car in the series came off the line May 13. The 64-foot car has a capacity of 56,000 board feet of dry softwood.



Dangerous Cargo

Most of the cargoes that the railroad moves are ordinary, but important, materials and goods necessary to the economic life of northern Maine. Things like building materials, paper products, wood products and hundreds of others. But the railroad must handle all the traffic offered it. And that includes a family of chemicals, liquids and gasses, that are described in the dry, precise language of the Interstate Commerce Commission circulars as dangerous commodities.

These commodities receive diligent attention from the Interstate Commerce Commission and the National Transportation Safety Board of which former Maine Governor John Reed has just been appointed chairman. But the ultimate responsibility for moving these dangerous commodities with safety rests with the railroad. This means not only observing to the letter all of the federal regulations prescribed but making sure that all crews are briefed on emergency procedures and that train crews and dispatchers are all aware of the exact position of cars loaded with dangerous commodities in the train.

Classified as dangerous commodities are such common materials as gasoline, kerosene, fuel oil, and LP gas. Even ammonium nitrate, a common ingredient in fertilizer, is included in the list. It was this prosaic chemical, in fact, that was the prime ingredient in the terrible explosion that destroyed Texas City, Texas, in the early 50's. Others include chlorine, anhydrous ammonia, caustic soda, industrial gasses, oxygen and acids.

Car Inspector William McGraw (on the tankcar) and Carman Helper Harold Goodall, clad in rubber suits and equipped with air packs, check a tankcar at Oakfield yard. A man on the ground always holds a safety line for the man checking the car.

The railroad has always been subject to the regulations of the regulatory agencies in handling these commodities and it has specific instructions for its crews. In 1958 the volume of dangerous commodities reached a level that made it necessary to purchase sophisticated safety equipment and to teach crews to handle a disaster, no matter how remote the chances seemed.

Air masks and rubber suits, foam equipment and kits to seal off leaking tank cars were purchased and placed in each wrecking crew. The crew members were trained in the use of the equipment and are still required to go through practice sessions in the use of the equipment every six months.

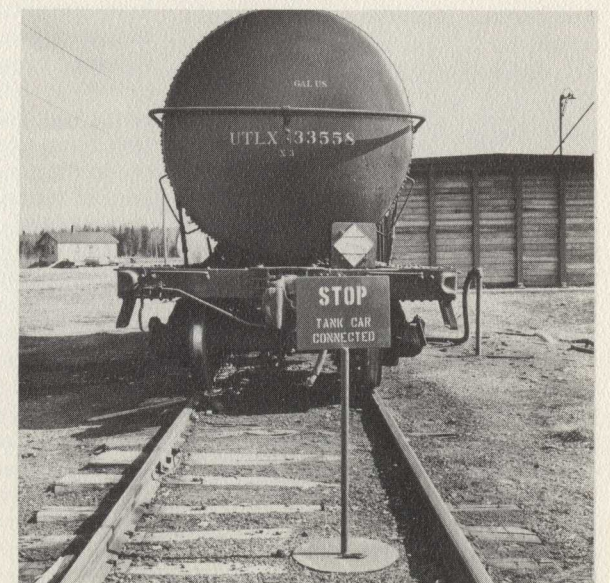
Only once have they had an opportunity to put the training and the equipment into use. A derailment on the Washburn cutoff included cars of gasoline and fuel oil. While the cars were not punctured they were tipped to the point where heat of the sun expanded the liquid, forcing it out the dome, and spilled it along the right-of-way where torches were needed to clear the track.

An application of foam to the cars and the surrounding area made it safe for the crews to use torches and go about the business of picking up the cars. Besides instructing its own crews in the handling of dangerous materials, the railroad has been called on by some industries it serves to indoctrinate their employees in safe handling practices and the use of safety equipment.

Although the probability of a major derailment is only a remote possibility, the safety department has



Car Repairer Galen Carey, Derby, and Carpenter Elmer Cunningham direct a stream of foam to cool down a tank car at Derby Shops. In a derailment, foam is used to cover flammable liquids spilled from cars.



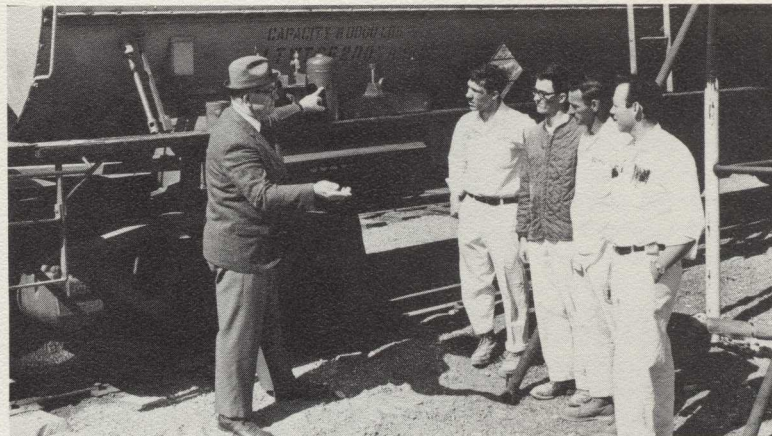
When a tankcar is discharging dangerous commodities, a blue sign is placed on track and no smoking or open lights are permitted. Tracks for unloading must be cross bonded to prevent electrical fires and be equipped with derails.



Employees at the Eastern Maine Starch Co. use a Bangor and Aroostook kit for stopping tank car leaks and air masks to train for emergency procedures. At right, Safety Supervisor Cecil E. Garcelon explains the parts of the road's repair kit to Eastern employes Nelson Sirois, Charles Slauenwhite, Harold Ritchie and Vincent McBrearity.



Carman Helper Harold Goodall points out the placard which must be on all cars loaded with dangerous commodities. His suit protects him from corrosive materials like acids and the airpack against noxious gasses.



made a state-wide survey of equipment that could be pressed into service to remove gasses or liquids. The equipment includes tank trucks owned by LP gas companies (trucks that have the special pumps needed for gasses) and vehicles and equipment owned by industry that could be requested if the need arose.

None of these extraordinary precautions means that the railroad expects to need them. In fact, the movement of dangerous commodities—always indicated by a placard on the car—has more than tripled since 1958 when the road started its program of special training; and the movement to industrial users is routine. . . except for the care with which each shipment is handled.

Every train that moves with dangerous commodities is carefully noted by the dispatchers and the position of the cars in the train moving

them is recorded by the crew and dispatchers as well. Section crews, mechanical crews and train crews all have specific instructions for routine and emergency handling. If a train carrying them is involved in even a minor derailment a report is immediately flashed to the dispatcher specifying time and place, contents of the cars, rate of leakage and numbers of all tank cars adjacent to the cars loaded with hazardous materials.

Care in unloading of placarded cars is extraordinary. A blue flag is placed on the track indicating that the car is not to be moved. A derail device must be placed on the track and the track must be crossbonded and have insulated joints to safeguard against electrical fires. Smoking or open light are prohibited within 100 feet.

The Bangor and Aroostook is also one of the few railroads that has an

isolation track where placarded cars that are leaking may be placed. It's located at the major interchange point at Northern Maine Junction, far from buildings or other tracks. Its position is such that a car can be pulled to it from any point in the yard (leaking tank cars are never pushed) and a pit under the track collects the spillage. It's been used once when a car of liquid oxygen was discovered to have a leak. The car was immediately shunted to the isolation track and a call placed to the manufacturer. Within hours, an expert was on the scene and the car repaired.

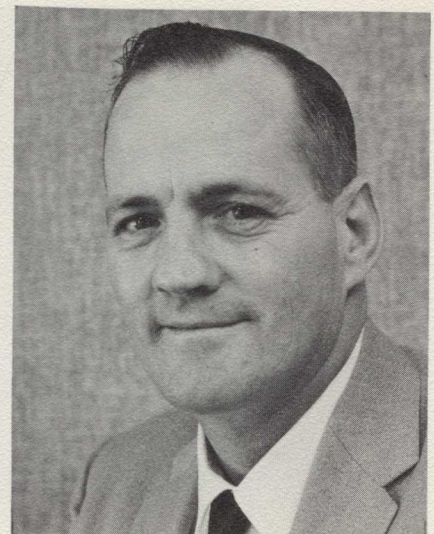
Every railroader who has a part in moving trains hopes that he'll never have to put his specialized know-how on dangerous commodities to use. But it's comforting to know that if the need ever arises he has the skill and knowledge to handle it.



Robert P. Groves



Leigh S. Milton



Keith D. Greenlaw

Moving Up

A Houlton man has been named assistant vice president-operations and maintenance for the Bangor and Aroostook. Palmer H. Swales, vice president-operations and maintenance, announced on April 1 the appointment of Robert P. Groves to the post with headquarters in Bangor. Succeeding Groves as assistant superintendent of transportation is Leigh S. Milton of Houlton. Keith D. Greenlaw, Oakfield, becomes trainmaster, succeeding Milton and Paul M. Shields, also of Oakfield, succeeds Greenlaw as yardmaster at Oakfield.

Groves, 42, is a native of Dover-Foxcroft, was graduated from Buckeley High School, Hartford, Conn., and has completed management development courses at the University of Maine and Northeastern University. He entered Bangor and Aroostook service as an operator in 1946 and subsequently served as an agent, dispatcher, assistant chief

dispatcher and assistant superintendent of transportation. He served in the U. S. Navy during WW II. Groves is married and has three children.

Milton, 42, is a native of Caribou and was educated in Caribou schools. He entered railroad service as a brakeman in 1944 and has been a conductor, traveling conductor, assistant trainmaster and trainmaster. Milton served in the U. S. Army from 1945-1947. He is a member of the Masonic order and the BPOE. He is married and has two children.

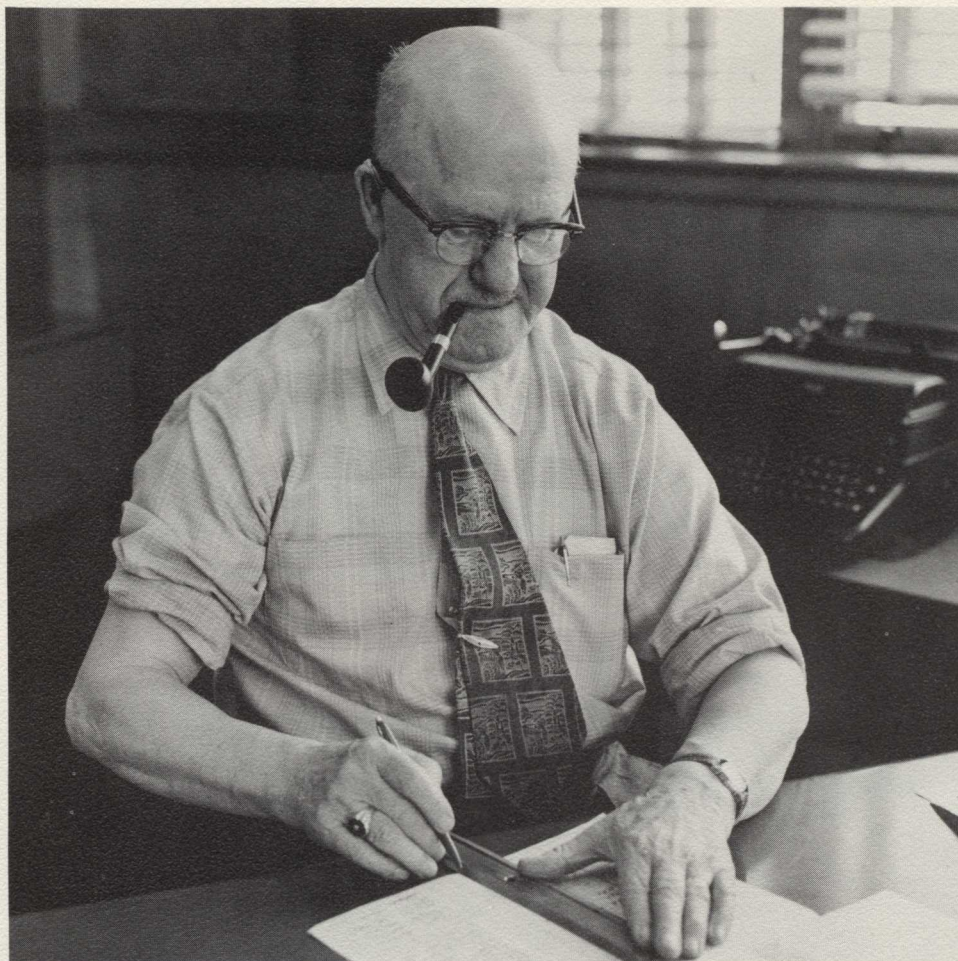
Greenlaw, 42, is a native of Haynesville and was educated in Oakfield schools and entered railroad service as a brakeman in 1952. He later served as a conductor and yardmaster. During WW II, Greenlaw served in the U. S. Navy. He is married and has five children.

Shields, 41, is a native of Houlton and was educated in Oakfield schools and entered Bangor and Aroostook



Paul M. Shields

service as a brakeman in 1951. He later became a conductor and relief yardmaster. Prior to his railroad employment he was employed by the Maine Potato Shippers' Heater Service. During WW II, Shields served in the U. S. Navy. He is a member of the American Legion. He is married and has four children.



AAR car accountant Ray Burton has been railroading for 52 years. He's seen the work week shrink, and wages go up. In fact, there's not much you could tell Ray Burton about 'the good old days.'

From Schoolmaster To Railroader

It's a long journey from teaching in a one-room country schoolhouse to the intricacies of AAR Car Accounting for the Bangor and Aroostook. Ray Burton took that particular path and in 52 years of active railroading he's seen the work-day shrink from 10 hours to eight and the work week from 6 to 5 days. In fact, there isn't much you could tell Ray Burton about the good old days!

Ray, who's a chipper 75 and is the senior member of the railroad family in service, was master of a country school in New Limerick for a year after he was graduated from Ricker Classical Institute in 1915. It was a time and place when educa-

tion was a sometime thing and some of his scholars were as large and as strong as the schoolmaster. He left teaching to attend Houlton Business College and the next year he became a bookkeeper at a Houlton Garage for \$10.50 a week.

In 1917, he became a clerk at the locomotive and car repair shops at Houlton. The days were long—10 hours—and the pay was low—20 cents an hour—but Ray Burton had been infected by the railroad bug and it was the beginning of a life-long attraction.

He remembers the sheer physical effort that the business of railroad-ing involved in those halcyon days.

"When I came here," he muses, "all the material handling was done with manpower and wheelbarrows. Now the forklift truck does the work of a crew of men. It's more efficient and easier on people."

As the AAR accountant at Derby Shops Ray Burton must be familiar with the myriad regulations governing the procedures for repairing and billing of foreign cars at the railroad's shops. He also handles bills received from other roads for repairing BAR cars on their lines. It's a job that makes a man intimate with techniques of railcar repair and maintenance. And one of the big changes he's seen is the amount of

heavy repair necessary to cars during his early years of railroading.

"We had a lot more problems with those wooden cars," he recalls, "than we do with steel cars. I can remember instances where we'd send a crew of men to a siding where a potato car had been set off. Those were the days of the potato "bugs," men who traveled with the cars to keep the heater stoves in each car going."

And the motive power in those wartime years was something else, too, he remembers. He recalls with great affection the 'tea kettle' class of engine (204 and 207 class) used on the Ashland Branch to pull the "Gin train," a name applied to it by those who knew it as a source of whiskey smuggled by passengers into dry areas from the north.

Ray Burton worked in Houlton until the shops were moved to Derby in 1925, then transferred to Van Buren as a clerk in the locomotive and car departments. He also worked there as boilermaker helper. In 1933, he transferred to Derby where he was file clerk, payroll clerk and acting valuation accountant. He became AAR car accountant in 1945.

Ray Burton is a solid product of his times. The wilderness of northern Maine had not been tamed long before he was born in Fort Fairfield in 1894. His father was a harness-maker and, moved by the adventurousness that swept half of a nation westward a generation earlier, he moved his family first to Pennsylvania, where he worked in lumber

mills, and, later, to Mississippi. The family returned to Maine in 1905 and Ray Burton grew to manhood with an appreciation of the 'value of a dollar' and a New Englander's respect for a day's work, even when it was 10 hours long.

After 52 years of railroading, this competent veteran still likes railroading and still finds something different each day. A measure of his interest may be drawn from his naming of his son Hanford for a siding on the Ashland branch.

He is married and his five children were reared on 'railroad bread' as he puts it. And after a lifetime with railroads, he'll tell you with the zeal of a true believer that there's nothing obsolete about the railroad business.

Mileposts . . .

FORTY YEARS

Archie McDonald

THIRTY-FIVE YEARS

Robert E. Trickey, Sr.

THIRTY YEARS

James J. Richards

TWENTY-FIVE YEARS

Elmer K. Cunningham

Ouida M. Long

Marshall S. Lundin

Fraisier R. Margison

Philip G. Pratt

Charles F. Wilson

TWENTY YEARS

Albert W. Bouchard

Charles L. Goodine

Gilmond P. Guimond

Treffle Jandreau

Joseph J. Mitchell

Donald J. Morton

Patrick G. Ouellette

Edmund G. Pelletier

Conrad W. Perry

Harold F. Bell

FIFTEEN YEARS

Conrad Blair

Richard Michaud

Ronald T. Stairs

TEN YEARS

Roland Fournier

Lauris M. Hodsdon

In The Family

Mechanical Department

A record? Many believe it is and that honor belongs to Tantallon.

Nine sons and daughters were born to **James H.** and **Mrs. Arabella Slauenwhite** of that Halifax County Village. All are still living and their ages total 696 years. All have married; one of them has celebrated her 60th wedding anniversary and five others have marked their golden wedding.

Oldest of the family is **Burton Slauenwhite**, 84, retired Road Foreman on the Canadian National, who married **Elmore Slauenwhite** nearly 39 years ago and lives in Upper Tantallon; next is **Wellesley**, 83, retired boilermaker on the Bangor and Aroostook, who wed **Mamie Jaynes**, 57 years ago and resides in Oakfield, Maine; then **Grace**, 81, married **Hiram Smith** in 1908 and is still living in Tantallon; **Lawson**, also 81, who wed **Mabel Boutilier** in 1913 and makes his home in New Epswitch, New Hampshire; **Ellen**, 79, who became **Mrs. James Vert** in 1918 and lives in Legal, Alberta; **Clifford**, 78, retired engineer on the Bangor and Aroostook, married **Mae Goodall** in 1915 and resides in Van Nuys, California; **Maggie**, 70, who wed **Wentworth Boutilier** in 1918 and still lives in Tantallon; **Lawrence**, 72, retired boilermaker on the Bangor and Aroostook, married to **Hazel Goodall** in 1920 and now lives in St. Petersburg, Florida; and **Kenneth**, 68, who married **Dorothy Snair** in 1929, still in Tantallon.

Miss **Carolyn Mary Marks**, daughter of **Welder** and **Mrs. Lewis J. Marks** of Milo, became the bride of **Paul W. Rosebush**, son of Mr. and Mrs. **Willard Rosebush** of Brownville Junction, March 22, at the home of her parents.

The ceremony was performed by **Louis Villani** of Milo, Justice of the Peace.

The couple was attended by Mr. and Mrs. **Martin L. O'Connor**.

The bride is a graduate of Milo High School and is employed by the Dexter Shoe Co., Milo.

The bridegroom is a graduate of Brownville Junction High School and is a machinist at Northern Maine Diesel Shop.

The couple will reside at Pleasant Street, Milo.

Miss **Anne Marie Hanson**, daughter of Chief Mechanical Officer and Mrs. **Harold W. Hanson**, will graduate June 13th from Penquis Valley High School in Milo.

She has been active in Junior Varsity and Varsity cheerleading all four years, The Yearbook staff for three years and is the present Business Manager for this year's Yearbook, Bowling, Golf, Future Homemakers of America of which she is Secretary, Future Nurses of America, Methodist Youth Fellowship of which she is Vice-President, and she is the present



Chief Mechanical Officer **H. W. Hanson** recently presented Laborer **Bert J. Worster** with a Gold Pass for 40 years' service with the Bangor and Aroostook. Mr. Worster entered service as a boilermaker apprentice, August, 1926, and since that time has worked as a boilermaker helper, boilermaker, station fireman, car repairer helper, car repairer, parkman, gas house attendant, and laborer. He was born August 1, 1908, at Webster Plantation. He attended Bingham Public School and Indian Pond School. He is a member of Piscataquis Lodge No. 44 A.F. & A.M., Milo, Maine. Mr. Worster is married and has one son, **Robert**, of Orange, Mass.

Grand Representative to the State of Wisconsin in the Order of Rainbow for Girls. During her Junior year she attended Dirigo Girls' State and has been elected

to The National Honor Society.

She is enrolled in the September class at Faulkner Hospital School of Nursing in Boston, Mass.

We were sorry to hear of the death of retired Machinist **Charles S. Clark**, 67, of Oakfield.

He was born at Oakfield, November 2, 1901, and was a life-long resident of there.

He had been retired from the Bangor and Aroostook since April 1967.

He is survived by his widow, Mrs. **Naomi (Mosley) Clark** of Oakfield; three sons, **Bernal** of Smyrna, **Carroll** of Modesto, Calif., and **Beverly** of Houlton; one daughter, Mrs. **Donald (Winnefred) McLaughlin** of Dyer Brook, as well as two brothers, five sisters, great-grandchildren, grandchildren, nieces and nephews.

Penquis Valley High School recently announced the awarding of prizes to two of its students at the 23rd annual state science fair and congress at Colby College.

Miss **Sally Shepardson**, daughter of Assistant Engineer and Mrs. **Arno H. Shepardson** of Milo won second prize in biology talks and demonstrations.

George Day, son of Machinist and Mrs. **Frank W. Day** of Milo was awarded third prize in physics and demonstrations.



Ann Marie Hanson

Miss Shepardson's project entitled Flower Pigments, involved work with the extraction of pigments from such flowers as a red rose, red dahlia, pink cosmos and yellow dahlia. Following extraction, pigments were separated by a process known as column chromatography.

Chemical similarity was proven using a machine known as a colorimeter, which measures the amount of light of a specific wave-length which is absorbed by the pigment.

Another aspect of Miss Shepardson's project involved the growing of plants in soils of varying acidity, demonstrating that the acidity of the soil has a definite effect on flower pigmentation.

Day's work, entitled celestial mechanics involved photographing the moon in its various phases. By using the focal length of his camera and the telescope and some trigonometry, he determined how far away the moon appeared in each of the photographs, and plotted the eccentricity of the moon's orbit.

To obtain enough positions to plot an orbit, he had to photograph the moon in its various phases from full to new and full again. After completing his calculations, he was then able to determine the position and distance the moon would be in respect to the earth at any future time.

Miss Jennie May Dwelley, daughter of Welder and Mrs. Oliver Dwelley of Derby, became the bride of Gerald Roy Kirby, son of Mr. and Mrs. Leslie Kirby, Brownville, March 15, at the Park Street Methodist Church in Milo.

The Rev. Kwan Lee officiated.

Miss Linda Day was maid of honor.

Best man was James Kirby. Ushers were Harold Dwelley and Alan Kirby.

A reception followed at the Derby Community Hall.

The bride graduated from Milo High School and is employed at Dexter Shoe Co. in Milo. The bridegroom graduated from Brownville Junction High School and is employed at Dexter Shoe also.

The couple reside at Brownville Junction.

Blacksmith L. E. Sawyer, Derby, is a surgical patient at Thayer Hospital in Waterville.

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

Machinist M. E. Richardson, Derby, has been a surgical patient at James A. Taylor Osteopathic Hospital in Bangor, and is now convalescing at home.

We wish Maurice a speedy recovery and return to work.

Car Inspector G. R. Somers, No. Me. Jct., died May 5. He was born at Lytleton, N. B., March 3, 1912.

He had worked for the railroad 18 years, starting work as a car repairer at Derby, November 1951. In 1955 he transferred to Caribou as foreman and held that position until October 1961, when he transferred to No. Me. Jct. as a car repairer. While at No. Me. he worked as an air brake repairer and car inspector.

Surviving are two daughters, Mrs. Tretha Chambliss and Mrs. Sandra Palmone, both of Groton, Conn.; three sons, Gordon of Millinocket, who works for the railroad, David of Plainfield, N. J., and James of the U. S. Army, stationed in Germany.



Honor Safety Awards were recently presented to H. E. Clark, Foreman of paint crew at Derby, A. Dumond, foreman Fort Kent, R. A. Greenlaw, foreman Searsport and M. L. Fournier, foreman at Van Buren and crews for a perfect safety performance, having completed the year 1968 without an injury.

Engineering Department

Chief Engineer J. V. Welch, Houlton, is attending a six-week course, April 28 through June 6, at the Graduate School of Business, Columbia University in New York.

Ten teams participated recently in the intramural volleyball tournament at Houlton High School. Miss Anita Childers, daughter of Supt. S. & C. and Mrs. H. E. Childers of Houlton, was a member of the winning team.

The Couples League of the Odd Fellows in Houlton, held their annual bowling banquet at the lodge hall in April, and presented trophies to the first and second place teams. Trackman and Mrs. Allison Ewings were members of a winning team. They also received a trophy for having the high average for the season.

Mrs. Pansy Burton, wife of Crane Operator J. L. Burton, was returned to the office of Town Clerk of Oakfield for the 22nd consecutive year, at the annual town meeting held the last of March.

Mrs. Floyd (Lottie) C. Welch died at a Lincoln hospital April 12.

She was born in Quebec, July 10, 1901, the daughter of Neil and Ophelia Bruce.

Mrs. Welch was a member of Pine Grove Chapter, Order of the Eastern Star, and had been a resident of Mattawamkeag for many years.

Surviving are her husband, Floyd, of Mattawamkeag; one son, Chief Engineer Vinal J. Welch of Houlton; a daughter, Mrs. Joyce Day of Hammond, Indiana; two sisters, a granddaughter and two great-grandchildren.

Funeral services were conducted on April 14 at the Clay Funeral Home in



Conductor John L. Babcock, who retired last month, was awarded a gold pass for 40 years' service at a Safety meeting. Pictured with him are: F. D. Larlee, L. S. Milton and M. E. Walls.



Paula Rae Cook, daughter of Supervisory Agent and Mrs. Walter S. Cook, Millinocket, will graduate in June from Stearns High School. While at Stearns she has participated in Science Seminar, Junior Achievement, Band, Chorus, Ski Team and Girls' Athletic Association. She plans to work as a counselor at a Girl Scout Camp this summer and will attend Aroostook State Teachers' College in the fall to major in Physical Education.

Lincoln with the Rev. Lynne Morrison officiating.

Tie Inspector and Mrs. Guy L. Jackins of Houlton observed their 40th wedding anniversary March 30 with a family gathering. Painter and Mrs. Linwood G. Jackins and family of Derby, attended.

Equipment Operator and Mrs. J. Albert Snow of Bangor, formerly of Ashland, have announced the engagement of their daughter, Marilyn Joy, to Raymond Charles Larcher, son of Mr. and Mrs. Antonio Alonzo, Jr., Monson, Mass.

Miss Snow is a 1965 graduate from Ashland Community High School, attended Husson College and is a registered medical secretary. She is secretary to Dr. John McGinn, Bangor.

Mr. Larcher graduated from Monson Academy (Mass.) in 1965, and is to receive his B.S. degree in business administration from Husson College in May. He is a member of Kappa Delta Phi fraternity and has been selected for "Who's Who Among American Universities and Colleges."

The following were on the honor roll at Houlton High School as listed in the latest ranking period: Seniors: Sally Corey, daughter of Supervisor of Roadway Machines and Mrs. Wendell E. Corey; Wendy Beaulieu, daughter of Mechanic and Mrs. Frank A. Beaulieu; Julie McCue, daughter of Section Foreman Harry G. McCue; sophomores: Cathy Corey, daughter of Supervisor of Roadway Machines and Mrs. Wendell E. Corey; Grade 7, Susan Sprague, daughter of Editor MAINE LINE and Mrs. R. W. Sprague; Jean Powell, daughter of Stenographer Flora I. Powell and Josiah W. Powell.

Carpenter-Plumber and Mrs. Richard F. Harmon of Milo, have announced the engagement of their daughter, Diane Mary, to Gardner A. Osgood, son of Mr. and Mrs. Gardner Osgood.

Miss Harmon is a 1968 graduate of Mills High School and is employed at the Dexter Shoe Company in Milo.

Mr. Osgood is a 1965 graduate from Milo High School and is employed by the American Thread Company in Milo.

A summer wedding is planned.

Section Foreman Franklin L. Smith of Houlton died April 2 at Buffalo, New York, after a short illness. He was born in Houlton, December 27, 1890, the son of Charles and Emily (Raynard) Smith.

Mr. Smith was a member of Monument Lodge of Masons and the Brotherhood of Maintenance of Way of BAR.

He was the oldest employee of the Engineering Department, both as to age and seniority. He began in May 1907 and was a seasonal employee until March 1911. He also worked on the section from May 1916 to March 1918. He came on as a regular employee on November 15, 1920 as trackman at Oakfield, a position he held until Sept. 3, 1923 when he was appointed section foreman. He worked as section foreman at Griswold, Westfield and Houlton, having assumed his duties at the last location May 20, 1929, which he held until March 3, 1969 when he became sick. His service totaled over fifty years.



Coleen Meister, 16, daughter of Conductor and Mrs. Stacy Meister won the Maine Senior Twirling Championship Governor's trophy at the Maine State-Province of New Brunswick Class A Open competition May 10, and will be eligible to represent the state at the NBTA National in St. Paul, Minn. She also won the Miss Congeniality Trophy. Miss Meister is a member of the Golden Hawk Drum and Bugle Corps, Presque Isle, and is captain of the Washburn District High School Majorettes.



Mr. and Mrs. Lawrence Schools of Littleton have announced the engagement of their daughter, Ruth Josephine, to John F. Plourde, son of Mr. and Mrs. Reynold Plourde, Sr., of New Limerick. Ruth is a 1964 graduate of Ricker Classical Institute and is employed as accounts receivable clerk by Houlton Motors. John graduated from Houlton High School in 1964 and qualified as a station agent for the Bangor and Aroostook in February 1965. In November 1965 he took a leave of absence to fulfill his military obligation, which included a year's tour of duty in Vietnam. He rejoined the BAR in September, 1967, and has been station agent in Island Falls since July 1968. A July 12th wedding is planned.

Mr. Smith is survived by four sons, Franklin, Jr., of Rosemead, Calif.; Philip A. of Pineville, La.; George H. and Charles R., both of Houlton; two daughters, Mrs. Ivan (Geneva) Bodge of Chula Vista, Calif.; and Mrs. Arvid (Gladys) Hultman of Buffalo, N. Y., two brothers and two sisters, 26 grandchildren and six great-grandchildren.

Funeral services were held at the Dunn Funeral Home in Houlton on April 7, with the Rev. Gordon Buzza officiating.

A special meeting of the Frank B. Holden Post of the American Legion at Oakfield, was held recently with the election of officers for the coming year. Among those elected were: Leading Signman Wallace I. Morton, re-elected commander; Carpenter Paul A. Swallow, athletic officer.

Mrs. Ruby Cornell, widow of Frank G. Cornell, died April 2, at a Houlton hospital following a long illness.

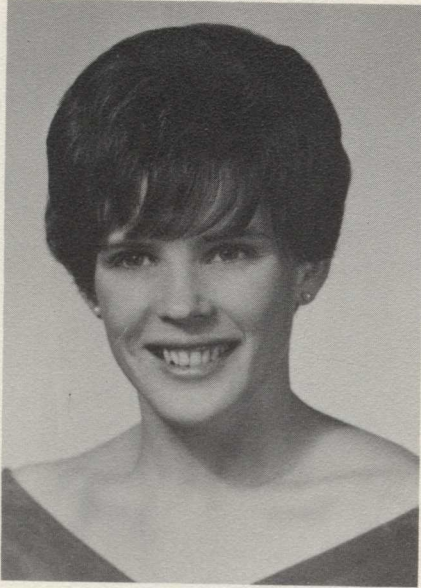
She was born at Houlton, September 19, 1901, the daughter of Arthur A. and Myrtle (Armstrong) Garcelon.

Mrs. Cornell had been a resident of Oakfield for the past nine years and was a former resident of Wisconsin.

Surviving are one son, three daughters, three brothers and two sisters. Her son is Painter Phillip Cornell of Oakfield and one brother is Safety Supervisor Cecil E. Garcelon of Bangor.

Trackman Samuel Smith of Dover-Foxcroft passed away March 21 at a Bangor hospital after a short illness.

He was born at Parkman, August 29, 1904, the son of Charles and Nellie (Bowler) Smith.



Mr. and Mrs. Almon Henderson, Littleton, are announcing the engagement of their daughter, **Rosanne**, to **James H. Bowen**, son of Mr. and Mrs. Arthur Bowen of Oakfield. Miss Henderson is a 1966 graduate of Ricker Classical Institute and will graduate from Ricker College in December. She is a member of Alpha Chi, a national honor society. Mr. Bowen is a 1963 graduate of Oakfield High School and has served with the U. S. Army. He is employed as Chief Clerk by the Bangor and Aroostook Railroad in Millinocket. A winter wedding is planned.

Mr. Smith came on the BAR in June 1943 as a trackman at Dover and worked in this capacity at various locations on District #1, until he left March 12 of this year due to illness. He had been employed as trackman at Northern Maine Junction continuously since October 1963.

He is survived by his widow, **Ada (Wilson) Smith** of Dover-Foxcroft and one brother, **John**, of Monson.

Funeral services were held March 23 at the Lary Funeral Home.

The Yankees, winners of the American League during the regular bowling season at the Elks Club in Houlton, defeated the National League Giants in the roll-off for the club championship on April 10. Supt. of Track **Graden Swett** was a member of the Yankees.

Mr. and Mrs. Frank L. McGrath have announced the engagement of their daughter, **Marlene**, to Spec. 4 **Ronald F. Brayson**, son of Equipment Operator **Daniel Brayson** and the late **Gertrude Brayson** of Fort Fairfield.

Miss McGrath, a 1965 graduate from Fort Fairfield High School, is a senior at the University of Maine, majoring in nursing.

Spec. Brayson, a 1963 graduate from Fort Fairfield High School, and a 1967 graduate from University of Maine with a B. S. degree in mechanical engineering, is in the U. S. Army, stationed in Germany. Upon his discharge in August, he will resume employment with Bethlehem Steel Company, Buffalo, N. Y.

A September wedding is planned.

Trackman **Marrior E. Ames** (Ret.) of Lagrange, died in a Bangor hospital on April 3.

He was born in Blanchard, May 19, 1900, the son of **Orman** and **Effie Ames** and was a member of the Lagrange Masonic Lodge and the Brotherhood of Maintenance of Way.

Mr. Ames began work as a trackman at Lagrange, May 30, 1917. He worked in this capacity, at Lagrange and Derby, until his retirement in May 1960 due to illness. He had completed nearly 43 years of service.

He is survived by three brothers and several nieces and nephews.

Funeral services were held at the Lary Funeral Home, Milo, on April 5, with the Rev. **Kwan Lee** officiating.

Miss **Marilyn Burton**, daughter of Crane Operator and Mrs. **John L. Burton**, of Oakfield, was named salutatorian at Lee Academy. She will receive her diploma from the college course in June and is a member of the National Honor Society.

Marilyn is business manager of the yearbook and was assistant business manager in 1968. She has participated in prize speaking during her junior and senior years and has been in one-act plays during both her sophomore and senior years, as well as in the senior play this year. She was chosen to the all-star cast for her role in "Bracelet of Doom."

For the past two years, Marilyn has been editor of the school newspaper and editor of the yearly publication "Crossroads," serving on its staff during her sophomore year.

She was among a group of high school juniors and seniors to be selected to attend a National Science Foundation Institute at the Appleton, Wisconsin campus of Lawrence University during the summer of 1968, where she studied chemistry and physics. She plans to enroll in Rollins College of Winter Park, Florida, and become a teacher of speech.

Trackman and Mrs. **Howard Gessner** of Stockholm have announced the engagement of their daughter, **Beverly**, to **John Plourde**, son of Trackman **Albert Plourde** and the late Mrs. **Alfreda Plourde**.



Trackman **Fred Bossie**, Stockholm, has retired after 25 years of service. A native of St. Agatha, he attended Stockholm schools and entered service as a trackman in 1944. He is married and has one daughter, **Julie**. Pictured with him is Chief Engineer **V. J. Welch**.



Trackman **Onezime Gorneault**, Fort Kent, has retired after 24 years of service. Presenting him his retirement pin is Chief Engineer **Vinal J. Welch**. A native of St. Agatha, Mr. Gorneault attended schools in Canada. He is married and makes his home at 60 Highland Ave., Fort Kent.

Miss **Gessner** graduated from Our Lady of Wisdom Academy in 1966 and is a senior student at Mercy Hospital School of Nursing in Portland.

Mr. **Plourde** graduated from Caribou High School in 1965, and is in the U. S. Navy, stationed at Winter Harbor, after completing a tour on Guam.

An August wedding is planned.

Trackman **Guy E. Desmond** (Ret.) died April 7, at a Houlton hospital following a short illness.

He was born at Mount Chase Plantation, October 14, 1900, the son of **John** and **Edna (Allen) Desmond**.

Mr. Desmond was a member and past noble grand of the Patten I.O.O.F.

Surviving are his widow, Mrs. **Emma Desmond** of Patten; two daughters, Mrs. **Leo (Lucille) Hartwell**, of Gray, and Mrs. **Norman (Erlene) Bishop** of Patten; one sister, two brothers and four grandchildren.

Mr. Desmond began work with BAR as a trackman at Patten Oct. 16, 1922. He held this position, as well as working as flangerman during some winters, until his retirement in September 1952, when he was awarded a disability pension.

Funeral services were held at the Bowers Funeral Home in Patten April 10, with the Rev. **A. T. Norton** officiating. I.O.O.F. Lodge of Patten conducted services.

The Community High School in Oakfield has announced class honor parts. **Kenneth McDonald**, son of Section Foreman **Archie McDonald** and the late Mrs. **McDonald** of Smyrna Mills, has been named valedictorian.

Kenneth plans to attend the University of Maine in September. He is president of the senior class, a member of the National Honor Society, the French Club, an honor roll student and a member of the senior play cast.

He has been vice president of his class, a member of the student council, and on the year-book staff.



Section Foreman **Ray Foster**, right, receives his gold pass from **V. J. Welch**. Mr. Foster, a native of Monticello, entered service as a trackman April 22, 1929 and has not had an injury in that time. He attended Monticello schools. Mr. Foster is married and has one son, Dana.

Pvt. **Joseph Fitzpatrick** recently spent a three-week leave with his wife and daughter at the home of her parents, Mr. and Mrs. **Albin Larson** in Houlton. He is scheduled to leave May 17 for Vietnam. Joe is an accountant in the Engineering Office, Houlton, and on leave of absence for military duty.

Miss **Carlene Bondeson**, daughter of Trackman and Mrs. **Carl Bondeson** of Perham, has been named salutatorian at Washburn District High School.

Carlene plans to attend Northern Maine Vocational Technical Institute in Presque Isle and will major in secretarial science. She is business manager of the yearbook, president of F.B.L.A., was Girls' State delegate her junior year, member and treasurer of the National Honor Society, member of student council in grade 9, manager of the school magazine campaign, and is secretary of the senior class.

Reginald D. Williams, son of Mr. and Mrs. **Vinal Williams** of Hodgdon, has been named salutatorian at Hodgdon High School.

He is vice president of the National Honor Society and president of the student council. He is a member of the yearbook staff, chorus, band and senior play cast. Reginald has received high honor awards for math and English for academic recognition by the M.T.A. He has been awarded the Bausch and Lomb Science Award for excellence in science.

He has been a member of the varsity basketball team for three years and the varsity baseball team for four years.

Reginald will attend the University of Maine this coming year where he plans to major in engineering. He is a brother of **Ronald P. Williams**, clerk in the Engineering Office at Houlton.

Eighteen seniors from Oakfield Community High School enjoyed a trip to New York in April, as guests of **Richard**

H. Walls, an agent with New York Life's Maine general office. Two of the group were: **Kenneth McDonald**, son of Section Foreman **Archie McDonald**; and **Alberta Pratt**, daughter of Signalman and Mrs. **Robert D. Pratt**.

Assistant Engineer **O. Dale Anthony** of Houlton, was a member of the Giants during the regular bowling season at the Elks Club. The Giants were the winning team in the National League.

Construction Foreman and Mrs. **Joseph A. Allen** have returned from a vacation trip. While away they visited relatives in Portsmouth, N. H., Rutland, Mass., Graystone Park, N. J., and Swenksville and Landsdale, Pa.

Dennis Paradis, son of Trackman and Mrs. **Edward L. Paradis** of Island Falls, has been named a co-salutatorian for Island Falls High School.

He is a member of the National Honor Society, has been secretary of his class for two years, and has earned merit awards for NEDT achievement and NMSQT high honors award in mathematics. He has participated in basketball, baseball, Voice of Democracy contest, intramural sports, one-act plays, Glee Club, and public speaking. Dennis has been accepted at the University of Maine where he will study civil engineering.

Dean A. Morton, son of Signalman and Mrs. **Wallace I. Morton** of Oakfield, was promoted to Army private pay grade E-2 upon completion of basic combat training at Fort Dix, N. J.

The promotion was awarded two months earlier than is customary under an Army policy providing incentive for outstanding trainees. The promotion was based on his scores attained during range firing, high score on the physical combat proficiency test, military bearing and leadership potential.

Section Foreman **Leslie G. Bell** (Ret.)

died at a Mars Hill hospital, April 30. He was born at Easton, July 4, 1895, the son of **Albert** and **Rosetta (Whitcomb) Bell**.

Mr. Bell came on as a regular trackman in January 1923, which position he held until April 1941, when he was appointed section foreman at the same location. He worked as Section Foreman at Westfield and Mars Hill until his retirement in September 1946.

Surviving are his widow, Mrs. **Elizabeth Bell**, a son, **Daniel**, of Westfield, one grandchild, several nieces and nephews.

Funeral services were held in the Graves Funeral Home in Mars Hill, May 2, with the Rev. **Earl Hodgkins**, pastor of the Calvary Baptist Church officiating.

Trackman **Donald Doherty** of Linneus, recently lost his home by fire.

Transportation Department

Engineer **G. E. Newcomb** served on the Traverse Jury in April term of Waldo County Jury at Belfast.

Retired Engineer and Mrs. **R. J. White**, Houlton, returned recently from spending the winter months in Florida.

Retired Stenographer **Alice Russell** spent a vacation in Hawaii recently.

Chief Clerk **Edith Jordan**, Northern Maine Jct., vacationed week of April 25 with her husband, **Karl**, at Freeport in the Bahamas.

Supervisory Agent and Mrs. **H. A. Labbe** celebrated their wedding anniversary May 1.

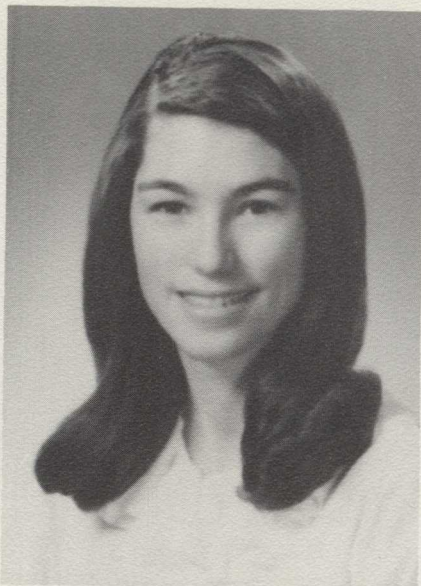
Crossing flagman **Joe Corbin**, Presque Isle and retired Conductor **Earl Everett**, Presque Isle, have been fishing practically every day since the season opened April 1st. They have had to wear leather mittens most of the time but have been having very good luck.

Chief Clerk and Mrs. **Louis Larsson**, Presque Isle, celebrated their Silver Wedding Anniversary May 6.

We were saddened to hear of the following deaths:

Gilbert E. Cates, 72, retired Conductor died at a Houlton hospital Mar. 14 following a long illness. He was employed on the B. and A. from Sept. 6, 1916 until he retired Dec. 5, 1961. He was born in Sheridan, Mont., Dec. 5, 1896, the son of **James A.** and **Annie (Marshall) Cates**. Surviving are two daughters, Mrs. **Robert (Corliss) Palm**, Houlton, and Lt. Col. **Mildred Cates**, Fort Devens, Mass.; a step-son, **Robert Hull**, Portland; a brother, **Earl**, of North Haven, Conn.; two sisters, Mrs. **Geneva Ayotte** and Mrs. **Myrtle Adams**, both of Providence, R. I.; four grandchildren and a great grandchild. Funeral services were held in the Dunn Funeral Home, Houlton, with the Rev. **Andrew L. Anderson**, of the First Baptist Church, officiating. Burial will be in Evergreen Cemetery, Houlton.

Alfred E. Hunter, 66, died unexpectedly at his residence in Presque Isle. He was born in Washburn Nov. 16, 1902, the son of **Ebenezer** and **Julia (Stewart) Hunter**. He was a retired freight foreman and was employed from June 1, 1920 until retirement Dec. 12, 1967. He was a member of Queen City Lodge, Brotherhood of Railway, Airline and Steamship Clerks (Freight Handlers and Station Employees). He is survived by his widow, Mrs. **Elsie (Moran) Hunter** of Presque Isle; three sons, **Eugene A.** of Cape Eliza-



General Freight Traffic Manager and Mrs. L. W. Wentworth have announced the engagement of their daughter, **Lois Ann to Bruce L. Trahan** of Westbrook. Miss Wentworth is a graduate of Bangor High School and a June graduate of Westbrook Junior College nursing program.

Mr. Trahan, a graduate of Brewer High School, attended Eastern Maine Vocational Technical Institute and the University of Maine. He is employed by the New England Telephone Company.

beth, **Dana K.**, of Presque Isle, and **Dwight P.** of Caribou; two daughters, Mrs. **Robert (Anne) Leonard** of Brunswick, and Mrs. **Donald (Mary Ellen) Dobson**, of Mount Pleasant, Mich.; one brother, **Alex**, of Worcester, Mass.; one sister, Mrs. **Katherine Rideout** of Robinson; 18 grandchildren and several nieces and nephews. Funeral services were held in the Graves Funeral Home, Presque Isle, with the Rev. **Claude Albert**, curate of St. Mary's Catholic Church officiating. Burial was in the North Street Cemetery, Presque Isle.

Accounting Department

Freight Claim Analyst and Mrs. **Robert Laffey** of Bangor are receiving congratulations on the birth of a son, **Paul Alan**, weighing seven pounds, born March 21 at St. Joseph Hospital, Bangor. The Laffeyes have a daughter, **Joan**.

Mervin H. Johnston, auditor of revenue, attended a Traffic Executive Assn. meeting in New York City on May 7.

Donald E. Andrews, chief clerk in the Revenue Section, was a recent patient at Eastern Maine General Hospital, Bangor, and is now recuperating at home.

Bus Express and Ticket Clerk **Ronald Faunce** spent a week in Winslow, Arizona, visiting his parents.

George F. McKeen, retired chief clerk, was recently a patient at James A. Taylor Osteopathic Hospital in Bangor.

Keypunch Operator **Helen Brissette** and husband, **Edmond**, recently visited Mr. Brissette's sister and husband, Mr. and Mrs. **William Gibbs** in St. Croix, Virgin Islands.

Keypunch Operator **Frankie Brown** and her husband, **Bill**, recently went to Indianapolis, Ind., and Louisville, Ky., to visit relatives.

Mrs. **Margaret Patterson** was honored at a surprise stork shower at the Oronoka, Monday evening, May 12, by the women of the B. and A. A social evening was enjoyed and Margaret received many gifts. Those in attendance were: **Mildred McNaughton, Roberta Lewis, Gloria Cyr, Barbara Kelley, Lenora Jones, Edith Tesse, Phyllis Leen, Sigrid Skoog, Annie McDowell, Gaynor Reynolds, Pearl Johnston, Mary Wood, Ouida Long, Lucille Dougherty, Pam Carson, Helen Brissette, Gloria Tozier, Virginia Bartlett, Gloria Leighton, and Marion Foster.**

Traffic and Marketing

Elaine and Ellen Lovett, twin daughters of Assistant General Freight Agent and Mrs. **Garrett Lovett**, were winners in the Junior Exhibition Speaking Contest at Hermon High School. Elaine spoke in the poetry category and Ellen in humor.

We were saddened to hear of the death of **Gay L. Bradbury** who died on April 28th. Gay, a former assistant to vice president traffic, retired from BAR in 1955.

Hugh Goodness, manager of pricing and divisions, and **Fred Lunt**, Regional Vice President, have been elected to the Board of Governors of the Maine Traffic Club for the year 1969-70.

M. Thomas Scanlin, BAR's Traffic Analyst, has recently completed a course in Management Math at the University of Maine.

Ouida Long, secretary in Traffic Department, has returned from Hudson, N. H., where she welcomed her parents, Mr. and Mrs. **S. J. Long** on their return from Las Vegas, Nev., and Oxnard, Calif., visiting children.

Operating Department

Asst. Vice President-Operations and Maintenance and Mrs. **Robert P. Groves** have purchased a new home at 72 Hillcrest Drive, Brewer.

Mrs. **Priscilla O'Connell**, wife of Bus Operator **P. L. O'Connell**, has returned to her home in Brewer from the Eastern Maine General Hospital where she underwent eye surgery.

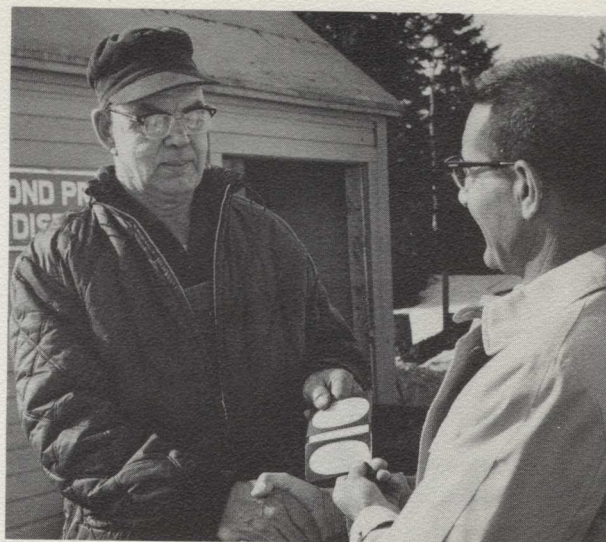
Mrs. **Marjorie Reubling**, eldest daughter of Bus Operator and Mrs. **P. L. O'Connell**, plans to reside in Bangor while her husband is serving in Vietnam.

Vice President-Operations and Maintenance **P. H. Swales** recently completed his term as President of the New England Railroad Club.

Purchases and Stores

Asst. Supervisor of Stores (No. Me. Jct.) and Mrs. **Henry Thies** and son, **Clifford**, have returned from a two week vacation in Maryland. They visited their two granddaughters, **Angelique Cheri Thies**, born to **Larry and Norma Dawn Thies**, Jan. 20, and **Katherine Annette Higgs**, born to **Edward and Daria Jean Higgs**, Mar. 22.

Retired Supervisor of Stores **Windsor F. Alexander, Sr.** (70) died March 20 at the Milo Community Hospital. He was



Section Foreman **Clair S. Cain** receives his gold pass from **V. J. Welch**. A native of Masardis, he was educated in local schools and is a veteran of Army service in WW II. He entered service April 24, 1929, as a trackman. He is married and has two daughters, **Alice M. Piper** and **Henrietta**.



Section Foreman **Ludger Lozier**, Wallagrass, receives his gold pass from **V. J. Welch**. Mr. Lozier, a native of Wallagrass, entered service Oct. 8, 1928 as a trackman. He is married and has three sons, **Allen, Richard and John**; and three daughters, **Victoria, Beatrice Michaud, Rella Morin and Lona Boutot**.

born at Woodstock, N. B., June 6, 1898, and served the Railroad for 44 years, retiring June 28, 1963. Surviving are a son, **Windsor, Jr.**, of Alexandria, Va.; one brother, **Stuart**, of Dover-Foxcroft; one sister, Mrs. **Ida Roberts**, of Drexel Hill, Pa.; two grandsons, several nieces and nephews. Funeral services were held at the Lary Funeral Home at Milo, with the Rev. **Carlton Cockey** officiating. Spring burial will be in the Evergreen Cemetery, Milo, Maine.

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staying in shape
in warm
weather

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you keep
your cool!

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