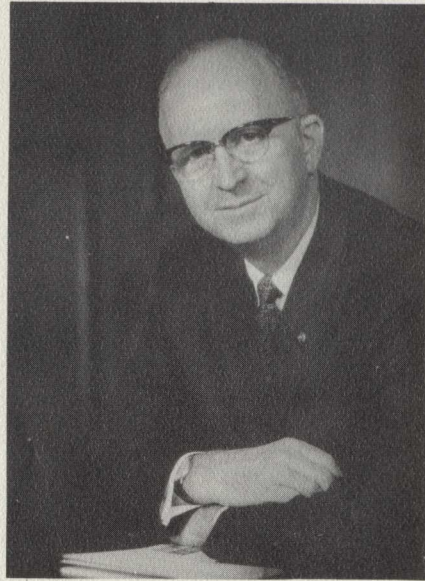


MONTICELLO

MAINE LINE

JULY-AUGUST, 1969

Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees:

In this issue of MAINE LINE you will find an appeal by Tom Mercier, who is chairman of the U. S. Savings Bonds drive. Tom points out some of the responsibilities we have as citizens. His words strike a responsive chord, and I should like to add a thought to his.

As we watch a newscast or read the newspapers it's possible to believe that the whole fabric of our society is giving way. One could well think that all of our traditional values . . . including thrift, integrity and compassion . . . are falling like wheat before the scythe. There is an unpopular war, riots in the halls of some venerable universities and a generation of young people who seem bent on destroying the very institutions that are the source of our plenty, forgetting that it was universal education and business that is responsible for the good things in our lives.

But I believe that there's a lot that's right with our society and perhaps one of the brightest areas is that we have the time, the energy and the passion to do something about those areas that have been blighted . . . equality of opportunity, pollution, a questionable war, and the poor and the ignorant. None of

these greivous problems will be served by simplistic catch phrases, whether it's "Law and Order" or "Burn, Baby, Burn!", or irrational appeals to violence by either lunatic fringe. They will be mastered as we have always mastered our difficulties, by a concerted effort of the responsible segments of our society. But I find it heartening that we have progressed so far in the business of building our society . . . in social legislation, in feeding and educating our people, in building a structure of government that allows individual freedom . . . that we have the opportunity to do something about injustice, poverty and the pollution of our air and water.

I am disturbed, as many of you probably are, by the extremism and divisiveness of the forces pressing for a solution to centuries-old problems immediately. But impatience, like ingenuity, is almost a national characteristic. And I believe that a large part of what we see and read that seems irrational and extreme to a generation that has experienced war and the real hunger of the Depression, is the impatience of a younger generation that is idealistic and has not had the buffeting of privation and strife. I think it is good that this generation is concerned with honesty and justice. Perhaps they will be the ones to do something about it, after a history saturated with the blood

of wars, the spectre of famine and governments that crush their peoples. The efforts of those who have gone before us have given us the luxury . . . and the obligation . . . of righting those ancient wrongs.

We hear much talk of the generation gap. There is no gap . . . generation or otherwise . . . between men of good will, whether they be 25 or 55. It is as much a mistake to characterize the young as irresponsible and ungrateful as it is for them to characterize anyone over 30 as reactionary and selfish. An older generation needs their fire and they need our maturity and judgment.

This is a long way of saying that I believe there is much reason to be optimistic about our society. A sense of responsibility is a vital ingredient in meeting the challenge of these exciting times. Supporting our government with Bonds as well as taxes, is part of this responsibility. It doesn't mean one condones everything our government does. But it does mean we recognize our obligations and opportunities as a free people.

Sincerely,

President



About the Cover

Section Foreman Ray Foster, of Monticello, has completed 40 years with the railroad without a reportable accident. It's more than luck and he reveals his prescription for safety on page 7.

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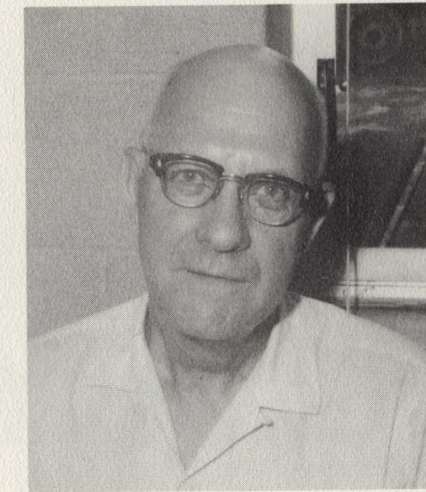
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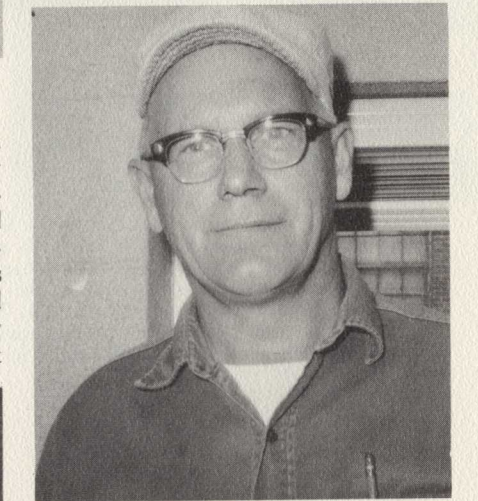


Harold D. Parent

Machine Supervisor Harold D. Parent, Derby, retired July 21 after 45 years Bangor and Aroostook service. He is a native of Newport and entered service as a machinist apprentice. He subsequently worked as a machinist, machine foreman and machine supervisor. He is a member of the Masonic bodies. Mr. Parent

is married and has two daughters, Mrs. Frances Russell, Hampden and Mrs. Eleanor Orborough, North Hollywood, Calif.

William H. Dunham succeeds Parent as machine supervisor. He entered service on the section in 1943 and has been an apprentice, laborer, helper, car repairer, machinist and machine foreman. During WW II he was in the U. S. Maritime service. Dunham is a native of Milo and attended Milo schools. He is married and has four children: Melanie, Gary, Kathie and Milo.



Stanley N. Clark

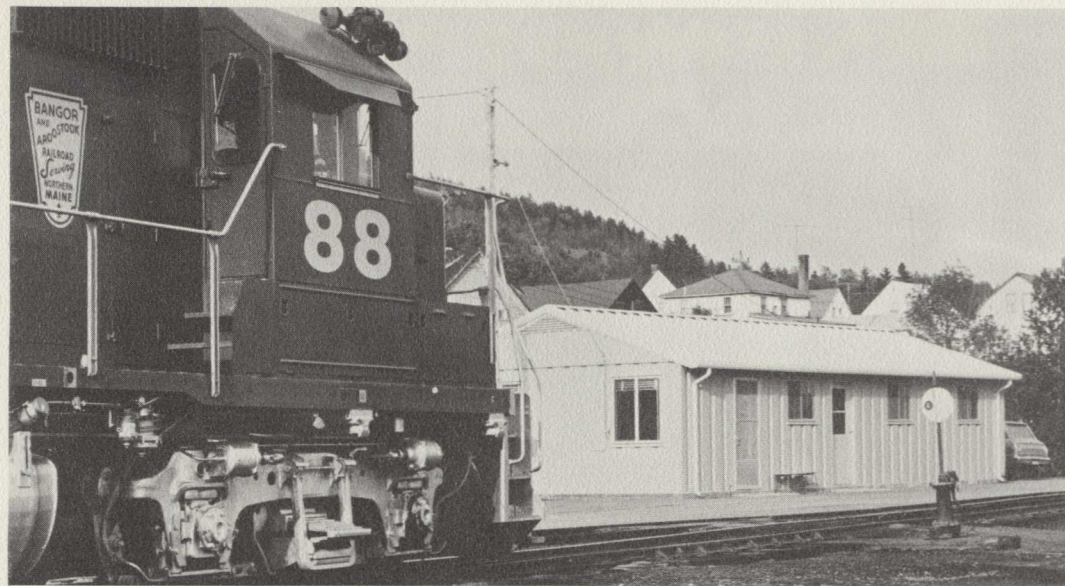
Stanley N. Clark, a native of Houlton, becomes machine foreman. Clark attended Oakfield schools and entered service as a coalman in 1940. He later became an apprentice, laborer, helper, car repairer and machinist. He served in the Army during WW II in the Pacific theatre. Clark is married and has two sons, Brett and Mark. He is a member of the Masonic lodge and the Milo Fire Department.



William H. Dunham

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An Engineer's Home Away From Home



The bunkhouse at Fort Kent is one of the railroad's newest and has facilities for both enginemen and trainmen. At right, Engineer Perley Barrow, Oakfield, shaves while his potatoes are baking in the modern kitchen. Below, both Barrow and fireman, Ray Goodall, prepare separate dishes for the evening meal. Many railroaders turn out a very respectable meal in a bunkhouse kitchen.



Of the scores of vital jobs necessary to run a railroad perhaps that of the locomotive engineer, sitting in solitary majesty at the controls of a growling diesel, most completely captures the imagination of the non-railroader. And even in this age of jet airplanes and space ships, there are small boys—and grown men—who yearn to sit in that engineer's seat.

The role of the locomotive engineer is dusted with the glamour and tradition of a century and more of American railroading. In his lofty cab that smells deliciously of steel and hot oil, the locomotive engineer is, and has been for the last 100 years, virtually king of all he surveys. In the days of steam, the locomotive engineer was a personage to be considered in the country towns and villages through which he guided his panting engine. In the Bangor and Aroostook's own steam days, engineers became so used to the idiosyncrasies of a certain engine that they would use no other.

A SENSE OF ACHIEVEMENT

You would probably not be able to get many engineers to admit it but there is a personal sense of achievement and power in moving a train carrying several thousand tons through the countryside. This is not, of course, the only motivation for a locomotive engineer but it's part of it. But it's also a job that carries with it a sense of doing things and going places. Probably, in a very basic way, it satisfies the nomadic urge to travel that every man carries some place within him.

The other side of the coin is that an engineer's job is one that requires him to work odd hours, frequently on holidays when the rest of the world is playing. He's often going to work as others are retiring for the night. More often than not it's a lonely job and his eyes ache from peering through the long, bright tunnel that the headlight bores in a winter night. There are times when

the crew is delayed at a remote siding, or has trouble far from the conveniences of a car repair track when he might wish for a more conventional craft.

There is also the awesome responsibility, like that of a ship's captain, for several diesel units valued at a quarter of a million dollars apiece. The lading of his train itself could amount to several million dollars more. His is the hand on the throttle. And his, alone, is the judgment and skill upon which depends the safety of train and crew. He must know just how much power to apply to a grade and how much brake to exert on a curve on downhill grade . . . small things but all part of the skill and art in being an engineer.

The diesel locomotive has taken much of the black magic out of the smooth handling of a locomotive, but even a diesel requires a sensitive and skilled hand at the controls. Train radio has removed much of the possibility of human error and saved countless steps in communicating with the rear-end crew. The diesel is not nearly as sensitive in care and feeding as the steam locomotive.

Not even the casual observer would suggest that the job of the engineer is a soft touch. But the technology that brought in the diesel



For Fireman Ray Goodall, a bowl of soup is dinner after a hot day. The newer bunkhouse facilities are among the other physical improvements which have made some of the drawbacks of railroading like being away from home—a little easier to take.

Engineer Keith B. Pelkey, Bangor, and Fireman Charles Adams, Brewer, use the Searsport bunkhouse as a pleasant spot to eat lunch. Both men work the Searsport local and return home at night.





locomotive, effective train radio, roller bearings on freight cars, automatic signals and central traffic control have undeniably simplified life a bit for him.

There is still the part of his job that keeps him away from home at times, but even that has improved. The bunk cars that he called home when he was away from home are being replaced with modern steel buildings that boast such refinements as baseboard hot water heat, inlaid floors, a modern kitchen and lounge plus snug, neat bedrooms, and shower and bath facilities.

It's no longer a case of warming a can of beans on a hot plate when engineer Perley Barrow and his partner Raymond Goodall tie up in Fort Kent after bringing Train 211 up the Ashland Branch from Oakfield. Many engineers develop some notable culinary skills and Barrow is one of them. A steak, fresh vegetables and baked potatoes present no problem with the electric range, refrigerator and kitchen facilities. His fireman, Ray Goodall, may make soup while he showers and puts clean linen on his bed.

At Searsport Engineer Keith Pelkey and Fireman Charles Adams use the bunkhouse to eat lunch and make coffee even though their run from Northern Maine Junction takes them back home the same day.

New steel buildings with wood paneling and light, airy interiors are located at Searsport, Houlton, Caribou and Fort Kent. Some of the buildings, like those at Searsport and Fort Kent, among the newer buildings, are joint facilities for both enginemen and trainmen. This does not mean they share the same quarters, only similiar quarters in the same building. The two crafts require separate quarters as the result of 56-year-old labor dispute, although most members of both crafts have long since forgotten the original cause.

The life of the locomotive engineer is a demanding one. It's not for the eight-to-five kind of man. But those who follow it find a satisfaction that's available in few other callings. And the working conditions are a far cry from yesterday's steam engine and a drafty bunk car at the end of the run.



The bunkhouse at Searsport, like that at Fort Kent, is a new steel structure with wood paneling inside, hot water heat and modern kitchen and toilet facilities. At left, Brakeman Jack MacLeod, Milo, makes up his bunk and chats with Brakeman L. R. Curtis of Belfast. Below, Engineer David Chase, Houlton and Fireman Tim Ryan use the bunkhouse at Houlton to make coffee for their lunch break.



Section Foreman and Mrs. Ray Foster, Monticello, examine an album that records the milestones in their lives and in Ray's 40-year railroad career. Ray Foster has completed that 40th milepost without a reportable accident.

More Than Good Luck

Section Foreman Ray O. Foster, Monticello, is a compact, knowledgeable railroader with the unmistakable look of an outdoor man about him. His face is lined from squinting into the sun and his skin has been darkened from long exposure to the wind and sun. He is no stranger, this tough, conscientious man, to the sun coming up as he patrols his section or to the moaning howl of a northern blizzard as he cleans snow from switches. It comes with the job and he had no illusions when he first became a trackman on the same section 40 years ago.

But with Ray Foster it's been more than 40 years doing the same job that all Bangor and Aroostook Section Foremen are expected to do; he has passed that 40th milepost without a reportable accident, and it's no small feat. The very nature of rail-

roads and railroading involves the handling of massive tools and materials. It's one of those occupations that seems to have more potential hazards than others. And when a man spends his working lifetime at such a craft without a serious injury, it's more than good luck. It's the kind of good luck that comes with skill and intelligence.

Ray Foster knows a lot about safety that didn't come from the rulebook. Not that there's anything wrong with going by the book, he'll hasten to add. It's just that there is a great deal that a thoughtful man learns about a job when he's done it for most of a working lifetime.

The section foreman shoulders a large share of the responsibility for the safety of his crew and it's one that Ray Foster takes seriously. He is scrupulous about observing the

weekly safety meeting with his crew and insists that they approach the matter of safety with purpose.

"You can't be too careful in a job like this," he admonishes. "I think if you were going to be here 100 years you would still be able to learn something new every day. And after you've been at it for a time your enemy is forgetting the little things that you could never take for granted when you were new to the job."

While the railroad's mechanized crews have taken a lot of the brute strength out of track maintenance, trackmen still have to replace the occasional tie in the traditional way with a track jack, claw bar, hammer and, perhaps, remove a stubborn track bolt with hammer and chisel. The track hammer, the claw bar, and the chisel are among the most common tools with which the track-

Trackman Harold Ewings jacks a section of track under the watchful eye of Ray Foster. In using a hand jack it's important to have the jack securely under the track . . . not bad advice when using an automobile jack, too. Trackman L. D. Sweenor, Foster and Trackman Harold Ewings pose with some of the tools of their craft all of which, Foster says, are potentially dangerous. No damaged tool is used and even splintery handles are quickly replaced.



Trackman L. D. Sweenor demonstrates the proper use of a claw bar to remove spikes. If hands are placed too far back on the bar and it slips the user's finger can be jammed against the rail. Although mechanized crews do most tie replacement, individual crews often have to replace an occasional tie.



Danger from flying bits of steel is a hazard when Ray Foster's crew cuts a track bolt with a chisel and every man wears protective goggles. The chisel, held by Trackman Harold Ewings, is padded with rubber to minimize the possibility of bits of steel breaking off when Trackman L. D. Sweenor strikes it with his hammer.

man plies his craft; and all are potentially dangerous.

From the vantage point of a man who has performed the work virtually all of his life, Ray Foster is uniquely qualified to talk about safety. When he is assigned a green man he talks with great conviction about the importance of the little things. . . the acts that a trackman does nearly every working day until they are almost a reflex.

In the car house before the day's work is begun Ray Foster may speak about lifting with the experience of a man who has handled thousands of heavy ties. A small thing, one thinks. Yet, a task that must be done using the legs, rather, than the back to perform the work. And when the tie is put down, both men must drop it together. When using a hammer and

chisel to cut bolts, every man must wear goggles to protect his eyes against flying steel.

"Edged tools are all likely to send metal or wood flying," he tells his men. "Years ago when we used adzes a lot, wood chips would cause a lot of eye accidents. Don't ever be in so much of a hurry that you can't take time to put on your goggles."

Even such seeming small details as a slivery tool handle is duly noted. Splinters are painful as well as a source of infection. Damaged handles are replaced promptly.

"No roadmaster I ever worked under," he tells his men, "ever wanted to see men working with tools that needed replacing. Keeping tools in good condition is important to safety. This means not only the handles, but the working parts as well. Axes

should be sharp. Hammers should not be 'broomed'."

"Rail sweeps for the motor car are another 'small' detail that shouldn't be overlooked," he continues. A stone on the rail can derail a motorcar and the sweep is good protection against this kind of accident.

"When you're carrying ties on the push car behind the motor car, always have one man watch the load. A tie can drop off from vibration and that might be all it would take to put an engine off the iron."

There are many other areas of safety, of course. But a man learns to respect the hazards of his job by living with it under all sorts of conditions. Ray Foster has learned his lessons well. And during the 23 years he's been a foreman he's passed along a lot of know-how to other generations of railroaders.



Jud Strunk is a popular entertainer in Maine and the rest of New England, known for his downeast humor, sharp wit and ever-present banjo. He's also familiar to national television audiences on shows like Merv Griffin. Maine fair goers will remember Jud Strunk and his Carrabasset Grange Hall Talent Contest Winning Band, pictured above.



'Goodbye, Mr. Rags'

One crisp night in late May, a good looking young man with a banjo and a sleeping bag slung over his shoulder strode purposefully up to where Conductor Kenneth Hitchcock was booking out Train 57 at Northern Maine Junction.

"Hi," he said, thrusting out his hand. "I'm Strunk. I'm riding with you tonight."

Hitchcock, who's something of a wag, fixed him with a level eye and a barely concealed grin, "Not if you're in that condition you ain't young feller!"

"No, No," the young man replied, "not drunk, Strunk. Jud Strunk. I have a pass to ride with you to Oakfield."

Hitchcock, who knew quite well who the young television personality was and that he had a pass to ride the Bangor and Aroostook's northbound night freight, laughed and shook hands as he welcomed the latterday hobo aboard the train.

The bantering greeting with which the Bangor and Aroostook people met Jud Strunk, adventurer, TV performer, poet and 20th century minstrel, set the tenor of his travels for the next four days. Rather than front-office, VIP treatment, Jud Strunk was admitted into the close camaraderie of the train crews and railroad people he traveled with in his quest to discover the spirit of the modern hobo.

His adventure began several weeks before when he asked for, and received, permission to ride Bangor and Aroostook freight trains to Aroostook County. He specifically did not want to be taken by the hand for a guided tour; he wanted to see railroaders as they were, without company manners.

More than that, his imagination was fired by the sometimes romantic, often tragic wanderings of the generation of homeless men who rode the rods on American railroads during the Great Depression. They were, perhaps, the symbol of both our national failure and of the national passion for wanderlust.

A rough guide of train movements was made for him, and he was given a letter authorizing him to ride freight trains. Then he was delivered into the care of Bangor and Aroostook crews with the briefest of introductions.

A LEGITIMATE EXPLOIT

As an entertainer and folk singer such an exploit is legitimate grist for Jud Strunk's particular mill. He's appeared several times on national network television shows and is in demand for personal appearances throughout Maine and New England. He specializes in folk humor and, particularly, downeast humor. He likes to get his material first hand.

The trip to Oakfield by train 57 was uneventful except for a delay when the crew had to set off a defective car.

"I was impressed by the efficiency and coolness with which the men handled their jobs," he observes. "With the pace of the modern world, this kind of patience and endurance is a rarity."

At Oakfield, he got a few hours sleep at the bunkhouse, then boarded the northbound freight, 211, for the 95-mile run up the Ashland Branch to Fort Kent. The railroaders he met

looked after him, let him sleep in the caboose and fed him when the need arose.

"I found that the modern world no longer has a place for the hobo," he says, reflecting on his four-day quest for yesterday's railroad nomad. Perhaps the most profound thing I learned about these men was something that Conductor Albert Michaud said to me when I was eating some of his Hungry Jack pancakes in the caboose in Fort Kent. He said I could never be a hobo because I had a destination. And that was the secret of the hobo. He didn't care where he was going as long as he was moving."

Jud Strunk speaks with feeling about the railroaders he met on his trip. "If I made another trip," he says, "I'd be less concerned with protocol and where I'd be tomorrow. I found that railroad people look with a lot of tolerance on a guy walking the track with a banjo and a bedroll."

One of the ground rules of Jud Strunk's travels is a modest limit on his finances. On this trip he took \$6 with him. Part of the process of soaking up color and atmosphere is getting along without the frills, playing his ubiquitous banjo and singing for beers and meals. When he returned he had 10¢ left but that, he explains, was a miscalculation.

"I called a friend for lunch," he grins, "and he arrived in a business suit and it cost me \$3.00 for lunch."

His Bangor and Aroostook trip was not Strunk's first odyssey.

"My history has been as a tramp," he says. "After I graduated from high school in Buffalo, N. Y. I hitchhiked as far west as Colorado for

several months. And after I graduated from Virginia Military Institute I spent a couple of months hitchhiking through Europe. I guess it left me with a permanent case of wanderlust."

Looking back on the experience Strunk says that the railroaders he met convinced him that much of the romance was gone from railroading replaced, as he says in his song, "by a tuneless diesel blast."

"PROUD OF THEIR HERITAGE"

"But I did find that Bangor and Aroostook people are proud of their railroad and of their rugged heritage," he says. "This probably explains the easy-going friendliness I encountered during the four days I spent on the line. When I got back I found that the CBS executives I talked with were enthusiastic about the idea. 'Strunk,' one said, 'you've done what I always wanted to do.' So I guess there may be a little hobo in most of us."

Strunk may be right, that some of the romance has gone from the craft. But nothing much looks glamorous—the American West, the generation of the hoboes, the American Revolution—until it's a couple of generations away. It's a pretty sure thing that this generation will be garnished with a little romance for those who follow in its footsteps.

Whether you agree or not you'll enjoy, "Goodbye, Mr. Rags," the song that came out of Jud Strunk's Bangor and Aroostook journey. It will be included in an album he's doing for Columbia records this fall.



General Yardmaster Irving Foster, Millinocket, (standing) and Damage Prevention Agent George Mossey check a training device which measures impact of coupling during a switching operation at Millinocket yard. Train crews are very much aware of the danger of overspeed impact and the results on newsprint and paper.

Happiness is an Eggshell Hitch

The boxcar loaded with freshly-made newsprint parted from the switching engine and ground ponderously toward a string of cars on the classification track. H. L. Woodard, Jr., the brakeman on the ground, squinted into the sun, gauging the car's rate of speed and probable impact with a swift, expert glance. The loaded car smacked the coupler at the end car of the string on the classification as gently as an angel's kiss; it was what the train crews call an eggshell hitch, with just enough force to couple the cars.

The whole procedure took less than 60 seconds and was so commonplace in Conductor Calvin Cole's crew at Millinocket that it's hardly worth commenting about. But it's important to the railroad's revenues

and to the jobs of scores of other railroaders who may never see a car of paper. The careful handling of a commodity as easily damaged as paper is a day-to-day fact of life to Cole's veteran crew. They never forget that they're handling a car whose load is worth several thousand dollars and how they handle it may well depend on the railroad's continued handling of the traffic. Their casual skill in handling the valuable loads is deceptively easy. It's the product of 113 years of experience for the five-man crew and the knowledge that careful handling is literally their bread and butter.

Calvin Cole's crew is what General Yardmaster Irving Foster, the man who studies the complex switching move like a chessplayer, calls an

experienced crew. They've worked together so long that they can anticipate each other and this is important to the high degree of teamwork necessary in an effective switching crew. Perhaps confidence is a better word, Engineer E. E. Carr suggests. Carr, with 44 years' service, is the senior man in the crew and an engineer with a delicate feel for switching cars with just the right amount of power.

"A good crew works together with a minimum of talking," he explains. "They have confidence in each other. The engineer knows the brakeman will give him good, distinct signals and the brakeman knows the engineer will follow signals quickly. It's a case of trusting each other."

How does a switching crew handle paper? Damned carefully Carr says with a broad grin. This particular crew handles about 2,000 cars a month, most of which is paper. The entire process seems, and is, simple. It consists, merely, of switching loaded cars from the Great Northern Paper Company's mills and placing them in blocks, according to destination, on classification tracks. A cut of cars might weigh 1,000 tons. The coupling must take place at a speed—about two miles per hour—that does not damage the lading.

All of this sounds like a straightforward proposition. But there are dozens of variables. On a warm day, for example, cars move easier and a miscalculation by either the engineer or brakeman could result in an overspeed impact. A windy day makes a difference, too. The wind, depending on its direction, either retards the car or speeds it up. Awareness of all the little variables that affect switching movements is part of the skill—the art, if you will

—of a good switching crew.

No one man in the crew is less accountable than any other for good switching of cars. The two brakemen, H. L. Woodard, Jr., and H. F. Hogan, and Conductor Calvin Cole are on the ground. One man chases the engine, sets the switches and relays signals. Another watches the cars. If they're moving too fast he clambers on and operates the hand brake. Both the brakemen and engineer must be good judges of speed and distance. The conductor—or switching foreman—lines the work up according to directions of the yardmaster, pulls the pins and checks the head end.

Engineer E. E. Carr often turns the engine controls over to Fireman T. Jandreau, a 23-year veteran whose skill in moving the heavy loads is impressive.

"The whole switching operation ultimately depends on a man's judgment," Trainmaster Frank Larlee explains. "In the winter when we get new men in the crews the whole pro-

cess is slowed down until the crews get used to working together as a team."

It's curious in an age when automation has taken over so much human functions that there is no substitute for human skill and judgment in certain, vital areas. General Yardmaster Irving Foster thinks it may even be more than that. He suggests that good switching foremen are born, perhaps, not made.

"This Cole, he's got a touch," he says, shaking his head. "Maybe you could compare his skill to a good ballplayer."

The elements that make a smooth-working crew . . . confidence in each other, skill, judgment . . . are present in this five-man crew. Their record in shipments damaged shows it and that's the name of the game.

"Everyone of us know that handling paper easy is our bread and butter," Cole says soberly. "It's a pretty good way to remember the importance of careful handling."



Conductor Calvin Cole's veteran crew has a good record of careful handling. The five men, representing 113 years of experience among them, handle about 2,000 cars a month. Pictured, left to right, are Trainmaster F. D. Larlee, Engineer E. E. Carr, Fireman T. Jandreau, Brakeman H. L. Woodard, Jr., Conductor Calvin Cole, Brakeman H. F. Hogan and General Yardmaster Irving Foster.



Ann Cunningham, wife of Conductor Vernon Cunningham, at the piano her husband gave her for a graduation present. Mrs. Cunningham, mother of four, received her degree from the University of Maine in June.

How To Succeed In College When You're Really Trying!

At least one University of Maine coed sat through the impressive graduation exercises at Orono June 10 without any feelings of nostalgia for her undergraduate years. For Ann Cunningham, 31, mother of four children and wife of Conductor Vernon Cunningham, the graduation was almost an anticlimax to her college career.

Ann Cunningham was originally a member of the class of 1959 and she smiles as she comments that she was only 10 years late receiving her degree . . . in the class of 1969. She had completed a year of college when she married Vernon Cunningham. By the time she started thinking of college again there were four more Cunninghams in the family: Ruth Ann, one; Danny, six; Keven, seven and Vernon, nine. In fact, it was her husband, Vern, who provided moral support and encouragement for the project.

"I kept thinking what a waste it was to have invested a year," he explains. "Besides, she's college material."

Her decision to complete the remaining three years of her college was not a casual one. The obstacles loomed large and, at times, seemed almost impossible. Her daughter was

just a year old and there would have to be a good baby sitter. Her husband would have to take jobs that would permit him to be home at midday. She didn't have a driver's license, vital even though the University is only a 10-minute drive away. These were difficulties quite beyond the normal burden of study and the discipline of University study life.

Her interest in going back to school had been whetted by a remedial program that her oldest son, Vernon, was enrolled in. Slowly, as she helped him in the evenings, she became fascinated by the possibilities. By the time she made up her mind to put her trepidation behind her and go back she was deeply committed to the goal of studying elementary education.

BACK TO SCHOOL

So on a sunny September day in 1966 Ann Cunningham joined the throng of students that surged through the registration lines and the bookstore in preparation for the academic year. It was a strange

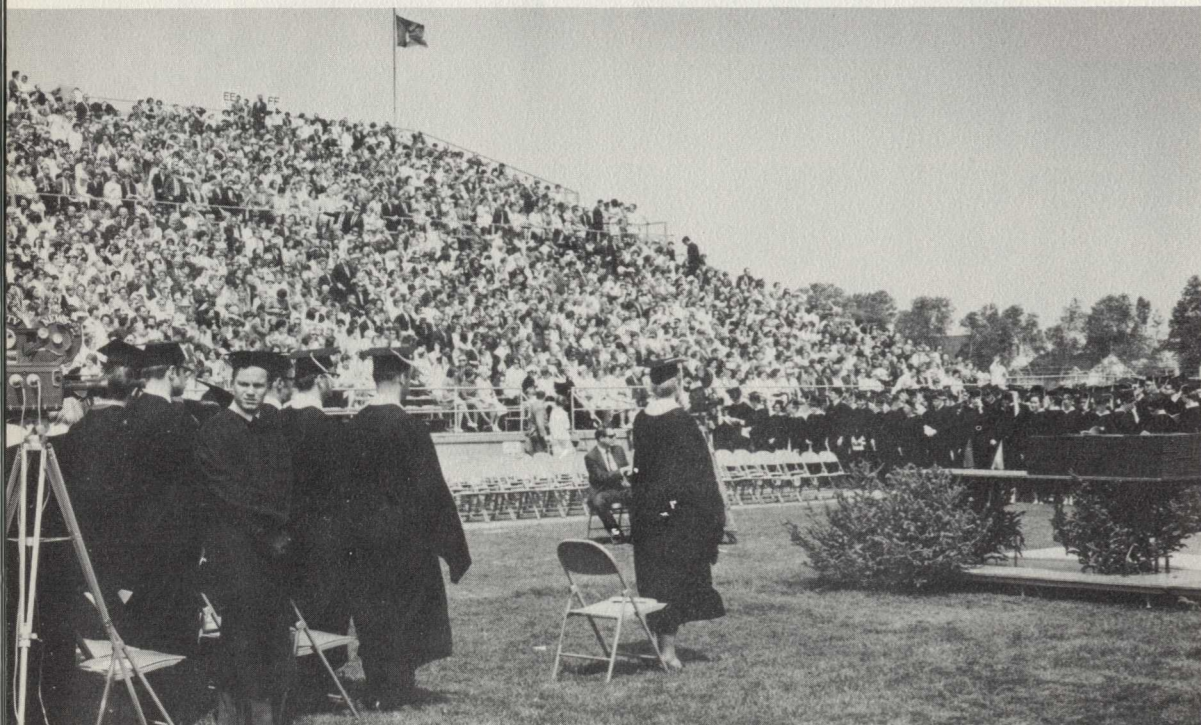
feeling, being a wife and mother and going back to college with classmates 10 years younger. But in the classroom it didn't last long; excellence is not determined by years.

Both the Cunninghams remember that first awful year as a kind of nightmare. Ann's sister took care of the baby, Ruth Ann, and helped the family through the first crisis. There were evening classes that first year, adding to the already hectic schedule. And Vern Cunningham was working the third switcher at Northern Maine Junction starting work at 11:00 p. m. and getting home about 8 the next morning. He'd sleep a couple of hours then get up and prepare lunch for the children when they got home from school.

Studying—or, rather, the time to spend on it—was difficult. There's no such thing as studying while the children were up, she remembers. This means that the four hours or so that I spent at it every day had to be done after their bedtime.

As the shock of starting a new life, with the great changes in household and family routine, settled into a hectic pace of its own, Vern Cunningham started to assume more and more of the household chores and responsibilities.

Keeping the home running and his wife in school was a family project for Vern Cunningham and their four children. He learned to cook as well as some other useful household skills.



For Ann Cunningham, the graduation exercises were kind of an anti-climax to her three-year struggle to get her degree and still find time to be a wife and mother. Getting through the first year, she says, was the real victory.

When the Cunninghams began their great adventure, Vern was, by his own admission, less handy than most men around the kitchen. And he approached the business of preparing meals with a sense of dread and foreboding. But after the initial period with burned pans and bicarbonate of soda he began to enjoy the experience.

"Now he can prepare a full-course meal with the ease of a professional," his wife says with a trace of pride in her smile. "And, of course, if he hadn't helped I never would have been able to do it."

The sheer logistics of being a full-time student and holding the household together were a test for the young couple. There were times the first year when the odds seemed so great it didn't seem worth doing. But they encouraged each other and a streak of stubborn pride was always evident when extra grit was needed. And after the first, grinding year it never again seemed quite so bad.

For one thing, the administrators and teachers who came in contact with this unassuming woman realized she was, in an unobtrusive way, performing an unusual feat without asking for any special privileges or dispensations. Soon, there were small courtesies extended, like parking in the convenient faculty lot. And there were no more night classes.

For the past two years Vern Cunningham worked the second switch-

er, a move that changed the home schedule and lent a suggestion of normalcy to their lives. Sometimes when he arrived home at 11:30 he'd find her still studying and would ask her questions over the next day's work.

By the time she reached her senior year last fall Ann Cunningham was a seasoned student and the rest of the family had adapted to the demands her schedule imposed on them. As frantic as it was, there was always time for such parent participation as was necessary in school band, cub scouts, baseball and basketball.

"THIS YEAR WAS BEST"

"This year was the best," she says, sitting on the bench of the studio grand piano that was a graduation gift from her proud husband. "I only carried 15 credit hours and there was eight weeks of practice teaching and I love it. Getting the diploma wasn't the climax of this experience. Getting through that first year was the victory for us."

In spite of the uncommon obstacles under which she completed her education, Ann Cunningham made an outstanding scholastic showing. She was on the dean's list for five of the six semesters she spent at the university, receiving her degree with a cumulative 3.4 average and was elected to the education

honor society. But perhaps the accolade she was most pleased by was a request from Professor Brooman to do two two-hour lectures to sophomore students on what to expect in practice teaching.

Next year Ann Cunningham will be teaching the third grade at the Herbert Gray school in Old Town. And her eyes shine with excitement when she talks about her plans for the classroom.

Now, like a runner who has given his best effort in a grueling race, she has crossed the finish line. What will she do this summer? "Well," she replies, with a broad smile, "would you believe I'm going to do absolutely nothing."

The Cunninghams are pleased with their achievement—they consider it a kind of joint effort—but they don't consider themselves unique. They're the kind of people that are used to doing things for themselves. Vern has been a railroad man since 1955 and qualified as conductor the year his wife went back to school. When they moved into their attractive home in Old Town the year they were married, it was only a shell. He did the finish work including wiring, carpentry and a handsome stone fireplace.

The Cunninghams know, as only people who have done it the hard way, the price of the good things in life. It's mostly hard work and helping each other, reassuring values in a changing world.

Some Thoughts On Protest

By Tom Mercier, Chairman U. S. Savings Bonds Drive

It's hardly possible to turn on your radio or television set without hearing of people taking to the streets to air grievances or seeing young men and women man handling college authorities in the name of academic reform. It almost seems as though protest has become a way of life for us . . . not that it is not an ancient method of redressing wrongs.

In fact one of our national symbols of protest stands in New York Harbor and this lady carries a torch and a protest sign. It's a protest against tyranny and injustice and it's not really so different from what all the present shouting is about.

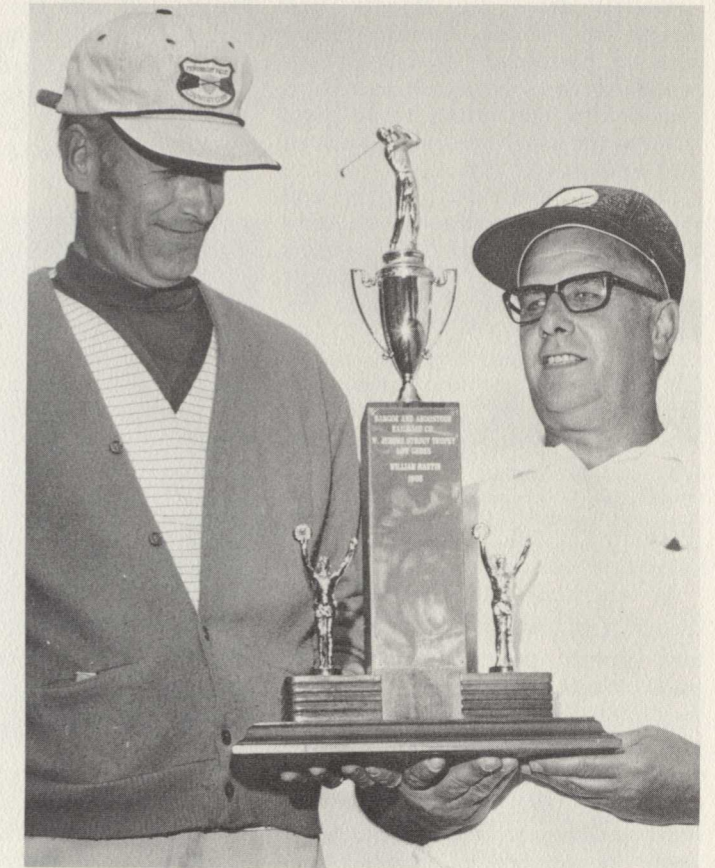
The sign she carries spells it out a little better:

Not like the brazen giant of Greek fame,
With conquering limbs astride from land to land;
Here at our sea-washed, sunset gates shall stand
A mighty woman with a torch, whose flame
Is the imprisoned lightning, and her name
Mother of Exiles. From her beacon hand
Glows world-wide welcome; her mild eyes command

The air-bridged harbor that twin cities frame.
"Keep, ancient lands, your storied pomp!" cries she
With silent lips. "Give me your tired, your poor
Your huddled masses yearning to breathe free,
The wretched refuse of your teeming shore.
Send these, the homeless, tempest-tost, to me,
I lift my lamp beside the golden door."

This is my kind of protest. It reminds me that those things that are good in our national fabric need to be nourished from time to time by us . . . as individuals. It's not that you have to agree with the government or the party in power. It's just that meeting those obligations is one way of insuring your right to stand up and disagree. Buying Savings Bonds is one way to meet part of the obligation. Remember it when one of your fellow employees asks you.

MEC Golfer Takes W. Jerome Strout Trophy



An exciting sudden death play off, the largest field of players ever in a state railroad golf tournament and representation from all the major railroads in New England highlighted the annual Bangor and Aroostook golf tournament held at Bangor Municipal Course June 7.

The major trophy of the tournament, the W. Jerome Strout trophy, for low gross score of the day, went to Bill Martin, MEC after he was forced to a sudden death play off by Jerry Shea, MEC. Martin, a superb shot maker, won the trophy last year. Bill Houston, the BAR's challenger for the Strout trophy shot an 81 while Martin and Shea both came in with 79's. Fine scores were turned in by Keith Greenlaw, 88 and Dale Greenlaw 90 in Class B. Bob Clukey with an 82 was a challenger in Class A competition, while Jimmy Green came in with an 86.

Bangor and Aroostook winners were Bill Houston, Vice President

and General Council, third gross Class A; Bob Clukey, Manager Tabulating and Data Processing, 2nd net, Class A; Keith Greenlaw, Trainmaster, Houlton, 1st gross, Class B; Dale Greenlaw, Operator, Oakfield, 2nd gross, Class B; Bernal Clark, Hostler, Oakfield, 1st net, Class B; Robert Benn, Train Dispatcher, Houlton, 2nd gross, Class

C; Dave Merrill, Assistant Vice President-Operations, 2nd net, Class C; Keith Ashton, Asst. Traveling Car Service Inspector, nearest the pin, Class A; Jim Green, Conductor, NMJ, longest drive, Class A; Hugh Goodness, Manager, Pricing and Division, nearest the pin, Class B; Owen Gould, nearest the pin, Class C.



Vice President-Marketing Howard L. Cousins, Jr., (top photograph) presents the W. Jerome Strout trophy to Bill Martin, Maine Central Railroad, in the Bangor and Aroostook Golf Tournament. Other winners, pictured at left, are: back row, Ralph Gordon, MEC; Lenny Forest, PT Co.; Jerry Shea, MEC; Edwin Degrasse, BAR; Robert Benn, BAR; and John Broderick, MEC. Kneeling are: Hack Spellman, MEC; Martin; and Bob Clukey, BAR.

Golfers from the Bangor and Aroostook, Maine Central, Penn Central, Boston and Maine, Canadian Pacific and Delaware and Hudson swelled the entries to 88 men, making this the largest state railroad golf tournament ever.

Waverly Alexander, Bangor and Aroostook Chairman for next year's tournament urges all BAR golfers to turn out for the fall tournament at Fairlawn Country Club, East Poland.

Alexander pointed out that of the 25 golfing awards the Bangor and Aroostook won 11, the Maine Central won 11, the Portland Terminal

Co. won 2 and the Penn Central came away with one trophy. This fall, he hopes to have a clean BAR sweep including the E. Spencer Miller trophy to balance off Bill Martin's possession of the W. Jerome Strout trophy.

Special awards went to Ben Whitney, MEC, age 85, the oldest competitor and to George Phillips, MEC who travelled the longest distance to play in the tournament.

Howard Cousins, Chairman of this year's tournament thanked the fine committee which worked hard to put on this large tournament.

Committee members were: Waverly Alexander, Traffic, Bangor; Dale Anthony, Engineering, Houlton; C. S. Burgess, Mechanical, Derby; R. E. Clukey, Accounting, Bangor; H. L. Cousins, Chairman, Marketing, Bangor; H. G. Goodness, Traffic, Bangor; Jim Green, Transportation, No. Me. Jct.; J. C. Hickson, Marketing, Bangor; W. M. Houston, Law, Bangor; K. S. Ludden, Marketing, Bangor; M. T. Scanlin, Traffic, Bangor; N. J. Tardif, Marketing, Presque Isle; Larry Severance, Maine Central, Bangor; and Jerry Shea, Maine Central, Portland.

Medicare Claims

In claiming Medicare benefits, members of railroad hospitalization and group practice prepayment plans should follow the rules of their own organization. Recent publicity that all railroaders and members of their families should file their claims exclusively with the Travelers Insurance Company was not meant to apply to members of hospital and

group prepayment plans. Almost all hospital associations and group practice prepayment plans have made special arrangements to receive direct payment for covered services that they furnish members.

If you are in such a plan, information on how to go about claiming benefits is given in *Your Medicare Handbook*, (pages 22-23). This

booklet has been furnished to all persons enrolled in Medicare. However, if you do not have a handbook, you can obtain one by writing to your nearest Railroad Retirement Board District Office. If you need more information, get in touch with your individual hospital association or group practice prepayment plan or visit one of the Board's district offices.

NEW BAR GIFT ITEMS



Pocket Knife



Greenskeeper

Zippo pocket knives and Zippo Greenskeepers, with BAR markings as pictured here, are now available. Cost of each is \$2.25 postpaid.

In The Family



Chief Mechanical Officer Harld Hanson congratulates Hostler L. A. Cormier, Van Buren, on his retirement July 17. Pictured with Mr. Cormier is Foreman Martin L. Fournier.

Mechanical Department

Hostler L. A. Cormier, Van Buren, retired July 17. Mr. Cormier was born on July 17, 1904 at St. Leonard, N. B. and entered service with the Bangor and Aroostook at Van Buren January 2, 1927 as engine cleaner and subsequently as hostler January 20, 1933 and has held this position until his retirement. Mr. Cormier attended schools in St. Leonard, N. B. and has resided in Van Buren since 1926. He is a member of the Brotherhood of Locomotive Firemen and Enginemen. He is married and has four daughters, Mrs. Edmay Roy of New Britain, Conn., Mrs. Mildred Conway of Akron, Ohio, Mrs. Nathaly Vallimont of Portsmouth, N. H., and Mrs. Ethel Rees of San Antonio, Texas.

Mr. and Mrs. Cormier will reside at 46 Elwin Road, Portsmouth, N. H. upon his retirement.

Carman Tom Morin of Van Buren retired June 14. Mr. Morin was born on January 11, 1902 at Connors, Maine, and entered service with the Bangor and Aroostook Railroad on December 8, 1942 as a coalman and subsequently worked as engine cleaner, car cleaner, carman helper, car inspector and carman gang leader. He worked in Caribou and Van Buren until the present time.

Prior to entering service with the BAR, Mr. Morin was employed by the St. John Lumber Company from 1916 to 1922, was employed in Connecticut from 1923 to 1930. He farmed from that time until entering BAR service in 1942.

Mr. Morin attended schools in Van Buren and has resided in Van Buren since 1904.

He is a member of the Brotherhood of Railway Carmen of America. He is married and has two daughters, Mrs.

Velma Dugan of Muncie, Pa. and Mrs. Vivian Powers of Windsor, Conn.

Mr. and Mrs. Morin will reside at 122 Champlain St., Van Buren upon his retirement.

Miss Sheila Marie Decker, daughter of Mr. and Mrs. Charles Decker of Milo, became the bride of Ronald Francis Strout, son of Laborer and Mrs. Lorin C. Strout, of Milo, June 21 at the Park Street Methodist Church.

The ceremony was performed by the Rev. Kwan Lee and the Rev. Gordon Buzza. The soloist was Mrs. Margaret Peters and the organist was Miss Jayne Lutterell.

The maid of honor was Miss Glennys Harmon of Milo and bridesmaids were Miss Susan Paul and Miss Margaret Decker of Derby, and Miss Andrea Peters of Milo.

The best man was Keith Strout of Milo. Ushers were Charles Weston of Brownville Junction, Willard Stanchfield and Jack Foulkes of Milo.

A reception was held at the Derby Community Hall. Assisting were Mrs. Louise Rhoda, Miss Kathy Horne, Miss Patty Decker, Miss Gail Carey, Mrs. Donna Paul, Miss Beth Paul, Miss Cheryl Russell, Miss Sheila Long and Miss Martha Lutterell.

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

The bridegroom is a graduate of Milo High School and is a student at Fort Kent State College.

Following a trip to the Coast, the couple are residing at Charles Street, Milo.

Chief Clerk and Mrs. Max E. Place attended the commencement exercises at Colby College, Waterville, Maine June 1. Their niece, Miss Rae Jean Braumneller of Basking Ridge, New Jersey was a member of the graduating class.

On June 2 they attended the wedding of their nephew, Mr. Terrence A. Dwyer of Berlin, New Hampshire to Miss Mary Christine Pinali of Chicago, Illinois, at Mount Holyoke College, South Hadley, Mass.

The bride was a member of the graduating class at Mount Holyoke College at the commencement exercises the previous day.

The bridegroom is a grandson of a former BAR employee, the late Harry C. Dwyer of the Mechanical Department.

Air Brake Repairer Forest A. Bragg of No. Me. Jct. retired June 13.

Mr. Bragg was born Sept. 5, 1899 at Levant, Maine. He entered service with the Bangor and Aroostook July 27, 1922 as a blacksmith at Northern Maine Junction Car Department and subsequently worked as a car repairer, car inspector and air brake repairer.

Mr. Bragg attended Levant schools. He is a member of the Brotherhood of Rail-



Carman Tom Morin, Van Buren retired June 14 after 27 years of Bangor and Aroostook service. Pictured with him are: CMO Harold Hanson, left, and Foreman Martin L. Fournier.



Air Brake Repairer **Forest A. Bragg**, Northern Maine Junction, retired June 13. Pictured congratulating him on his retirement is Chief Mechanical Officer **Harold Hanson**, right.

way Carmen of America, Odd Fellows, Masons and the Grange.

He is married and has one son, **Forest A. Bragg, Jr.**, of R.F.D. 2, Bangor, and one daughter, **Mrs. Mary Souders** of Newport, Maine.

Mr. and Mrs. Bragg reside at R.F.D. 2, Bangor, Maine.



Miss Carlene Soucier

Mr. and Mrs. **Wilfred Soucier**, of Village Street, Hartford, Conn., have announced the engagement of their daughter **Carlene**, to **Merlin S. Burpee** of West Hartford, Conn.

Merlin is the son of Foreman and Mrs. **Merle S. Burpee** of Oakfield.

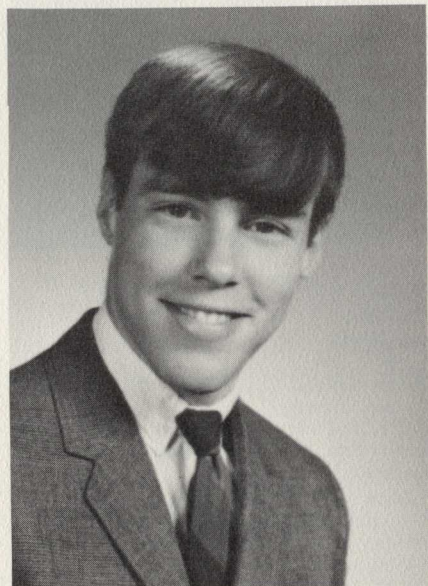
Miss Soucier is a graduate of Community High School. Mr. Burpee is a graduate of Oakfield High School and has completed his service with the Army. Both are employed in Connecticut. An August 5th wedding is planned.

Operating Department

Bus Operator and Mrs. **P. L. O'Connell** have become grandparents for the

second time. Their daughter, **Mrs. George Ruebling**, now residing in Bangor while her husband is serving with the Coast Guard in Vietnam, became the mother of a daughter, **Patricia Ann**, June 11. Paternal grandparents are Mr. and Mrs. **F. G. Ruebling** of Lancaster, Texas. Their oldest son, **John**, stationed in Kaiserstautern, Germany, has a new son, **John Leslie O'Connell II**, born May 10th.

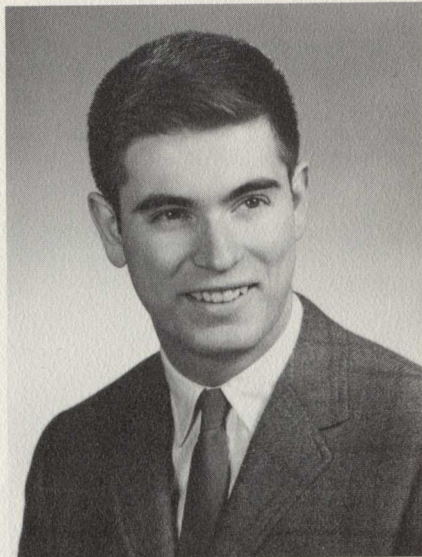
The O'Connells' daughter, **Jean**, is presently attending Bates College for a 3-week institute on learning to cope with slow children toward her masters degree. Their daughter, **Susan**, was graduated from Brewer High School in June and plans to enter Husson College this fall.



John Merrill



Robin Crandall



Eric Skoog

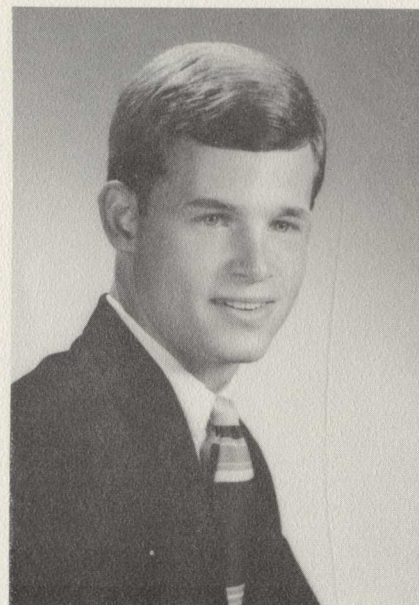
John Merrill, son of Asst. Vice President - Operations and Maintenance and Mrs. **D. G. Merrill**, was graduated from Brewer High School in June.

Robin Crandall, daughter of Bus Operator and Mrs. **G. J. Crandall, Jr.**, was graduated from Houlton High School in June. She was a member of the National Honor Society and participated in the group's tutoring program. She also took part in the High School junior summer session program at the University of Maine where she plans to enter this fall.

Eric N. Skoog, son of Diesel Supervisor and Mrs. **Nels Skoog**, 43 Riverview Terrace, Brewer, was graduated from the University of Maine June 6 with a degree of Bachelor of Science in Electrical Engineering. He is a member of the electrical engineering honor society Eta Kappa Nu and a member of the national engineering honor society Tau Beta Pi. Mr. Skoog was also commissioned through Army R.O.T.C. and will enter the service as a second lieutenant. He was awarded the title of Distinguished Military Student, for displaying outstanding qualities of leadership, high moral character, noteworthy academic achievement, and exceptional aptitude for military service. Cadet Major Skoog was awarded a medal as the outstanding battalion Commander and the Barrows Award for outstanding service to Pershing Rifles.

Dana L. Corey, son of Manager Highway Division and Mrs. **S. F. Corey**, was graduated from Brewer High School in June this year. He was tri-captain of the football team and co-captain of the baseball team. Dana also participated in the Ski Club and was chairman of The Fellowship of Christian Athletes. He plans to attend the University of Maine this fall, majoring in physical education.

Mr. and Mrs. **Richard Varney**, Marlboro, Mass., announce the birth of a daughter, **Kimberly Ann**, born June 12. Mrs. Varney is the daughter of Manager Highway Division and Mrs. **S. F. Corey**.

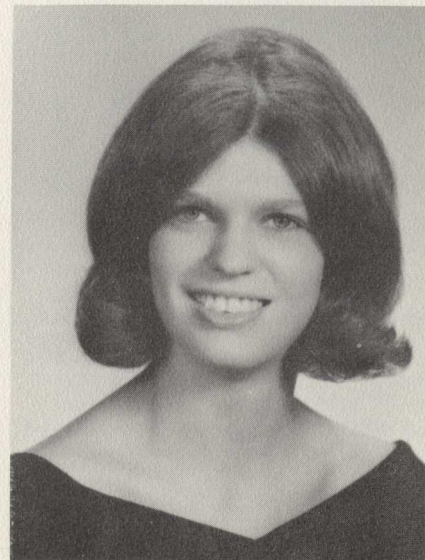


Dana Corey

Engineering Department

Timekeeper and Mrs. **Kenneth Cosman**, of Houlton, were in Rockville, Conn., in June, called by the illness of Mr. Cosman's mother, Mrs. **Murray Cosman**, who underwent surgery at Manchester Memorial Hospital. Mrs. Cosman is making a satisfactory recovery.

The following were graduated from Houlton High School in June: **Wendy Beaulieu**, daughter of Mechanic and Mrs. **Frank Beaulieu**; **Anita Childers**, daughter of Supt. S. & C. and Mrs. **H. E. Childers**; **Sally Corey**, daughter of Supervisor of Roadway Machines and Mrs. **W. E. Corey**; **Patricia Friel**, daughter of Accountant and Mrs. **C. L. Friel**; **C. David McCue**, son of Rodman and Mrs. **C. F. McCue**; **Julie McCue**, daughter of Section Foreman **H. G. McCue**; and **Cynthia Randall**, daughter of Assistant Engineer Real Estate and Mrs. **Roger R. Randall**.



Susan Swett

John Lake, son of Mechanic and Mrs. **Asa Lake** of Houlton, received an honorable discharge from the U. S. Army last October after having completed nine years of service. He has completed two tours of duty in Vietnam. His rank when discharged was sergeant. Following a few months visit with his parents, he and Mrs. Lake have left for Tulsa, Oklahoma, where John has enrolled in a two-year course in an aviation mechanics school.

Mr. and Mrs. **Robert Boughouser** and two children, of Prospect, Conn., were recent visitors of Mrs. Boughouser's parents, Mechanic and Mrs. **Asa Lake** of Houlton.

Robert L. Paradis, son of Trackman and Mrs. **Edward L. Paradis** of Island Falls, was named to the Dean's List during the spring semester at the University of Maine in Orono. Robert will be a senior at the university this fall.

Another son, **Dennis**, salutatorian in the 1969 class at Island Falls High School, will enter the University in September.

Also, named to the Dean's List at University of Maine in Orono was **Susan D. Swett**, daughter of Supt. of Track **Graden L. Swett** and Mrs. **Viola Swett** of Houlton. Susan was a member of the graduating class this past June.

In order to qualify for the Dean's List students must attain a minimum average grade of B.

Trackman **John Rediker** (Ret.) died July 5, at an Eagle Lake nursing home after a brief illness.

He was born in Woodland, April 16, 1902, the son of **Ephrem** and **Ethel (Cochran) Rediker**. Mr. Rediker attended Woodland schools and the Caribou Pentecostal Church. He was a member of the Orange Order, and was married to the late **Ola M. Ryder**.

Mr. Rediker worked as trackman at Caribou from January 1927 to September 1929 when he left BAR service. He returned to Caribou in April 1934 in his former capacity, which position he held until January 1948. He was employed in extra gang crews during 1949 and 1950.

He is survived by two sons, **Cecil P.**, of Caribou, and **Berten L.**, of Washburn, several grandchildren and great-grandchildren.

Funeral services were held at the Mockler Funeral Home, Caribou, on July 7, with the Rev. **Joseph Bell** officiating.

Dennis L. Morton, son of Leading Signalman and Mrs. **W. I. Morton** of Oakfield, was awarded a degree during commencement exercises held June 1, at Farmington State College.

Assistant to Chief Engineer and Mrs. **Gordon Duncan** and daughter, **Bonnie**, of Houlton, spent a July vacation as guests of Mrs. Duncan's mother, Mrs. **Eva Mayer** in Pen Hills, Penna. While away they enjoyed a trip through the Pennsylvania Dutch country and various sight-seeing attractions.

At a recent dinner meeting of Beta Sigma Phi, held at the Northland Hotel in Houlton, Mrs. **Carvell Hatfield**, wife of Principal Assistant Engineer **Carvell Hatfield**, was installed as president.

Assistant Engineer and Mrs. **Carvell Hatfield**, Houlton, were guests of honor at a surprise house-warming party, May 24, at their new home, given by Mr. and Mrs. **Robert Harrigan** and Mr. and Mrs. **James Tracy**. Mr. and Mrs. Hat-



Mechanic **Harry A. Lewin**, Houlton, retired June 30 after more than 40 years of service. With him is Chief Engineer **V. J. Welch**. He is one of five brothers, all of whom were BAR employees. A native of Monticello, he entered service in 1925 as a trackman. He served four years with the Army in WW II and was discharged a master sergeant. He is a member of the Masons, and OES. Mr. Lewin is married and has one daughter, Mrs. **Gaylord Long**, Sherman Mills.

field were presented with a money tree, and, following a social evening, refreshments were served.

Miss **Janet Morris**, daughter of Mr. and Mrs. **Max Morris** of Houlton, became the bride of **Brian C. Henry**, son of Equipment Operator and Mrs. **Gerald Henry** of Oakfield June 14. The Rev. **Alton Maxell** performed the double ring ceremony at the Military Street Baptist Church in Houlton.

Matron of honor was Mrs. **Burton Lenentine**, sister of the bridegroom while **Burton Lenentine**, brother-in-law of the bridegroom was best man.

A reception was held at the Fellowship Hall.



Mr. and Mrs. Brian C. Henry



Superintendent of Transportation **Herschel P. Lee**, left, received his gold pass from **P. H. Swales**, Vice President-Operations and Maintenance. Lee was born in Dyer Brook and entered service as a yard clerk in 1929. He was later an operator, station agent, car distributor, train dispatcher, chief dispatcher and assistant superintendent. He is a member of the I.O.O.F., Masonic order and the Houlton Rotary Club. Lee is married and has two daughters, Mrs. **Robert Kirk**, Philadelphia and Nancy, of Bangor.

Following a honeymoon trip to Canada the couple will reside in Colorado Springs, Colorado.

Fred McDonald of Bristol, Conn., has been a recent visitor of his brother, Section Foreman **Archie McDonald** in Smyrna Mills.

Frank Pelone of Delmar, N. Y. has returned to his home following a fishing trip on the Ashland Branch. While in Maine, he made his headquarters with Section Foreman **Archie McDonald** of Smyrna Mills and also visited Leading Signalman **Harry McNeil** (Ret.) at Weeksboro.

Carpenter and Mrs. **H. R. Estabrooke** of Houlton, have returned from a visit with their daughter and husband, Lt. Col. and Mrs. **Edward Lect** in Washington, D. C.

While away, they attended the wedding of their son, **Bruce Carter**, to Miss **Beverly Nelson**, daughter of Mr. and Mrs. **Carl Nelson** of Worthington, Ohio.

The wedding took place in the Baptist Church, Worthington, Ohio, on June 21.

The bride is a graduate from Worthington High School and is attending Bob Jones University, Greenville, South Carolina, majoring in Christian Education.

The bridegroom is a graduate from Houlton High School and is also attending Bob Jones University, Greenville, South Carolina, majoring in Christian Education.

Trackman and Mrs. **Shirley E. Cowing** of Lagrange, have announced the engagement of their daughter, **Christine V.** to Pvt. **Terry L. Downing**, son of Mrs. **Albert E. Bouchard**, also of Lagrange.

Miss **Cowing**, a 1967 graduate from Old Town High School, is a junior at the University of Maine, Orono, majoring in elementary education.

Pvt. **Downing**, also a 1967 graduate from Old Town High School, is serving in the U. S. Army. He is stationed at Fort Gordon, Georgia, where he is attending an electronics school.

Trackman and Mrs. **Dale Folsom** of Blaine are receiving congratulations on the birth of a daughter, **Marcy Rae**, born June 6 at the Arthur R. Gould Hospital in Presque Isle.

Hazen Gartley of Houlton has accepted employment as a mechanic in Houlton Shop. He began his new work July 7.

Mrs. **Sadie H. Goodall** of Oakfield, has announced the engagement of her daughter, **Ardeen Pearl** to **John Edward Folsom**, son of Mr. and Mrs. **Charles Folsom** of North Springfield, Vermont.

Miss **Goodall**, daughter of the late **Trackman Perley C. Goodall** and Mrs. **Goodall**, graduated from Oakfield High School and received her A.B. degree from Barrington College at Barrington, R. I. She has worked with Bible clubs for children in the Republic of Ireland under the European Evangelistic Crusade. She

teaches first grade in Rochester, N. H.

Mr. **Folsom** is a graduate from Springfield High School, Springfield, Vermont. He has been an apprentice student for General Electric Company at Somersworth, N. H. and attended the University of Vermont as an engineering major. He is in the Air Force and is attending the Electronics School at Lowry AFB, Denver, Colorado.

C. David McCue, son of **Rodman** and Mrs. **C. F. McCue** of Houlton, has been accepted into the society of Catholic Apostolate. He left July 13 for two years Novitiate at Sag Harbor, Long Island, N. Y.

Mrs. **Luetta M. Ryder**, 82, widow of **Ernest D. Ryder**, died at a Presque Isle hospital, July 6, following a long illness. She was born in Fort Fairfield, Dec. 12, 1886, the daughter of **Sidney** and **Maria (Smith) Curtis**.

Surviving are four sons, one of whom is Section and Track Liner Foreman **Elmer W. Ryder** of Presque Isle.

Funeral services were held in the chapel of **Graves Funeral Home** in Presque Isle, July 9, with the Rev. **Bernard Patton**, pastor of the Full Gospel Assembly, officiating.



Mr. and Mrs. **Cyrias Cote**

Transportation Department

Mr. and Mrs. **Cyrias Cote** of Fort Kent were recently honored on their 50th Wedding Anniversary. A wedding Mass was sung at the St. Louis Chapel by the Rev. **Roger Bolduc** and a reception was held at the Fort Kent Hotel where friends and relatives gathered to honor the couple.

Mr. and Mrs. **Cote** were married on May 12, 1919 at St. Bruno's Church, Van Buren by the Rev. **J. B. Andre**. They had nine children, five of whom are living; three sons, **Rayno** of Portage, Nel-

son of **Mapleton** and **Aime** of Fort Kent; two daughters, Mrs. **Milton (Theresa) St. Mary** of Westfield, Mass. and Mrs. **Jeannine Guerrette** of Plantsville, Conn.; and 20 grandchildren.

A 50-year life history that highlighted events of their life was presented to the couple. This occasion also served as a family reunion, the last being held in 1959.

Mr. and Mrs. **Cote** were presented a bouquet of money as well as other gifts. Mr. **Cote** is a former railroad employee who retired several years ago on account of ill health.



Mrs. **Peter H. O'Meara**

Accounting Department

St. Joseph's Church, Old Town, was the setting for the May 31 wedding of Miss **Margaret M. Mossey**, daughter of **Damage Prevention Agent** and Mrs. **George E. Mossey** and **Peter H. O'Meara**, son of Mr. and Mrs. **David O'Meara** of 560 College Avenue. The Rev. **Lionel Thibodeau**, pastor of St. Joseph's officiated. Mrs. **Joseph O'Brien** of Bangor was soloist. Mr. **Mossey** gave his daughter in marriage.

Maid of honor was Miss **Barbara Babkirk**. Bridesmaids were Miss **Donna Thibodeau**, Miss **Norma Doucette** of Milford and Miss **Margo Lyon** of Orono.

Michael O'Meara was best man. Wedding guests were seated by **Ronald Gordon**, **John Thibodeau**, **Jeffrey Frank** of Maryland and **Reginald Gordon**.

The reception was held at the Bangor House.

The couple are at home at 293 Stillwater Avenue.

The bride is a 1967 graduate of Old Town High School and is employed as secretary at Old Town Pulp Products, Inc.

The bridegroom is a 1965 graduate of Old Town High School and was graduated May 30 from the Maine Maritime Academy at Castine.

Peter J. Clark, son of Agent and Mrs. **R. T. Clark, Jr.**, Limestone graduated from Limestone High School, June 13. He flew to Sacramento, Calif. June 16 to visit friends and work for the summer. He will return this fall to attend Aroostook State College in Presque Isle majoring in math. Peter is the grandson of Supervisory Agent and Mrs. **R. T. Clark, Sr.**, of Fort Fairfield.

Midshipman 1st Class **Thomas E. Childers** spent a leave in July with his parents, Superintendent-Signals and Communication and Mrs. **H. E. Childers** of Houlton. He is now beginning his junior year at the U. S. Marine Academy, Kingsport, New York.

While at the academy he has been on several cruises covering wide areas, among which have been to the Mediterranean, Far East, North Atlantic and South America.

Dorothy Prout, former secretary to General Freight Traffic Manager and her sister, **Elinor Prout**, former general bookkeeper in the Accounting Department have just returned from a trip to the West Coast. Dot and Elinor motored to Saint John, N. B. and then traveled by rail.

Segrid Rainoff and sons, **Brad**, **Guy** and **Greg**, have returned to Maine from Tokyo, Japan where they have been living. Mrs. **Rainoff** is the former **Segrid Kimball**, daughter of **Earle Kimball**, BAR's general freight agent.

James Wiseman of the Revenue Accounting Section of the Accounting Department, has resigned and gone to work for the Government in Washington, D. C. in the General Accounting Section.

P. E. Foster and **J. C. Kidder** resigned their positions with the Disbursement Section of the Accounting Department June 6, 1969. The following day they flew to Hawaii where they will take up residence for a year.

A party was held July 5 at Cap Morrill's Restaurant in Brewer, Maine for **James Wiseman**, **James Kidder** and **Paul Foster**, who have left the service of the B&A. Approximately 35 attended.

Galen Sheehan, formerly of the IBM Department, and **Harold Moses**, former Mail Messenger, have transferred to the Disbursements Section.

Mechanic Burns E. Grant, Sr., of Island Falls died July 15 following a brief illness. He was born at Canterbury, N. B., October 11, 1913, the son of **Edward** and **Lillian Grant**.

Mr. **Grant** entered BAR service as a helper in a B&B Crew Aug. 3, 1937. He was subsequently employed as a carpenter and shovel operator. He began his work as Mechanic, Jan. 26, 1948 at the Houlton Shop and held this position until the time of his death. He was a member of the Maintenance of Way Employees.

He is survived by his widow, Mrs. **Grace Grant** of Island Falls; his mother, Mrs. **Lillian Grant** of Houlton; one son, **Burns Grant, Jr.**, Island Falls; one daughter, Mrs. **Donald (Marion) Burton** of Colorado Springs, Colo.; two brothers, **David** of Houlton, a mechanic at Houlton Shop, and **Joseph** of Island Falls; two sisters, Mrs. **Merland (Freda) Carson** and Mrs. **Robert (Elsie) Hoskins**, both of Houlton; four grandchildren.

Funeral services were held July 17 at the Bowers Funeral Home in Island Falls with the Rev. **Stephen Main**, pastor of the Wesleyan Church of Houlton officiating.

Mileposts . . .

FORTY-FIVE YEARS

Leon J. Lausier

FORTY YEARS

Patrick J. Dube

Herschel P. Lee

THIRTY-FIVE YEARS

Horace R. Estabrooke

THIRTY YEARS

Primo V. Daus

Glen C. Ingraham

TWENTY YEARS

H. Fred Armstrong

Harold D. Kelley

Raymond J. Violette

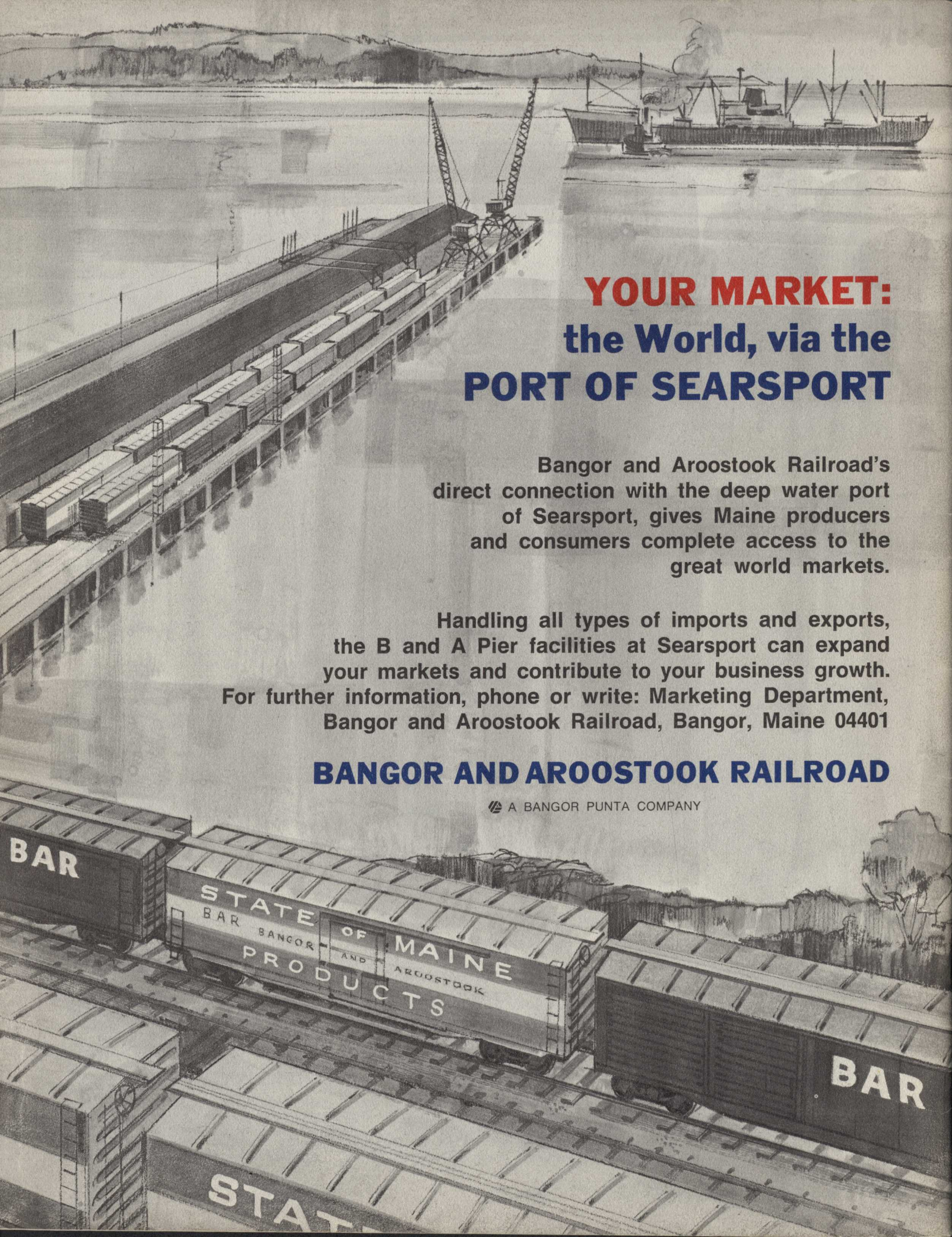
TWENTY-FIVE YEARS

Albert W. Bouchard

FIFTEEN YEARS

Vernon E. Holyoke

Gerald E. Theriault




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