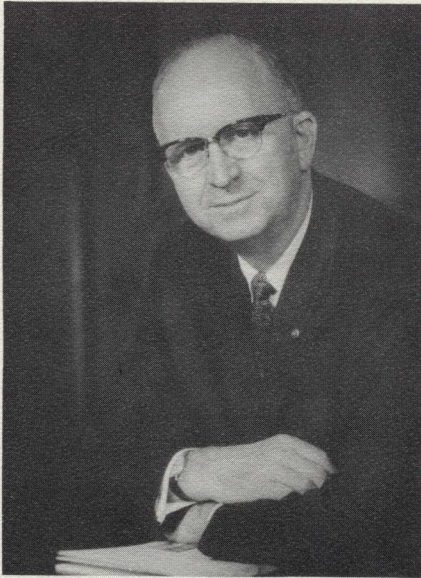


MAINE LINE



SEPTEMBER-OCTOBER, 1969

Bangor and Aroostook Railroad



To My Fellow Employees,

A Swiss publication, THE SWISS REVIEW OF WORLD AFFAIRS, has spoken with startling insight about Maine, its assets, its potential and the challenges it faces. Mr. R. P. Hafter in an article called ARCADIA REVISITED, writes with the kindly objectivity of an uncle toward a favorite, growing nephew. What he says is of interest to anyone who lives and works in the state for it pictures the alternatives the future may hold for us.

The article refers to Maine as one of the last unspoiled regions in the eastern United States but adds that we face the problems posed by increased inroads of heavy industry. "Thanks mostly to its eccentric geographic location," he writes, "Maine has thus far remained almost completely free of the ruthless and thoughtless ravishing which has caused such irrevocable damage in many other parts of the country."

For most of us who have been oriented to an "anything for new industry" approach, the words smack of heresy. Yet, as a species we are not noted for our foresightedness and we have the advantage of the hindsight of a foreign publication that sees us without any rose-colored glasses. Anyone who has seen and smelled the desolation of the refinery areas of the New Jersey coast has a very real vision of the pillage Mr. Hafter speaks of.

He also mentions the potential of Bangor's International Airport and the Bangor and Aroostook's changing character, with the decline of its traditional potato traffic and growth in other areas. He speaks of Maine's

Talking It Over

extensive coastline with its sheltered, deepwater harbors and "relatively undemanding labor (which) would sooner or later attract the attention of expansion oriented industries to this state's still untapped potential."

To those who have been bending every effort toward attracting new industry to the area, the vision of such an influx of industry seems remote. Yet one has only to look at some of our sister states in New England to see the prophesy revealed with stark urgency.

Mr. Hafter notes a gradually changing awareness of another facet of the development problem of the state, that of attracting clean and responsible industry. He notes no objection among those who live in Maine toward such industries that bring new jobs. But he finds that those prospective industries that harbor a danger of air and water pollution "are regarded here with feelings ranging from mistrust to passionate rejection."

He concludes with a paragraph which seems to me strangely prophetic, picturing the choices we may face: "Perhaps the gradually awakening awareness of the ecological problems of our technological civilization, which is growing not only here but in other places as well, may help prevent the worst from happening. As long as the question remains open, Maine may be regarded as a test case for all America."

Most European countries have long since come to regard their natural environment as an invaluable asset. Because of the stage of their development they have learned to live in a certain harmony with their environment. America is just now awakening to this realization, that

we can no longer afford to squander the purity of our air and water and to despoil our lands for short term gain and to the ultimate loss of the generations to come. If the prospect seems remote to us here in Maine we have only to consider the teeming eastern seaboard.

There is a mandate for us to use wisdom and caution in building the kind of state we want for our children. We know from the example of certain European countries, Germany in particular, and Switzerland with less than half the area of Maine, that it is possible to have the kind of responsible industry that makes for this kind of environment. The industries located in our own operating area have shown themselves to be responsible citizens of the northern Maine community and we can hope that new industry would show the same kind of awareness.

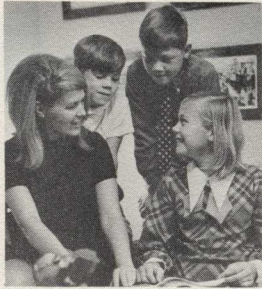
The feat of putting three men on the moon has demonstrated that man can do what he wishes. There is no doubt that we will purify the injured air and clean the waters because we have no choice and because we have the means. As someone has written, our own earth demands the fruits of our genius. It seems to me that we in Maine have a lot going for us. We do not have much to clean up. And we have to offer responsible industry what Mr. Hafter has called, accurately I think, one of the last unspoiled places.

Sincerely,

W. Jerome Strout

President

NEWS BRIEFS



About the Cover

Mrs. Anneli McDowell, pictured with her attractive family—Deborah, 12; Craig, 11; and Timothy, 8—on the front cover continues a busy career as a secretary in the Legal Department and mother and homemaker. See story page 7.

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President W. Jerome Strout has been named to the Transportation Committee of the U. S. Chamber of Commerce in Washington, D. C. It is his second term on the committee, an advisory group to the Chamber of Commerce on matters involving all modes of transport.

Strout is also a vice president and director of Bangor Punta Corporation, a director of Development Credit Corporation of Maine, the Economic Education Council, Merrill Bankshares Company and the Northern National Bank.

The announcement was made by U. S. Chamber of Commerce president, Jenkin Lloyd Jones.

Strout has also been elected to the Board of Directors of the Associated Industries of Maine.



Locomotive Engineer Wayne Duplisea presents gifts from fellow brotherhood members to Frederick D. Parent on his retirement. He is a long-time general chairman for the enginemem.

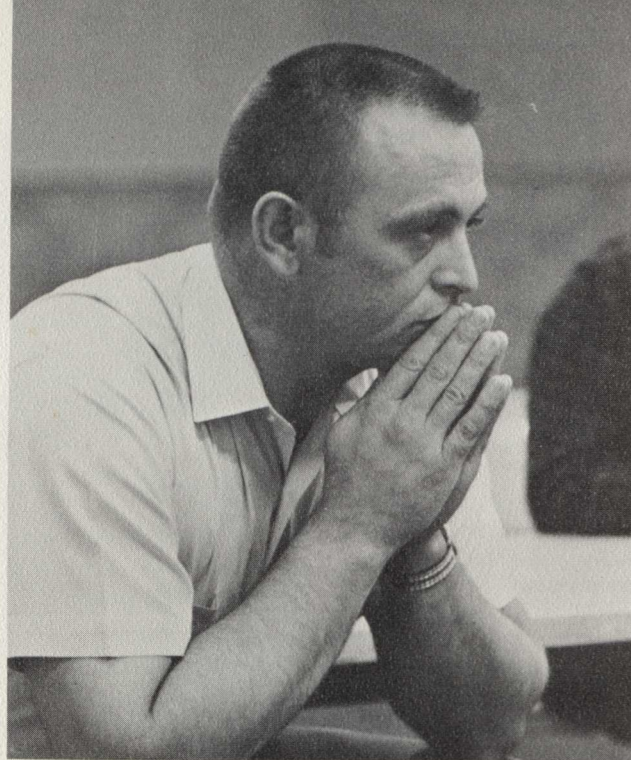


Norman J. Tardif, assistant regional vice president-sales, presents the Bangor and Aroostook trophy to Peggy Rutledge, the 1969 Maine Potato Blossom Queen. Her attendant is young Sandra Fox, daughter of Mr. and Mrs. Arnold Fox, Fort Fairfield.

Locomotive Engineer Frederick D. Parent, longtime general chairman of the Brotherhood of Locomotive Firemen and Enginemen, was honored at a party on his retirement by members of his brotherhood.

Mr. Parent, a native of Douglas, New Brunswick, began his railroad career as a fireman Nov. 4, 1924 and had 44 years of service when he retired. He is a member of the Masonic bodies, Anah Temple Shrine and the Essex Street (Bangor) Baptist Church. He is married and has two children: Mrs. Richard L. Smith, Hampden Highlands; and Major Frederick D. Parent, Jr., Loring AFB.

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Chip Bull - Man On A Hot Tin Roof

Chipman Bull is a man with a monkey on his back.

At 34, he's the youngest man to hold the hotseat as executive president of the Maine Potato Council, a trade association representing 1900 individualistic, highly vocal Maine Potato growers. He took over the post July 1 at a time when the Maine industry appears to be facing its most severe trial.

"There are no simple answers," he says indicating a stack of reports on his desk, "or if there are they're too damned simple. We have stacks of studies on what we ought to do to keep our markets, to get a decent price for our crop, but we haven't been able to translate it into action."

The crewcut young man who holds down what some observers regard as the hottest seat in the industry, looks more like a football coach than the knowledgeable agriculturalist that he is. But he has a knack of putting his foot on the drawbar of a farmer's tractor and speaking the kind of language that potato growers understand.

"I've had growers ask me what I'm going to do for them," he says with a wry grin. "My answer has to be I can't do anything for you. You have to do it yourself and I can help."

His direct approach has won him a certain, tentative respect from growers who are desperate from three years of low prices and cynical toward the easy solutions that too often seem to involve cheaper production and more handling. A less bold man might be cowed by the obstacles . . . a fragmented grower group, declining markets, and farm costs that have more than kept pace

Chipman Bull, new executive vice president of the Maine Potato Council, was photographed as he met with potato growers from the Madawaska area, listened to their problems, suggestions and added a few of his own.

with industrial costs along with a declining farm income curve.

"I think this is exciting," he says stabbing his finger on the brown desk blotter. "Maybe it's a time when we can do the things we know have to be done. A good many growers are desperate. When a man plows under part of his crop, you know he's desperate. We know that there isn't going to be any miracle that's going to suddenly produce six-dollar potatoes and save us. We're going to have to do it ourselves. We're going to start shipping good quality. And we're going to start getting a price. We know this will come. I think now could be when it's going to happen."

OBJECTIVE: THE 1969 CROP

Bull's immediate objective is to help market the 1969 crop at a price that growers can live with and in a way that will help Maine regain, or at least maintain the markets it has. A marketing order, he thinks, is an essential start because it puts a bottom under the quality standard.

"When we talk about quality," he adds, "we're talking about size and grade. We could sell everything we grow if we'd sell it according to size."

The facts facing Maine potato growers are bleak. The demand for fresh potatoes is diminishing and, apparently, Maine's share of the fresh potato market is diminishing at a faster rate than other potato-producing areas. There are diverse elements in the industry . . . growers, brokers, machinery suppliers, fertilizer suppliers . . . with the farmers who haven't been able to find a common ground to give the potato business the unity it so desperately needs. Farmers, discouraged by several years of poor prices, find it difficult to justify more money spent in the extra grading so necessary to maintain high quality. And the price will not come without it.



During a tour of Aroostook County potato fields, Bull talks with Fort Fairfield growers C. F. Hoyt and his son, Richard S. Hoyt, right, about the prospects for the 1969 crop.

"We can't continue to tell farmers that they've got to grow potatoes cheaper," Bull emphasizes. "Everybody in the picture takes his piece of the profit, except the grower, and he has to be satisfied with what's left. If we can't counteract this trend we won't have 1900 growers, we'll have 50. And I don't think that would be healthy."

"I happen to believe in the family farm. Perhaps not as a farm of any given number of acres or one where the family does all the work, but a farm where the owner provides the management."

Chip Bull sees one of his main tasks as bringing together not only the 1900 growers, but the other important elements of the industry from transportation to brokers to fertilizer companies. If the Council isn't serving your needs, he tells the members, it should be changed so that it does. The task appears awesome but, as he points out, the situation is desperate for many growers and it may now be possible to take some of the steps that didn't seem so

necessary in a year when prices were good.

"I believe there's always going to be a market for fresh potatoes," he says. "I think it will be a premium market. Even with the trend toward convenience foods like processed potatoes, the working wife is very likely to serve fresh potatoes for Sunday dinner. She might buy them packaged like fancy apples. We have to be thinking more about packaging, too. Nothing is more disconcerting than buying a bag of potatoes and maneuvering it in a shopping cart. A box with a foldover top and a handle might have a lot of appeal. We also ought to merchandise with the season to a greater degree."

This tough, outspoken young man knows there's no panacea for the ills of the industry. As he points out, the problems didn't develop overnight and they won't be solved overnight. He does think that the climate in the industry is right to take some significant steps toward solving them now. One of the first considerations, he thinks, has to be quality and chang-





Van Buren potato grower Charlie Ayotte, left, shows Bull his fields along the St. John Valley. Bull visits potato fields in the tradition of the rural politicians to get acquainted with the growers he hopes to unite.



Bull discusses potato prices with grower Lloyd Dumond, Fort Kent, at Dumond's Soldier Pond farm. The new Potato Council official scoffs at the notion that Aroostook County farmers are any different from other individual business men and sees one of his goals as bringing together the fragmented groups that make up the industry.

ing the image of the Maine potato. It is, he thinks, a matter of grading. He'd also like to see more processing facilities. One of the stumbling blocks to changing some of the things that are wrong with the industry has been believed to be the fierce individuality of the 1900 potato producers who are often said not to be able to agree on anything.

"I don't buy this theory that Aroostook farmers are any different from other individual businessmen," he says in an abrupt dismissal of the possibility. "But I do think the goose that laid the golden egg . . . the potato producer . . . has almost been plucked. The grower has been portrayed as the villain of the piece, responsible for all the ills of the business. I think, to a great degree he's the victim of having to take advice from the people who loan him money, sell him fertilizer, and those who sell his potatoes. High food prices are just around the corner because of this attitude, not just potatoes, but other commodities. What's any more basic than agriculture anyhow? It's almost a public utility like the railroad, and this is going to be an entirely new ball game when the means of production is in the hands of fewer and fewer people."

No one would suggest that the ambitious goal of uniting growers, and other partners in the industry, can be accomplished by stumping potato fields, talking with farmers on their tractors, in the hallowed tradition of rural politicians. But perhaps the long journey begins here and this is what Chip Bull is doing. It is a complex task and it involves influencing attitudes of growers and suppliers that have hardened with time and no one, least of all Chip Bull, thinks it will be simple. But, as he points out, perhaps the conditions are now right for the necessary changes to take place and perhaps he can be the catalyst to make it happen.

There can be no question, as he says, that the industry will begin shipping quality. It must come. The grower will get a price from his crop that he can live with. The large, unanswered question is whether all segments of the industry are now ready to meet the terms.

"It's been said that farming is a gamble," Bull says soberly. "And it can't be a gamble any more."



As a distaff railroader Gloria Tozier is secretary to the manager of car service but her avocation is show horses. She's pictured here on one of the two she owns, "Glo's Filly."

The Ladies Bless 'Em

You couldn't really say that railroading is a woman's world.

But the day may just come.

And while there has yet to be a woman railroad president, the Bangor and Aroostook has employed women in some varied and important jobs. Many have been station agents, operators and supervisors.

But even now, when equal opportunity is the law of the land, not one woman has applied to be trained as a locomotive engineer or as a brakeman. Railroad personnel people change the subject abruptly when asked what they would do with such an application. But if the ladies have not exhibited much enthusiasm for

the traditionally masculine jobs in railroading they have made some notable advances in other job areas. And their influence in their more traditional roles as secretaries and stenographers is felt far beyond their desks. There was a day, in fact, when most stenographers in the railroad business were men and many of them reached executive level from such beginnings.

The image of railroading as a male stronghold persisted until comparatively recently. Alphaena Levesque, chief clerk at the Northern Maine Sales office in Presque Isle, remembers that when she got her first railroad job as a clerk for the Boston

and Maine railroad in Caribou, there was a great reluctance to hire the first female clerk since the office was established. But it was wartime and so another barrier fell.

After 18 years with the B & M, she came to the Bangor and Aroostook where she does everything from rates to tracing cars. During a busy day she might talk by telephone with as many as 50 customers. There's responsibility and pressure, as there always is when quoting rates by phone. But it's part of the business and she accepts and lives with it.

"It's an interesting job," she explains, "but nervewracking at times. The satisfaction is in helping people.



Alpha Levesque

feeling useful. But there are some special problems for women in the railroad business. I guess you have to think like a man and act like a lady."

Women work for different reasons, of course, but behind all of them is implied economic necessity. For those who are married working doesn't necessarily mean a matter of great economic need. Some work to help a child through school. Or a husband. Or just to acquire some of life's material goods that might not otherwise be possible.

Ouida Long, a 25-year employee, was also hired to replace a male clerk at Fort Kent during the war. Not only did she replace him as a clerk but also, in the pinch of manpower, she helped handle freight on occasion.

As a secretary in the Freight Traffic Department, precision is part of the job, and she likes it.

"There's a color and vitality in railroading," she explains. "And I think there's a place for women in its future."

Mrs. Gaynor Reynolds, receptionist and secretary in the Executive Department, is helping put her husband, Jim, a senior at the University of Maine, through school. But beyond this, she likes working.

"Right now," she says, "I'd be bored to death at home. This job has helped me become a better adult. I need to be subjected to the outside world before I create my own small world as a mother and homemaker. I feel that the people I work with are concerned with me not only for what I can contribute but also as a human being and that's a good feeling."

She also believes that it's possible for a woman to reach executive position in the business, "if she's capable."

Virginia Bartlett, secretary in the Highway Division and mother of two children, was employed by both the Maine Central and Aroostook Valley Railroads while her husband, Keith, was stationed with the Air Force in Maine. He is now in Vietnam and she works because the money is needed but not, she hastens to add, just for the paycheck.

"I like a job that gives me a feeling that I'm doing something necessary," she says, "and this one does. I like to know the why of things. We have busses all over the country and I like to have a working knowledge of the business, like how to figure charter costs. I like the responsibility

and I like working. I do think that working mothers have to do a little over and above what mothers at home do."

Virginia Bubar, a career railroad woman and chief clerk for the Mechanical Department at Oakfield, helped put her son, Jeff, through preparatory school and college as a working mother.

Another working mother, Mrs. Anneli McDowell, finds that the time she spends with her divinity student husband and three children is all the more meaningful and precious because she has a demanding fulltime railroad job.

Mrs. McDowell views the role of the American working woman from a unique position. A native of Finland who spent her childhood years with foster parents in Sweden during WW II, she was reunited with her own parents later and came to the United States with them in 1951.

"I wouldn't want to be home all day," she explains with a smile. "I have to have a sense of achievement or I'd be miserable. And I think it's good for women to prepare themselves for some kind of occupation."

Besides her family and her job as secretary in the Legal Department of the railroad, Mrs. McDowell rounds out her full life with night courses at the University of Maine and by painting.

Mrs. Flora I. Powell, stenographer in the Engineering Department at Houlton, manages a family and a busy job. Part of her duties are in the office of the superintendent of track and involve contacts with out-crew and extra gang crews. It means



Ouida Long



Mrs. Virginia Bartlett



Mrs. Gaynor Reynolds

knowing something about the often-complex rules governing bids for positions and other work rules. As with women in many other railroad jobs, hers involves considerable responsibility and that, she thinks, makes it interesting.

She thinks it more difficult for a woman to reach supervisory jobs in her department, than a man, mostly because the work is highly technical.

"I do think," she adds, "that railroad women could be effective in both the sales and public relations fields. One appealing aspect of my work is that it changes with the season in the track department. This makes for variety and keeps you on your toes."

If being a working mother with two daughters still at home weren't enough, Mrs. Powell began taking night courses at Ricker College last year (Developmental Psychology in which she pulled an A) which she hopes may one day lead to a degree.

Mrs. Margaret Patterson, mother of two, and a 12-year employee of the railroad, has a unique reason for her career. She and her husband, Keith, both plan to retire at 55. Besides, she says, she likes to work and is able to do nearly as much at home, when she works full time, as when she's home.

For most Bangor and Aroostook women the motivation for working extends far beyond the paycheck. Edith M. Jordan, chief clerk in the office of the supervisory agent at Northern Maine Junction, has 26 years with the railroad and her decision to make it a career was a conscious goal. She admits that railroading was part of her childhood and

had a lot to do with her decision. Her father, Cleveland J. Chaples, was a Bangor and Aroostook employee for 49 years. Three uncles, Frank, William and Ernest Chaples, were also employed by the railroad. Like most other railroad women, her work has considerable variety and covers such diverse tasks as interchange work to filling in on the switchboard.

"This is a job where you get the feel of the business," she says, "and there's a sense of involvement that's very real to me. Do I like it? I can't imagine coming to work at 8 in the morning and being bored or unhappy for the next eight hours. I find I'm even glad to return to work after a vacation. Yes, I like it."

Faye Albert, whose father, Fred Albert, was a veteran Bangor and Aroostook outfit cook, became fascinated by railroads when her father took her to the Houlton station to watch the trains come in as a child. For her, railroading was an early ambition.

"One of the best treats when I was young," she remembers, "was when my dad took me to the station. I still wanted to be part of it when I became an adult. When railroading is in the family like it was in ours, you develop a great feeling for it. For me, it's a feeling of belonging."

As secretary to the chief engineer Faye Albert likes the responsibility and challenge of her job. If it was just a matter of the paycheck, she says, she wouldn't be working.

Wanda Bishop, payroll clerk in the Mechanical Department at Derby Shops, has been with the railroad since 1956, after several clerical jobs in other businesses. Her work, keeping personal records and making the payroll for the northern division, provides a sense of accomplishment that she likes.

Mrs. Roberta Lewis has been with the railroad 17 years, since her two sons started school. For her it was a matter of enjoying the challenge and contact her work in the Mechanical Department brought. Her oldest son, Alan, is now a senior at the University of Maine; her working has helped toward his education.

Roberta Lewis really found her place in telephone sales for the railroad's I.c.I. service.

"I took the first telephone call when we initiated the service," she says, "and the last call when it was discontinued. I enjoyed the contacts



Mrs. Edith Jordan



Faye Albert



Mrs. Flora Powell



Mrs. Wanda Bishop



Joan Butler, stenographer in the Engineering Department at Houlton, won the woman's championship at the Houlton Country Club this year. The other trophies are awards from two consecutive years.

and I felt that I was able to help it grow. This is one place where a woman can sometimes be more effective than a man. Most of the customers I talked with I never met, but I had a mental picture of each and I always thought of them as individuals."

"Women work for a variety of reasons," she thinks. "I have never enjoyed just being at home. I like people and I've enjoyed the contacts in business life. There are so many things to buy and some women work for this reason. I think it's a little sad that we live so fast and are so concerned with buying things that we can't take time to enjoy each other. We buy everything except time."

For Roberta Lewis, the railroad is very much a family thing and she considers it one of the fringe benefits.

Railroad women aren't always able to leave their business responsibilities at the office after working hours any more effectively than men.

Lucille M. Dougherty, a career railroader who's reached a position of responsibility as secretary to the president, finds herself making plans for the next day and running a mental finger down the checklist of workday activities long after business hours. She's been with the railroad since 1942 and in the Executive Department since 1954. Even more than most railroad jobs, hers is demanding and carries with it the responsibility for the two women who work under her as well as the smooth functioning of the executive office.

"It's exciting," she says. "Each day has its own challenges. I like the detail of it and the responsibility."

Mrs. Doris Prescott, secretary and receptionist at the Northern Maine Sales office in Presque Isle, has been with the railroad for 10 years. For 23 years before that she was employed by a fertilizer company. She likes being a woman in the business world and enjoys the closeknit feeling of the railroad.

"Even though women are regarded more as equals in the business world than they were when I began working, being a woman gets you special treatment . . . little courtesies and kindnesses," she thinks. "The pay is more than competitive, the benefits excellent, and there's opportunity if one wants it. I guess you could say my job gives me a sense of worth."

Doris Prescott began a working career for \$10 a week and has seen the attitudes toward women in business change as much as the pay scale.



Mrs. Roberta Lewis



Mrs. Doris Prescott

Joan Butler, stenographer in the Engineering Department at Houlton, likes the challenge of her job. She came to the railroad after 12 years as a legal secretary.

"The technical language was so strange," she remembers, "that I thought something this foreign could never become normal, but it has. I find both challenge and variety and I think there is opportunity for a woman if she's capable."

Mrs. Phyllis Leen, secretary to the vice president-operations and maintenance since 1961, and a 19-year employee, finds her work demanding and interesting.

"That's the way I prefer it," she says. "I have worked for so long that I don't know that I could just stay home now. Opportunity? Yes, I think there's opportunity for women."

When Mary C. Wood, secretary in the Executive Department, began her railroad career in the Highway Division 24 years ago she told J. Fred Smith, the passenger traffic manager, she'd stay two years.

"Now, I can't imagine working anywhere else," she says. "I have a job that keeps me on tiptoes. I think railroading is an interesting career for women."

Mildred McDonald, secretary to the manager of purchases and stores at Derby, and a 25-year employee, thinks that women are limited pretty much to jobs as secretaries and clerks but admits that this is fine with her.

"My work is concerned with ordering and tracing," she says, "and I like the contact it gives me with railroad people and outsiders."



Gloria F. Cyr

As a newcomer to the railroad Gloria Tozier, secretary in the office of the manager of car service, reflects the attitudes of a new generation. She received her BS degree in secretarial science from Husson College, one of four ever conferred by the school. For recreation, she raises and shows horses around the Maine show circuit, and she regards with as much equanimity putting in 180 bales of hay alone on a Saturday with her father's farm truck as she does her busy job. She thinks a woman can remain feminine and compete in a man's world although she's not sure that a woman should compete "in men things."

"My parents gave me a chance to

be an individual," she explains with a gamin smile, "and I think it has helped me in my job. I couldn't work just for the money. For me there has to be a chance to exercise some judgment and some individual excellence. I have that chance. A job you like helps you be a better person."

Gloria F. Cyr, secretary in the Public Relations and Marketing Departments, came with the railroad in 1950 after 8 years with the University of Maine and as a civilian employee of the Air Force. She thinks being a secretary is a job to be proud of because a good secretary can make a man's job easier.

"There's bound to be a certain amount of tension in a work day," she says. "By being even tempered and cheerful and by anticipating the work schedule a secretary can smooth the way for the boss and help him be more effective. That's part of the reward."

It was not possible to include all women employees, but the opinions of the 20 Bangor and Aroostook women queried were chosen to represent a cross section of the women employees of the road. The composite profile of the woman employee that emerges is that of a competent career woman who accepts responsibility, is committed to her work, and feels a sense of achievement in the work.



Mary C. Wood, left, and
Lucille M. Dougherty

Women may not yet be quite ready to become locomotive engineers or brakemen or machinists or car inspectors (during the war, however, women car cleaners were employed at Derby Shops). But the ladies have made considerable inroads into a business that was, a generation ago, as traditionally male as the men's bar at Lochober's (from whence, it is said, a beautiful and famous movie queen was once courteously, but firmly, escorted). Railroadroading is no longer a man's world. And it's a better business for it.

Mileposts . . .

FORTY-FIVE YEARS

Vernon L. Hall

FORTY YEARS

Wesley N. Bell

Reginald G. Clark

Cecil A. Hall

Earl R. Porter

Maurice E. Richardson

TWENTY-FIVE YEARS

Mrs. Frankie C. Brown

Conrad W. Ekholm, Sr.

TWENTY YEARS

Lawrence B. Randall

Paul R. Robertson

FIFTEEN YEARS

Lloyd E. Black

Galen C. Wiggin

TEN YEARS

Homer R. Johnson

Mrs. Doris C. Prescott

Robert E. Wiseman



We Go To The Fair

The County fair is still an important institution in some parts of America. And while that great humorist, Josh Billings, regarded the "pur' agrikultural hoss trots" of the fairs with tongue in cheek, it has been, and still is, a showcase for the products of agriculture.

Aroostook County's own fair . . . the Northern Maine Fair at Presque Isle . . . still boasts "agrikultural hoss trots" but it's also a truly agricultural fair. And nowhere is this more evident than at the 4-H Baby Beef Auction that's a regular feature of the fair each year. Beeves . . . Shorthorns, Herefords, Charlaise, and Angus . . . raised by 4-H Club youngsters as projects are sold at auction with all the solemnity of a commercial auction, but with perhaps a bit more sentiment.

Because of its interest in agriculture, the railroad has supported the auction by purchasing a beef each year since the sale was instituted. F. B. Lunt, regional vice president-sales, inherited the role of company bidder from Carl R. Smith, a former commissioner of agriculture and vice president of the railroad.

The auction is consummated under the sympathetic eye and quick gavel of Auctioneer Sherman English in close proximity to the earthy aroma of the stables. When the sale was conducted under a brilliant sun Aug. 7 this year there was the usual

bustle and last-minute currying of animals, mingled with the plaintive bawling of the steers and the dust.

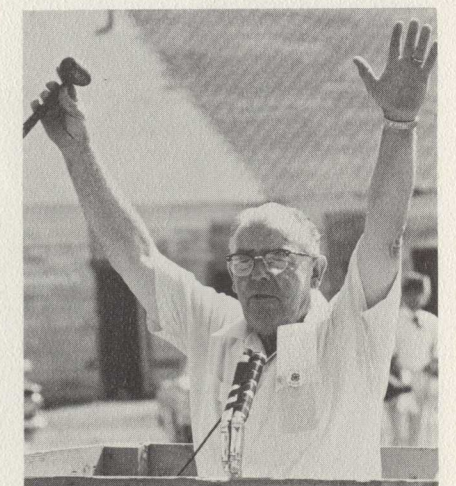
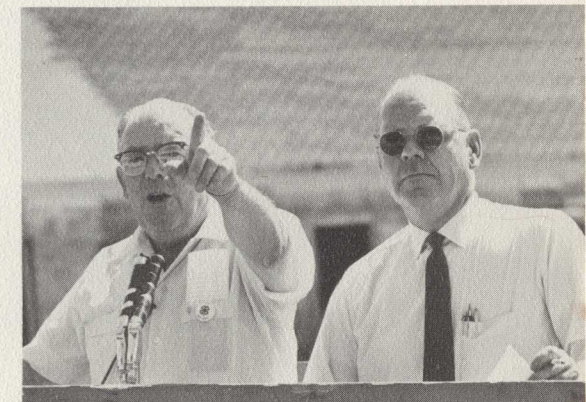
As each young herder brought his animal before the crowd English called attention to the desirable qualities of the steer. Raising a critter from birth to a steer weighing 900 pounds or so often creates a real bond between the youthful growers and the auction ring is an awful moment of truth for some. Sherman English understands the crunch the breaking up of the relationship causes and his line of humorous patter helped not a few of the youngsters blink back a tear.

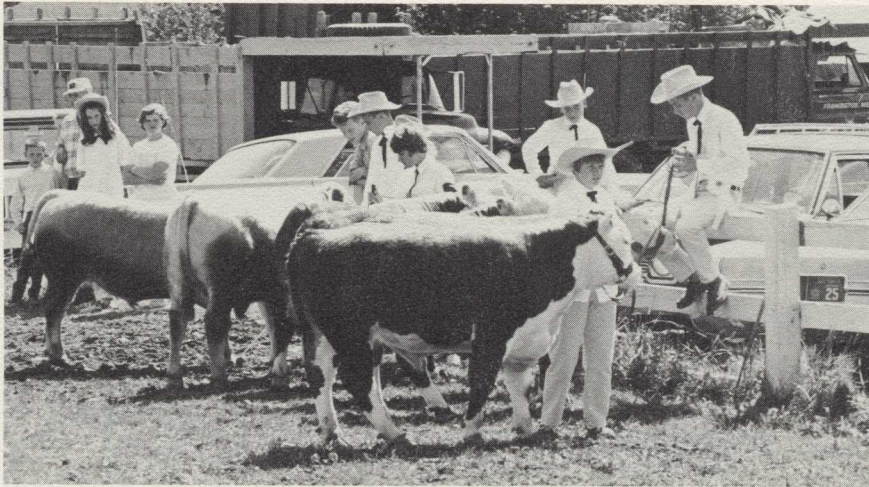
Offered to buyers . . . mostly Aroostook County based businesses . . . this year were animals bearing such names as Anguish, Mr. Dillon, Shotgun, Tiny Tim, Hotshot and Plowboy, from a field of 17 steers. There were the usual struggles with runaways and intractable steers but the regulars who attend every year expect it; it's part of the local color.

Of the 17 beeves sold, buyers bid an average of 39.2 cents a pound and spent more than \$5,000 for the animals. When Fred Lunt raised his finger to signal the auctioneer on a closing bid the railroad had purchased Danny Boy, an 870-pound Charlaise, for \$304. The young owner was Dena Winslow, of Presque Isle, whose sorrow at losing her steer was outweighed by her pleasure at the check.

Young 4-H club members get a taste of the drama and color of the auction every year at the Northern Maine Fair in Presque Isle where they sell their steers. Companies, including the railroad, support the sale.

Veteran auctioneer Sherman English, at right, keeps the bidding at a lively pace with his staccato patter and droll humor. His remarks can also help a youngster over the crunch of selling an animal that has become a cherished pet.





If the maple trees in the background, left, were removed, the youngsters sitting on the corral fence waiting for their turn in the show ring, might be straight out Wyoming instead of Presque Isle, Maine. Below, moments of stern competence, humor at a remark of the auctioneer and exasperation at the stubborn refusal of an animal to make the prescribed circuit of the ring are reflected on the faces of the young beef growers.

F. B. Lunt, regional vice president-sales, bids for the railroad. His expression, below, reflects an interesting moment in the bidding.

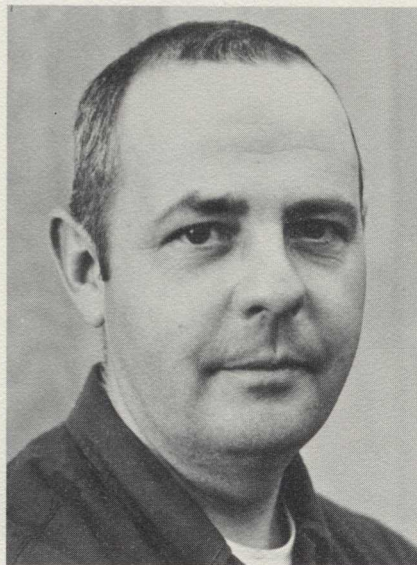


Below, Lunt poses with Dena Winslow, Presque Isle, whose steer was purchased by the railroad. Her sadness at selling her pet was somewhat assuaged by the check given her by Lunt.

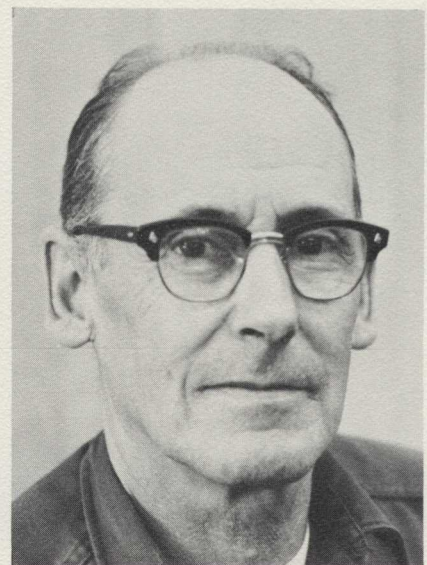




Julian L. Perry



Edwin J. Berry



Henry D. Williams

Moving Up

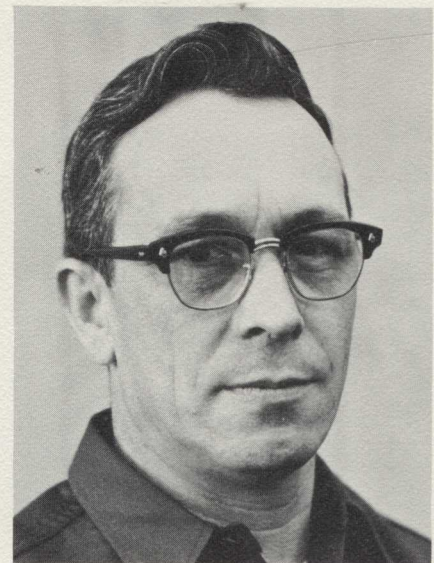
Three Milo area men have been promoted by the Bangor and Aroostook. Chief Mechanical Officer Harold W. Hanson has announced the appointment of Edwin J. Berry, Brownville, as shop superintendent at Derby Shops. Berry succeeds Julian L. Perry, Milo, who has retired as general foreman, car department. Henry D. Williams, Milo, becomes foreman-machine shop and Stanley F. Hall, Dover-Foxcroft, becomes freight car foreman.

Perry, a 47-year Bangor and Aroostook veteran, was born in Lowell, Mass., and educated in Milo and Bradford schools. He entered railroad service as a laborer in 1922 and was subsequently a car repairer helper, clerk, shop accountant, piece work inspector, foreman car inspector, special inspector, foreman and general foreman-car department. He is married and makes his home in Milo.

Berry, 36, was born in St. Stephen, N. B., and educated at Washington

Academy. He received his B.S. degree in mechanical engineering from the University of Maine and came with the railroad as an assistant engineer in 1958. He later became general foreman at Derby Shops, the position he held at the time of his promotion. Prior to his railroad service, he was employed by the J. W. Greer Company, Wilmington, Mass., and the St. Regis Paper Company, Whitneyville, Maine. He is married and has three children, JoAnn, Ellen and Steven.

Williams, 53, was born in Bradford and attended Milo schools. He became a laborer for the railroad in 1937 and later worked as helper, boilermaker, car repairer and car repair foreman. Prior to his Bangor and Aroostook service he was employed by the Canadian Pacific Railway and American Thread Company. Williams is a member of the Milo Fire Department. He is married and has two sons, Claude of Bristol, Conn., and Phillip of Milo.



Stanley F. Hall

Hall, 45, was born in Guilford and educated in Milo schools. He entered railroad service as a laborer in 1946, and later became a car repairer helper, car repairer, welder and relief foreman. During WW II, Hall served in the Army in the European Theater. He was discharged a sergeant in 1946. He is married to the former Lorita Long. The couple have two children, Susan and Daniel.



Railfans Ride The BAR

A sweltering day with the promise of rain failed to dampen the enthusiasm of members of the Downeast Railfan Club who were making their fourth excursion on the Bangor and Aroostook, July 26. Some 221 club members and people who simply wanted to ride a train boarded the special at Northern Maine Junction at 10 in the morning, rode in open gondola cars to Millinocket where they were served lunch and returned late in the afternoon.

The timing of the special—it occurred in the shadow of the Apollo moonlanding—underscored the interest in railroads, for railfans came from as far away as New York and New Jersey to ride the train. There were others, not railfans, who simply wanted to take a young son or daughter on a train ride and there was a holiday air about the occasion. Every crossing where there were cars stopped or a house where the occupants had stepped outside to stare at the strange train was a signal for much waving and shouting of greetings.

The train proceeded to Millinocket and back, a distance of 150 miles, at a sedate 25 miles an hour with frequent stops for photography. Perhaps it was because of the common interest they shared, or maybe because of the adventure of riding in camp chairs in open cars, but there was a spirit of camaraderie among the riders.

The interest in the excursions among the railfans and the public is a healthy portent for the railroad and is, perhaps, an indication that even in the space age, railroads are considered quite camp.

The Railfan Special of the Downeast Railfan Club passes under an overpass at South Lorange on its leisurely trip from Northern Maine Junction to Millinocket and return July 26.

Below, railfans came from as far away as New York and New Jersey to ride the train and a spirit of easy camaraderie was the order of the day. A young railfan, right, on a first train surveys the world from her father's shoulder.



The 221 persons who rode the railfan special in open gondola cars were mostly railfans, but there was also a sprinkling of people who wanted to treat a son to a train ride, as the mother and son pictured at right, and others who simply wanted the experience of the ride themselves.

In The Family



Trackman Francis N. McLeod, Brownville, has retired after 23 years with the road. Pictured with him is Chief Engineer V. J. Welch. A native of Brownville, Mr. McLeod entered service as a laborer and was later a section foreman. He attended Brownville schools.

Engineering Department

Miss Cynthia Randall, daughter of Assistant Engineer Real Estate and Mrs. Roger Randall of Houlton, has entered Chamberlayne Junior College in Boston where she is studying interior design.

Miss Robin A. Stairs, daughter of Mr. and Mrs. Whitmore A. Stairs of Oakfield, became the bride of Gary A. Crandall, son of Mr. and Mrs. Kenneth Crandall, Sr., of Oakfield, on July 24. The ceremony was performed by the Rev. John Ruth at the Universalist Church in Oakfield.

The bride was given in marriage by her father.

Miss Linda Small of Smyrna Mills was maid of honor, and Kenneth Condon, also of Smyrna Mills was best man. Ushers were David Stairs and Bruce Crandall of Oakfield. A reception was held at the Oakfield Grange Hall.

The bride is the granddaughter of Rail Repairman and Mrs. R. H. Clark of Oakfield.

Trackman Joseph Bourgoin (Ret.) died August 5 at a nursing home in Frenchville. He was born in Frenchville Oct. 18, 1883, the son of Ligoric and Edith (Sir-**ois**) Bourgoin.

Mr. Bourgoin entered BAR service as a trackman in July, 1920, the position he held until his retirement in 1937 due to illness. He was a member of L'Union de St. Jean Baptist.

Surviving are his widow, Mrs. Modeste Bourgoin of Frenchville; four daughters, Mrs. Cecile Grotton of Southington, Conn., Mrs. Florence Kirkland, Mrs.

Patricia Roy, both of Frenchville and Mrs. Grace Marriner of Huntsville, Ala.; two brothers and two sisters.

A funeral Mass was held August 8 in St. Luce's Church, Upper Frenchville, with the Rev. Antoine Hamel officiating. He was assisted by the Rev. Zenon Charrette and the Rev. Claude Albert.

Trackman and Mrs. Charles Russell of Linneus, have announced the engagement of their daughter, Charlene E., to Pfc. Dennis Faulkner, son of Mr. and Mrs. Arthur Faulkner of Houlton, who is serving with the U. S. Army in Germany.

Diane Bell, daughter of Section Foreman and Mrs. Wesley N. Bell of Smyrna Mills, has entered her junior year at Galaudet College, Washington, D. C., where she is a major in Home Economics.



Section Foreman Wesley N. Bell, Island Falls, receives his gold pass from Chief Engineer V. J. Welch, right. A native of Oakfield, he was first a trackman and, later, extra gang foreman. A member of the Masonic order and the OES, he is married and has three daughters.

Mr. and Mrs. Paul Patchell are receiving congratulations on the birth of a daughter, Tammy Lin. The newcomer is the granddaughter of Kershawer Operator and Mrs. Philip B. Cole of Millinocket.

Miss Evelyn Russell, daughter of Trackman and Mrs. W. L. Russell of Smyrna Mills, has returned from a trip to Spain where she visited Master Sergeant and Mrs. Frederick Chamberlain and family. Mrs. Chamberlain is Miss Russell's sister.

Supt. B.&B. and Mrs. R. E. Trickey of Houlton, have returned from a vacation trip to New York state and the St. Lawrence Seaway. They also visited relatives in Rochester and Keene, N. H.

Roadmaster E. D. Ross of Van Buren, who has been a patient at the Arthur R. Gould Hospital in Presque Isle, returned to his home the first week in September. We are happy to report he is making a satisfactory recovery.



Miss Marilyn Burton, daughter of Machine Operator and Mrs. John L. Burton of Oakfield, has been enrolled as a freshman at Rollins College, Winter Park, Florida. She left by plane Sunday, September 14. Miss Burton was graduated as salutatorian from the college course at Lee Academy last June.

G. E. Wiggins of Houlton, assistant to supt. B. & B. is a patient at the Eastern Maine General Hospital in Bangor.

B. & B. Carpenter G. C. Ingraham of Houlton, is a patient at the Aroostook General Hospital in Houlton.

Shop Foreman and Mrs. Donald McDade and daughter, Martha, of Houlton, have returned from a trip during August to Summerside, Prince Edward Island.

A sunny afternoon's swim and picnic party ended tragically on July 24, when the swift currents of Schoodic Stream claimed the lives of Mrs. Faye W. Linnell, wife of Section Foreman Ralph W. Linnell of Medford, Mrs. Linnell's grandson, Michael, 11, of Connecticut, as well as a young friend, James Powell, 8, of Medford.

Mrs. Linnell's death occurred as a result of her attempt to save the youngsters from drowning in an area where drop-offs occurred in the stream. She is a sister of Rodman Clayton F. McCue of Houlton.

In an August 16 ceremony at the Houlton Methodist Church Miss Susan D. Swett, daughter of Supt. of Track G. L. Swett and Mrs. Viola Swett of Houlton, became the bride of James J. Lowe, Jr., son of Mr. and Mrs. James Lowe of Bedford Hills, N. Y. The Rev. Gordon Buzzza performed the ceremony.

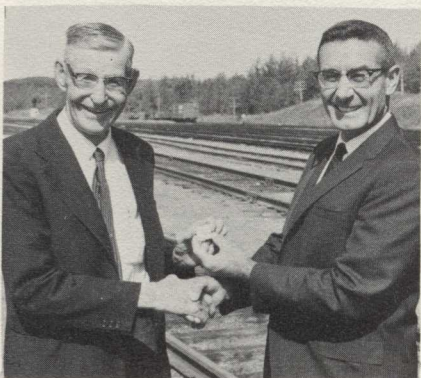
The bride was given in marriage by her father. The maid of honor was Ruth



Section Foreman **Harris A. Porter**, South Lagrange, is congratulated on his retirement by **V. J. Welch**. He has 49 years of service, beginning as a trackman. He attended Alton schools and is a member of the Masonic Order. He is married and makes his home in Lagrange.



Roadmaster **Roland H. Tweedie**, right, receives his gold pass from **V. J. Welch**. A native of Moro, he began his career as a trackman. He is a member of the Masonic Order, Grange and OES. Mr. Tweedie is married and has four children. Both his father and two brothers have been railroad employees.



Section Foreman **Harry G. McCue**, Houlton, retired Sept. 19 after 42 years of service. A native of North Amity, he was educated in local schools and entered service in 1927. He is married and has four daughters.

Lincoln and Geoffrey Borwick of Bethesda, Md., was best man.

A reception was held at Parkview Terrace in Houlton.

The bride is a graduate from Houlton High School and the University of Maine at Orono.

Mr. Lowe was graduated from St. Paul's School and is a 1965 graduate of the University of Pennsylvania. He attended graduate school at the University of Maine.

Both Mr. and Mrs. Lowe are teaching at the high school in Fort Kent.

The First Church of Belfast was the setting for the August 2 wedding of Miss **Lorraine S. Hall**, daughter of Mrs. **Velma Hall** of Belfast and the late **Clifford Hall**, to Painter **Wayne C. Hamilton**, son of Mr. and Mrs. **Warner Hamilton** of Searsport.

Dr. **Daniel W. Fenner** officiated at the ceremony.

The bride was given in marriage by her brother.

Mrs. **Jacqueline Knowles** was matron of honor and Master Sergeant **James Knowles** of Dexter was best man. A reception was held in the First Church Parish House.

The bride is a 1966 graduate of Belfast Area High School and is employed at the Merrill Trust Company, Belfast. The bridegroom is a 1965 graduate of Searsport High School and is employed by the BAR as a painter.



Miss **Myrna J. Doherty**

Trackman and Mrs. **Donald Doherty** of Linneus, have announced the engagement of their daughter, **Myrna Joslyn**, to **Arol Stetson**, son of Mrs. **Earlon Stetson** and the late Mr. **Stetson** of Mars Hill.

Miss **Doherty** attended Hodgdon High School and is a 1967 graduate from Central Aroostook High School in Mars Hill. She is employed by the Aroostook General Hospital in Houlton.

Mr. **Stetson** attended Central Aroostook High School and received his high school diploma from the State Board of Education, Augusta. He is employed by Travelers Texaco in Houlton.



Section Foreman **Earl R. Porter**, right, of Grindstone, receives his gold pass from **V. J. Welch**. A native of Grindstone, he entered service in 1929 as a trackman. He is married and has three daughters, **Merlyne**, Island Falls; **Gloria**, Sherman Mills, and **Sandra**, Island Falls.

Miss **Anita Childers**, daughter of Supt. **S. & C.** and Mrs. **H. E. Childers** of Houlton has enrolled at Aroostook State College, Presque Isle, where she will study in physical education.

Assistant to Chief Engineer (Ret.) and Mrs. **M. A. Fairley** of Houlton, have returned from a six-week trip to the west coast. They traveled through the Canadian Rockies and visited with Mrs. Fairley's brother and sister-in-law, Mr. and Mrs. **R. D. Morrison** in Tacoma, Wash., and attended the Shrine Convention held in Seattle. They visited in Rockford, Ill., with Mrs. Fairley's sister and brother-in-law, Mr. and Mrs. **M. G. Gilks**, and with their son and daughter-in-law, Mr. and Mrs. **Millard Fairley, Jr.**, in Rochester, N. Y. On their return they were met in Portland by Mr. and Mrs. **Fred Purington** of Houlton, and toured the Maine coast.

Mr. and Mrs. **Vaughn D. Lamoreau** have announced the engagement of her daughter, **Cheryl Lee Ames**, to **William L. Fournier**, son of Trackman and Mrs. **Fred Fournier** of Caribou.

Miss **Ames** is a 1968 graduate of Presque Isle High School. Mr. **Fournier** is a 1968 graduate of Caribou High School and is attending the Northern Maine Vocational Technical Institute, Presque Isle.

Christopher Friel, accountant in the Engineering Office at Houlton, has bought a home on Franklin Avenue where he and his family moved the first week of September.

The United Baptist Church, Mapleton, was the scene of the August 5 wedding of Miss **Marjorie Ann Dow**, daughter of Mr. and Mrs. **John Dow** of Mapleton, and **Robert E. Dyer**, son of Section Foreman (Ret.) and Mrs. **Ellsworth Dyer** of Presque Isle.

The ceremony was performed by the Rev. **James Purington**. The bride was given in marriage by her father.

The maid of honor was **Linda Jean Turner** of Mapleton and best man was **Ralph Graham** of Mars Hill. A reception was held at the Community Hall.



Section Foreman Archie McDonald, Smyrna Mills, receives his gold pass from V. J. Welch. A native of Island View, N. B., he entered service as a trackman, later working as foreman and assistant roadmaster. He is a Mason. Mr. McDonald is a widower and has three children, Lawrence, Adrienne and Kenneth.

U. S. Air Force Staff Sergeant Gerald H. Dixon, son of Section Foreman and Mrs. Norman K. Dixon of Mars Hill, has arrived for duty at Ent AFB, Colorado.

Sergeant Dixon, an administrative specialist, is assigned to a unit of the Aerospace Defense Command. He previously served at Pease AFB, N. H.

The sergeant is a graduate from Aroostook Central Institute, Mars Hill. His wife is the former Cheryl N. Dent from England.

Mr. and Mrs. Dale Stewart of Houlton have announced the engagement of their daughter, Cindly L., to Stock Clerk Ronald P. Williams, son of Mr. and Mrs. Vinal Williams of Hodgdon.

Miss Stewart is a 1969 graduate from Houlton High School and is employed by the Union Mutual Insurance Company. Mr. Williams is a graduate from Hodgdon High School and is employed in the Engineering Office at Houlton. An October wedding is planned.

Trackman and Mrs. Norman Clark, Doug, and Debbie of Oakfield, have returned home from a trip through the White Mountains in New Hampshire, and a visit with relatives in Georgetown, Mass.

St. Theresa's Church in Stockholm was the setting for the August 9 wedding of Miss Beverly Ann Gessner, daughter of Trackman and Mrs. Howard Gessner and John Peter Plourde, son of Trackman Albert Plourde and the late Mrs. Alfreda Plourde. The Rev. Abel Hebert performed the ceremony.

The bride is a junior at Aroostook State College, Presque Isle. The bridegroom attended Presque Isle schools and is employed at Vahlsing, Inc., in Easton.

Following a wedding trip to Canada, the couple will reside at Northland Apartments in Presque Isle.



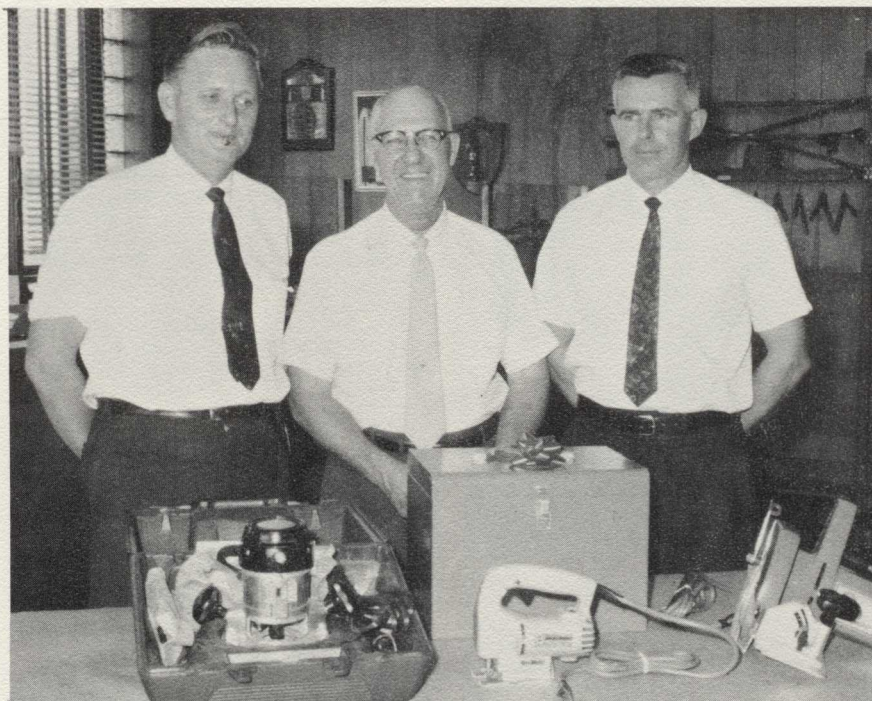
Chief Mechanical Officer H. W. Hanson, right, congratulates Car Repairer Kenneth L. Ames on his retirement Aug. 1. Mr. Ames started work for the railroad October 31, 1950 as a car repairer. He was born March 3, 1901, at Lawrence Station, New Brunswick, Canada. Prior to working for the Bangor and Aroostook he was self employed as a carpenter, and as a mechanical supervisor for Kroemer Farms. He attended grade schools in New Brunswick, Calais Academy, and Northeastern University. He is a member of the Masons. Mr. Ames resides with his wife, Blanche, at Lagrange, Maine.

The bride was given in marriage by her father.

Mrs. Paul Plourde was matron of honor and Paul Plourde was best man. A reception was held at Prestile Terrace Motel.

The bride graduated from Wisdom High School in 1966 and the Mercy Hospital School of Nursing in 1969. The bridegroom graduated from Caribou High School in 1965 and served in the U. S. Navy for four years. He is employed by Do-All Automatico.

Following a wedding trip to Quebec and St. Anne de Beaupre, the couple will reside in Plainville, Connecticut.



Pictured with Machine Supervisor Harold D. Parent, Derby, at a retirement party for him at the Shops are P. H. Swales, vice president-operations and maintenance and Chief Mechanical Officer H. W. Hanson. Mr. Parent retired July 21 after more than 40 years with the road. He began his career as a machinist apprentice and later worked as machinist and machine foreman. A native of Newport, he attended local schools and was employed by the New England Telephone Company prior to his railroad career. He is a Mason (all bodies), is married and has two daughters, Frances Russell of Hampden; and Eleanor Oxborough, N. Hollywood, Calif. His son-in-law, C. H. Russell, is also employed by the railroad.

Mechanical Department

Mr. and Mrs. Martin Labbe of 207 Pine Street, Lewiston, have announced the engagement of their daughter, Madeline, to William Burgess, son of Master Mechanic and Mrs. Charles S. Burgess.

Miss Labbe is a 1968 graduate of Lewiston High School and is a sophomore at Fort Kent State College. Mr. Burgess is a 1967 graduate of Stearns High School and attended Fort Kent State College.

We were sorry to learn of the death of Leon E. Smith. He was born at Chicopee, Mass., May 31, 1898. Mr. Smith was a veteran of World War I and a member of the Penquis Barracks of Milo. He was also a past commander of the Milo American Legion Post, a member of several Scottish and York Masonic bodies, Anah Temple Shrine in Bangor, the Milo Masonic Club, and was a past president of the Milo Masonic Lodge. He was also a past high priest of Rabboni Chapter and a past patron of the Milo OES. Mr. Smith had been retired from the Bangor and Aroostook since May 31, 1963.



Carman **Walter J. Ouellette**, Millinocket, retired July 31 after more than 40 years of service. Pictured with him is his wife, **Dorothy**, who retired on the same date from the Great Northern Paper Company after many years of service. Mr. Ouellette started work Nov. 15, 1927, as a car repairer helper. He later worked as a car inspector, carman gang leader and carman. He was born July 7, 1904 at St. Agatha, Maine, and was graduated from St. Mary High School, Van Buren, Maine. He is a member of the Elks Club, Knights of Columbus (Fourth Degree).



Chief Mechanical Officer **H. W. Hanson**, left, presents Engine Inspector **Norman C. Foster** with his retirement pin. Mr. Foster retired from service on July 21 after more than 40 years of service. He was born July 19, 1904 at Argyle, Maine, and attended Argyle Schools. He is a member of Piscataquis Lodge AF and AM, Rabboni Chapter Royal Arch Masons, Scottish Rite Bodies 32nd Degree, Aldworth Chapter Order of Eastern Star, Maine Council Order of High Priesthood, and International Association of Machinists. Mr. Ames is married and has three children, **Kenneth**, Derby; **Richard**, Derby; and **Beverly Davis**, Guilford. **Kenneth** and **Richard** both work as clerks in the Mechanical Department at Derby.

Miss **Breta Marea Morrill**, daughter of Electrician and Mrs. **W. Reid Morrill** at Caribou, became the bride of **Gary Patrick Howe**, son of Mr. and Mrs. **Schuyler M. Howe**, July 19, at Faith Lutheran Church in Caribou, with the Rev. **Jules J. Auger**, of Stamford, Conn., officiating at the double ring ceremony. Matron of honor was Mrs. **Nancy Woods** and best man was Mr. **Roger Howe**, brother of the bridegroom. Ushers were Mr. **Jack Woods**

and Mr. **Ronald Morrill**, brother of the bride. A reception was held at the Prestile Terrace's Aroostook Room. The bride is a 1966 graduate of Caribou High School and is employed in accounting at Aroostook Trust Co. The bridegroom is a 1964 graduate of Caribou High School and is employed by the Loring AFB Exchange and is a member of the Caribou Police Reserve.

Assisting at the reception were Mrs. **Delores Howe**, Mrs. **Carol Fiske**, Miss **Carla Randolph**, Mrs. **Monica Soderberg**, the Lutheran Church Women, Mrs. **Roberta Lewis**, Mrs. **Harriet Chase**, Mrs. **Gwen Hogan**, and Mrs. **Sandra Genthner**, aunts of the bride.

After a trip to Nova Scotia and the coast of Maine, they are residing on Park Street in Caribou.



Mrs. Gary P. Howe

Transportation Department

Stephen Mosher, son of Freight Foreman Mr. and Mrs. **James Mosher**, of Presque Isle, and **Anglique Reil**, daughter of Mr. and Mrs. **Armand Reil** of Pittsfield, N. H., were married recently in St. Ann's Catholic Church in Boston. Miss Reil was graduated from Northeastern's Tufts Dental School program in June, 1969. Mr. Mosher will be entering his fourth year at Northeastern in the Business Administration field. He was employed for the summer months by R. W. Pressprich and Co., members of the New York Stock Exchange in Boston. They will reside at 883 Huntington Ave., Boston, Mass.

Janet White, daughter of Chief Dispatcher **H. G. White** was named to the Dean's list at the University of Maine with a 4.0 average for the spring semester.

Chief Dispatcher **H. G. White** and daughter, **Janet**, made a trip to British Columbia and Seattle, Wash., with the Anah Temple Shrine West Coast Trip.

Linda Gerard, daughter of Assistant Agent and Mrs. **E. J. Gerard**, Van Buren, was graduated from Van Buren District High School in June and has been accepted at Fort Kent State College for the fall semester.



A retirement party was held Aug. 27 for General Foreman Car Department, **Julian L. Perry**, who retired August 29. Attending were President **W. Jerome Strout** and Vice President Operations and Maintenance **Palmer H. Swales**, as well as supervisory and clerical forces of the Mechanical and Stores Departments at Derby. Several retired railroaders, including **O. M. Wood**, **W. J. Russell**, Mrs. **M. E. Scanlon**, Mrs. **A. R. Leonard**, **O. L. Dean** and **H. D. Parent**, also attended. Mr. Perry was presented with gifts from those present and their congratulations and best wishes for a long and happy retirement.



Chief Mechanical Officer **H. W. Hanson**, right, presents Machinist **T. D. Barker**, Northern Maine Diesel Shop with his gold pass for 40 years' service. Mr. Barker started work June 25, 1925, as a laborer and has worked as a machinist apprentice, boilermaker helper, machinist helper, swing job, watchman and machinist. He was born April 11, 1909, at New Haven, Conn. He attended Milo High School and Farmington State Normal School. Mr. Barker is a member of the Masons and Chapter. He is married and has three daughters, **Betty Robinson**, Corning, New York; **Winifred Murphy** of Brewer; and **Sandra Haley**, Derby.



Peggy Ann Grant

Mr. and Mrs. Randolph Grant, clerk, Presque Isle, are announcing the engagement of their daughter, Peggy Ann, to Vaughn Keaton, son of Mr. and Mrs. Regis Keaton of Caribou. Peggy was graduated from Presque Isle High School in June, 1969, and is at home. Mr. Keaton is attending school in connection with the National Guard.

Sgt. Charles W. Gradie, son of Supervisory Agent and Mrs. O. G. Gradie, Searsport, is spending a month's leave with his family. Sgt. Gradie is stationed at Lackland AFB in Texas.

Patrick Carroll, Jr., son of Assistant Chief Dispatcher and Mrs. Patrick Carroll, of the 1969 graduating class at Houlton High School has been declared one of the four state winners of the 15th annual Maine Science Talent Search. Patrick and his father were honor guests at

the Sigma Xi Spring honors banquet at the University of Maine May 15th. He achieved this honor from a competitive examination in science, written recommendations from his science teachers, by carrying on science research projects at home, and by spending 10 weeks on a research project at the Army Materials and Mechanics Research Center at Watertown, Mass., this past summer. He plans to enter the University of Florida this fall.

Daniel J. Gerard, son of Assistant Agent and Mrs. E. J. Gerard worked for Roadmaster E. D. Ross all summer on District #4 and is entering his senior year at Providence College in Rhode Island in September.

Robert James Levesque, son of Mr. and Mrs. Hercules Levesque, agent at Madawaska, left recently for Iran where he will be working for the Government. He is a 1963 graduate of Madawaska High School and has served four years in the U. S. Navy with the 7th fleet in the China Sea.

Philip G. Levesque, son of Mr. and Mrs. Hercules Levesque, is attending the Hartford Institute of Accounting in Hartford, Conn. He is a 1966 graduate of Madawaska High School, has served three years in the U. S. Army, 19 months of it in Vietnam. During the summer months he was employed by Fraser Paper Ltd. at Madawaska.

Retired Station Agent and Mrs. H. D. Marble left Aug. 1 to visit their son, Craig, in Oregon, and expect to be away for one month.

Engineer F. G. Bunker and Allen Sharp, from Connecticut, recently spent a vacation in New Brunswick, Nova Scotia and Newfoundland, traveling by train.

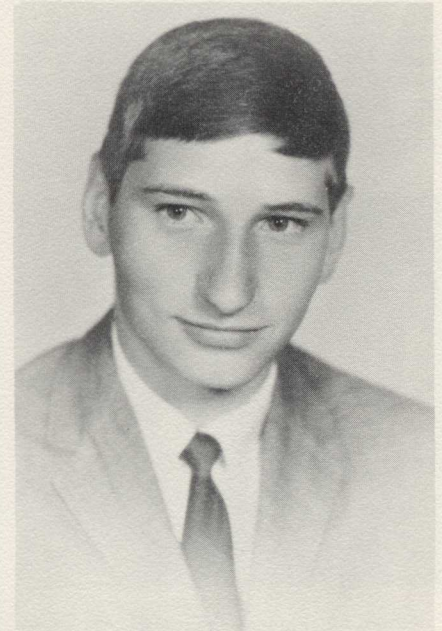
Conductor C. L. Nickerson, Engineers E. E. Duplisea, W. E. Duplisea and retired Engineer P. A. Duplisea recently spent a day deep sea fishing at Jonesport. They came home with a full complement of fish.

Mr. and Mrs. Gordon Fogg (the former Rosalie Dixon), are receiving congratulations on the birth of a son, Scott Melvin, on July 3. Maternal grandparents are Section Foreman and Mrs. Norman K. Dixon of Houlton.

Assistant Agent Everett J. Gerard, Van Buren, and his four brothers, James, Pete, Alfred and Herby recently spent four days fishing in Labrador. He relates as follows: "I spent 4 days fishing in Labrador with my four brothers.

"We drove to Seven Islands, Quebec, and took a plane from there to Lac Fleur De Mai, Labrador, which was about 120 miles due northwest of Seven Islands. We flew through some of the wildest country I had even seen and viewed the QNS&L Railroad tracks from the air going from Seven Islands to Wobush and Labrador City. Both are large iron ore mines.

"Our guide was a conductor of this railroad. The brook trout ran between 4 to 6 lbs. and the togue ran between 6 to 8 lbs. and were plentiful. It was truly a wonderful trip."



Clifford M. Johnston, son of Auditor Revenue Mervyn H. Johnston and PBX operator Pearl H. Johnston, was graduated from Bangor High School in June. He was awarded the NRA Marksmanship medal, neatest Cadet for Junior and Senior Year and the Scholarship medal for highest academic average in the R.O.T.C. program for three years. Cadet Captain Johnston was a member of the "B" officers club and received certificates from the Bangor Athletic Department and R.O.T.C. Departments for his contribution to the rifle team for three years.

Retired Conductor B. W. Staples of Houlton, has been presented his 50-year Masonic Medal by Monument Lodge No. 96 AF & AM, Houlton. The presentation was made by retired Supt. B. W. Smith.

The following were graduated from Houlton High School in June: Tanya Rowe, daughter of Dispatcher and Mrs. John A. Rowe. Tanya entered Maine Medical Center, Portland, in July to train as an X-ray technician.



Trainmaster M. E. Walls congratulates Janitor Frank E. Redman on his retirement Aug. 29 after 38 years of service. Pictured with him is Supervisory Agent B. A. Ryan. Mr. Redman is a native of Hampden, and attended Hampden schools. He is married and has seven children.



Yardclerk **Gordon W. Kitchen** is congratulated on his retirement by Trainmaster **M. E. Walls**. A native of Houlton, Mr. Kitchen first worked as a clerk in 1932. He is married and has one son, **Willard**. He is also a member of the Masonic order.

Trackman **Albenie Dubois**, Fort Kent, who has been hospitalized at Peoples Benevolent Hospital with a heart attack, is now at home recuperating.

Paul Kearney, son of Timekeeper and Mrs. **George L. Kearney**. Paul enters Indiana University this fall.

Trackman **Joseph Bourgoin (Ret.)** died August 5, at a Frenchville nursing home following a long illness. He was born in Frenchville, October 18, 1883, the son of **Ligorie and Edith (Sirois) Bourgoin**, and started working for the BAR in 1920. He retired in 1937 due to ill health.

Surviving are his widow, **Modeste (Lausier) Bourgoin** of Frenchville, four daughters, Mrs. **Cecile Grotton**, Southington, Conn.; Mrs. **Florence Kirkland** and Mrs. **Patricia Roy**, both of Frenchville and Mrs. **Norman (Grace) Marriner** of Huntsville, Ala.; also nine grandchildren and seven great grandchildren; several nieces and nephews.

Operating Department

Vice President-Operations and Maintenance and Mrs. **P. H. Swales** recently returned from Boston. They were accompanied to Boston by their son, **Brian**, who

entered his sophomore year at Boston University. Their eldest son, **Norman**, returned to Cornell University for his senior year.

Mrs. **Myron G. Strout** has accepted a position as stenographer in the office of vice president-operations and maintenance, a vacancy created by the resignation of **Sigrid Skoog**, who has returned to her former position as a legal secretary in Boston.

Mr. and Mrs. **Frank J. Leen** are enjoying a visit from her brother, **John Carpenter**, of Elko, Nevada. Mr. Carpenter expects to be in Maine for several months. He was accompanied by his younger son, **Jake**, of San Francisco, an engineer for Standard Oil of California, who is on an engineering assignment at St. John, N. B.

Purchases and Stores

Paulette Nutter, daughter of Stores Accountant, **Paul W. Nutter**, was graduated from S.A.D.-41 Penquis Valley High School, in Milo this June. She has now joined the U. S. Army and is stationed at Fort McClellan, Alabama, attending N.C.O. School. Also Sgt. **Edward L. Nutter**, his son, is now serving his third tour of duty in Vietnam.

Walter (Butch) Chase, son of Storekeeper and Mrs. **Walter S. Chase**, a graduate of S.A.D.-41 Penquis Valley High, in Milo, Maine, this June, is now employed by Sanders Associates in Electronics in Nashua, N. H.

Stores Laborer and Machine Operator **Kenneth P. Larrabee** is home recovering from a broken arm.

Accounting Department

Chief Clerk and Mrs. **Donald Andrews** spent a portion of their vacation touring the Gaspé Peninsula in Canada.

Mr. and Mrs. **Keith Patterson** are receiving congratulations on the birth of a son, **John Edward**, born July 11 at Eastern Maine General Hospital in Bangor. Mrs. Patterson is secretary to the Controller.

Clerk **Ward Shaw**, Revenue Section, and family spent the week of August 25 in Montreal at the Canadian National Expo.

Mr. **Laurel Littlefield** has joined the Revenue Section of the Accounting Department as Abstract Machine Operator. Laurel was formerly employed in the Transportation Department.



Chief Mechanical Officer **H. W. Hanson**, left presents **Maurice E. Richardson**, engine inspector, Derby, with his gold pass for 40 years' service with the railroad. Mr. Richardson started work Sept. 5, 1929, as a machinist apprentice. Since that time he has worked as an engine cleaner, machinist helper, laborer, gas engine machinist, sheet metal worker, ditch engineer, blacksmith helper, air brake repairer, machinist, and engine inspector. He was born Sept. 14, 1911, at Medford, Maine, and attended schools at Medford, Derby, Atkinson, Sebec, Milo and Good-Will Home Association, Hinckley. He is a member of the Masonic Order International Association of Machinists and the B & A Bowling Club. Mr. Richardson is married and has one son, **Robert E. Richardson** of Bristol, Conn.

Herbert D. Walton of Bangor has recently joined the Data Processing Section. Mr. Walton was formerly associated with Sears, Roebuck Company and is a graduate of Beal Business College.

Phillip J. Porter, who joined the Railroad in December, 1950, has resigned to join Keyes Fibre Company of Waterville. Mr. Porter was associated with the Data Processing Section, having spent the greater part of his railroad career with the Transportation Department.

A POTENTIAL BOMB

The National Safety Council urges you to treat your vacuum bottle with tender, loving care.

Innocent as they may look, says the Council, vacuum bottles are potential bombs looking for a time and a place to explode and a moment of carelessness on your part could lead to a lifetime of blindness.

One of the Council's monthly safety newsletters recently carried a story about a worker in Hamilton, Ontario, who was

spooning soup from a quart-size vacuum bottle when the bottle exploded in his face.

It seems the metal spoon cracked the glass lining causing it to implode, then explode, sending glass fragments out the thermos opening into the worker's face.

One of the worker's eyes had to be "frozen" to remove numerous glass splinters. He also suffered cuts to his face.

The damage to his eye fortunately did not affect his vision.

The Council says the following safety guidelines for the home as well as on job can be concluded:

- Never insert metal utensils or other objects inside vacuum thermos bottles.
- Avoid sudden temperature extremes, such as pouring boiling hot coffee into a thermos containing ice cubes.
- Handle with care as you would any other glass object.

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The history of our country is closely allied with transportation. Today, as much as ever, the people and producers of Northern Maine rely on the transportation services of the Bangor and Aroostook Railroad to provide that vital link to important world markets.

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