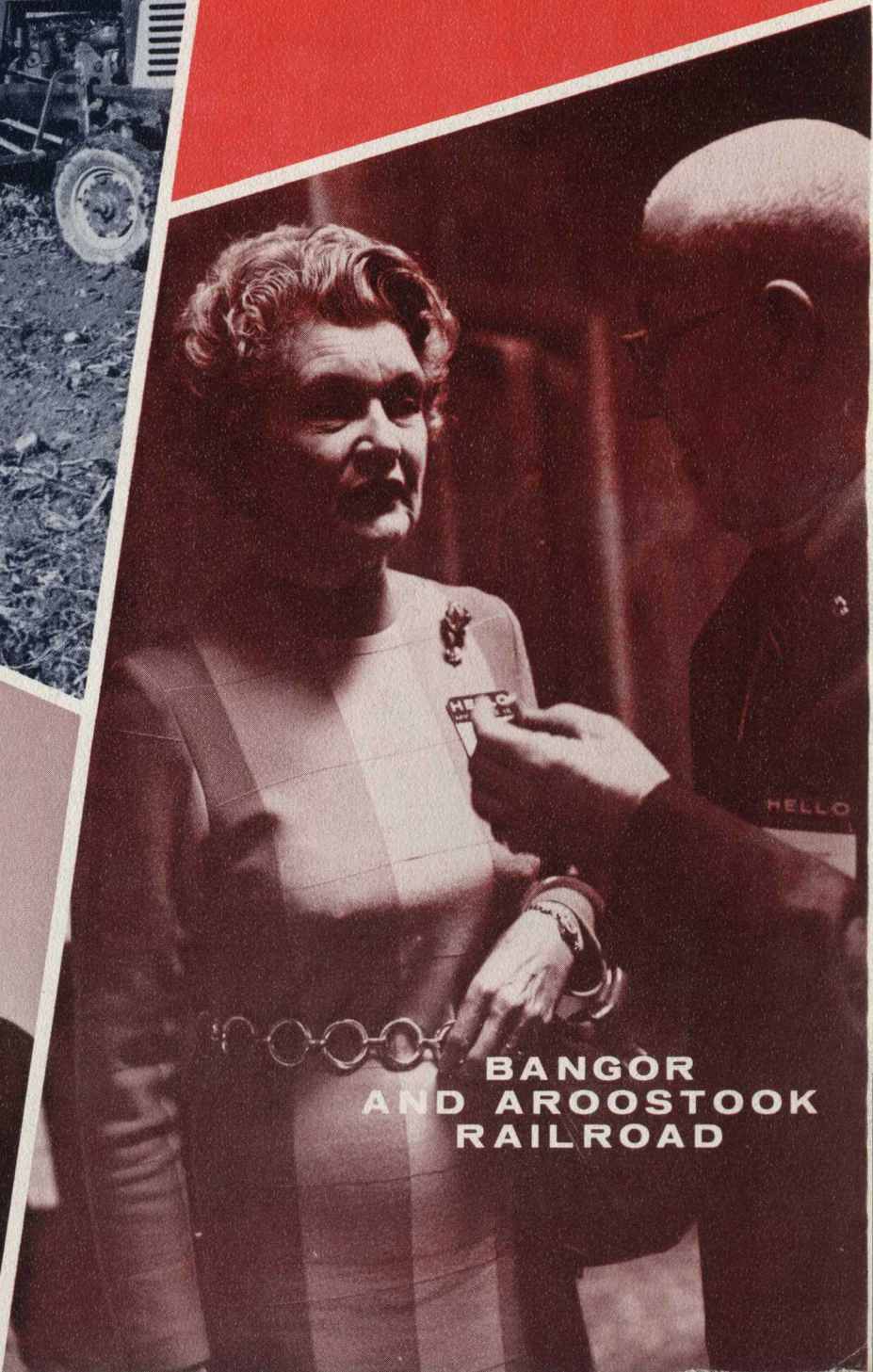
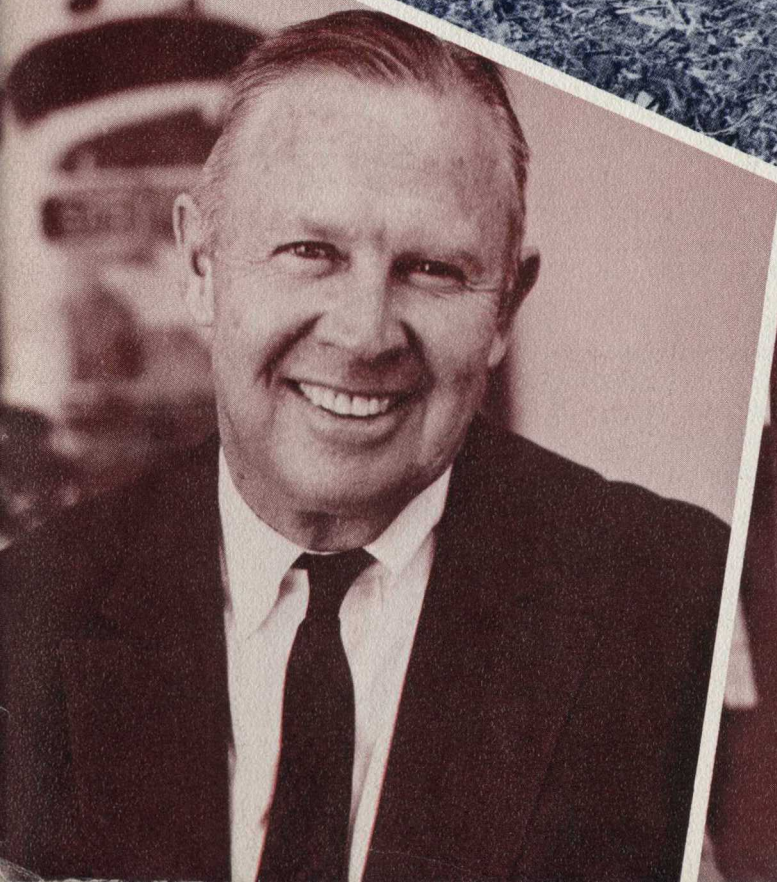
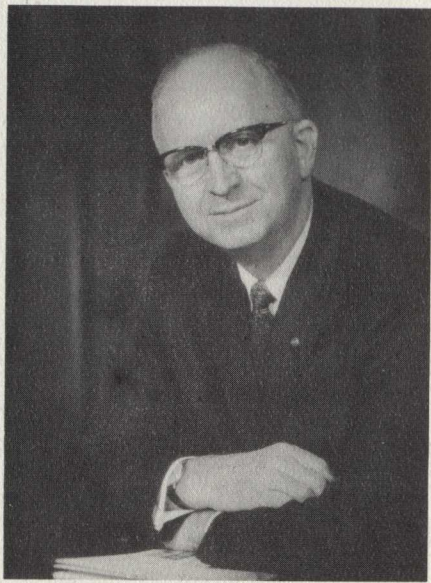


NOVEMBER-DECEMBER, 1969

MAINE LINE



**BANGOR
AND AROOSTOOK
RAILROAD**



Talking It Over

To My Fellow Employees,

As you all know, Amoskeag Company acquired the common stock of the railroad from Bangor Punta Corporation October 2. The moving force behind the sale was F. C. Dumaine, Jr., a long-time friend of the Bangor and Aroostook and a professional railroad man. "Buck" Dumaine was president of the New Haven in the 50's when that road bought 100 blue, white and red State of Maine box-cars to add to the BAR's own pool of potato cars. He also has been president of the Delaware and Hudson Railroad.

His philosophy of business and railroads matches our own. Essentially, it is a concept of excellence, the idea that if we do the job of running the Bangor and Aroostook well enough, we won't have to worry about profit. It will take care of itself. He is an innovator in the best sense of that over-worked word, but his prime rule is customer service.

He believes, and I agree, that there is not only a great challenge involved, but also a great potential. This is bold thinking at a time

when there appears to be little faith in our industry in many areas. But railroads are an essential and an efficient form of transport. They are absolutely vital to our economic health and not too far in our future they will assume new dimensions of growth.

Many of you have asked what implications the change in ownership has for railroad people. Managing any business is something like riding a bicycle. When the forward momentum ceases, the rider falls. I regard the advantage of his broad experience and resources as a great boost for the railroad.

The kind of forward movement needed to keep any business vital means change. It's the one constant element in all of human experience and it's healthy. In our case, it is a necessary element of growth. And we will have changes as the new direction of the railroad takes shape.

But Mr. Dumaine has seen all of our system and met many of our people. He likes the kind of men and women the Bangor and Aroostook has and the kind of railroad they've built. Any changes he will be making will not be sweeping, because we are a healthy, vital company. What the new ownership gives us an oppor-

tunity to do is to test our potential with boldness and imagination.

The year ahead promises to be an exciting experience for all of us. We have the support and counsel of a man who has left his imprint on railroading. But it is an experience that involves all of us and demands the benefit of our skill and our thinking. The railroader is different from nearly all other industrial workers; he often works at remote locations without much direct supervision. As a consequence, he is a self-reliant, thinking kind of worker.

This quality is a priceless asset for a company that's on the move. It's as important as having good tools, or rolling stock or any of the other necessary ingredients of railroading. We have a tradition of this kind of resourcefulness and, if all of us give just a little more than is asked of us, it will not be strictly a one-way street. It's not everyone, after all, who has the confidence and the resources to buy a railroad this year.

Sincerely,

W. Jerome Strout

President

About the Cover

Pictured on our front cover are F. C. Dumaine, Jr., president of Amoskeag Company (see p. 4), a sugar beet harvester at work in Aroostook County (p. 6), and rail veterans as they gathered at Millinocket (p. 10).

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November-December, 1969

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Three new directors were elected to the Board of the Bangor and Aroostook Railroad Oct. 28. F. C. (Buck) Dumaine, Jr., president of Amoskeag Co., was elected chairman of the executive committee. Also elected to the Board were Dudley B. Dumaine, vice president of Amoskeag, and Roger B. Prescott, Jr., president of the Keeseville National Bank, Keeseville, N. Y. Amoskeag Co. acquired the stock of the railroad from Bangor Punta Corporation October 2.

Dumaine is a former president of the New York, New Haven and Hartford and the Delaware and Hudson Railroads, and of Avis, Inc., and Avis Rent-A-Car. He is a director of Fieldcrest Mills, Inc., J. P. McGuire Co., Baystate Corp., Middlesex Street Railway, Springfield Street Railway and Worcester Bus Co.

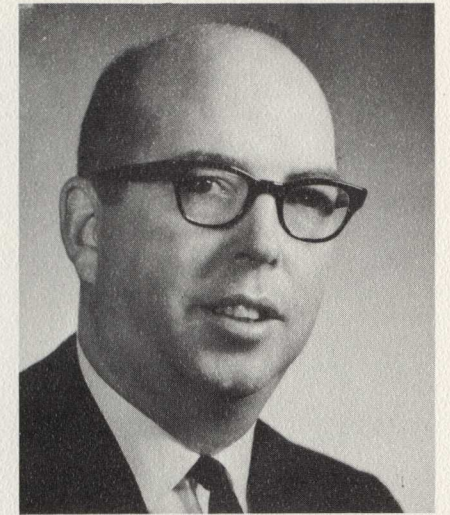
Dudley Dumaine is a director of Fieldcrest Mills, Inc., Springfield Street Railway, Worcester Bus Co., Westville Homes Corp. and a trustee of Dumaine's.

Prescott is executive vice president of Ausable Chasm Co. and treasurer and a director of Resort Enterprises.

Chief Engineer Vinal J. Welch has announced the names of section foremen and trackmen whose sections were awarded prizes as a result of the annual track inspection. First Prize sections were Section 108, Derby, Section Foreman K. C. Greenlaw; Section 241, Smyrna Mills, Section Foreman A. McDonald; Section 359, Phair, Section Foreman H. L. Wright, Jr.; Section 482, Wallagrass, Section Foreman L. Lozier.

Second Prize sections were: Section 110, Brownville, Section Foreman M. D. Tibbetts; Section 240, New Limerick, Section Foreman L. G. Drew; Section 365, Stockholm, Section Foreman F. J. Searles; Section 473, Stockholm, Section Foreman A. L. Wardwell.

Third Prize sections were: Section 106, So. Lagrange, Section Foreman S. E. Cowing; Section 232, West Sebouis, Section Foreman R. K. Brackett; Section 357, Bridgewater, Section Foreman E. A. Wing; Section 476, Madawaska, Section Foreman C. Blair.



Linwood W. Littlefield

A Meritorious Prize was awarded to Section 107, Deans, Section Foreman R. W. Linnell.

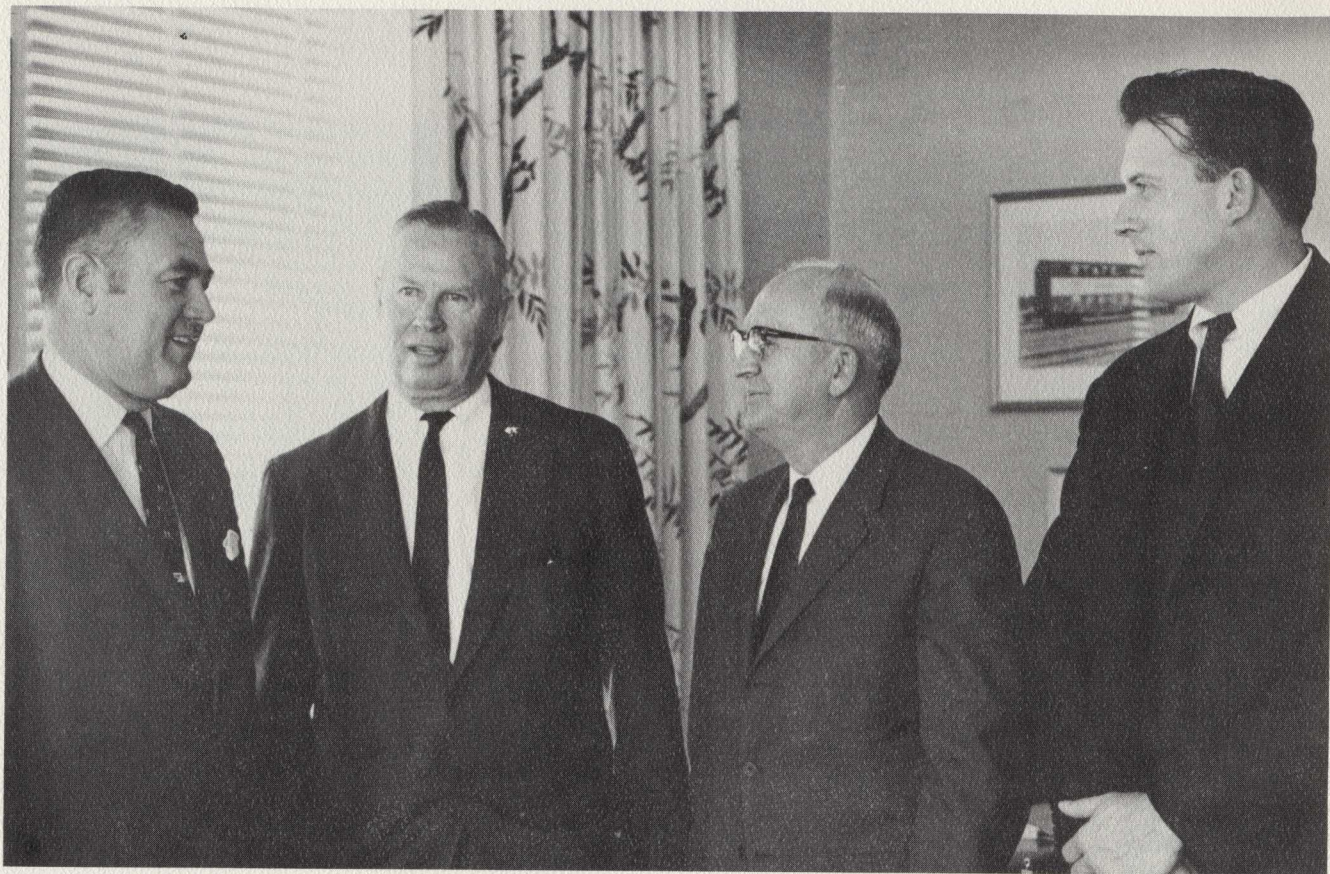
Prize Yard Sections were: Section 104, Northern Maine Junction, first prize, Section Foreman R. C. Tozier; and Section 355, Houlton, second prize, Section Foreman N. K. Dixon.

A Bangor and Aroostook Railroad executive has been named to the Association of American Railroad's committee on car service. Linwood W. Littlefield, manager of car service for the railroad, was elected to the post by the AAR's general committee of the Operating-Transportation Division.

The committee on car service is a clearing house for matters concerning car supply and service for all American railroads. Littlefield will represent all the New England railroads in the post.

Littlefield has been associated with the industry in a variety of positions for 27 years. He was employed by Merchants Despatch Transportation Corporation from 1942 until 1951 when he became associated with the Bangor and Aroostook Railroad. He became manager of car service for the road in 1967.

He attended Hermon schools, Husson College and the Atlantic Summer School of Advanced Administration of Kings College at Halifax, Nova Scotia.



A Formula For Railroading

Pictured with F. C. Dumaine, Jr., president of Amoskeag Company, new owner of the Bangor and Aroostook, second from left, are Roger B. Prescott, Jr., left, a new director of the road, President W. Jerome Strout, and Dudley Dumaine, vice president of Amoskeag and a director of the Bangor and Aroostook.

When F. C. Dumaine, Jr., was a teenager home from school for the winter holidays his father often sent him north into the Maine wilderness for the two or three-week vacation. The strapping young man trapped on snowshoes with Will McNally and his brother, Ira, at Machias Lake, Portage and the Ashland area, experiencing the same physical challenges and satisfactions as these seasoned woodsmen. During other vacations he fished and hunted with the McNallys and acquired a feeling for Maine and the outdoors that never left him.

Railroads and railroad people are as much a part of F. C. Dumaine, Jr.'s heritage as his love of the outdoors and the robust, bold life. His father was a railroad man. And Buck Dumaine has been president of both the New Haven and the Delaware and Hudson railroads. When his Amoskeag Company acquired the common stock of the Bangor and Aroostook from Bangor Punta Corporation October 2, it was both a homecoming and a return to a business he loves. He not only likes railroads; he believes in them.

The Dumaine association with the Bangor and Aroostook began in 1954 when he was president of the New Haven and established a rare precedent of cooperation between railroads when he bought 100 blue, white and red State of Maine box-cars for the New Haven and placed them in potato service on the Bangor and Aroostook. Cooperation between railroads is a principle that's a keystone in his philosophy of railroading. The thrust of the railroad will be in the direction of cooperative rail ventures.

"For example," he says, leaning forward in his chair to make his point, "we should be able to run a diesel from Van Buren to Boston and beyond and just change crews. We should be able to pool equipment to better advantage. And we should be able to give fast service."

This big man who still looks and moves like a football fullback believes the broad concept of safety is one of the most important elements in running a railroad. But when he talks about safety he speaks not only of providing safe working conditions but also of the concept that every railroader has an obligation to be alert to hazards that can interrupt train operation.

The secret of railroading isn't really any secret at all, he believes. It's a matter of running trains the way customers want them and at a price that makes it too expensive for the traffic to go any other way. While the approach sounds elemental in the light of all that's been said and written on the obstacles to such a straight-forward concept — the spiraling costs of material and wages, the difficulty of both management and labor to work together for their mutual benefit—there can be no doubt of his conviction and his determination to simplify some of the complexities that have stunted rail growth.

"But," he says with a grin, "you don't convince people by telling them what you're going to do. You convince them by showing them."

After a lifetime of being involved with railroads, Dumaine has evolved a working philosophy that can gladden the hearts of the men and women in the craft. He believes, for

example, a railroad has an obligation to its people to make sure they have good working conditions, modern tools and the protection and compassion of the company in time of sickness or personal emergency.

"A railroad owes its people a wonderful living," he says. "This doesn't mean the most money for the least work. It means just and fair wages. It means finishing a job at hand. It means a helping hand and it means, sometimes, doing just a little more than an adequate job. There must be leadership and with it will come mutual trust. That's natural human relations. When we accomplish these things, we won't have to worry about dividends or about our credit."

"To the community it serves," he says, "a railroad owes a kind of total concept of service."

"In a growing community you never run a railroad by taking off trains. The people want good railroads."

During an inspection trip over the Bangor and Aroostook in July, he sized up the railroad's physical plant and its people with an expert eye.

'THE PEOPLE ARE GREAT'

"They're great," he says of the men and women he met. "Typical State of Maine people who have a sense of pride in a job well done. And I think we can be pleased with the kind of job the railroad is doing. It doesn't mean we're doing everything right or that there aren't improvements to be made. But using other railroads as a yardstick, I'm pleased."

An indication of the direction the railroad may take is implicit in the railroad philosophy of this forceful and colorful man.

"Just putting railroads together isn't the answer," he says. "A railroad system can be too big; then the employees, the customers and the community suffer. The direction of railroad growth can't be just a conglomerate idea. If a railroad does its job well, it's going to be successful. It's an efficient and necessary form of transportation and I believe it's as much a part of our future as it has

been of our past. Why, every country in the world wants railroads, even when the taxpayers have to run them."

"But we need to show the people who can put money in railroads to make money—the investors and the financial people—without large sums of new money railroads die. We're the poorest salesmen in the world, and we're going to have to make a complete change. That's the only way we can persuade the financial world to invest in railroads. Let me put it this way: there isn't anything wrong with railroads that railroad management and railroad labor can't work out together."

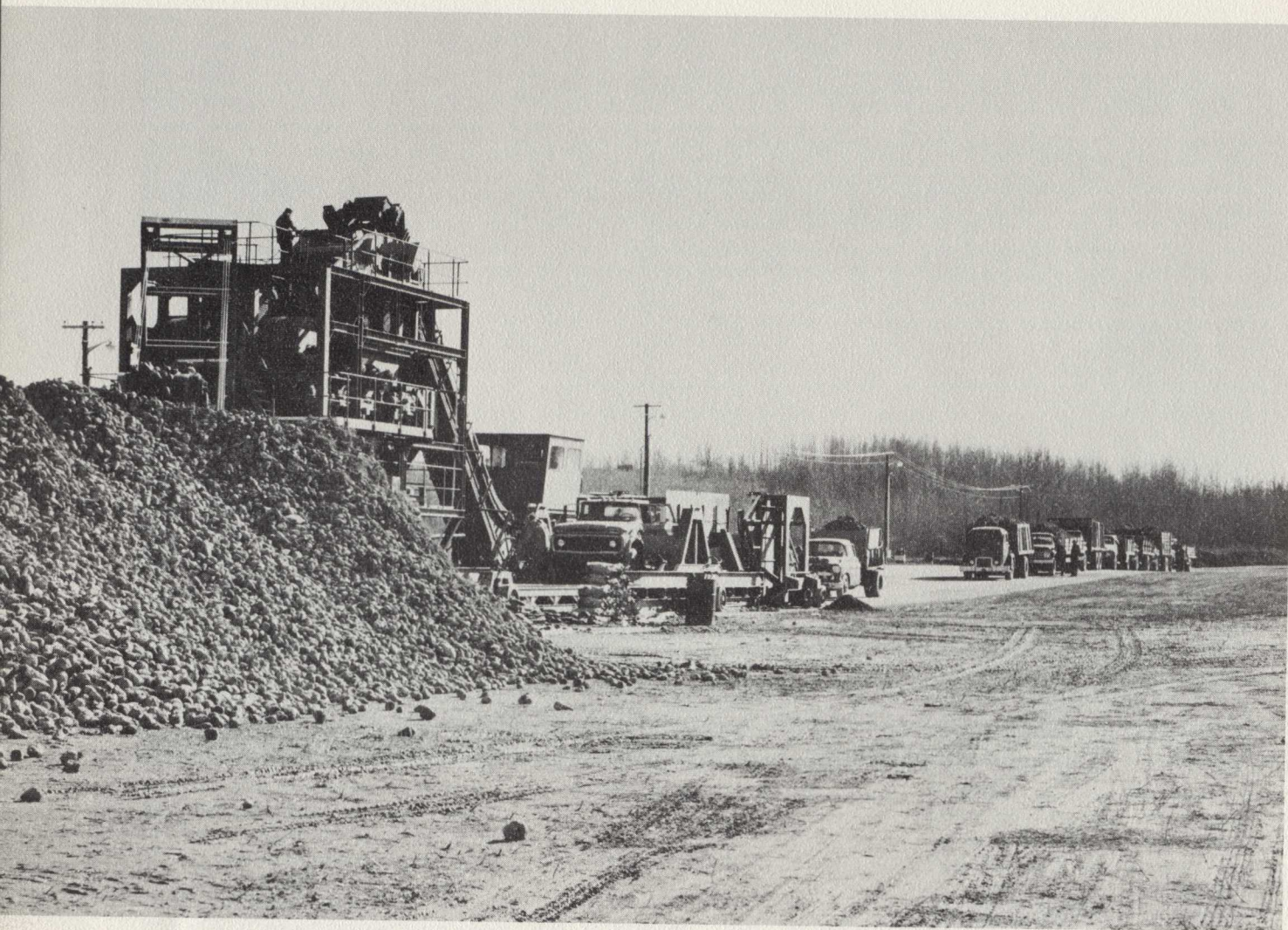
Railroad people are a unique breed. Mostly, they give more than duty demands to their jobs with a kind of grudging dedication to them. Employees want to know the company is in good hands. The anxiety was reflected in a question by a conductor who was discussing the change of ownership with his crew: "What kind of a man do you suppose this Dumaine is?"

Part of the answer is he's the kind of man with enough courage and enough faith in the industry and the Bangor and Aroostook to back up his convictions with money. ("I like trucks," he grins broadly. "They make good feeders for us.") When he was president of the D&H, the railroad had a wreck while he was in Montana. It took him just four hours to get to the scene. And for most of the men working there, it was the first time they'd ever seen a railroad president.

He's also the kind of man who likes to drive the tractor on his farm, to feel the soil under his feet. He puts up his own fire wood, is equally adept with a flyrod or shotgun and enjoys popping into the cab of a diesel to swap shop talk with a startled engineer.

But perhaps the most revealing comment came from an Amoskeag Company colleague.

"He's the kind of a man who cares about people. Especially the people who work with him. If you want to know the kind of man Buck Dumaine is, talk with the brotherhood people on the New Haven. They still remember him."



Sugar Beets: Boon or Boondoggle?

Maine Sugar Industry beet pilers located throughout Aroostook County hummed with activity during the harvest season in October. The railroad's Marketing people estimate that we will handle 3,000 cars of beets into the refinery at Easton. Some growers think there is a potential for 50,000 acres of beets in northern Maine, a development that would be beneficial to both the potato growers and the railroad.

For the first time in the five years that Aroostook County has been growing sugar beets there may be reason to feel that this rich agricultural region is nearing the end of its century-old quest for a crop to supplement its traditional potatoes. The yield is up. Growers are becoming more sophisticated in the husbandry of sugar beets. And they're beginning to make money on them.

The picture is not entirely rosy. Acreage was down to 14,350 this year from a high last year of 24,000 acres. There is a stubborn resistance to beets among potato growers. The

yield is not yet what it should be for widespread financial appeal. And it has become obvious that beets demand more meticulous care in growing than potatoes.

But all of the disadvantages of beets can't overshadow what happened with the 1969 crop, still in the process of being evaluated. If there were fewer acres planted, this year's crop had better care, better soil and more knowledgeable husbandry than any other. There emerged, too, a different kind of grower, perhaps a better farmer than the industry has been able to interest. In almost every

At right, from top to bottom, Lewis Roberts, sugar beet specialist of the Extension Service. Center, Stanley P. Greaves, executive vice president of Maine Sugar Beet Growers, talks beets with President Merle Johnston, center, and Glendon Wathen, left, a 200-acre plus beet grower. Bottom, Robert Fowler, Limestone, believes beets must be grown on an equal basis with potatoes.



case, those who did grow beets increased their acreage and were convinced that they could make money at it. Most important, there was solid evidence that Aroostook County growers are mastering the subtleties of growing beets: thinning, weed control, and soil acidity.

Perhaps the largest cloud that hovers over the beet industry's future is an attitude of the grower. As one large potato grower puts it: "You can't make sugar beets the stepchild when you're growing beets and potatoes." The attitude, unfortunately, is all too common among potatomen who consider the potato king and beets almost a kind of cover crop.

"The farmers here put potatoes first in everything," says grower Robert Fowler of Limestone. "Beets have to be grown on an equal basis."

As some observers have pointed out this year, the natural course of events has reached a point that makes the further growth of the sugar beet industry almost inevitable. For at least five years, the fresh potato market has been shrinking and market for processed potatoes growing. The shipments of the railroad reflect the trend. This year, the portion of Maine potatoes that will go to the processors hovers at close to the 50% mark. No one in the business doubts that it will go higher.

"I think we'll eventually be raising 75% of our crop in Russets," Merle Johnston, president of the Maine Sugar Beet Growers Association predicts. "It's an ideal processing potato."

Not only is the Russet Burbank, pioneered in Maine by Frank Shaw of Presque Isle, an ideal processing potato; it is complemented beautifully by sugar beet production. There





Above, Assistant Regional Vice President-Sales N. J. Tardif, left, Greaves, and beet grower Arthur Holdsworth, Caribou, examine a sampling of Holdsworth's crop just prior to harvest. Grower Edwin Beals, Houlton, right, tells Sales Supervisor Joel Mills that he didn't go behind on his beets and plans another crop next year. Below, Gerald Miller, on the ground, helps his neighbor Dale Henderson, Littleton, harvest his 60 acres of beets.



is now solid and convincing evidence that Russets grown in soil formerly planted to beets produce a better shaped Russet—important because of the variety's tendency to knobiness—and, in many cases, an increased yield. As growing potatoes for processing increases so will the advantages of sugar beet production.

F. H. Vahlsing, Jr., offered his potato contract holders a bonus per barrel for sugar beet production as a package. It made an attractive proposal to many growers.

The people who have stayed with beets for the past four years admit that they have become quite sophisticated in the techniques of sugar beet production. Last year the hang-up seemed to be weed control. The problem has been solved by a combination of chemical herbicides and hand labor that averaged from \$21 to \$30 an acre. The acidity of soils has become an issue this year and growers are discovering that a ph of 6 is mandatory for good yields from sugar beets. The ph of 6 is very compatible, apparently, with production of Russets but not round, white potatoes.

A COMPARISON

Arthur Holdsworth, a 45-acre grower from Caribou, applied lime to two fields, one that gave a recommended ph and another that was less.

"The difference in the two was almost unbelievable," he says. "One was lush and rank, the other was almost stunted. If we get lime enough in our soil we can grow sugar beets."

As Sugar Beet Specialist Lewis P. Roberts of the Extension Service points out, "For the first time beet growers are realizing that they must get their ph up to 6. In Aroostook, 4.99 is the average and it takes 5 to 8 tons of lime to the acre to get it up where it should be for beets. Growers are also finding that Russets respond well to a ph of 6."

Five years of sugar beet culture has produced a different kind of grower than has been seen in earlier stages of the project. He's a more meticulous grower and one who's in the business for the long pull, not just a quickie profit.

Robert Fowler, a Limestone grower, said it best: "Beets are particular and we're not particular farmers. Everything has to be right."

Glendon Wathen of S. Nightingale Co. in Fort Fairfield, agrees: "In order to grow good beets you also become a better potato farmer."

The 146 beet contracts that are out have largely gone to men who had the skill and the patience to stay with this new crop in the Aroostook soil and they are the 'particular farmers.'

Another factor that has become evident from the past season is that the men who are growing beets are not only the ones who have stayed with it from its beginnings but have become larger each year. Wathen has 216 acres of beets. Last year he grew 110. Beets account for 20% of Merle Johnston's acreage. Fowler started with 15 acres and is now 53. APG in Washburn grew 250 acres and plans more for next year. Even the smaller growers reflect the trend. Gordon Wright, Ludlow, began with 20 acres and plans 35 next year. Edwin Beals and his brother grew 30 and are talking 60. Hudson Berce, Houlton, started with 10 acres and grew 50 this year. He'd like to go entirely to beets. Dale Henderson, of Littleton, started growing beets five years ago with five acres. This year he grew 60 acres.

What a crop does to the land in enrichment is a fine thing, but, as any farmer knows, the ultimate test of as expensive a crop as beets is what it returns in cash. The record on beets is not clear cut but enough growers have made money to keep the incentive strong.

Allen Moody, of Houlton, who grew 12 acres last year netted \$125 an acre from his beets. He's also a dairy farmer and finds beets a profitable cash crop.

Edwin Beals, on the other hand, didn't make money on his beets but "didn't go behind."

Merle Johnston, president of the Beet Growers Association, is not happy with the finances yet but points out that "we're still in the learning stage."

Robert Fowler likes to net \$100 an acre on his cash crops and feels that he'll better that with beets next year.



Allen Moody, right, Houlton, netted \$125 an acre from his beets last year, he tells Joel Mills. He's also a dairy farmer and finds beets a profitable cash crop. He doesn't plan on growing much more than the 12 acres he planted this year but would rather grow the smaller acreage and lavish intensive care on the plot.

Aroostook Potato Growers, a corporate farming operation, is enthusiastic about the prospects for beets, too. And Wathen has made money every year since his first year, when he broke even.

It would be too effortless, after five years with this emerging industry, to dismiss it as not meeting the desperate need of the Aroostook potato grower for a second cash crop. Even to the critics of the industry it has made considerable progress. The stubborn men who have stayed with the crop have proven that it can be grown at a profit by any careful farmer. More important, it is an ideal crop to complement the Russet burbank of which the burgeoning potato processing industry is so fond.

THE POTENTIAL

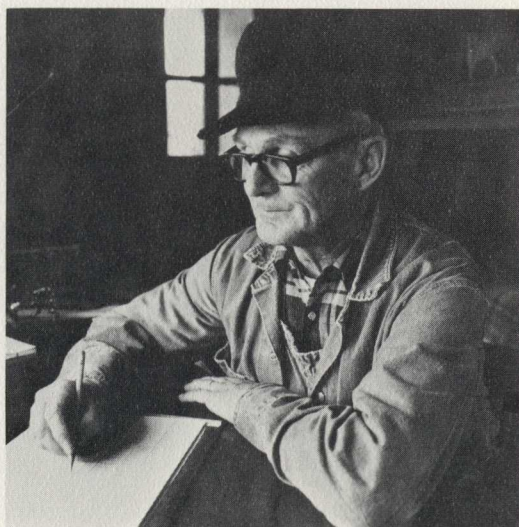
So what is the potential for the crop in which so many people have invested so much time and money? Perhaps the best answer in the MAINE LINE survey came from grower Glendon Wathen.

"This is a profitmaking venture," he says. "It has to support itself. It's all tied up with processing, I think. In the last five years prices for potatoes on the street have been mostly less than contract prices. With a small profit on beets, plus a 50¢ bonus on processing potatoes it begins to be appealing. Most farming costs are fixed and when the yield of beets gets up past the breakeven point it's practically all profit. I think there's a potential for 50,000 acres of beets here in the next five years."

If the beet industry has not reached its full financial flower for the grower neither has it for the railroad. But the Marketing people estimate that the road will handle about 3,000 cars of beets this year, including those grown out of state and shipped to Maine Sugar Industries at Easton. There is also the significant traffic in raw materials and supplies inbound. When one considers the impact of 50,000 acres of beets—and this becomes believable in the light of the progress that has been made—the whole picture of sugar beets seems very sweet indeed.



Brakeman Robert Labonte has 25 years' railroad experience and knows how important it is to handle paper shipments carefully. Conductor Emery Ouellette, below, is the man charged with the careful handling but he says it wouldn't be possible without the help of every member of his crew.



The Name of the Game is Teamwork

In all the areas that a railroad can make friends for itself none is quite so productive as the care given a customer's product. Handle it carefully and they love you for it. The other side of the coin is that a moment of carelessness can lose the railroad a customer. And no railroaders are more aware of the consequences of rough handling than the train crews who switch the mills of the paper companies served by the railroad.

The volume of the Bangor and Aroostook's paper tonnage is testimony of the effectiveness of its people in handling this commodity. But some crews are outstanding in an area where excellence is the accepted standard of performance. Conductor Emery Ouellette's crew on No. 83 and 84, trains that switch the Fraser Paper Company mill at Madawaska, is such a crew. They've been together for five years on a regular basis but have worked with each other frequently for a much longer time.

Besides Conductor Ouellette, there are Brakemen Bob Labonte and Ray Violette, Engineer B. J. Nadeau and Fireman Delsey Laferriere. Ray Violette, the junior man, has 22 years experience. Barney Nadeau and Emery Ouellette both have 27 years. The quiet efficiency with which these men work together leaves no doubt that they are all experienced professionals.

Trainmaster Keith Greenlaw, a man not given to light compliments, calls them "a very conscientious crew."

"They're career men," he says, "and they know that this valuable traffic is bread and butter for us. At-

titude is the whole ball game. For example, when this crew switches a paper shed they make sure that partly-loaded cars are braced before being moved and they check all the doors of loaded cars. All of this shows in the good relationship between this crew and the shipper.

The men take a quiet pride in their reputation that reflects their competence. There is no hesitation in admitting that they are very conscious of the importance of the prime role they can play in keeping the traffic on the rails.

Bob Labonte, a 25-year train service veteran, grins when he admits that it's possible for even an experienced man to miscalculate or make a mistake.

"But," he says emphatically, "when I think a car has been hit too hard I open it right then. If it's damaged, it's better to go to the shipper and tell him than to just put it through."

It's this kind of integrity that has built the Ouellette crew's reputation. All five men are in agreement that good trainmen and engineers are made, not born. It takes from two to five years to make a good man, Emery Ouellette thinks. How long it takes and how competent he becomes depends on the men who work with him and teach him, and on the man's attitude.

"When I get a new man," Labonte adds, "I tell him, 'don't get hurt. Don't break up anything. If you do either, you're no good to me.' This is really the way it is. A man who's not safe is a hazard to himself and everyone who works with him.

If he breaks things, it's almost as bad."

But teamwork is the name of the game. When the crew works together switching the paper sheds and yards at Fraser in Madawaska, there's a minimum of conversation. Ouellette lays out the work, the rest of the crew know their jobs so well and have such a high degree of confidence in each other that it doesn't take much communication.

"It's just that everybody has his

job to do," Ray Violette shrugs, searching for the right word, "and does it."

Some weeks, Emery Ouellette and his crew handle as many as 118 cars of easily-damaged paper, not to mention other commodities. They are enginemen and trainmen first, but they and other railroaders like them are valuable marketing and public relations representatives.

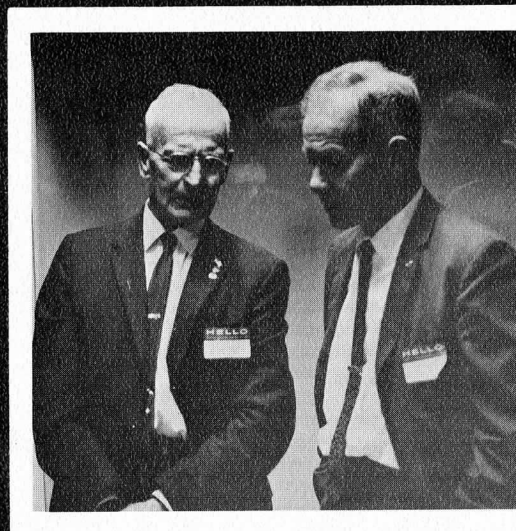
Trainmaster Keith Greenlaw said it best: "They're career men."



Top, Damage Prevention Agent George Mossey shows 83's crew the tape of an impact recorder that started out on their train. The high interest of the crew is indicative of the importance they place on safe handling. Engineer B. J. Nadeau, right, and Brakeman Ray Violette fill out the five-man crew that has made such a good record for themselves in the five years they've been together.



Top, W. Jerome Strout spoke to guests at the Retirees banquet at Millinocket October 20 about the change in ownership of the Bangor and Aroostook and the implications for its people. At right, Retired Machinist Arthur Ellis chats with a friend at the social hour before the dinner.



Rail Veterans Meet at Millinocket

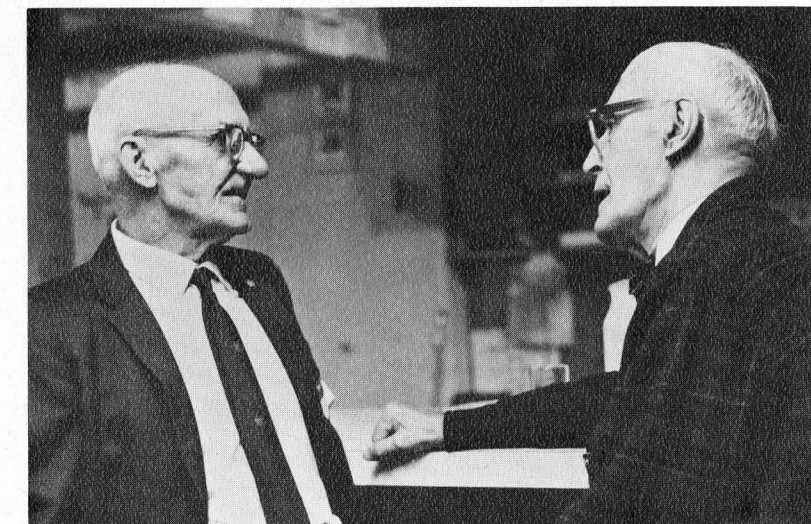
Bangor and Aroostook veterans gathered from New England and New Brunswick for the annual Retirees Banquet at Millinocket October 20. No social hour is more fully utilized with talk and renewing old friendships than the one preceding the dinner. It is a time for remembering old adventures, for reliving hardships of cold and storm, for savoring again the unique feeling of family that railroading breeds.

President W. Jerome Strout spoke to the veterans on the change of ownership of the road and its implications for the future. He told the group that it is a good omen for all Bangor and Aroostook employees that F. C. Dumaine, Jr., president of Amoskeag, the new owner, is a professional railroad man and a man with strong convictions that railroads are the backbone of the transportation structure and are as essential now and to the future as when the country was being developed.

General Yardmaster Irving Foster, chairman of the employees who organized the banquet, said that 107 guests attended. B. J. Edwards received a door prize for traveling the greatest distance to attend; he drove from Cape Breton Island, N. S. Also receiving favors were Harry Sowers for the man longest retired and Mrs. Maxine E. Scanlon for the woman longest retired. Mrs. Mildred White received a prize as the woman with most service; Roy T. Olsen and Garnet Humphrey split the honor for the men with most service with 50 years each. Mrs. Ivar B. Akerley was given a special award for length of retirement.

Engineer Wayne Duplisea, left, and his father, Engineer Perley Duplisea (Ret.), right, chat with retired general foreman Wallace Russell at the gathering.

The banquet drew veterans from all points on the system. Below, Conductor Kenneth Sloat, Millinocket, renews acquaintance with A. S. Knox, right, retired terminal agent at Searsport.



Harry Sowers, left, received a door prize as the man longest retired. With him is retired main line conductor Alvah Welch.

Mileposts . . .

FORTY YEARS

Chester A. Bartlett
Gerald E. Buchanan
Lawrence F. Henderson
Irene L. Long

THIRTY-FIVE YEARS

Francis B. Duffy
Frederick B. Lunt
Robert E. Stiles

TWENTY-FIVE YEARS

Almon E. Arnold
Oram Caron
David B. Chase
Arnold T. Clark
Robert E. Jay
Leigh S. Milton
Patrick L. O'Connell
Stanley M. Pray
Ralph R. Rafford
Walter J. Seavey

James H. Steeves
Shirley T. Weston
Erwin T. Wiley

TWENTY YEARS

William C. Lloyd
Willard A. Sawyer

FIFTEEN YEARS

Allison E. Ewings

TEN YEARS

Flora I. Powell



This scene above is repeated at some railroad crossings almost daily on the Bangor and Aroostook. When a motorist plays Russian roulette by racing a train to the crossing there's little an engineer can do except apply the brake. And pray a lot.

"Such A Stupid Waste!"

The worst moments in the life of a locomotive engineer are easily those agonizing seconds when he has placed his train in emergency braking and can only watch helplessly while a car skids toward a railroad crossing. Sometimes the car is not skidding. A driver is simply engaged in a deadly game of Russian roulette in racing the train to the crossing.

Imagine yourself at the controls of a diesel pulling a train carrying, say, 4,000 tons at a speed of 40 miles an hour. Your stopping distance is more than half a mile. As you approach a crossing with your whistle blowing and bell ringing, an automobile decides to make a run for it, ignoring the flashing lights, the horn and the bell. You place the air on emergency because it's the only thing you can do. But you know it won't be enough. Then you live those

nightmare seconds until the impact and pray that no lives have been snuffed out in such a needless way.

"It's such a stupid damned waste," muttered an engineer through clenched teeth as he tried to light a cigarette with shaking hands. He had been at the controls of a diesel that had come so close to striking a car on a crossing that the diesel unit's nose neatly removed one rear tail light on the car as it shot across the tracks ahead of the train.

There's not an engineer in road service who hasn't his particular tale of horror to remember. Bullfight fans have an expression for the moment when the feinting and the gamesmanship of the bullring are finished and man and beast face each other with sword and horn—the moment of truth. It's something like this for

engineers and their close calls at highway crossings. Except that it is not a matter of courage. It is a matter of enduring the agony of those awful moments.

The Transportation Department not only keeps records of all crossing accidents, but of near misses when they are reported by train crews. Even though the files are starkly factual, the pages reflect the terrible stresses to which train crews are subject in these needless brushes with disaster. The people involved fit no pattern. They are not young or old or men or women. The only characteristic they have in common is a moment of carelessness and it is often fatal.

Crossing safety is so important it should concern all of us as railroad employees. What can you do about it? It's obvious that crossing safety

is dependent on educating the driving public. Contrary to what you might think, every individual railroader can play a part in this vital process. Professional communications people now recognize what they call "interpersonal relationships" as a powerful tool in the communications process. This means simply the influence each of us has on the lives of other people. By talking about care at railroad crossings to our family members and friends, we can reach a large group of people in a special way that no one else can.

It may sound a little ambitious to you, but before you dismiss it, think of this: if each of the 1,000 of us talk to even ten people, that's 10,000 people who get a very personal and believable message on crossing safety. And it's just possible that you might save the life of someone who's very close to you.

Safety Supervisor Cecil E. Garcelon has conducted seminars on the emergency handling of dangerous commodities with the fire departments of 27 different communities served by the railroad. The meetings include development of emergency plans in case of derailment of dangerous commodities or in case of a fire involving such cargoes.

"An emergency situation involving dangerous commodities is something we hope never will happen," Garcelon explains, "but it is a possibility we must plan for and it does involve the communities in which we do business. In 1958 we were handling 3,000 cars a year of what we call dangerous commodities. Ten years later, the number had tripled."

Besides fire-fighting techniques, a basic purpose of the meetings was to acquaint the municipal departments with specialized equipment available for handling emergency situations involving dangerous commodities. The safety department has also extended the program to include shippers who handle such loads, furnishing equipment and training for personnel.



Safety Supervisor Cecil E. Garcelon has conducted seminars with 27 local fire departments on the handling of emergency situations involving dangerous commodities. The Caribou department, shown in the photographs, was one participating department. Machinery has also been set up for pooling of equipment in emergencies involving unusual commodities. The railroad has also cooperated with users of dangerous materials in proper handling techniques (right).



In The Family



Section Foreman **Harold Archer**, Mapleton, is congratulated by **V. J. Welch** on his retirement. He had 48 years' service with the road. He attended Mapleton schools. Mr. Archer is married and has two daughters, **Lois**, and Mrs. **Audrey Fralix**, Mapleton.

Engineering Department

E. Don Ross, roadmaster, District #4, Van Buren, returned to work in October following an illness of two months.

Miss **Cindy L. Stewart**, daughter of Mr. and Mrs. **Dale W. Stewart** of Houlton, became the bride of **Ronald P. Williams**, son of Mr. and Mrs. **Vinal Williams** of Hodgdon, Oct. 4, at the Military Street Baptist Church, Houlton, with the Rev. **Alton Maxell** officiating in the double ring ceremony.

Miss **Lois Gartley** was maid of honor and **Eugene Wright** served as best man. **Reginald Williams** and **Dennis Edwards**, brother and cousin of the groom, respectively, were ushers.

A reception was held in the church parlors following the ceremony.

The bride is a 1969 graduate of Houlton High School and is employed by the Union Mutual Life Insurance Company.

The bridegroom was graduated from Hodgdon High School in 1964 and served three years with the U. S. Army. He is employed in the Engineering Office at Houlton as a stock clerk.

Signalman **Gordon A. Morton** of Oakfield is convalescing at his home in Oakfield after breaking his leg.

Joseph L. Grant, 81, died Oct. 31 at his home in Bangor following a long illness. He was born in Bangor, July 23, 1888, the son of **Gideon** and **Kathleen (Bessie) Grant**.

Mr. Grant is survived by his widow, Mrs. **Barbara Grant** of Bangor, two daughters and one son, Trackman **Herman E. Grant** of Patten.

Section Foreman **Harry G. McCue** (Ret.) of Houlton is announcing the engagement of his daughter, **Julie Amelia**,

to **Peter David Folsom**, son of Mr. and Mrs. **Paul E. Folsom, Sr.**, also of Houlton.

Miss **McCue** is a 1969 graduate of Houlton High School and is currently employed by the **J. R. Harvey Company** in Houlton.

Mr. **Folsom** is presently completing his education.

Miss **Mary Ann Childers**, daughter of Supt. **S. & C.** and Mrs. **Hiram E. Childers** of Houlton, became the bride of **William G. Marciniak**, son of Mr. and Mrs. **Andrew Marciniak** of Long Island City, N. Y., Sept. 27 at St. Mary's Catholic Church in Houlton with the Rev. **Joseph Ford** officiating. The couple also were recipients of the Papal Blessing.

Miss **Anita Childers** was her sister's maid of honor and the best man was brother of the bride, **Thomas Childers**. The bride's brother, **Peter**, was a member of the wedding party and her sister, **Susan**, was the flower girl. Mechanic **Frank A. Beaulieu** of Houlton, was one of the ushers.

A reception was held at Parkview Terrace following the ceremony.

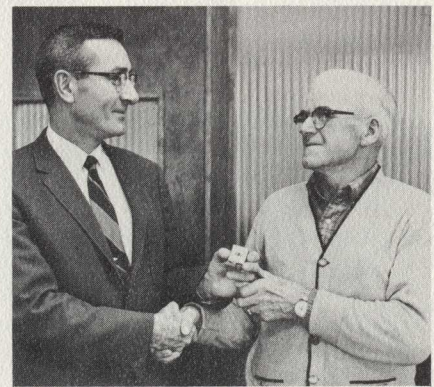
The bride is a 1968 graduate of the Bellevue and Mills Schools of Nursing in New York City and has been employed for the past year at the Madigan Memorial Hospital in Houlton.

The bridegroom, formerly of Long Island City, New York, attended Saint John's University and the American Institute of Banking in New York. He recently completed three years in the U. S. Marine Corps, serving one year in Vietnam. He is presently employed by the Houlton Trust Company.

Mr. and Mrs. **Marciniak** enjoyed a wedding trip to Quebec City and Montreal. They now reside in Houlton.

Dellie J. Mailman has accepted a position as mechanic in Houlton Shop. He assumed his duties on Oct. 27. The family is residing on Franklin Avenue in Houlton.

Section Foreman **Belonie E. Morin** (Ret.) died Sept. 13 in Chicago, where



Trackman **Clement Daly** has retired. A native of Richmond, N. B., he entered service in 1947. He is a veteran of the U. S. Army service in WW II and was formerly employed by the CPR. He attended St. John schools. Pictured with him is Chief Engineer **V. J. Welch**.



Trackman **Wilford Caron**, Ashland, has retired after being ill since 1966. Mr. Caron entered service in 1921, working until 1944. His second service dates from 1946. Pictured with him is Chief Engineer **V. J. Welch**.

he had made his home for the past six months with his daughter, Mrs. **Lillian Ryan** in Oak Lawn, Ill.

He was born in St. Leonard, N. B., the son of the late Mr. and Mrs. **Marcel Morin**, and was the husband of the late **Desilda Morin**. He entered BAR service as a trackman at Keegan May 25, 1920, a position he held until he was made section foreman at Keegan in October 1933. Mr. Morin continued to work as section foreman from October, 1933, to November 14, 1949, when he resigned to take an annuity. He was a 50-year resident of Keegan.

In addition to his daughter, Mrs. **Ryan**, he is survived by five grandchildren.

Funeral services were held Sept. 16 at St. Gerald's Church in Oak Lawn, and burial was in Holy Sepulchre Cemetery in Worth, Ill.

Anita Childers, daughter of Supt. **S. & C.** and Mrs. **H. E. Childers** of Houlton, is attending Aroostook State College at Presque Isle. She has been named to the tennis team at the college.

Miss **Susan Jean Tracy**, daughter of Mr. and Mrs. **Merle Tracy** of Houlton, became the bride of **Richard Dennis Wilmot**, son of Painter and Mrs. **Clair O. Wilmot** of Oakfield, in a recent ceremony with the Rev. **John Ruth** officiating.

A reception was held at the home of the bride's parents.

The bride was graduated from Houlton High School in 1967 and is employed by Houlton Motors.

The bridegroom was graduated from Oakfield High School in 1967 and has completed a tour of duty with the U. S. Army in Germany. He is presently in Vietnam.

Pvt. **Burton E. Lenentine** has completed basic training at Fort Dix, N. J., and has spent a 14-day leave with his wife, the former **Suzanne Henry**, at the home of her parents, Equipment Operator and Mrs. **Gerald Henry** of Oakfield and with his parents, Mr. and Mrs. **Everett Lenentine** and family of Monticello. He has now returned to Fort Knox, Ky., where he is attending mechanics school.

Statistical Clerk **Robert A. MacIlroy** of Houlton, was a delegate to the 150th Episcopal Convention in Portland, Oct. 10 and 11.

Miss **Christine V. Cowing**, daughter of Sect. Foreman and Mrs. **Shirley E. Cowing** and **Terry Lee Downing**, son of Mrs. **Albert Bouchard**, exchanged wedding vows Oct. 24, at the Church of Universal Fellowship in Orono. The Rev. **John W. Pickering** officiated.

Mrs. **Joanne S. Ellis** of Orono was matron of honor and **Carl Trask**, of Hudson, was best man.

A reception was held at the Knights of Columbus Hall in Old Town.

The couple enjoyed a wedding trip along the Maine coast and will reside in Lagrange.

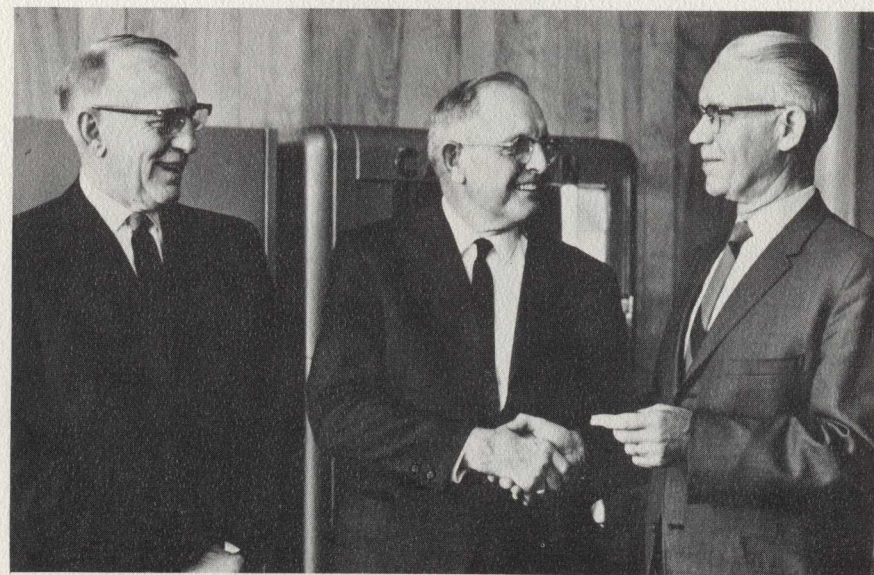
Mrs. **Downing** graduated from Old Town High School in 1967 and is a junior at the University of Maine, majoring in elementary education. She is employed part time at Doug's Shop 'N Save store in Old Town.

Mr. **Downing**, a 1967 graduate from Old Town High School, graduated from a 20-week course in aviation and navigation equipment repair at Fort Gordon, Georgia, in October. He is now serving with the U. S. Army.

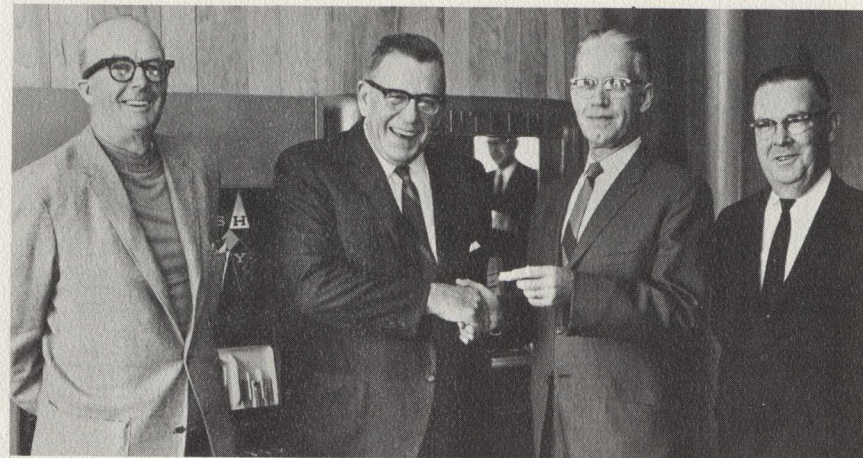
Friends of Section Foreman and Extra Gang Foreman **James H. Sanborn** of Bangor, will be sorry to learn he is a patient at St. Joseph's Hospital in Bangor. Mr. Sanborn was foreman of the tie crew this past summer.

Supt. **S. & C. H. E. Childers** and Mechanic **Frank A. Beaulieu**, both of Houlton, were in New York City the latter part of September. While away they attended a retirement party held in honor of a former employee of Supt. **Childers** when he was associated with Staten Island Rapid Transit Company.

Sect. Foreman (Ret.) and Mrs. **Charles R. Ewings, Sr.**, of Millinocket observed their 50th wedding anniversary Nov. 3. An open house was held in their honor in the vestry of the Millinocket Baptist Church.



Conductor **Leroy G. Norton**, Bangor, retired Oct. 31 after 27 years of service. He is a native of Pittsfield and attended Newport schools and Shaw's Business College. He is a member of the Maccabees and the Odd Fellows. Mr. Norton is married and has one son, **Leroy**, of Ellsworth. Pictured with him are **F. D. Larlee** and **H. P. Lee**.



Conductor **Vernon L. Hall**, Newport, retired Nov. 4 after 45 years of service. A native of Patten he attended schools there and Staunton Military Academy. He is married and has two sons, **David**, Huntsville, Ala.; and **Wayne**, Orono. Pictured with him are **Sam Beede**, **H. P. Lee** and **M. F. Walls**.

Mr. **Ewings** was employed by BAR for nearly 50 years. He began his service as trackman at Griswold June 29, 1917 and was promoted to section foreman Jan. 8, 1919. He was section foreman until his retirement October 31, 1963.

The couple have 12 living children, one of whom is Equipment Operator **Lester A. Ewings** of Smyrna Mills.

The Ewings were presented with cards, gifts and a money tree by the more than 150 guests present. They also received a telephone call from their daughter, **Florence**, in Oregon.

Mr. and Mrs. **Ewings** have left for an extended visit in Lubbock, Texas, with their son, **Charles, Jr.**, and his family.

Treasury Department

Assistant Treasurer and Mrs. **Richard Gray** of Brewer, are receiving congratulations on the birth of a son, **Mark Edward**, born Oct. 13 at the Eastern Maine Medical Center in Bangor.

Transportation Department

Mrs. **Stephen Mosher**, of Boston, is visiting her in-laws Freight Foreman and Mrs. **James Mosher**, Presque Isle, for a few weeks.

Retired Section Foreman **Joseph Chambers**, of Presque Isle, 87, was a successful hunter this fall, taking a deer.

Mrs. **Daniel Labbe** of Fort Kent, widow of Supervisory Agent **Daniel Labbe**, flew to Florida Oct. 19 to spend the winter with her daughter, Mrs. **Joan Infantino** of Miami.

Robert Houston, clerk in the Transportation Department has resigned and re-enlisted in the U. S. Army.

Visiting at the home of Chief Clerk and Mrs. **Louis P. Larsson**, Presque Isle, for one week during September, was his cousin, Mr. **E. Fred Anderson**, an auditor for the Moore McCormack Steamship Lines. They were visited in October by Dr. **Allan T. Nilson**, from Gothenburg's Historical Museum, Gothenburg, Sweden. Dr. Nilson is in America through a fellowship of the Johnson Lines (Steamship) doing research of the Swedish colonists in the state which will be placed in the Gothenburg Museum for posterity. Anyone having old photos, scrapbook clippings, diaries of the past or daily record books could contribute to his research of Swedish history in the County and State. Chief Clerk **Louis Larsson** of 13 School Street, Presque Isle, will accept the material for Dr. Nilson. All material will be returned if requested.

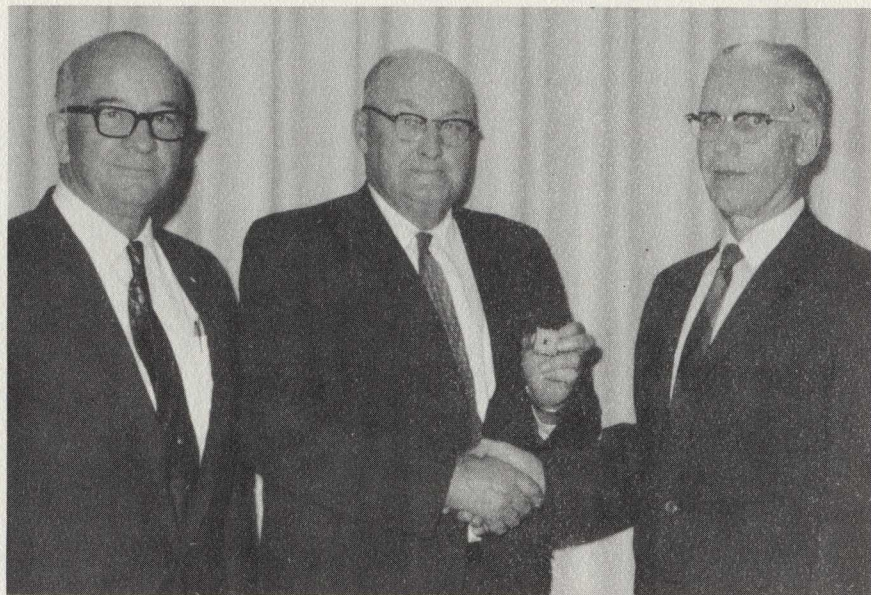
Our sympathy to Yardmaster **Frank Stark**, Northern Maine Junction, on the death of his wife Sept. 27.

Conductor **Kenneth L. Hunt, Sr.**, 56, died Nov. 1 at his home in Hermon after a brief illness. He was born in Hermon June 2, 1913, the son of **Claude** and **Daisy (Light) Hunt**.

He lived all his life in Hermon and attended schools there.

He was a member of Lynde Lodge of Masons, the Railroad Trainmen and was employed for the past 27 years by the Bangor and Aroostook as a brakeman and conductor.

Surviving are three sons, **Philip K.**, of Duarte, Calif., **Kenneth L., Jr.**, of Her-



Conductor **Ora Haskell** has retired after serving with the railroad for 31 years. He is a native of Merrill and attended Merrill schools. He is a member of the Odd-fellows, the Masons and the Grange. Mr. Haskell is married and has a daughter, Gertrude, and three sons, **Harold**, **Charles** and **Ora, Jr.** Pictured with him are **C. E. Garcelon** and **H. P. Lee**.



Freight Handler-Driver **George E. Cyr**, Van Buren, has retired after 26 years with the road. He has been freight foreman, station agent, trackman and freight clerk. A native of Van Buren, he was educated in Van Buren schools. He is married and has four children. Pictured with him are Assistant Agent **E. J. Gerard** and Supt. **H. P. Lee**.

mon, and **John M.**, United States Navy; three daughters, **Mrs. Judith Grinnell** of Portsmouth, R. I., **Bonita** and **Gloria**, both of Hermon; a sister, **Mrs. Lucille Dean** of Bangor; two half-sisters, **Mrs. Louise Philbrick** of Carmel and **Mrs. Audrey Hunt** of Pasadena, Calif.; six grandchildren and several nieces and nephews.

Funeral services were held at the Hermon Baptist Church.

Purchases and Stores

Our sympathy to the family of **W. S. Chase**, Storekeeper, who died Oct. 12.

Guy Sanders, International Treasurer and **Mrs. Edwin Story**, International Auxiliary Chaplain.

During the business session Saturday officers for the coming year for both the Gideons and the Auxiliary were elected and installed. Some 160 attended the banquet Saturday evening, and Gideons spoke in many churches of the area on Sunday.

The Days drove to Boston Sunday afternoon to attend the Program Orientation Conference for Chapter Volunteers of The National Foundation, March of Dimes. Some 400 delegates from the New England-New York area were challenged with the need of supporting the National Foundation's program of the prevention and treatment of crippling Birth Defects. The Conference was at the Statler-Hilton Hotel, October 20-21.

Mr. Day is chairman of Piscataquis County Chapter, M.O.D.

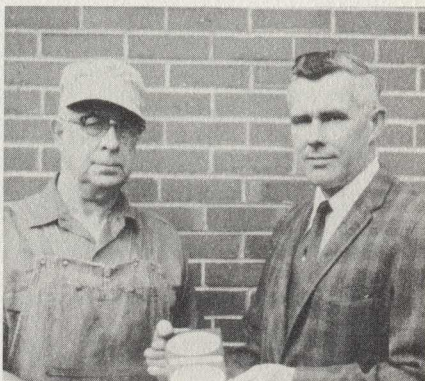
On the way home Wednesday, at the invitation of Governor Curtis, they attended the Maine Women's Civil Defense Meeting at the State House Office Building. Mrs. Day represented The New Idea Club of Milo. The Governor addressed the group at a luncheon, and all were invited to a tea at Blaine House by Mrs. Curtis.

Mechanical Department

Senior Master Sergeant **Richard G. Pelkie** spent a week in September with his father, **L. L. Pelkie** of Milo, a retired hostler, before returning to Vietnam. He had spent two and one-half years in Vietnam as maintenance scheduling superintendent at Nha Trang and Tan Son Nhut Air Bases. For the past year he has been at Carswell AFB in Texas.

We were sorry to hear of the death of **Jacob Anderson** of Exeter, New Hampshire, formerly of Derby. He had been retired from the Bangor and Aroostook as a car repairer helper since Sept. 1942.

Chief Mechanical Officer **H. W. Hanson** recently presented Air Brake Repairer **L. F. Henderson**, Derby, with his gold pass for 40 years service with the Bangor and Aroostook. Lawrence was born in Milo, Maine, January 5, 1903 and attended Milo schools. He started work for the BAR Nov. 14, 1929, as a laborer. Subsequent positions held were, car repairer helper, car repairer, machinist helper, engine cleaner, swing job, boilermaker helper, transfer table operator, sheetmetal worker helper, machinist and air brake repairer. He is a member of the International Association of Machinists. Lawrence is married and has one son, **Dean**, who lives at home.



Congratulations to Mr. and Mrs. **Stephen Hamlin** on the birth of a son, **Michael Stephen**, at Lawton, Okla. Mrs. Hamlin is the former **Cheryl Bell**, daughter of Manager of Purchases and Stores and Mrs. **H. F. Bell**.

Paulette Nutter, daughter of Stores Accountant **Paul W. Nutter**, has returned to Fort Benjamin Harrison, Indiana, after spending a leave in Milo.

Retired Manager, Purchases and Stores and Mrs. **Paul H. Day** attended the 29th Annual Convention of The Gideons International in Maine at Holiday Inn, Auburn October 17-19. Activities began with a noon luncheon Friday and featured speakers at the evening meeting were Mr.



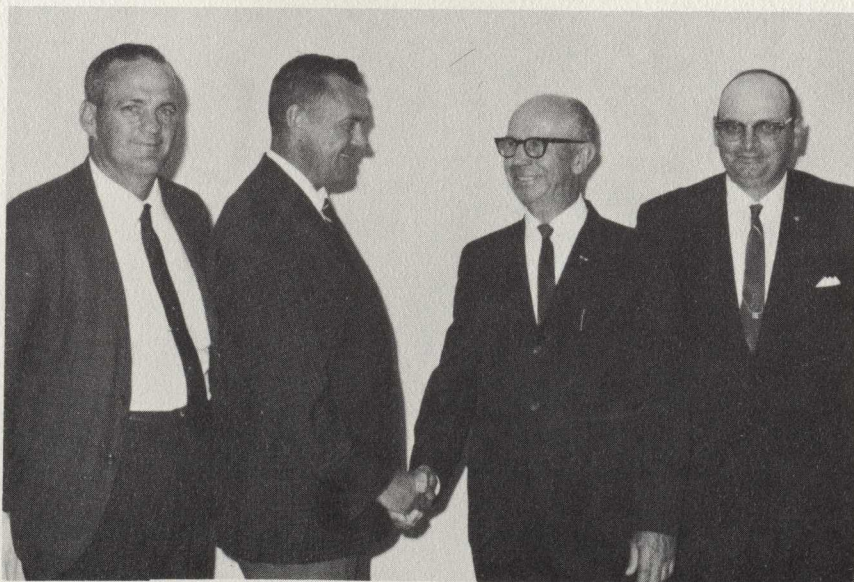
Miss **Dorothy Cameron**, R. N., daughter of Carman and Mrs. **Roland J. Cameron** of Oakfield, was among the summer graduates at Atlantic Union College at South Lancaster, Mass. She received an associate in science degree in nursing.

Miss Cameron is now employed at New England Memorial Hospital in Stoneham, Mass.

He was born in Latvia, June 24, 1877, the son of **Ehrman** and **Edith Anderson**, and had lived most of his life here at Derby.

Surviving are two daughters, Mrs. **Anne Copper**, of Oklahoma City, Okla., and Miss **Lily Anderson**, Bangor, Maine; two sons, Dr. **Karl V. Anderson**, Bath, New York, and **John A.** of Exeter, New Hampshire, as well as grandchildren and several nieces and nephews.

We were sorry to hear of the death of retired Car Cleaner **Leroy A. Haley**. He had been retired since April, 1962.



Locomotive Engineer **Victor R. Deeves** has retired after 47 years with the road. A native of Millinocket, he attended schools in Caribou and Presque Isle. Mr. Deeves is married and makes his home in Houlton. Pictured with him are **Keith Greenlaw**, **L. S. Milton** and **Kenneth Adams**.

He was born at Glenburn, January 2, 1886, the son of **Frederic** and **Lillian Haley**, and was a member of the Lagrange Masonic Lodge, Rabboni Chapter at Milo, and the Milo Grange.

Surviving are four sons, **William**, of Stafford, Conn., **Donald**, of Quincy, Mass., **Frederic**, of Crowells Heights, Pa., and **Wayne** of Derby; two daughters, Mrs. **Joseph McDonald**, of Dorchester, Mass., and Mrs. **Newell Haynes**, of Ellsworth, Me., as well as one sister, 19 grandchildren and seven great-grandchildren.

Painter **E. D. Bamford**, Derby, is convalescing at home following surgery at St. Joseph's Hospital in Bangor.

Car Repairer, **E. L. McSorley**, Derby, is a patient at St. Joseph's Hospital in Bangor.

Machinist **T. D. Barker**, Northern Maine Diesel Shop is convalescing at home after being a patient at the Eastern Maine General in Bangor.

We were sorry to hear of the death of retired Car Bill Clerk **Charles P. Field**. He had been retired from the Bangor and Aroostook since June 30, 1945.

He was born in Bangor, March 20, 1874, the son of **Albert S.** and **Sarah E. Field** and he was associated in business with his father in Bangor, prior to entering service with the Bangor and Aroostook in 1915.

Mr. Field had lived in Florida during the winters and at his camp summers at Ebeeme until 1957 when he became a resident at the Palm Crest Hotel in Haines City, Florida.

He is survived by one daughter, Mrs. **Hazel E. Ouellet** of Deland, Florida; two step-sons, **Clinton Bolster**, of West Buxton, and **Everett A. Bolster**, of Fort Lauderdale, Florida.

Miss **Darla Cameron** is attending Aroostook State College in Presque Isle where she is majoring in elementary education. Darla is the granddaughter of retired Section Foreman and Mrs. **Charles Ewing** of Millinocket, Me.



Rail Repairman **Robert H. Clark**, Oakfield, has retired after 35 years with the road. He entered service as a trackman and has been a flangerman and spreader crew foreman. Mr. Clark is married and has two children **Norman D.**, and Mrs. **Whitmore A. Stairs**. Pictured with him is **V. J. Welch**.



Supervisory Agent **P. J. Dube**, Fort Kent, receives his gold pass from Supt. **H. P. Lee**. A native of St. Leonard, N. B., he attended Bathurst College and St. Dunstan's University. He is a member of the K. of C., Rotary Club and the Fort Kent Development Corp. Mr. Dube is married and has one daughter, **Michele**, of Caribou.

Accounting Department

Valuation Accountant and Mrs. **Galen F. Sheehan** are receiving congratulations on the birth of a son, **Peter Jonathan**, born Oct. 19 at St. Joseph Hospital in Bangor.

Gerald D. Stillman of Hampden joined the Data Processing Section of the Railroad Sept. 22, 1969 as a machine operator.

We were sorry to hear of the death of **J. M. McDonough**, assistant supervisor, machine bureau, in Bangor. He had retired in April. Mr. McDonough had been with the road 46 years starting as mail messenger. He attended Bangor High School and the University of Maine. He was married and had four children, **John, Jr.**, Syracuse, N. Y.; **Richard**, Louisville, Ky.; and **Jane**, Broadbrook, Conn. Burial was in Brewer.

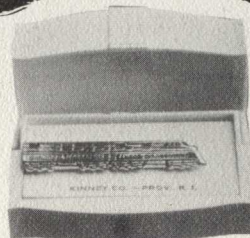
Band A Emblem

Christmas Gifts

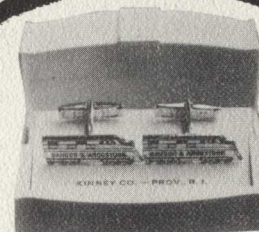
for the
B and A Family
and Friends



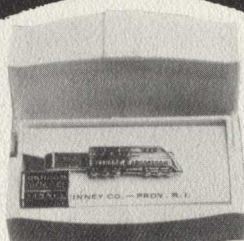
Overnight Bag
Canvas, Zipper \$1.50



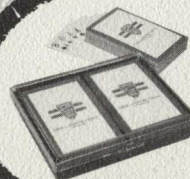
Double Diesel Tie Clasp
\$1.00



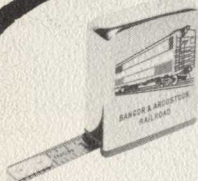
Diesel Cuff Links
\$1.50



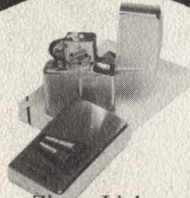
Single Diesel Tie Clasp
\$1.00



Plastic Coated Cards
Single Pack \$1.00
Double Pack in Case \$2.25



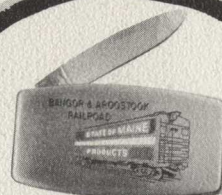
Tape Measure
6 ft. Zippo \$1.85



Zippo Lighter
Windproof, Chrome \$2.60



Tie Pin and Cuff Links
Clasp and Link Set \$4.25
Tie Clasp \$1.75
Cuff Links \$2.50



Zippo Pocket Knife
\$2.25



Double Old Fashioned
Glasses
Set of 6 \$3.90



Zippo Greenskeeper
\$2.25

Sales tax is included in all prices. No mail orders on glasses. All other items mailed post-paid.

Order from Bangor and Aroostook Railroad,
Northern Maine Sales Office, Presque Isle;
Marketing Department, 84 Harlow St., Bangor.