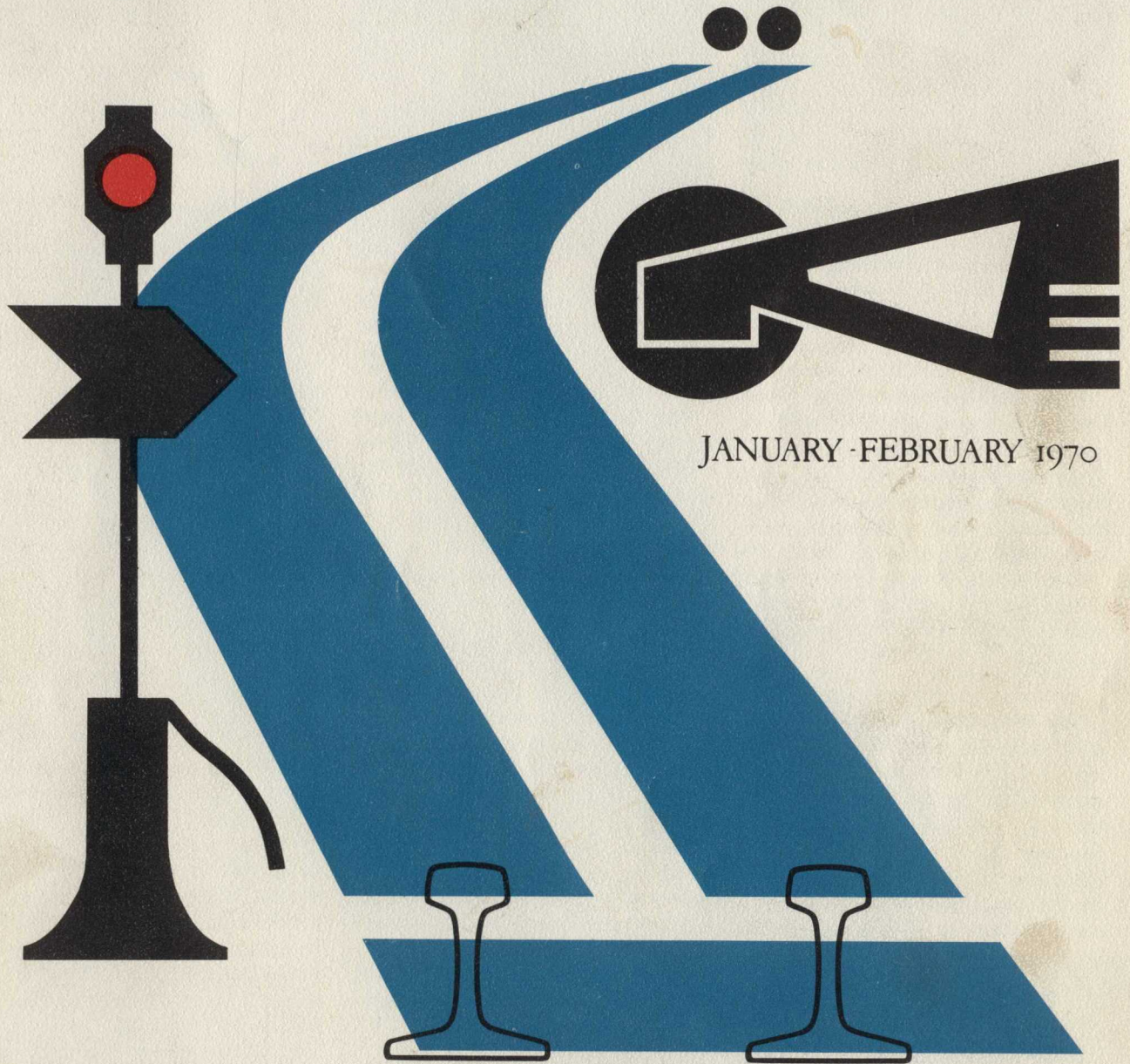


# MAINE LINE

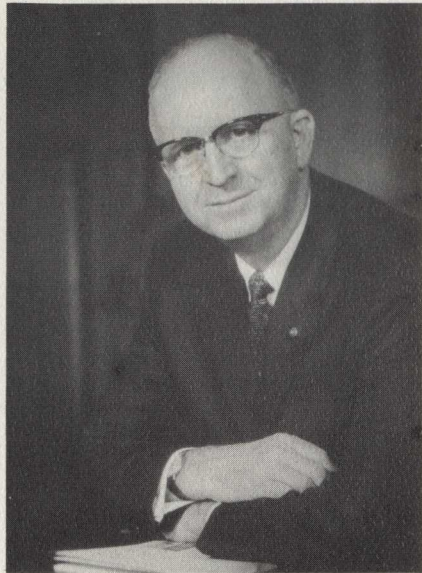


JANUARY - FEBRUARY 1970

BANGOR AND AROOSTOOK RAILROAD







## Talking It Over

To My Fellow Employees,

Company publications do not frequently mention the things that are wrong with their companies. The stories one reads deal with the challenges and the potential of the firm. In the newspaper business, editors refer to a "Gee Whiz!" story, telling only the favorable facts, and the "Aw, Nuts!" approach, stressing the negative facts.

Business journalism, quite naturally, is prone to the first category because people are seldom inspired or motivated by negative comments. But in the article in this issue on the Northern Maine Junction Car Repair facility, we have attempted to show both sides of the coin. I believe employees have a right to know both sides of the picture.

The task that the car repair, inspection and cleanout crews perform is a vital one and is closely tied to our healthy paper and newsprint traffic. The busy mills depend on a uniform flow of empties to load for their customers. So do all of our other customers. We have gone to the ex-

tent of having nails and sharp obstructions removed from paper cars. But only the excellence of our people, their willingness to do their job, regardless of weather and working conditions, makes the operation a successful one.

The facility is primitive. A large section of the work area should be covered and protected from the elements. I am aware that it would improve the working conditions of our people there. And it would also make the operation more efficient.

No man can do his best work when he's wading through snow, or working in the rain or when his hands are numb with cold. Working in the elements is, unfortunately, part of the business of railroading in cold climates. But part of the problem could be eliminated at this particular point by covering a portion of the car repair tracks. It would improve both working conditions and efficiency. The fact is that our financial position will simply not permit us to spend the money, even though we know it should be done.

Our return on investment, the index by which business measures its financial health, is under one percent. As a comparison, many other industries consider a return of from eight to ten percent nor-

mal. Our low rate of return reflects our status as a public utility and also the current state of the railroad industry.

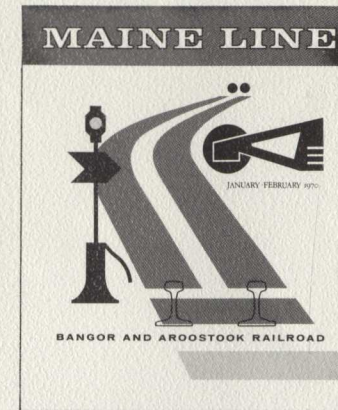
It does not have to remain this way and I don't believe it will. As our cities grow and space becomes more and more precious, railroads will become even more essential. The wasteful duplication of railroad facilities will be eliminated by merger or acquisition. The service will be streamlined and the rolling stock will be larger to accommodate the loads which only railroads are capable of moving. The decade of the 70's will be witness to great advances in railroading.

Not all the improvements will come from outside our company. We will always need the intelligence and help of alert employees, a resource which I believe this company has in abundance. With your help we can do a better job of running a railroad. It means more traffic, money to make improvements like the modernization of the rip track and a better life for us all.

Sincerely,

*W. Jerome Strout*

President



### About the Cover

There really isn't any deep symbolism about the cover. It's simply Artist Chuck Cronin's graphic concept of the strength and beauty of a railroad and reflects, we think, the vitality of the industry as we enter a new decade.

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Volume 18, Number 1

January-February, 1970

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## NEWS BRIEFS



Hercules Levesque

The appointment of Hercules Levesque as supervisory agent at Madawaska was announced Dec. 23 by Herschel P. Lee, superintendent of transportation.

Lee said that as supervisory agent, Levesque will be relieved of some detail operating assignments to act as liaison with Fraser Paper Co., one of the road's major shippers.

Levesque is a veteran of 32 years' service with the road's operating department. He entered railroad service as a freight clerk and later became an agent in various stations. Prior to his railroad service he was employed by the Northern Telegraph Company.

Harold V. Grant, tariff clerk in the Traffic Department, Bangor, has completed the Traffic and Transportation management course of LaSalle Extension University with high honors. He has been with the traffic department since 1967.



Harold V. Grant

Grant is a graduate of Bangor High School and a veteran of the Pacific campaign in WW II. Prior to his railroad employment, he was employed in banking.

Burton A. Sawyer, freight claims agent for the railroad, has been appointed chairman of the AAR Eastern Claim conference. Prior to his appointment, he had been vice chairman for the group and has been chairman of the Newsprint Committee, Freight Loss and Damage Committee and the Uniform Practices committee.

Service awards have been presented to railroad chairmen who served during the recent Savings Bonds drive among railroad employees. Chief Claims Adjuster Thomas A. Mercier, who headed the company drive, presented the first award to Arno Shepardson, assistant engineer in the Mechanical Department at Derby.



Burton A. Sawyer







The second trick switcher at Northern Maine Junction pauses briefly with a cut of cars in front of the "Farm" yard office in a race against the clock to make up the railroad's priority northbound freight No. 57.

Switcher Foreman Harold Woodard's voice has an oddly sepulchral quality as it booms hollowly out of the loudspeakers at the "Farm" switching area of the Northern Maine Junction yards. In the darkness the switching directions sound like the commands of some celestial authority.

But there's no cathedral atmosphere about the busy yard. It crackles with activity as the crew of the second-trick switcher races the clock to make up train No. 57, the railroad's priority northbound night freight.

"Getting 57 out on time is critical," explains Trainmaster M. E. Walls. "The on-time performance of nearly all other train movements the next day depends on 57 arriving in Caribou by 7:00 a. m.

Harold Woodard is jealous of its reputation as a high performance crew. Woodard is a veteran railroader with 26 years of putting trains together and moving them. He's a knowledgeable, competent railroader and his crew reflects his concern for doing the job well. The crew of the

second-trick switcher is one that Superintendent H. P. Lee calls "a good crew that does its work well and handles cars as though they own them."

No one really knows what makes one crew different from another but every veteran railroader has an opinion. "Hoofer" Young thinks it's because it's a congenial crew. There's a bantering camaraderie among the men that seems to weld them into a team. Yardmaster W. A. Sawyer, the man who works at the classification and switching moves like a chess player, thinks it's because the men have worked together for a long time and each one knows his job. Judgment and experience are two important ingredients of a good switcher crew.

They're an experienced crew. A. H. Hodston heads the service list with 27 years. Harold Woodard is next with 26 years. J. W. Green has 24 years, J. W. Young 22 years, R. W. Patterson 21 years. D. E. Lawrence has 18 years and C. P. Batchelder and V. A. Cunningham both have 15 years. W. A. Sawyer is a

regular member of the crew when he's not sitting in the yardmaster's chair. J. W. Green is a spare man who fills in occasionally.

The crew is larger than a regular road crew because in classifying cars the men ride the cars for the sake of careful handling.

The crew's most important task each day is the make-up of Train 57. All their other work, the classification of cars and the make-up of two other trains, SO-1 and Train 55, are subordinate to the 8:30 deadline of No. 57.

As Yardmaster W. A. Sawyer puts it, "These men don't have to talk about it. They know what has to be done and how much time they have to do it. When the train is together and it's spotted for air, everyone breathes a sigh of relief."

For anyone watching the smooth switching of the cars into the classification tracks, it might seem like a routine kind of job. But the apparent ease is deceiving. The brakemen ride the cars as they're released, shunting them into the tracks according to destination and being

# The Alchemy of a Train Crew

careful of impacts to protect lading. There is no waste motion as Engineer Al Hodston moves the cuts of cars.

"That fellow on the engine is about as good as we've got here," Bill Sawyer says, gesturing out the window of the yard office as the switcher passes. "You judge an engineer by how he lets you on and off the engine and how he takes signals. A good engineer doesn't try to outguess you."

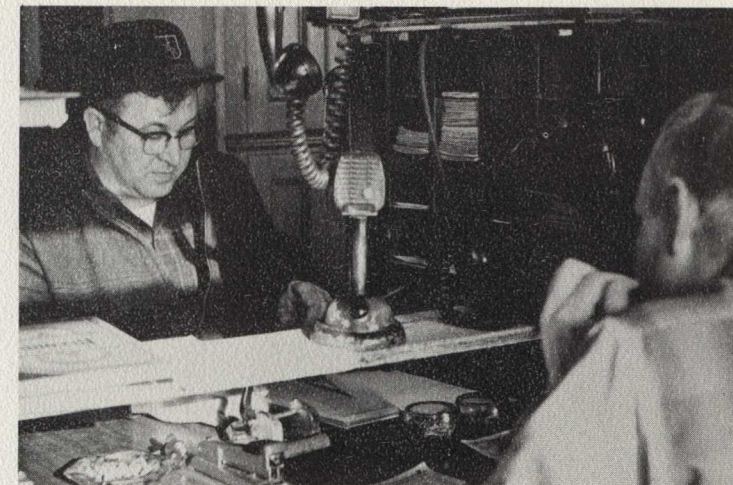
The switcher foreman calls off the car numbers in the classification and indicates on which track they're to go. As he releases the cars a brakeman clammers up the ladder to ride the car onto the classification track. The man who chases the engine and the man on the rear end have the most physically demanding jobs in the crew, walking as many as four to six miles, the men say, during their shift. The crew takes turns in each position.

## CLIMBING IS TOUGHEST

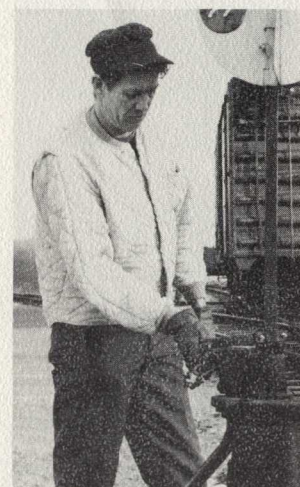
"The toughest part of the work," says Brakeman Bob Patterson, who's nearing 60, is climbing up and down the cars. "When you're off for a few days you notice it when you get back to work."

But in spite of the hazards of the work, the occasional discomfort of working in snow and cold, the men say that it is challenging and each day is different enough from others to make it interesting.

"Putting 57 together is the job that everyone's concerned with every day," says Jimmy Green. "There are headaches and problems but when it's done you feel good."



Above, Yardmaster W. A. Sawyer checks the work to be done before the crew begins its shift. Left, Calvin P. Batchelder throws a switch as the cars go into the classification. Below, V. A. Cunningham scrambles up a ladder to ride a car onto the classification tracks. Both men are 15-year veterans.



Switcher Foreman Harold Woodard, below, gives cars numbers and switching instructions to his crew over a loud speaker system.



Below, R. W. Patterson, V. A. Cunningham, A. H. Hodston, and D. E. Lawrence check watches and sign the register as they begin their shift.







At their lunch break, left, there is talk of moving cars as well as good-natured bantering so characteristic of a good crew. Lower left, J. W. "Hoover" Young, a 22-year man, throws a switch during the classification. Lower right, D. E. Lawrence watches intently to relay signals for a hitch.

In a normal shift the second switcher may handle 300 cars, or about 9,000 cars a month. The total includes cars of oil and chemicals from Searsport and Bangor, box cars and mechanical refrigerator cars in from the West. It's hazardous work with the ever-present danger of moving equipment and climbing on cars. But the safety record of the crew is good, mostly as a result of their habit of looking after each other.

"When you're switching a yard, especially at night, you have to know where every man is," Green says emphatically, "you can't assume anything."

The crew of the second switcher is typical of other crews who move the Bangor and Aroostook's trains. They may appear ordinary, but it's only in appearance. They're a separate breed. Trainmaster Mel Walls thinks the difference is attitude and interest. Brakeman "Hoover" Young describes it as a kind of fascination for the work that captures the fancy of some men and holds it for a lifetime. Probably that's close.

Whatever chemistry is responsible for the moulding of such men and the evolution of a smooth-functioning team, it's what makes a railroad. The careful handling of cars and meeting deadlines are their standards of excellence.

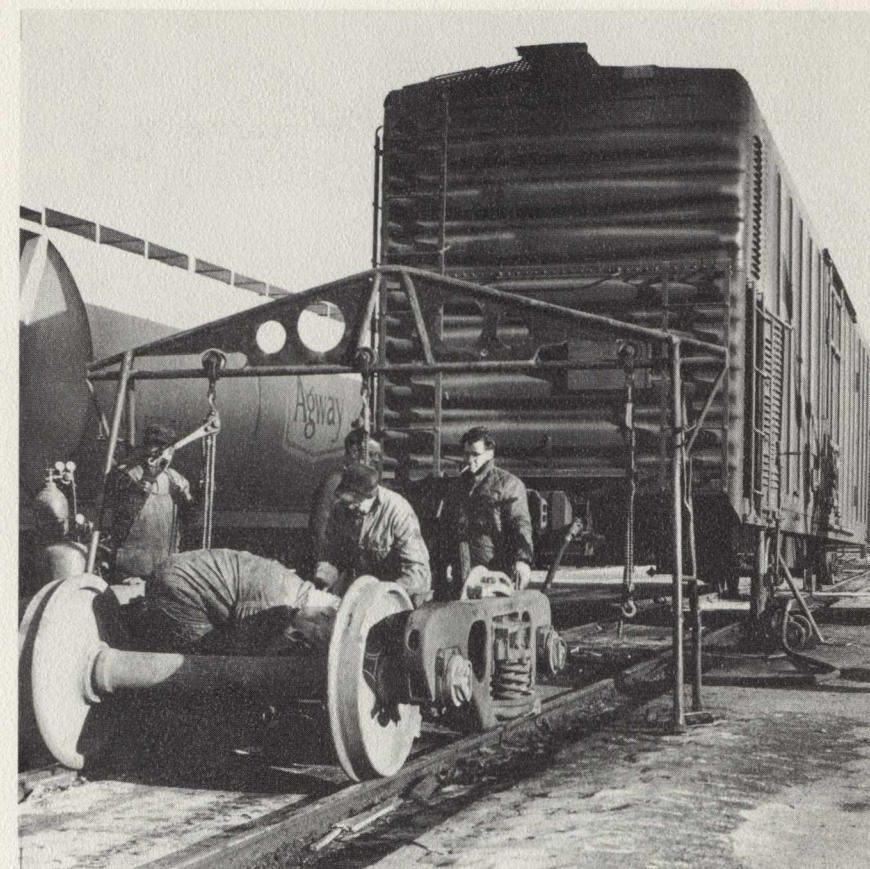
"We like pay days, too, you know," Jimmy Green grins in explanation. "It's just as important to us to move them right as it is to the guy who sells the service to the customer."

Wearing heavy clothing against the icy wind, left, R. W. Patterson prepares to ride a car onto the classification tracks. Above, left, A. H. Hodston, maneuvers the heavy diesel with deceptive ease as the cars are shunted toward the crew. Lower left, J. W. Green, a 24-year veteran, chats with the crew during a respite in the switching.



A crew at the Northern Maine Junction Car Repair tracks jacks a car to repair the trucks. These crews repaired more than 10,000 cars that passed through the yards last year and inspected 60,000.

After a severe snow storm the unprotected car repair facility sometimes looks like the bleak scene below that was photographed after a 1968 blizzard.



## Working The Rip Tracks

One grizzled car repairer at the Bangor and Aroostook's Car Repair tracks at Northern Maine Junction described the facility as "the coldest damned place in the State of Maine in the winter and the hottest in the summer." The other 55 members of the crew mostly agree with him.

In the winter, the wind sweeps across the sprawling yard from the north, numbing the fingers and faces of the men who perform most of their work exposed to the elements. In the summer, the tracks and men bake in the shimmering heat of the July and August sun. As one wag remarked, "it's a good thing summer only lasts a month."

The men who work the rip tracks are the first step in the process that reaches its completion when a carload of freight reaches its destination. Every car that arrives on line passes through this point for inspection and,

if necessary, repairs. The inspection is a 24-hour a day process, 365 days a year. Approximately 60,000 cars a year receive inspections here—all those received at interchange with the Maine Central at Northern Maine and the Canadian Pacific at Brownville—and last year more than 10,000 of these cars underwent repairs at the rip tracks.

The interchange inspection every car receives is a safeguard against a customer receiving a defective piece of rolling stock. The sharp-eyed car inspectors scrutinize each car for defects in wheels, draft gears, air brakes, doors, hatchcovers, floor racks and flooring.

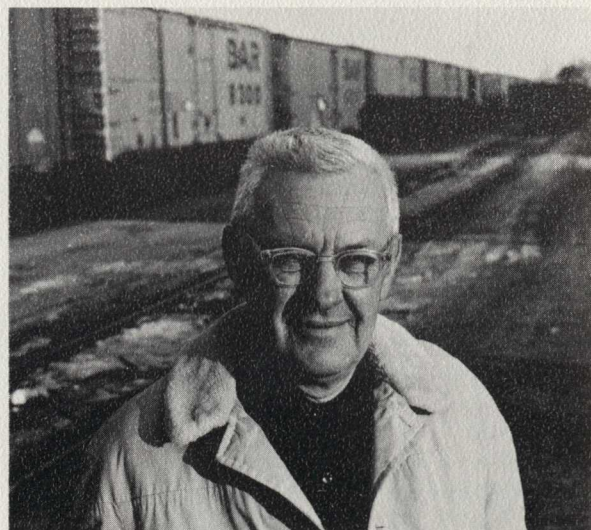
After the inspection, cars with defects are shunted to the repair tracks which hold 72 cars and other empties go to the cleanout tracks. The cleanout operation is unique for its thoroughness and reflects the railroad's







Car Repairers Eugene H. Curtis, left, and Robert E. Lanphier, work on a set of car trucks at the Northern Maine Junction rip tracks. The heavy clothing, including hoods and ear flaps, are standard protection among the crews against the winds that sweep across the yards in winter.



concern with furnishing clean cars without nails or debris to its customers. The cleanout crew removes all nails and staples from boxcars that will be used for paper and makes sure that there is nothing that might damage a cargo of paper in transit. Refrigerator cars with bunker ice are sent to Houlton for de-icing. The cleanout track is a seven-day-a-week operation as are the oilers who lubricate journal boxes of all incoming cars.

Part of the crew also works at the new Mechanical Refrigerator Car facility and another two-man crew uses a mobile van equipped with an air compressor, generator, acetylene torch, bench saw and materials to service cars off the repair track in the huge yard.

Most of the work, including wheel changes and repairs to hatch covers and door, is done outside. Only air brake cleaning and mill work for repairs to wood work on the cars is done inside. Many of the men take a stubborn pride in enduring the discomforts that the weather imposes on their outside work. And the work continues regardless of the snow, rain, or the biting cold that always seems more intense in a railroad yard.

Lawrence Dow, the veteran general car foreman who's in charge of the operation, comments that "bad weather slows us down but, unless it's very severe, our output is quite

General Foreman L. B. Dow, left, has high praise for the crews who work the tracks in every kind of weather. "Bad weather slows us down," he says. "But our output is quite uniform unless it's severe."

uniform." Dow is a veteran of 33 years with the railroad, 14 of them as a car repairer, and he speaks of the excellence of his people knowledgeably and with feeling.

The safety record of the Northern Maine Repair Track crews is remarkable. It has won the Mechanical Department safety award for the best performance among outside crews six times since 1960 and in 1966 completed the entire year without an accident.

"The car repair facility is one of the things that's wrong within the mechanical operation," President W. Jerome Strout says. "It's a vital part of the process of furnishing good rolling stock to our customers. These crews work under pressure to get cars out to the paper mills every day. The mills depend on consistent car supply and so do their customers. But it's primitive and we know it. A portion of the tracks should be covered. We certainly don't want men working in the snow and rain and it is just not efficient. But with a rate of return that averages under one percent on investment, it's simply not possible to make the capital outlays we need. Our inability to do this work, which would help our people and make the operation more efficient, is a reflection of some of the problems we face. A healthy increase in traffic would give us the capital for this and other vital improvements we'd like to make."



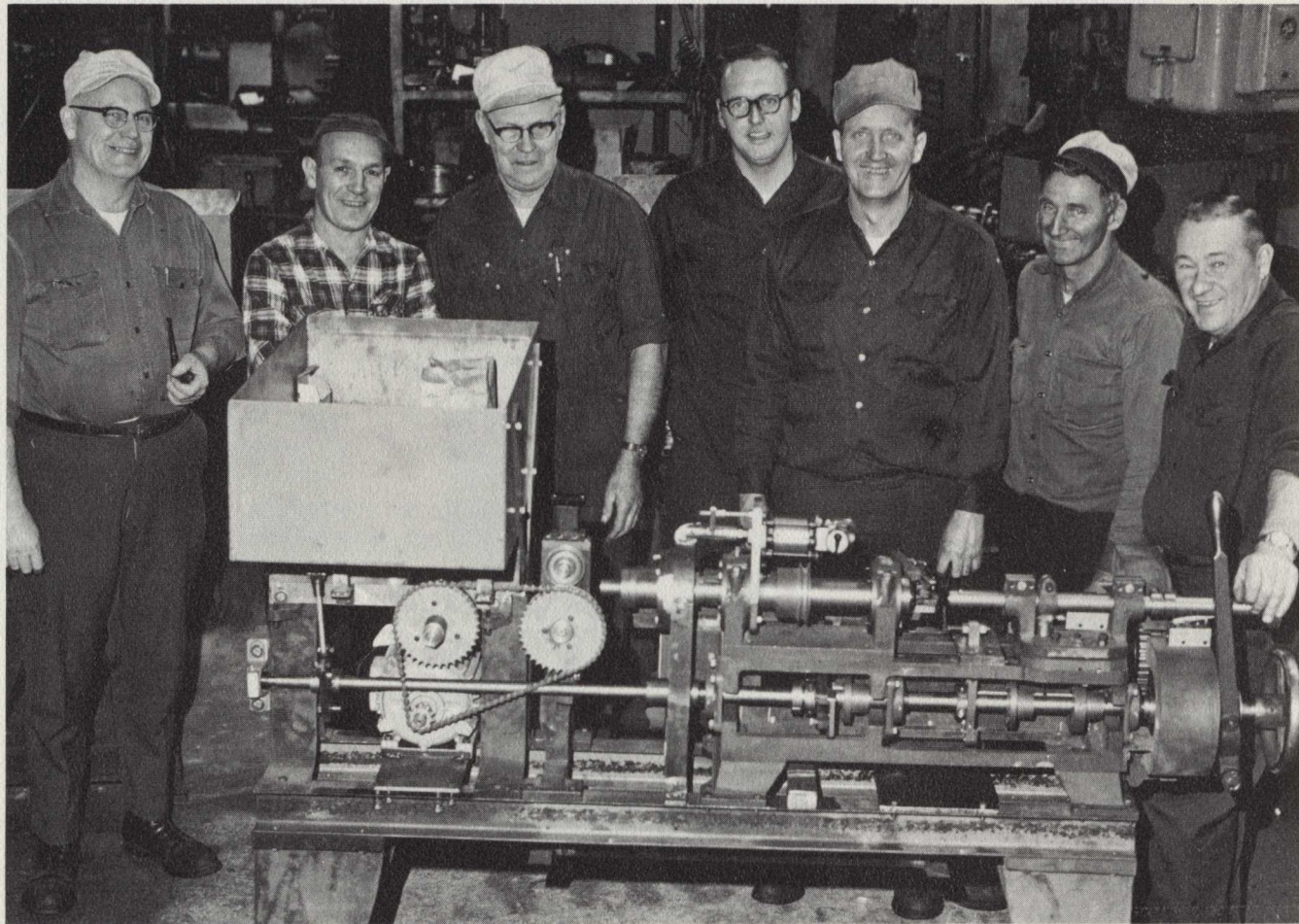
Car Repairers Harry Rancourt and Alvin Cross work on a car door, one of the very frequent types of repair jobs performed at the facility. A roof over part of the facility would improve working conditions in inclement weather.



Above, Car Repairer George Hodge heats iron work on a car for straightening. Left, Car Repairer Helper Joseph Vettrano lifts part of a truck for repairs.







## Would You Believe Golf Tees ?

The machinists pictured with Assistant Machine Supervisor S. N. Clark—M. A. Webberly, E. H. Connor, F. J. Clukey, E. T. Palmer, Jr., C. E. Sinclair and A. B. Rand—all worked on the 12 high-speed lathes for making golf tees at Derby Shops. The lathes were built for Pride Manufacturing Co. of Guilford.

Would you believe that Derby Shops is building a machine that makes golf tees?

It's true.

And the automatic, high-speed lathe that spews out from 100 to 125 golf tees a minute is only one of a varied and sometimes exotic kind of product that comes out of the Contract Shop at Derby. Some recent projects have been cable winders for Simplex Wire and Cable, parts for the arresting gear for carrier-based aircraft for the E. W. Bliss Company, and parts for a sprinkler system.

The 12 golf tee lathes, now being made, are for the Pride Manufacturing Company, of Guilford, a company that is riding the recreation boom and produces, from Maine birch and beech, three of every four golf tees sold in the United States. The firm, now expanding its Guilford operations, employs 65 people

and makes 250,000,000 tees a year.

Logs of beech and birch are brought to the Pride plant where they're slabbed, kiln dried and reduced to 16 x 1/2 inch dowels, then fed into the lathes. The finished tees are shellacked, counted automatically and shipped to about 100 distributors in the U. S. The lathe is made to Pride's design.

Other Maine customers of the Contract Shop are Oxford Paper Co., Augusta Iron Works, Maine Machine Products, Millinocket Machine and Foundry, General Electric in Bangor and Crosby-Laughlin in Portland.

The contract operation at Derby has a unique history. In the heyday of the steam locomotive, when replacement parts of the engines were virtually handmade, it was necessary to keep a large complement of machinists at the shops. The care and feeding of skilled machinists isn't a

casual undertaking. It takes a long apprenticeship to make a machinist and, once he's trained, he represents a considerable investment.

When the road converted its motive power to diesel it didn't require as many machinists as it did for steam. But the management wanted to keep its skilled people, so the contract shop was created to provide work for railroad people and to provide service and facilities of a well-equipped machine shop for Maine customers.

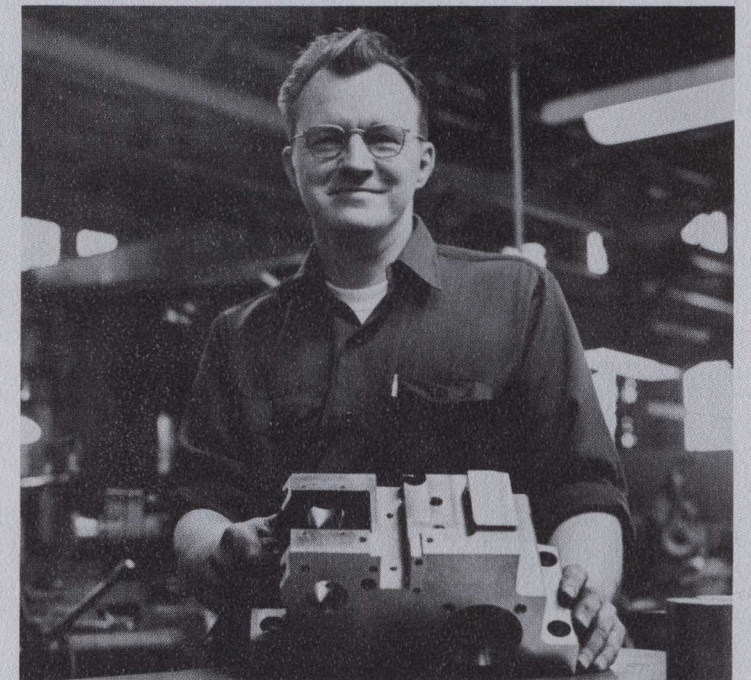
Actually, the shops began producing goods for the war effort in WW II, but it came into its own in the 50's. Herbert Dunham, as machine supervisor, has the responsibility of soliciting business for the shop and submitting bids to prospective customers. It's a job that keeps him on the road two days or so a week and keeps his pencil sharp figuring specifications closely so that Derby, with Union labor scales, can compete with other Maine companies, many of whom use non-union labor at lower rates of pay.

"The kind of job we really like is to make goods for heavy industry," Dunham explains. "We also like products that don't go beyond a tolerance of 1/1000 of an inch. We have an advantage in that we have a lot of heavy machinery and tools that you wouldn't find in the average machine shop."

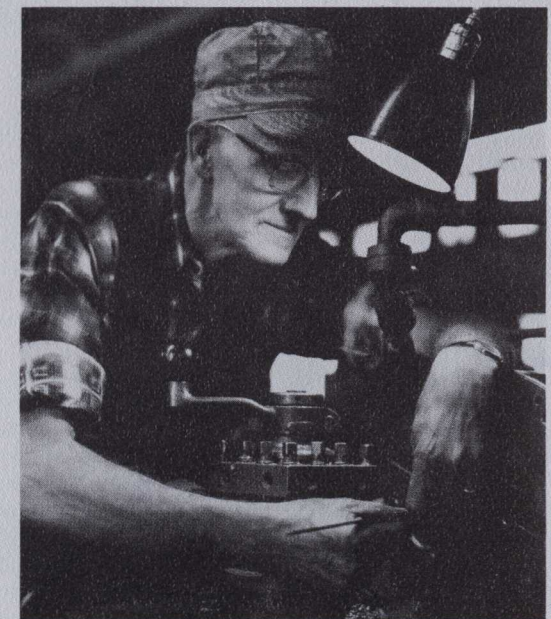
General Foreman Edwin Berry estimates that the Contract Shop means that the railroad can employ three times as many machinists as it would if it were just a railroad operation.

Chief Mechanical Officer Harold W. Hanson says that the Contract Shop not only keeps skilled machinists employed, it pays its own way on a fully-allocated costs basis and shows a profit.

Golf, anyone?



Above, Machine Supervisor Herbert Dunham holds a piece turned out for a Maine customer by Contract Shop machinists. Below, Machinist Harold Grey works at parts for one of 12 high-speed lathes that will soon be turning out golf tees for the Pride Manufacturing Company.







President W. Jerome Strout speaks to brotherhood officials at the traditional Christmas luncheon for labor and rail officials. Pictured with him are W. M. Houston, vice president and general counsel, P. H. Swales, vice president operations and maintenance and H. L. Cousins, Jr., vice president-marketing.

## 'To Know Each Other As People...'

Officials of the railroad and labor met for the annual Christmas luncheon in Bangor Dec. 12. The luncheon has been held for six years. No labor matters are discussed but labor leaders are given a briefing on the health of the railroad and an opportunity to ask questions. President W. Jerome Strout said that one important purpose of the meeting is to help officers of the unions and the railroad "to know each other as people, rather than just as faces across the bargaining table."

Strout told the group that one of the industry's greatest opportunities lies in the area of rail labor-management relations.

"Our traditions have conditioned us to regard the decisions we make from either a strictly management or a strictly labor point of view," he said, "with the result that the best interests of both groups sometimes suffer. There is a large area where we have common goals, common interests that the railroad urgently needs. We must change the rigid cli-

mate that has traditionally characterized our relations so that, together, we can incorporate the concepts that rail transportation must have to fulfill our role in a world that needs its goods with ever increasing speed and economy."

Attending were: Donald B. Annis, treasurer, Bangor; Harold F. Bell, manager purchases and stores, Derby; Albert J. Bergeron, general chairman, Brotherhood of Railway Carmen, Boston, Mass.; Owen H. Bridg-

O. H. Bridgman, administrative assistant to the president, left, and Gary E. Karam, chairman, GCA, United Transportation Union, listen intently to a dinner table topic.



Albert J. Bergeron, general chairman, Brotherhood of Railway Carmen, left, and Chief Mechanical Officer Harold W. Hanson are pictured at the luncheon.



George C. Folsom, local chairman, International Brotherhood of Electrical Workers, left, and Liston F. Lewis, manager of personnel, listen to Strout outline railroad's prospects for 1970.



President W. Jerome Strout and Thomas Christensen, general chairman, Brotherhood of Maintenance of Way Employees reminisce after the luncheon. Pictured below are William E. Estes, local chairman, International Association of Machinists, and Ronald L. Condon, general auditor.



James H. Fraser, vice general chairman, Brotherhood of Maintenance of Way Employees.



Rayno J. Cote, left, general chairman, Transportation-Communication Division of BRAC, and David G. Merrill, assistant vice president-operations and maintenance chat during luncheon.

president, Bangor; Alfred J. Bushway, shop committeeman, Sheet Metal Workers International Ass'n., Derby; Thomas Christensen, general chairman, Brotherhood of Maintenance of Way Employees, Hartford, Conn.; Charles W. Clark, local chairman, Brotherhood of Railway Carmen, Derby; Ronald L. Condon, general auditor, Bangor; Shirley F. Corey, manager highway division, Northern Maine Junction; Rayno J. Cote, general chairman, Transportation-Communication Div. of BRAC, Portage; Howard L. Cousins, Jr., vice president-marketing, Bangor; Guy J. Crandall, Jr., local chairman, Amalgamated Transit Union, Houlton; William E. Estes, local chairman, International Association of Machinists, Bangor; George C. Folsom, local chairman, International Brotherhood of Electrical Workers, Milo; James H. Fraser, vice general chairman, Brotherhood of Maintenance

of Way Employees, Grindstone;

Cecil E. Garcelon, safety supervisor, Northern Maine Junction; Hugh G. Goodness, manager pricing and divisions, Bangor; Owen J. Gould, controller, Bangor; Robert P. Groves, asst. vice president-operations and maintenance, Bangor; Clarence A. Hamilton, vice general chairman, Brotherhood of Railway Clerks, Bangor; Harold W. Hanson, chief mechanical officer, Derby; Paul E. Hayes, chief clerk, Car Service, Northern Maine Junction; J. Charles Hickson, asst. vice president-marketing, Bangor; William M. Houston, vice president and general counsel, Bangor; Gary E. Karam, chairman, G. C. A., United Transportation Union (E), Bangor; Harold D. Kelley, general chairman, Brotherhood of Railroad Signalmen, Millinocket; Robert T. Lawrence; Herschel P. Lee, superintendent transportation,

Houlton; Liston F. Lewis, manager of personnel, Bangor; Linwood W. Littlefield, manager car service, Northern Maine Junction; Donald V. Lundin, local chairman, Blacksmiths, Milo; Frederick B. Lunt, regional vice president-sales, Presque Isle; Donald C. McNally, chairman, G. C. A., United Transportation Union (T), Oakfield; David G. Merrill, asst. vice president-operations and maintenance, Bangor; John A. Rowe, general chairman, American Train Dispatchers Ass'n., Houlton; Richard W. Sprague, director of public relations, Bangor; W. Jerome Strout, president, Bangor; Palmer H. Swales, vice president-operations and maintenance, Bangor; Vinal J. Welch, chief engineer, Houlton; Leslie W. Wentworth, general freight traffic manager, Bangor; and Bert J. Worster, local chairman, International Brotherhood of Firemen and Oilers, Milo.



# New Sweden... Det Uttlovade Landet!



Residents of New Sweden turn out for the regular weekly band concert by the town band at the W. W. Thomas Memorial despite a summer shower.

Late in November, President W. Jerome Strout received an unusual letter from Sweden. It read, in part:

"During the month of October I visited Maine to make an ethnological research into New Sweden. The research was accomplished as scheduled and a broad and interesting material has been gathered. Everywhere I was received with kindness and warmth."

"A great deal of this success was due to the excellent contribution given by one of your employees to further my research, namely Mr. Louis P. Larsson in Presque Isle. Mr. Larsson's thorough knowledge of New Sweden and its people was therefore of greatest importance."

"I must of all my heart congratulate you on having such a man as Louis P. Larsson. . ."

It was signed: "Allan T. Nilson, director, Gotebords Historiska Museum."

The enthusiastic accolade was given to Chief Clerk Louis Larsson, Presque Isle, a descendant of those hearty Swedes who settled in what is now New Sweden, Stockholm, Jemtland and Wetsmanland, an area between Caribou and Van Buren. Nilson had learned of Larsson, long a student of the unique experiment in colonization that brought 51 Swedes 4000 miles from their homeland to carve farms out of the northern forest in 1870, through a Swedish official to whom Louis had written for background on the original colonists. He wrote Louis explaining that he wanted to document the story of the colonists as a permanent exhibition for the museum in Goteburgh, the city from which the original colonists departed in 1870. Would Louis assist him in helping find pictures and other documents for the exhibition

among the descendants of the settlers. Louis would and the professor could hardly have chosen a better man.

Louis' grandfather, Lars, emigrated to the colony just 13 years after the first settlers looked down with awe on the rolling hills and valleys

that were covered as far as the eye could see with soaring spruce and fir. Louis remembers him as "a gentleman of the old school with a courtly, European way about him."

As a young man, Louis learned to speak and write Swedish. It was the language used in the church and



Chief Clerk Louis Larsson, Presque Isle, whose grandfather, Lars, came to New Sweden from Sweden in the 80's, is a student of the pioneers who took part in the colonization of the north country in 1870. He speaks and writes the language.





Music is an important part of the Swedish heritage and both old and young are regulars in the town band when it presents concerts on summer evenings. Left, a sketch, circa 1896, pictures Lars Larsson, grandfather of railroader Louis Larsson. The thrifty and enterprising Swedes lose no opportunity to raise money to support their civic projects as in the souvenir emporium pictured below.



among the older people. After he left New Sweden he became more and more interested in the strong men and women who had left their homeland to settle this wild and primitive land. He accepted Dr. Nilson's bid for help eagerly.

As co-chairman of this year's centennial observance of the founding of the colony, Louis Larsson is very much aware of the significance of William Widgery Thomas' experiment. The old man, a counsel to Sweden during the Civil War, called the Swedes his "children of the forest," and was personally responsible for securing the legislation by the State of Maine for the immigration, of choosing the Swedes and of personally leading the expedition from Sweden to New Sweden, and helping them through the first precarious years.

After three years as counsel to Sweden, Thomas, a Maine native, became so entranced with the thriftiness, and industry of the sturdy Swedes that he determined to encourage some of them to settle in the northern part of his home state which so greatly resembled Sweden.

#### IMMIGRATION ACT IS PASSED

It wasn't until March 23, 1870, that Thomas was able to persuade the Maine legislature to pass the Immigration Act and set up a board of immigration. But he wasted no time and by the middle of May he was in Sweden looking for prospective settlers.

It had been decided, largely at Thomas' urging, that the settlers would be hand picked, that no one would be taken who could not pay his own way and that the commissioner, Thomas, would lead them to their new home personally. They would bring with them a Swedish pastor because, Thomas believed, religion would be a powerful aid in binding the colonists together.

Some 51 colonists, whom Thomas describes as 'tall, stalwart and blue-eyed' left Sweden on the steamship Orlando June 25, 1870. They first landed at Halifax and from there went to St. John, N. B., where they took river passage up the St. John to Fredericton. At Fredericton, the river became too shallow for the steamers and the colonists transferred to barges drawn by horses walking the banks.

The party was saddened during the river trip by the death of nine months old Hilma Clase, but they

arrived at Tobique Landing warmed by the friendliness of the people in the hamlets along the way. At Tobique they were met by Mr. Joseph Fisher of Fort Fairfield with teams to take them to their new home. It was 10 a. m. on the bright morning of July 22 when they reached the border between Canada and the United States at Fort Fairfield and were greeted by the booming of the saluting cannon in the village.

Every town turned out to see the new citizens and to press food, drink and gifts on them. The Scandinavians, according to Thomas' account, were quite overcome with their welcome at each town along the route and when they reached the site of New Sweden and saw the rolling hills and unbroken forest there were cries of *Det utlofvade Landet!* The Promised Land!

The head of each family was given 100 acres of forest, of which five acres had been cleared by hurrying crews employed by the state. Albert A. Burleigh, who was later to become the first president of the Bangor and Aroostook, was one of the surveyors of the new colony. There were cabins in various stages of completion and the industry of the new arrivals, as promised by Thomas, impressed the natives of Aroostook.

The first years were precarious but the colony grew and flourished. New groups of Swedes from the fatherland, like Lars Larsson, came to the wilderness settlement and hewed self-sustaining farms out of the forest.

Despite their tenacious hold to their culture the new century saw the intermarriage of the Scandinavians with Americans and English began to creep into the schools and social gatherings. When Louis Larsson was a boy the churches still used Swedish as their language. And the young people were encouraged to learn to speak and write the language.

## Mileposts

#### FORTY-FIVE YEARS

Edgar E. Carr  
George H. Fletcher

#### FORTY YEARS

Melvin E. Walls

#### THIRTY-FIVE YEARS

Brydon A. Blakely  
John C. Connors  
Donald C. McNally

#### TWENTY-FIVE YEARS

Leon A. Brannen  
Holman D. Clark

#### Theodore E. Clements, Sr.

Calvin C. Cole  
Merrill F. Pendexter  
Frank A. Stark

#### TWENTY YEARS

Nelson W. Cote  
James E. Jewell  
Lewis F. Judkins  
Mrs. Phyllis C. Leen  
Watson L. Nowell  
Raymond A. Perkins  
Clayton A. Redmond

#### FIFTEEN YEARS

Roger S. Casey  
Vernon A. Cunningham  
James W. Dow  
John A. Grass, Jr.  
Leigh A. Hutchinson  
Charles E. Johnston  
John T. Lent  
Jack H. MacLeod

#### TEN YEARS

Leslie H. VanTasel  
P. Carl Williams



The museum at Goteburg as it appeared in the 19th century.

Today, as they celebrate the achievement of their pioneer ancestors, the Swedes have left their mark on the culture of Aroostook County. Their industry is evident in their orderly farms, in their towns. The age of mechanized agriculture caught up with the small, self-sustaining farms of the Swedish settlers in the 1940's and the young men, who used to go to work in the wire mills and abrasive factories of Worcester, Mass., during the winter and return to the family farm in the summer began staying in the factories.

"But New Sweden is always home to a Swede," Louis Larsson says. "No matter how long he's been away. There's a bond. That's why we expect good attendance at the Centennial."

Like the young men who left for the factories, Louis Larsson began training to be an operator for the railroad in Jemtpland in 1938 under agent L. P. Thompson. He came to Presque Isle in 1944.

The Swedish colony has clung to its culture, although English is the language of the schools and churches now. One can still hear Swedish among the older people. They have retained the qualities of industry, honesty and a tradition of hospitality. There are still band concerts in the park by the town band and the family occupies an important place in the community.

"Some people," Larsson grins, "think we're clannish instead of just close."

When the sons and daughters of New Sweden return home to the green hills and poplar-lined fields next June to observe the 100th anniversary of the coming of their ancestors to this rugged land, it will be partly because Louis Larsson and some like him have kept faith with the traditions of their fathers. The seed that W. W. Thomas, Jr., dreamed about and nourished has spread throughout New England, adding the virtues to the native fabric.





Harold Parent's 84-inch high grandfather clock, above, dwarfs its builder as Harold examines his handiwork. Below, Parent uses a drill press in his well-equipped shop.



## To Build A Clock

When Machine Supervisor Harold Parent retired in July, after 45 years with the railroad, he didn't have any trouble finding something to do. In fact, one of the reasons he'd been looking forward to retirement was that he wanted to build a clock. He'd thought he could make the project last a year, but he finished it in five weeks, just two weeks before Christmas.

Now, a grandfather clock is an impressive instrument. It stands 84 inches high, weighs 200 pounds, more or less, and has enough chimes for the quarter hour, half hour, three quarters of an hour, and the hour to gladden the heart of the most passionate clock lover. The full count of 16 that strikes on the hour is a veritable symphony of chimes.

If one wants a grandfather clock he can expect to pay from about \$700 up, depending on the condition, settle for a replica, or if he happens to have deft hands and a lot of confidence he can, like Harold Parent, build his own clock.

The plans for Harold Parent's clock came from Mason & Sullivan, a firm that specializes in works and plans for these magnificent timepieces. With the intricate plans and a specially selected piece of Honduras mahogany as a starting point, Harold began closeting himself in his garage workshop every morning at 8 as soon as the little wood stove had driven the chill out of the air.

Most people can't tolerate working at fussy, detailed work hour after hour. But Harold Parent has been a machinist all his life and he's accustomed to the tension of doing precise work; he likes it.

The most difficult task in the making of the clock was cutting the intricate moulding on a bench saw. The tools he used most in the project were his table saw, jointer and band saw. As the word got around among

his friends at Derby Shops, people began dropping by his well-equipped workshop to check the progress of the clock.

It took about 180 hours to complete it. The works were purchased from Mason and Williams and there are glass-paneled openings in the sides of the piece through which one can watch the intricate movements of the clock. It stands in the living room of the Parents' Milo home looking for all the world as though it is the product of an age that turned out its heirlooms very slowly and with tender care. The warm patina of rubbed varnish and wax seems to be the covering of the years instead of the result of patient rubbing.

In one sense, Harold Parent's clock is an heirloom, if patient craftsmanship and excellence are standards. On the retail market he estimates the clock would sell for about \$700. He has \$200 invested in it, exclusive of his labor.

There is a long tradition of craftsmanship behind Harold Parent's grandfather clock. He has owned his attractive home for 28 years and during that time he and his wife ('a Canadian girl') have completely modernized it. He has also made several other pieces of cabinetry.

And, of course, no one ever builds just one clock. Harold's next project is a grandmother clock for his daughter who lives in California. The grandmother clock is not a put on; the distinction between the two is that a grandfather usually stands 84 inches high while the grandmother is 72.

Harold Parent's craftsmanship is more than just a matter of keeping busy after a useful and productive lifetime. There's something quite nice about building things that your children will one day cherish as heirlooms.

## In The Family

### Transportation Department

Retired Station Agent and Mrs. F. M. McDonald are spending the winter in Gulf Port, Florida. Retired Dispatcher and Mrs. T. B. Carleton are spending the winter in St. Petersburg, Florida.

Supervisory Agent L. D. Labbe, Caribou, has a new Dodge beachwagon. Mrs. Labbe has now returned home from being hospitalized from serious injuries received in an auto accident.

Marc, oldest son of Terminal Agent and Mrs. R. A. Lausier, Van Buren, has returned to the University of Rhode Island, in Kingston, R. I., after spending the holidays with his parents. He is now in his third year of pharmacy at the university. Robert, the Lausiers' second son, will be graduating from Van Buren District High School in June and has been accepted at the University of Rhode Island next fall, also taking a five-year course in pharmacy.

Supervisory Agent and Mrs. P. W. Hoar spent the holidays with their daughter and son-in-law, Mr. and Mrs. Robert Carey and with their grandson, Brett, in Schenectady, N. Y.

The following students from Houlton spent the holidays with their parents: Paul Kearney, son of Timekeeper and Mrs. G. L. Kearney from Indiana State University; Patrick Carroll, Jr., son of Ass't. Chief Dispatcher and Mrs. P. A. Carroll from the University of Florida; Tanya Rowe, daughter of Dispatcher and Mrs. John A. Rowe from Maine Medical Center, Portland; and Janet White, daughter of Chief Dispatcher H. G. White from the University of Maine at Orono.

The following changes in station service have taken place: Station Agent N. W.

### Associate Editor Honored

Maine Line Associate Editor Bernice Bailey, Houlton, was honored for distinguished service to the magazine in December. Miss Bailey has been on the staff for 10 years, the longest service of any member of the magazine's editorial board.

She is a clerk stenographer in the Engineering office and has been a member of the railroad family since 1944. She attended Houlton High School and was graduated from the Maine School of Commerce in Bangor.

Miss Bailey is active in church and community activities. She has been clerk in the First Baptist Church of Houlton for six years, secretary of the church's Board of Christian Education, financial secretary of the church and secretary of the Houlton Community Concert Association.



Bernice Bailey

### Accounting Department

Friends of Clerk Ward Shaw extend their sympathy to him and his family in the loss of his father J. Lewis Shaw, retired painter in Car Shop at Derby, who died Dec. 29, 1969.

Miss Constance Shaw, daughter of Clerk and Mrs. Ward L. Shaw, spent the Christmas holidays at home with her parents. She presently teaches at the Amesbury Elementary School in Amesbury, Mass.

Freight Revenue Clerk Roland Faunce and family spent the Christmas holidays with Mrs. Faunce's parents in Mentor, Ohio.

Mr. and Mrs. David L. Titus of Louisville, Ky., visited his parents, Mr. and Mrs. Lawrence Titus of Bangor, Maine, over the holidays. Mrs. Lawrence Titus is a Key Punch Operator in the Data Processing Section.

Mrs. Cora Pelkey, key punch operator in the Data Processing Section, visited with her daughter and family, Major and Mrs. Kenneth C. Eaton of Newport News, Virginia, over the holidays.

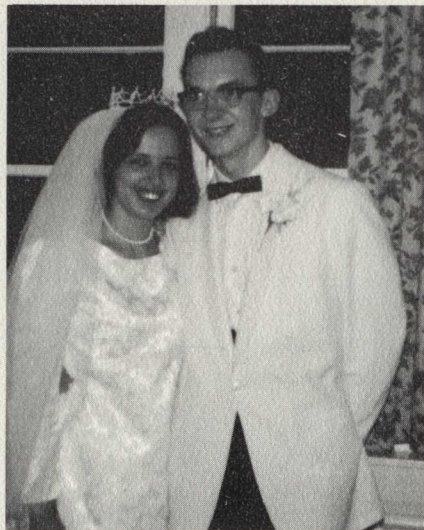
The wedding of Miss Dorothy Henry to Mr. Gerald D. Stillman of Hampden, took place at Cambridge, Maine, Nov. 8, 1969. Mr. Stillman is a machine operator in the Data Processing Section.

Miss Patricia Foster has returned to work in Atlanta, Georgia, after spending the Christmas holidays with her parents, Mr. and Mrs. Lee Foster. Miss Foster is employed as a secretary by the Social Security Commission in that city. Mrs. Foster is clerk typist in the Disbursement Section.



Supt. H. P. Lee presents gold pass to Agent Cecil A. Hall, Monticello. Mr. Hall, a native of Bridgewater, entered service in 1929 as a clerk. He attended Bridgewater schools. Mr. Hall is married and has five children. One son, Arlo, is a Bangor and Aroostook operator.





Mr. and Mrs. Gerald D. Stillman

Miss Susan A. Gilman, daughter of Freight Revenue Clerk and Mrs. Seth Gilman of Brewer and Airman First Class Cecil R. Bullard, son of Mr. and Mrs. Robert Bullard of Dexter, exchanged wedding vows at the Second Congregational Church in South Brewer. The Rev. Robert M. Mitchell officiated.

A reception was held following the ceremony at the home of the Eugene Hills in Brewer.

The bride graduated from Brewer High School in 1968 and was employed by Chapman Precision. The bridegroom was a 1968 graduate from Dexter High and is presently stationed at Dyess A. F. B., Texas.



Mr. and Mrs. Cecil R. Bullard

#### Engineering Department

A Christmas gathering of Engineering Office employees, Houlton, was held at the office, December 24, with Statistical Clerk Frank E. Shields (ret.) as guest of honor. Mrs. Shields was present and also Assistant to Chief Engineer Millard A. Fairley (ret.). Gifts, on behalf of co-workers, were presented to Mr. Shields by Chief Engineer V. J. Welch. These included a Skil saw, an electric razor and a BAR memento. Coffee and sweets were served by the Misses Faye Albert and Joan Butler.

Our best wishes are extended to Mr. Shields on his retirement.

Chief Engineer Vinal J. Welch has been nominated to serve a four-year term in the Houlton Development Realty Corporation.

B. & B. Foreman Llewellyn P. McLain (ret.) died December 16 at a Bangor hospital. He was born at Waite, Maine, January 3, 1900, son of George and Francine McLain.

Mr. McLain entered BAR service in November, 1919, as a carpenter and was promoted to B. & B. foreman in December, 1937, the position he held until his retirement in March, 1967.

He was a member of Triumph Lodge, IOOF; Lynde Lodge, AF and AM; and attended the Hermon Baptist Church.

Surviving are his wife, Lettie M. McLain, Hermon; (Mrs. McLain is a retired B & B cook); two sons, Alberton McLain of Ann Arbor, Michigan, and Douglas McLain of Fairfield, Conn.; two sisters, Mrs. Dora Richards of Princeton and Miss Bessie McLain of Machais; a brother, Bruce McLain of St. Petersburg, Florida; and four grandchildren.

Funeral services were held Dec. 19 at the Clark-Mitchell Funeral Home in Bangor.

Miss Patricia Friel, daughter of Accountant and Mrs. Christopher Friel of Houlton, and Douglas Swallow, son of Mr. and Mrs. Pat Swallow of Houlton, were married at St. Mary's Church, Houlton, Dec. 20. The ceremony was performed by the Rev. J. A. Ford. A reception followed which was held at the home of the bride's parents.

Mrs. Swallow has attended Beal Business College, Bangor. Mr. Swallow is a student at Northern Maine Vocational Technical Institute (electronics) in Portland. Both are 1969 graduates from Houlton High School. The couple is residing in Portland.

Charles A. Fournier, B. & B. foreman on the Central Vermont Railway, St. Albans, Vermont, retired November 14, 1969, after nearly 46 years of continuous service with the C.V.R. Assistant Superintendent of Track Leo C. Fournier of Houlton, is a son.

Sp/4 Allen L. Cole, Jr., son of Pettibone Operator and Mrs. Allen L. Cole, Sr., of Millinocket, spent a 30-day furlough at the home of his parents, after serving one year of his service in Vietnam. He has returned to Fort Dix, and expects to be reassigned to Vietnam.

Lois Veysey, daughter of Mechanic and Mrs. Lawrence Veysey of Houlton, a senior at Houlton High School, was named to the honor roll during the last ranking period. Jonathan W. Sprague, a junior, son of Director of Public Relations Richard W. Sprague, was on the honor roll. Also on the eighth grade honor roll were: Susan Sprague, daughter of Director of Public Relations Richard W. Sprague, and Jean Powell, daughter of Stenographer Mrs. Flora Powell.

Wallace Ivan Morton, age 11, died Nov. 13, in an accident at Windham. He was born in Portland, Feb. 6, 1958, the son of Ronald and Joan Morton.

Surviving besides his parents are two sisters and one brother. His paternal grandparents are Leading Signalman and Mrs. Wallace I. Morton of Oakfield.

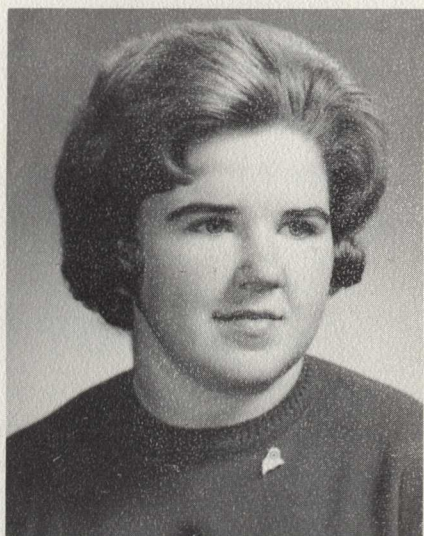
He was in the sixth grade of Newhall School, Windham, a member of the Boy Scout Troop in North Windham, and a



A wedding ceremony at the United Baptist Church, Milo, Oct. 18, performed by the Rev. Calvin T. Hayes of Falmouth, formerly of Milo and Bangor churches, united Miss Brenda Edith Perry and Gary Wayne Lewis. The bride is the daughter of Painter and Mrs. Lewis E. Perry of Hermon and granddaughter of retired Chief Electrician and Mrs. Vernon J. Perry of Milo. The bridegroom is the son of Manager of Personnel Liston F. and Car Accounting Clerk Roberta Lewis. A reception was held at the Derby Community Hall. After a trip to Bermuda, they are residing in Rockville, Conn.

member of the Windham Little League Baseball team.

Funeral services were held Nov. 15 at the Dolby Funeral Home in Windham.



Signalman and Mrs. Robert Pratt of Oakfield, have announced the engagement of their daughter, Alberta Jean, to Kenneth McDonald, son of Section Foreman Archie McDonald and the late Mrs. Virginia McDonald of Smyrna Mills.

Alberta's maternal grandparents are the late Inspector of Scales and Water Supply Moses I. Morton and Mrs. Morton of Oakfield, and her paternal grandparents are Trackman (ret.) and Mrs. Joseph Pratt of Oakfield.

Mr. McDonald graduated from Oak-



Statistical Clerk Frank E. Shields, Houlton, retired Dec. 5 after 48 years with the railroad. A native of Houlton, he attended local schools, Houlton Business College and LaSalle Extension University. He entered railroad service as a chairman and worked as office boy, clerk stenographer, stock clerk and accountant. He has been active in the Masonic bodies, holding offices in the Chapter, Eastern Star and Commandery. He is married and has one daughter, Lois.

field Community High School in the class of 1969 as an honor student. He is now a freshman at the University of Maine.

Verdal R. Estabrook of Amity died Nov. 21 at a Houlton hospital after a short illness.

He was born in Kingman on January 16, 1923, the son of Shirley and Dorothy Martin Estabrook and was a veteran of World War II.

Surviving are his parents of Amity; his grandmother, Mrs. Daisy Estabrook of West Enfield; his wife, Mrs. Arlene Ruth Corey Estabrook of Amity, two brothers and four sisters. Mr. Estabrook was a brother-in-law of Supervisor of Roadway Machines Wendell E. Corey, Houlton Shop.

Funeral services were held from the Dunn Funeral Home, Houlton, November 24, with the Rev. Clarence Reed and Rev. Eugene Carver officiating.



Henrietta Cain

It is with pleasure we report that two of our employees who have been off for a considerable time are now back to work. Painter C. O. Wilmot, a skiing enthusiast, sustained a broken leg in February 1969, while skiing. He returned to work in December. Also, Carpenter G. C. Ingraham, who underwent surgery in August, 1969, returned in January. Both are employees at Houlton Shop.

Section Foreman and Mrs. Clair S. Cain of Masardis, have announced the engagement of their daughter, Henrietta Hazel to Michael K. Friel, son of Mr. and Mrs. Keith B. Friel of Smyrna Mills.

Miss Caine is a senior at Lee Academy and will attend college this fall.

Mr. Friel is a 1966 graduate of Ricker Classical Institute and is a fourth year student at Massachusetts College of Pharmacy in Boston.

Mrs. Viola Swett, of Houlton, was one of three who died as the result of an automobile accident at Monticello on January 4. She was born at Portage Lake, Sept. 29, 1917, the daughter of Section Foreman (ret.) and Mrs. Adolph Blinn.

Mrs. Swett had been a resident of Houlton for the past thirteen years and formerly resided in Monticello. She was employed at a local nursing home. She was a member of the United Methodist Church of Houlton.

Besides her parents of Ludlow, she is survived by two sons, Errol, BAR brakeman at Millinocket, and Parker of Glenburn; two daughters, Mrs. James (Susan) Lowe of Fort Kent and Miss Molly Swett of Houlton; one brother, J. Wallace Blinn of Old Saybrook, Conn.; one sister, Mrs. Stella Lyons of Masardis; and two grandchildren.

Funeral services were held at the Dunn Funeral Home Jan. 7 with Rev. Gordon Buzza officiating.

Trackman Leroy D. Sweeney of Houlton wishes to express his thanks and appreciation to his co-workers who participated in the donation of a purse of money to him when he was ill.

Miss Virginia Butler, sister of Stenographer Joan H. Butler, Houlton, was a member of the comedy "You Can't Take It With You," presented by the Houlton High School senior class, held on December 3 and 4.

Mrs. Betty Ann Childers, wife of Supt. S. & C. H. E. Childers, and Mrs. Alma Fournier, wife of Ass't. Supt. Track Leo Fournier, participated in the offices of general chairman and publicity chairman, respectively, for the "Junior Miss" annual pageant sponsored by the B. & P. W. Club of Houlton, held in December.

Miss Carolyn Gray, daughter of Mr. and Mrs. Wilbur Gray of Millinocket, became the bride of Errol J. Swett, son of Supt. of Track and the late Mrs. Viola Swett of Houlton, Dec. 19, at the home of Mr. and Mrs. Neal Bulley, friends of the couple. Attorney M. Stanley Snowman officiated at the ceremony.

Given in marriage by her father, the bride wore a street-length gown of pink crepe fashioned with angel sleeves of organdy. She carried a single red rose ornamented with white ribbon.

Miss Debbie Clark, matron of honor, wore a street-length dress of pink jersey. She carried a single red rose.

The bridegroom was attended by Al Hinners of Loring Air Force Base.



Station Agent Reginald G. Clark, Fort Fairfield, receives his gold pass from Supt. H. P. Lee. He is a native of Marysville, N. B., and entered service as a freight clerk in 1929. Mr. Clark is married and has two children, Reginald, and Barbara Harvey, Danielson, Conn.

Following the ceremony, a reception was held at Wilbor Gray's Dining Room on Outer Central Street.

The bride attended Stearns High School.

Mr. Swett was graduated from Houlton High School in 1961, and served in the U. S. Army for three years. He is employed by the BAR at Millinocket and is a member of the Mid-State Sport Parachute Club. His maternal grandparents are Section Foreman (ret.) and Mrs. Adolph Blinn of Ludlow.

The couple is residing on Congress Street, Millinocket.

Mrs. Alice Brayson, widow of Neil Brayson of Andover, N. B., died Nov. 24 at an Andover nursing home.



Carpenter Horace R. Estabrook, Houlton, retired Jan. 5 after 40 years' service with the road. A native of Smyrna Mills, he attended Island Falls schools, entering railroad service as a laborer. He has been carpenter foreman and shop foreman. He is married and has four children. Pictured with him is V. J. Welch.





Conductor **C. A. Bartlett** receives his gold pass for 40 years' service from Supt. **H. P. Lee**. A native of Merrill, he attended local schools and entered service in 1925. He is a member of the Masonic bodies. Mr. Bartlett is married and has seven children: **Chester, Gloria, Dannie, Joan, Kerry, Brian** and **Jeanne**. Also pictured is Trainmaster **F. D. Larlee**.

She was born in Andover, November 23, 1888, the daughter of **Daniel** and **Julia Donnelly**.

She is survived by five daughters and four sons, one of whom is Equipment Operator **Daniel H. Brayson** of Fort Fairfield.

Funeral services were held Nov. 25 in Andover, at St. Mary of the Angels Catholic Church.

Miss **Marilyn Burton**, daughter of Bulldozer Operator and Mrs. **John L. Burton** of Oakfield, has returned to her studies at Rollins College, Winter Park, Florida, after spending the Christmas vacation with her parents.

Sgt. **Clyde L. Burton**, son of Bulldozer Operator and Mrs. **John L. Burton**, who has been seriously ill, and had been in two hospitals in Spain and one in Germany, returned to the United States where he was a patient in the Fitzsimons General Hospital, Denver, Colorado. He is now having a 30-day convalescent leave and with his wife, is spending this time with his brother and family, Major and Mrs. **Donald E. Burton**, at the U.S.A.F. Academy, Colorado Springs, Colorado.

Mrs. **Burns E. Grant** of Island Falls, widow of Mechanic **Burns E. Grant**, is spending the winter months with her son-in-law and daughter and family, Major and Mrs. **Donald E. Burton** at the U.S.A.F., Colorado Springs, Colo.

Mrs. **Eda Chambers**, widow of Trackman **Guy B. Chambers**, has returned to Rest Haven in Patten, following hospitalization at the Milliken Memorial Hospital, Island Falls.

Accountant-Timekeeper and Mrs. **K. G. Cosman** of Houlton, had as Christmas guests, Mr. Cosman's mother, Mrs. **Murray O. Cosman**, widow of Shop Foreman at Houlton, and his brothers, **Paul** and **David**, all of Rockville, Conn.

Midshipman 2/C **Thomas Childers** of the U. S. Merchant Marine Academy at Kings Point, N. Y., and Miss **Anita Childers**, a student at Aroostook State College, Presque Isle, spent the Thanks-

giving and Christmas holidays with their parents, Supt. S. & C. and Mrs. **Hiram Childers** in Houlton. Midshipman **Childers** has been appointed to the crew of the **Serius** sailing team at Kings Point.

The following of our BAR family have been hospital patients and are expected to be out shortly, and are making satisfactory recoveries: Roadmaster **Herman L. Wright, Sr.**, of Houlton; **B. & B. Foreman K. H. Beals** of Milo; and Mechanic **Asa J. Lake** of Houlton.

Congratulations to Mr. and Mrs. **Melvin Williams** of Hodgdon, on the observance of their 50th wedding anniversary. Open house was held at Mayo Hall, an-

nex of the Hodgdon Baptist Church. Rodman **Ronald P. Williams**, Houlton, is a grandson.

Mr. and Mrs. **Asa Crandall** are announcing the engagement of their daughter, **Shirley Briggs**, to **Peter Drew**, son of Mrs. **Blanche Drew** of Oakfield and Section Foreman **Gene Drew** of Houlton.

Miss **Briggs** is a 1967 graduate from Oakfield Community High School and also from Plus-Gray's School of Business, Portland, in 1968.

Mr. **Drew** is a 1965 graduate from Oakfield Community High School and served three years in the Marine Corps. He is employed by McDonald's in Connecticut.

A late January wedding is planned. **Robert W. Hanson** has accepted the position of stock clerk at the Engineering Office in Houlton, and began his new duties on Dec. 8. He succeeds **Robert A. MacIlroy** who has been promoted to statistical clerk.

Mr. **Hanson** is married to the former **Nedra Savage** of Houlton. The couple has two children, a son and daughter, **Robert** graduated from Northern Maine Vocational Training Institute, Presque Isle, in 1967. He was in the top 10% of his class in scholastic standing.

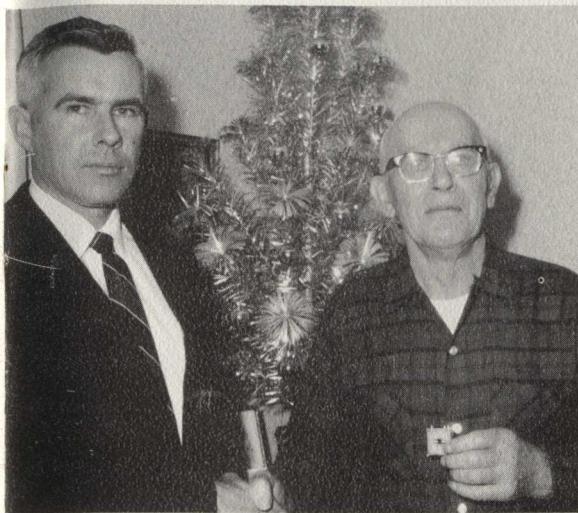
**Richard L. Simpson** has accepted employment as a mechanic in Houlton Shop, where he began his duties in January. Mr. and Mrs. **Simpson** live in Houlton and have one daughter.

Mr. **Simpson** has served in the U. S. Army for the past three years, his last station being in Vietnam. He received his discharge from military service Dec. 22, 1969.

**Gail Clement Browning, R.N.**, daughter of Section Foreman and Mrs. **Lloyd Clement** of Stockton Springs, has accepted the position of Director of In-Service Education at the Henrietta Goodall Hospital, Sanford, Maine. She will leave on January 18 for Oklahoma where she will take a special training course.



Supervisory Agent **Ronald T. Clark, Sr.**, Fort Fairfield, pictured with his wife, **Blanche**, and Supt. **H. P. Lee**, has retired after 46 years with the railroad. He is a native of Marysville, N. B., and attended schools there. He is a member of the Masonic order, Chamber of Commerce, and the Rotary Club and is a member of the Board of the Community General Hospital and the United Parish Church. The **Clarks** have three children, **Ronald, George** and Mrs. **Paul Lauffer**.



Chief Mechanical Officer **H. W. Hanson**, left, congratulates Electrician **Joseph A. Kruck** on his retirement and presents him with a retirement pin. Mr. **Kruck** retired December 9, 1969, after working for some 46 years for the railroad. He started work Nov. 14, 1923, as a laborer, and subsequently had worked as a helper, parkman, car repairer, car inspector and electrician. He was born April 17, 1904, in Jodringkehmen, Germany, and attended schools there. He is married and has one daughter, **Marion E. Hackett**, of East Millinocket, Maine. He resides with his wife, **Lucy**, on the D'Este Road in Milo.

Section Foreman and Mrs. **Lloyd Clement** of Stockton Springs spent the Christmas holiday and weekend with their daughter and family, Mr. and Mrs. **Carl Browning** and family in Sanford.

#### Mechanical Department

We were sorry to hear of the death of Car Repairer **Hammy Gagnon**. He was born at Eagle Lake, Aug. 1, 1914, the son of Mr. and Mrs. **David Gagnon**.

He was a member of the Joseph P. Chaisson Post, American Legion, of Milo, and the 40 and 8.

Mr. **Gagnon** is survived by one son, **David**, in the U. S. Navy; a daughter, **Nancy**, of Guilford; four sisters, Mrs. **William Nicknair** of Portland; Mrs. **Leonard Devoe**, Mrs. **Cora Sirois** and Mrs. **Lawrence Sirois**, all of Eagle Lake, as well as several nieces and nephews.



Chief Mechanical Officer, **H. W. Hanson**, right, congratulates Hostler **Ralph A. Dwyer** of Millinocket, on his retirement.

Mr. **Dwyer** retired Nov. 29, after 49 years' service. He started work May 25, 1920, as a machinist helper and since that time has worked as an engine cleaner, foreman and hostler.

He was born April 20, 1904 at Millinocket, Maine, and attended Millinocket schools. Mr. **Dwyer** is married and has two daughters, Mrs. **Roland Blanchette**, Millinocket, and Mrs. **Henry Blair** of Millinocket.

He resides with his wife, **Claire**, at 144 State Street in Millinocket.

We were sorry to hear of the death of Blacksmith **Lucian E. Sawyer**. He was born at Medford, Feb. 24, 1913, the son of **Merlin** and **Agnes (Day) Sawyer**. He had been an employee of the Bangor and Aroostook Railroad for 38 years, and was a member of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

Surviving are his mother of Milo; his widow, Mrs. **Irene Sawyer** of Milo; one son, **Edward**, of Milo; one daughter, Mrs. **Donald (Nancy) Smith** of Canterbury, Conn.

We were sorry to hear of the death of retired Machinist **Charles H. Hoskins** of Milo. He had been retired since October, 1964. He was born at Lakeview, Aug. 26, 1899, the son of **Robert** and **Bertha (Farnham) Hoskins**.

He was a member of the Piscataquis Lodge of Masons at Milo; Rabboni Chapter, St. John's Commandery, and Anah Temple Shrine, both of Bangor; and Aldworth Chapter, Order of the Eastern Star at Milo.

After his retirement from the railroad he was employed as a part time clerk at the Maine State Liquor Commission store in Milo.

Surviving are his widow, Mrs. **Albin (MacLean) Hoskins** of Milo; two daughters, Mrs. **Ralph (Bertha) Summerton** of Andover and Mrs. **Thomas (Christine) Howard** of Milo, as well as seven grandchildren.

Miss **Julie Shepardson**, daughter of Assistant Mechanical Engineer and Mrs. **Arno H. Shepardson**, was home for the holidays.

She is attending Westland College in West Virginia.

Car Repairer **B. W. Ricker** has been a patient at the Eastern Maine Medical Center in Bangor, and is now convalescing at home.

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

Retired Foreman **W. L. Paul** is a patient at the Eastern Maine Medical Center. His many friends wish him a speedy recovery and return home.

Carpenter **H. G. Sinclair** is a patient at Millinocket Community Hospital. All of his friends at Derby wish him a quick recovery and return to work.

We were sorry to hear of the death of retired painter **J. Lewis Shaw**, 81, of Milo. He had been retired since 1956 after 32 years as a painter at Derby. He was a member of the IOOF Lodge of Milo; and the Brotherhood of Railroad Carmen of America.

Surviving are his widow, Mrs. **Grace (Lyford) Shaw** of Milo; a son, **Ward**, of Bangor; and a daughter, Mrs. **Mary Lo-**



At the First Universalist Church in Bangor, Miss **Lois-Ann Wentworth**, daughter of General Freight Traffic Manager and Mrs. **Leslie W. Wentworth** became the bride of **Bruce L. Trahan**, son of Mr. and Mrs. **Henry A. Trahan** of Westbrook, Maine.

Maid of honor was Miss **Linda Tukey**, Bangor; bridesmaids were Miss **Paula Silsby**, Ellsworth, and Miss **Judith Trahan** of Bangor. Best man was **Joel A. Dearborn**, Holden. Ushers were **John King** of Orono and **John Murray** of Bangor.

**Buglio** of Marshfield, Mass.; and a stepdaughter, Mrs. **Elaine Anderson** of Dover-Foxcroft.

Machinist and Mrs. **Walter E. Campbell** have announced the engagement of their daughter, **Donna Jean**, to **Donald London, Jr.**, son of Mr. and Mrs. **Donald London, Sr.**, of Milo. Miss **Campbell** is a 1968 graduate of Milo High School and is a Junior at the Eastern Maine Medical Center School of Nursing.

Mr. **London** is also a 1968 graduate of Milo High School and will graduate from the Eastern Maine Vocational Technical Institute in June.

#### Marketing and Traffic

**A. J. White**, rate clerk, has returned from a two-week seminar at the American University, Washington, D. C. The seminar was held Jan. 12 through 23 and marked the 24th Railroad Management Institute sponsored by the University's School of Business Administration.

**G. E. Deschane**, assistant general freight agent, has received an award from the United States Treasury Department for his work in the successful Savings Bond Campaign recently held throughout the Railroad System.

**Hugh Goodness**, manager of pricing and divisions, recently won first honors in the Continentwide Bridge Tournament held in Bangor Nov. 28. Hugh's partner during the contest was **Walter McCarty** of BAR's Machine Room. Both winners received 5 master points for their efforts.





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