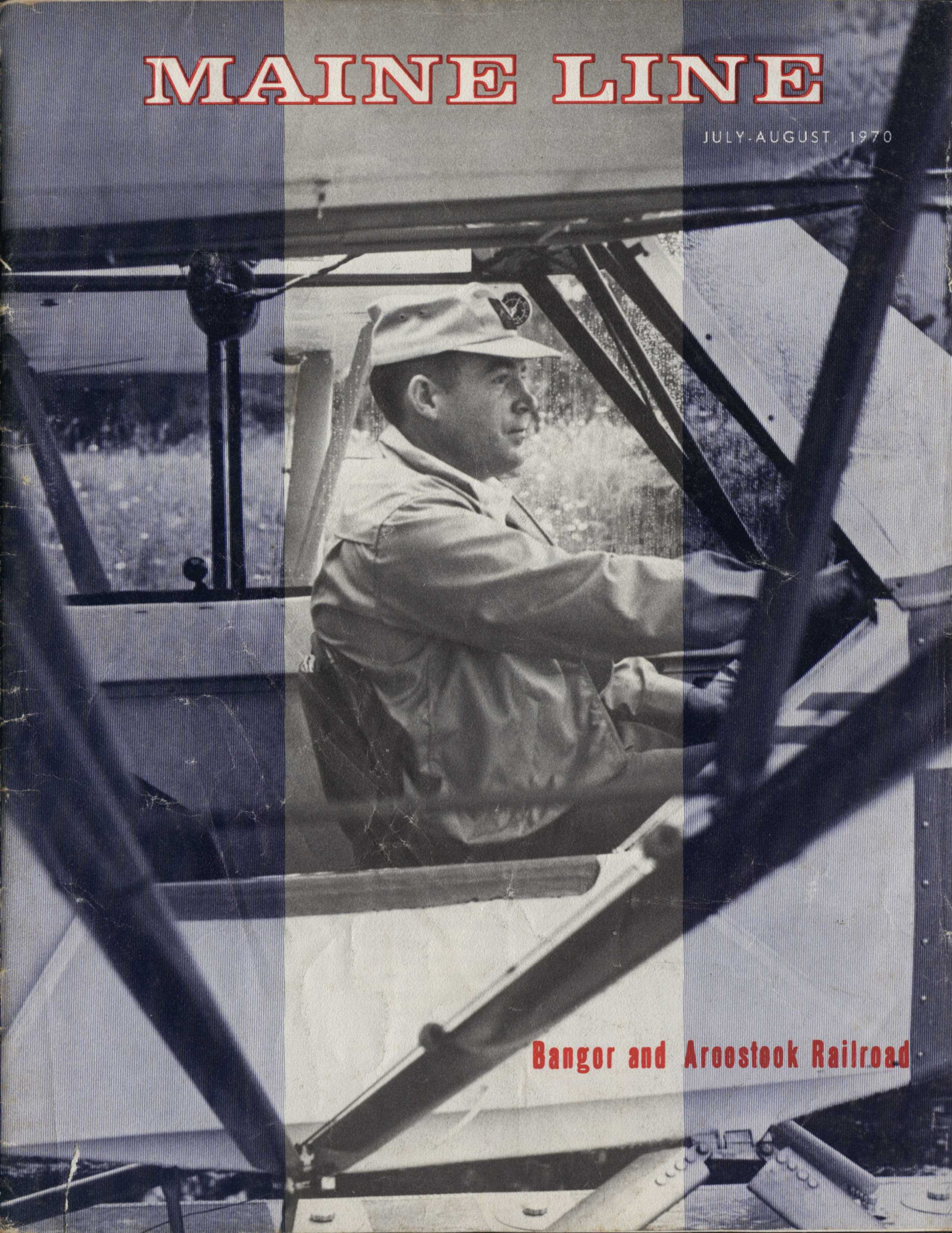


MAINE LINE

JULY-AUGUST 1970



Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees,

Chronicling the ills of America—from pollution to intolerance to poverty—has become almost a new national pastime. And it would be a healthy kind of introspection if it had not become almost obsessive. Those who are most unmindful of both sides of the picture are, unfortunately, also those who are the most vocal and one gets the impression from listening to their shrill chorus that there is nothing right with America and very little hope for our society.

This is sad, I think, because there is a great deal that is right with our country. More important, the promise it offers to its people is bright and wonderful. One of the things that is very right with our society is that we have the luxury of examining our ills. If we were occupied with mere subsistence—food and shelter—and much of the world is, we would not have this privilege. The fact that our conscience moves us to recognize social ills, environmental abuses and economic injustice indicates that we will right these matters. We have developed an ethic that exalts the

values of the individual and his need.

We are among the most literate nations in the world. We are educating more of our people than ever before. If we believe the things we say, then we must believe this will eventually lead to greater human understanding. We are recognizing the problems that plague us. They are not new for they have haunted nearly every great society. But we, of all the people who have inhabited this planet, are coming to grips with them.

It's time we stopped listening to what's wrong with us. As individuals, if someone constantly tells us what's wrong with us, we may eventually believe it whether it's true or not. Not only are we losing our perspective, we are dissipating energy and will that could be better directed toward solving those problems.

If we're truly concerned with attacking the broad problems that confront us, we should become more concerned with our responsibility and less preoccupied with our rights. An important part of responsibility is our individual commitment. But, certainly, another equally important

part is the support of our government, whether or not we agree with its current policies.

One way in which all of us can support those institutions which will eventually help us cope with our problems is through the purchase of U. S. Savings Bonds. Everybody pays taxes. But when we buy bonds it's because we care.

The employees of the railroad are currently conducting the annual Savings Bonds drive and you will be contacted by one of your fellow workers during the next few weeks. When he talks with you about Bonds, bear in mind that the Payroll Savings Plan is a convenient way to save and help your fellow Americans at the same time.

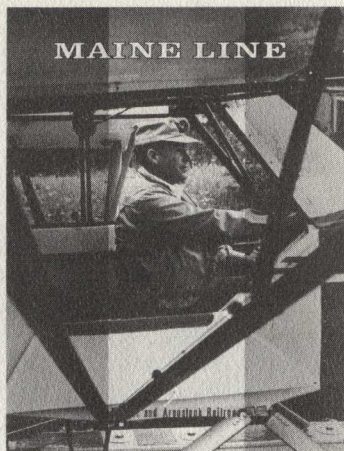
Patriotism may be a little out of style for those Americans who have never felt threatened in the way that Americans did in 1939. But no one can question the human needs for which vast infusions of government money are needed.

Sincerely,

W. Jerome Strout

President

NEWS BRIEFS



About the Cover

Seated at the controls of his PA 90 sea plane is Conductor Keith MacDonald, Masardis, who flies regular forest fire patrols for the Forest Service during the summer months. (See p. 8).

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Address all communications to
RICHARD W. SPRAGUE
VICE PRESIDENT - PUBLIC RELATIONS

Associate Editors

HENRY G. WHITE
MRS. MARGARET PATTERSON
HAROLD I. GRINNELL
BERNICE BAILEY
GARRETT J. LOVETT
MRS. PHYLLIS LEEN
PATRICIA STANCHFIELD
GLORIA TOZIER

Amoskeag Company has announced the appointment of a Pennsylvania man as Assistant to the President-Railroads. Frederic C. Dumaine, President of the Boston firm, said that Alan G. Dustin has been named to the new post and will make his headquarters in Bangor. Amoskeag owns both the Bangor and Aroostook Railroad and the Pittsburgh and Shawmut Railroad in Pennsylvania.

Dustin, a native of Rouses Point, New York, comes to Amoskeag from the Erie Lackawanna Railroad where he was a division superintendent in Scranton, Pa. He began his career with the Delaware and Hudson Corporation as a baggage clerk in 1947, subsequently becoming a telegraph operator, agent, train dispatcher,



Alan G. Dustin

assistant trainmaster, assistant to the general superintendent, trainmaster and assistant to the president and general manager.

He left the Delaware and Hudson in November of 1968 to become assistant to vice president-operations and maintenance of the Erie Lackawanna. He was made division superintendent in June of 1969.

Dustin is a veteran of the Korean action, serving overseas in the Transportation Corps. He is a member of the American Association of Railroad Superintend-



F. B. Lunt, regional vice president-sales, presents the Bangor and Aroostook trophy to lovely Louise Smith, Presque Isle, Maine's new Potato Blossom Queen in ceremonies at the Maine Potato Blossom Festival July 17. Also pictured is the junior queen, six-year-old Beth Foster.

ents and a past president of the Vermont Association of Railroads.

He is married to the former Elsie C. Namer. The couple has four children, Diane, Carol, Alan and Sandra.

Below, L. F. Lewis, education chairman, and T. A. Mercier, president, of the Bangor-Brewer Area Industrial Management Club of the YMCA are shown with an Award of Excellence which was awarded to the local club at the IMC National Convention in Boston May 7. Lewis is manager of personnel for the railroad. Mercier is chief claims adjuster.

The award is one of 56 such awards presented by the National Council of Industrial Clubs.



Purchases and Stores...The Money Game



Workers use a Burro crane equipped with an electro magnet to load a truck side frame from a scrapped car at Derby Shops.

The railroad's wrecking crane is used to tip the sides of a car, destined for scrap, off the frame. The sides have been cut with an acetylene torch.



Manager Purchases and Stores, Harold F. Bell, right, confers with Harold R. Mountain, assistant manager Purchases and Stores, on bids for purchases his department will make.



There's scarcely a city or hamlet in all these United States that isn't blighted by a ring of rusting and decaying automobiles. It's ironic that the very symbol of American affluence is at the same time a symbol of our inability to come to terms with our environment. John Steinbeck wrote sadly of the phenomenon in his TRAVELS WITH CHARLEY; it is a monumental pollution problem that resists every effort, from taxation to summonses, by local governments.

But, although there are more than 1,750,000 freight cars in use by American railroads and a certain percentage wear out each year, one hardly ever sees a freight car simply rusting away. No tax dollars are spent for freight car disposal. For, just as the railroad builds and maintains its own right of way, it also takes care of the cars that wear out.

Besides a sense of responsibility, there are also some sound economic reasons for a salvage and scrap program of worn out cars. For example, the Purchases and Stores people who oversee the Bangor and Aroostook's scrap program know that it costs \$174 to cut up a car and salvage the parts. The current scrap value of a car delivered to a mill is about \$450. And, depending on the condition of the car, the railroad can realize savings by salvaging and reclaiming such parts as brake equipment, couplers, yokes and axles.

The Purchases and Stores department will handle the scrapping of 221 freight cars that have reached the end of useful life this summer. The program requires three full time cutters and two Mechanical Department employees part time. The term scrap is somewhat of a misnomer, for to get the premium price the rail-

road receives for its scrap steel the cars must be cut to specific dimensions. To qualify for the \$45 per long ton (2,240 pounds) price the railroad now receives, the steel must be no less than ¼ inches thick and cut to 18 by 60 inch dimensions. Used rail brings \$57.50 a long ton and used axles, also a premium scrap steel, bring \$54.

The greatest expense in processing cars for the steel mills, says Manager of Purchases and Stores Harold F. Bell, is cutting the cars up with acetylene torches. Handling the parts is done mostly with a Burro crane equipped with a large electro-magnet and by fork lift truck for parts scheduled for salvage.

There's one component to each freight car that almost never goes to the steel mill because it's so much in demand by woods operators. The 40-foot steel center sill weighing about two tons has been found to be ideal bridge supports for lumbermen who build their own logging roads and bridges over wilderness rivers.

But what the salvage program is all about and, indeed, the whole function of Purchases and Stores, Bell says, is the efficient use of money. Money that's tied up in worn-out freight cars or in costly inventory that won't be immediately needed can't be used for immediate needs of the railroad.

Bell, a knowledgeable 45-year-old executive, sums up the goal of his 32-man department succinctly: having the right amount of material at the right place at the right time of a quality suitable to the user at the best price we can get. Of course, this is an outrageous simplification of the job that purchases and stores people do. But it is basic.

Bell's people are responsible for all purchases of the railroad



Gone are the days when material at the Stores Department was handled with wheelbarrows and brute strength. The forklift truck and other labor saving devices make easy work of material handling. Above, a forklift loads wheels onto a flatcar for shipment to an outlying mechanical facility.

Printer George Crabtree trims a printing job with a large cutter at the printing facility at Derby. The Stores Department produces much of the railroad's stationery needs in its own shop.



Supervisor of Stores, Vernon J. Willinski, below left, checks inventory with stock clerk, Stephen C. Hamlin, at Derby. The department uses a cardex system so that re-orders can be made routinely when inventory reaches an established minimum level.



Left, Purchases and Stores workers tip the underframe off the trucks of a dismantled car. Above, a worker using an acetylene torch begins cutting up a 5000 Series box car.

except for rolling stock and high-way equipment. Translated into dollars it amounts to a hefty \$2,800,000 a year, much of which is spent with Maine suppliers.

The railroad's diesel fuel bill amounts to nearly half a million dollars and heating oil and gasoline brings the total to over \$600,000. Cross ties and lumber, most of which are bought from suppliers located on the Bangor and Aroostook, amount to more than half a million dollars a year. And the railroad spends three-quarters of a million dollars on iron and steel products and another three-quarters of a million for the miscellaneous items that the stores department stocks.

There are two major controls to keep stores costs down: tight inventory control and efficient procurement. The basic inventory control is a cardex system which provides Supervisor of Stores Vernon J. Willinski and other Stores managers with a day-by-day check on inventory levels. Assistant Manager of Purchases and Stores Harold R. Mountain points out that consignment stock—goods that are stored on the property but not actually paid for until they are used—represents a significant savings in inventory. Total yearly purchases of consignment material amounts to \$250,000 and there's usually about \$100,000 of consignment stock on the property at any one time, all of which represents cash that the railroad can invest in higher priority jobs and tools.

Bell also points out that on a long project, inventory levels can be kept down by the close scheduling of materials. There was a

time when the function of the Purchases and Stores people was to have everything the railroad could conceivably need on hand in generous quantities. Now, he explains, the object is to keep inventory levels as low as possible and still service the using departments. The road's inventory averages about \$650,000 worth of goods.

Every purchasing agent likes to establish new sources of supply for competitive reasons. Competitive bidding is the lifeblood of an efficient purchases and stores department and all possible material is purchased through competitive bidding. The 65,000 hardwood ties the railroad will use this year were all purchased from Maine sources.

The Stores function is literally a large and complex store carrying items as common as hardware and building materials to the very specialized hardware required to maintain railroad rolling stock and track. The operation is largely concentrated at Derby Shops where platform trucks shuttle through the shops every hour distributing material. A Stores facility under Assistant Supervisor of Stores Henry A. Thies is also located at the Northern Maine Junction Diesel Shop.

The other side of the Stores job is distributing the material to the extra gangs, Bridge and Building, Section and Extra Gang crews who must perform most of their maintenance during the brief northern summer. It involves transportation as well as material handling and scheduling.

In the press of tight work schedules the work crews using the services of the Purchases and Stores people are often demanding and impatient. Bell's people are philosophical about their role.

"Contrary to what some of our using departments sometimes think," he grins, "we don't buy the cheapest goods possible. We try never to get caught without items we may need. And, sometimes, we get some pretty far out requests. Like the one we had from our Bridge and Building people a while ago for flax seed meal. It will often stop leaks in wooden water tanks but no one uses it any more. We finally found some in a small country store after exhausting all our regular channels."

Safety is an overriding consideration of the P & S Department, particularly in the scrapyards where the cutting operations and loading add natural hazards. It's hard hat country and employees are accustomed to making regular safety inspections of working areas and equipment. Their safety records speak eloquently for their efforts.

Purchases and Stores is one of those inconspicuous, supporting departments of the railroad. It's not as evident as the role of people who move trains, or the men who maintain the track and cars. But none of the other departments could function without the men and women who do the unglamorous, but vital, work of buying and distributing the supplies the railroad uses every day.



President W. Jerome Strout turns over the E. H. Harriman Silver Medal won by employees of the Bangor and Aroostook for 1969 to Safety Supervisor C. E. Garcelon. It was the sixth Harriman Award won by the railroad.

...To Win A Harriman Medal

When Vice President-Operations and Maintenance Palmer H. Swales accepted the E. H. Harriman Silver Medal for the outstanding safety record of Bangor and Aroostook employees in Washington June 10, it marked the sixth occasion on which employees of the road have received the industry's most prestigious safety award. The railroad was one of 12 railroads honored. Three other railroads won awards in the Group C classification (working less than 5,000,000 manhours a year): the Florida East Coast Railway, a gold medal; the Bessemer and Lake Erie, a bronze medal; and the Canadian Pacific Railway (Maine), a commendation.

Receiving a Harriman Award tells us that our safety effort has been effective, Safety Supervisor Cecil E. Garcelon says, but it hardly indicates the effort that has gone into it. But it does represent the efforts of every individual employee.

An effective safety effort, he continues, obviously begins at the management level. And there are economic, as well as humanitarian, reasons for it. Skilled

workers are valuable assets to the railroad. An injured or handicapped worker is expensive not only because the railroad loses his services but because accident claims are costly. And, of course, the overriding consideration is to avoid hurting people.

"All of the organized effort involved in our safety program is aimed at just one goal," he says: "to convince the railroader it's in his interests to work safely. This may seem a little silly because no one wants to be injured in an accident. But a good safety effort does more than present safety in a strictly logical way. It makes safety a way of life for everybody, the kind of thing that makes you conscious of your fellow worker's safe working habits.

When a man considers himself his own personal safety inspector for his particular job, Garcelon says, he's reached the point where safety is instinctive and this is the name of the game.

"We know our people have acquired the safety habit," he says, "not only because we win safety awards, but because of the interest they show in the effort.

Since 1959, we have had more than 6,000 voluntary suggestions for safety improvement from the men themselves. We have followed up each one and most have been adopted. When you have this kind of interest, then you know that your people are thinking about safety."

Winning safety awards, Garcelon says, shouldn't be confused with the real goal of safety which is to avoid hurting people. A silver medal is only a pleasant reminder that we are doing the job well. A better reminder, he says, is the drop in accidents from 500 total accidents in 1952, when the safety program was instituted, to 76 in 1969.

The Harriman awards were begun in 1913 by the late Mrs. Mary W. Harriman in memory of her husband. They have been continued by their two sons, W. Averell Harriman, former governor of New York, and E. Roland Harriman, chairman of the American National Red Cross. The program is designed to stimulate safety competition among U. S. railroads and is coordinated through the World Safety Research Institute.



The sea of evergreens and mountains below the solitary white and blue plane stretches in undulating, green waves to the horizon 60 miles or more distant. Suddenly, an updraft catches the little ship lifting it a hundred feet with the speed of an express elevator. The expression of the pilot at the controls of the aircraft does not flicker; the thermals, the violent summer thunderstorms, even the magnificent wilderness at his feet, are a part of his adventurous life as a bush pilot. There are the be-

ginnings of faint lines etched about the corners of his eyes as he scans the forest beneath him for a telltale wisp of smoke.

His name is Keith MacDonald. He is 38 years old. He is a pilot for the Maine Forest Service, one of those solitary men who find zest and adventure in their lonely, sometimes dangerous, aerial patrols that take them over hundreds of miles of wilderness in the remote reaches of Maine's border country.

But Keith MacDonald isn't an ordinary bush pilot, if one can

call this breed ordinary by any standards. He's also a regular Bangor and Aroostook conductor and a veteran of 19 years with the railroad. Between May 15 and October 15, he's a contract pilot flying his own aircraft for the Forest Service. During the fall and winter months, he's a fulltime railroader. And Keith MacDonald reckons he's got the best of two worlds.

The railroader-pilot is part of a program of the Forestry Department that replaces the solitary wilderness fire towers with a regular fire patrol by aircraft. MacDonald says that a pilot and plane does the same job that four or five fire towers do.

Keith MacDonald's own piece of wilderness is contained in a

much wind he'll fly his patrol at 2,000 and 2,500 feet. But when it's windy he makes the run at 1,000 feet because you can't see the smoke at the higher altitude.

"The hot days with a lot of wind are the bad ones," he says. "The wind dries the forest and the heat often builds up to thundershower activity. If there are thundershowers, I can plan on having to crank up the plane and go look for lightning strikes that may have started fires."

He throws the little craft into a steep bank and points to a tall, lightning-shattered spruce whose top looks as though it has been struck by an artillery round. By late June he had already spotted two small fires on his patrols. The Forest Service owns several

enough in the back country is sure to have his share of thrills. It's part of the business. A small aircraft's greatest hazards are wind and electric storms, this veteran pilot thinks. And there's always the empty-in-the-stomach feeling when you point the nose of your ship down a tiny, wild lake for a takeoff on a hot day when the air is thin.

Keith MacDonald's hairiest experience was trying to beat a squall in at the end of a patrol at his home base at Squa Pan Lake.

"I could see it coming," he grins, savoring the memory, "but I thought I had plenty of time. I misjudged it and had to land at the opposite side of the lake barely ahead of the squall. By

Conductor MacDonald and His Flying Machine

triangle bounded, roughly, by his base at Squa Pan Lake, a point near Round Pond on the Allagash River to Long Lake on the Fish River chain of lakes and back to Squa Pan via Stockholm. It's about 175 air miles and takes two hours to fly it under normal conditions. One is tempted to contrast MacDonald and his flying machine with the early explorers who might have made the journey by canoe and on foot when the last century was young, but it staggers the imagination.

In his summer job (this is his second season) Keith MacDonald regards himself as more of a firewatcher than as a pilot, although he admits it is difficult to separate the functions of the job. On a fair day when there's not

pontoon-equipped Beaver aircraft which can swoop down on a handy wilderness lake, scoop water into its tanks without stopping, and saturate the fire area from the air. When he spots a fire he calls the district headquarters on his Forest Service radio giving the map coordinates of the blaze and either a ground party or one of the Service's aircraft is dispatched to the scene.

Do the long patrols ever become boring? Not boring, but lonely, sometimes. Some days, when fire conditions are high, he may be in the air for as long as six hours. And that's a long time for a man to be in a cockpit by himself with only the throb of the little 90 h.p. engine for company. But, then, he says, you have to like this kind of thing to be in the business.

For every bush pilot there's the implicit promise of danger that's missing from most occupations. It's nothing you brood about, Keith says, but something you always anticipate. Anyone who flies a light aircraft long

the time I got the ship against the shore, all I could do was grab some bushes in one hand and hold her down in that howling wind."

On one other occasion he lost power at 500 feet on a takeoff because of water in his gas—a situation that turns a pilot's blood to ice water. But he was able to bank and glide back to the lake for a safe landing.

Keith MacDonald is a humorous, soft-spoken man with a look of quiet confidence about him. It's doubtful that he'd admit it, but the element of danger in his flying fire-spotting job may just be part of the spice that makes it appealing to him. He simply likes flying, he says, and this is a chance to do it and get paid for it. And, like any other railroad man, the prospect of being home every night is a pleasant one. His wife, Judy, seconds his choice and admits that, after 17 years of flying she rarely worries about her husband.

Conductor Keith MacDonald, Masardis, is one of those rare men who's doing exactly what he likes. During the winter he's a fulltime railroader. In the summers he flies forest fire patrol for the Forest Service.



Owning your own aircraft means doing a good many things yourself. Above, Keith checks his oil before a patrol. MacDonald's little PA-90 doesn't boast an electric starter, so the agile rail-roader does his own starting by hand, right.



The Masardis railroader learned to fly in 1953, two years after he came to work for the Bangor and Aroostook as a trackman, with veteran bush pilot Charlie Robinson who's now chief pilot for the Maine Forest Service. The ship was a 65 horsepower Aeronca and it was love at first sight for MacDonald and airplanes. He remembers money was tight then and money spent for flying came hard. Eleven years ago he bought his own aircraft, a graceful Piper 90, fabric-covered and on floats. In 1959 he earned his private license. And four years ago he received his commercial rating. For the coveted commercial ticket, he attended flying school in Texas.

Owning an airplane, even if you earn money flying it, means that you'd better be kind of handy at doing things yourself, MacDonald says. Last year, he rebuilt his ship, the airframe, new leading edges for the wings and new fabric. His friend Charlie Robinson helped in the project which took most of the winter. Fortunately, he says, I was working on a night job out of Ashland and was able to spend a good part of the days on the plane. He thinks the trim little ship is probably better than when it was new because he has beefed up certain parts of it and added refinements.

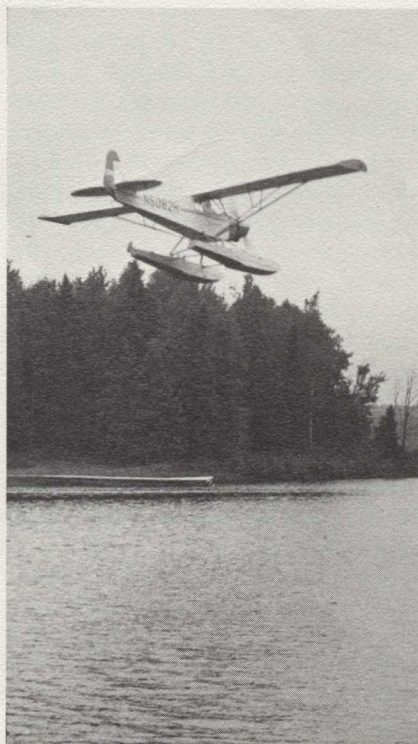
Sometime in the future Keith MacDonald thinks he might like to have a spray plane. But that's a \$40,000 investment and, for the present at least, he's scratching his flying itch by flying for the Forest Service and with an occasional job flying fishermen back into remote lakes.

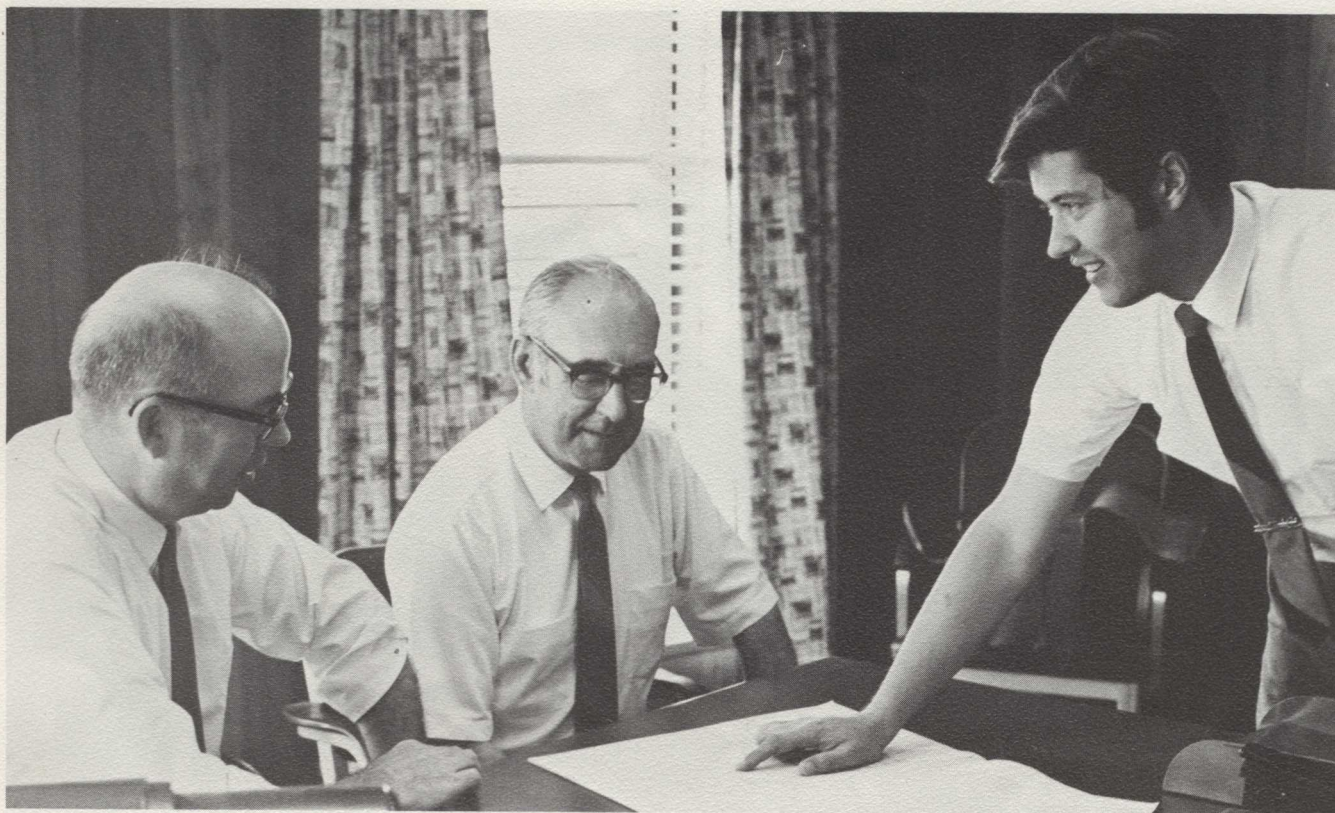
Watching the Little Piper fade to a speck and disappear behind the mountains toward Quebec, the thought occurs that in a society rushing pell mell toward some urgent and ill-defined destination Keith MacDonald is a truly unique individual.

He's doing exactly what he wants to do.



Keith flies out of Squa Pan Lake for his forest fire patrols. His route covers about 175 air miles from Squa Pan to Round Pond to Stockholm and takes about two hours to cover.





Manager Car Service, Linwood W. Littlefield, left, Paul E. Hayes, chief clerk and Thomas R. Brissette, right, assistant to manager car service, discuss car supply at the beginning of a busy work day.*

Car Service...Where The Action Is

In the offices of thousands of sales managers hangs a ubiquitous slogan that says: "Nothing Happens until Somebody Sells Something."

Or words to that effect.

In railroading one might paraphrase the motto to read: "Nothing Happens until There's a Freight Car to Load." For all the diverse elements in railroad transportation, the freight car is the key link. The car service people whose job it is to know where the railroad's cars are and have them at the right place at the right time for loading, have one of the most exacting tasks in the network of rail transportation.

The Bangor and Aroostook is one of those unique American railroads that originates most of its traffic. In our case, it's a whopping 85%. The remaining 15% terminates on the road.

"This makes us a credit road," Linwood W. Littlefield, the railroad's capable manager of Car Service, explains, "which means that we receive more from other railroads for the use of our cars than we pay out to other roads for the use of theirs. The rail-



Traveling Car Service Auditor E. A. Bowen

road's heavy originating traffic movement and light terminating traffic means that we must own more cars than a road that has a heavy terminating movement and a number of cars made empty on its lines. It also means that we have none of the profitable overhead traffic that we have only to move over our lines and turn over to another railroad.

Littlefield and his nine people who work in the Car Service Department have the ambitious job of keeping track of the railroad fleet of 5,920 revenue cars, making sure that there's always the right kind of car to fill a customer's order and to keep those cars that aren't needed by the railroad's own customers busy and earning money for the railroad.

During 1969, the railroad originated 77,138 carloads of traffic.



The car distributors determine the road's day-to-day car needs working with station agents. Chief Car Distributor Oma Ingerson, left, and Car Distributor Lawrence B. Randall, right, work with agent through the road's own telephone system.

Obviously, with an ownership of under 6,000 revenue cars, a good number of cars had to come from outside sources. Littlefield's people have several sources outside the road's own cars. The Bangor and Aroostook has had contracts with Merchants Despatch Transportation, a car line, since 1929. Tank cars for petroleum products come through the Union Tank Company. The BAR also receives considerable assistance from the Canadian roads and from the Boston and Maine Railroad.

The other side of the coin is that during those seasons when the road's RS refrigerator cars are not in demand for potato

traffic Car Service is responsible for keeping them working on other roads. The same is true for the road's RPL, or mechanical refrigerator cars. The railroad has an arrangement with Pacific Fruit Express to use the BAR's RS refrigerators in the west-to-east movement of lettuce, tree fruits, tomatoes and other fruits and vegetables that require ice in the spring and summer. Last year the fleet of 1,650 cars handled about 5,000 carloads on a turnaround time of about 30 days. During 1969 all of the road's refrigerator cars, including mechanicals, moved a total of 55,700,000 miles.

"One of the more or less constant problems we have," Little-

field explains, "is getting our cars back promptly from foreign roads. The rulebook says that the car is to be loaded in the direction of the home road. But it doesn't always work that way. If a foreign road is tight for cars an empty car is sometimes fair game. We keep two men—Archie Jackson and Keith Ashton—traveling and visiting foreign rail yards as a kind of police beat to keep our cars coming home."

Car Service men believe that the AAR Computer Center in Washington, which is nearly operational, will result in a better distribution of the national railroad car supply because it could pinpoint shortage areas and sur-

plus areas on an hour-to-hour basis. Littlefield feels it is foreseeable that TRAIN, the AAR computer system, may take over the function of auditing the complex records of freight car use and simply bill the using roads.

Car service people determine how many cars will be available on a certain day from junction reports, from knowledge of the number of cars that will be made empty on the BAR as well as from other roads and car lines that either furnish a car in order to get a load, or with whom the road has contracts or agreements. The junction report is made when a car owned by the BAR arrives at a junction point of any other railroad. Thus, Linwood Littlefield's people may not know where every car is at any given time. But when it arrives at a junction point they know.

The other part of Car Service's job is the distribution of cars to customers. Day-to-day car needs are determined by the three car distributors working through the station agents on the road. Requests for cars to be set the next day are made to the agent before 2 p.m. the day before the car is to be set. The car distributors draw on empties that are being returned to fill orders and cars that will be made empty on line. Each morning Car Service receives a report from each station on the number and disposition of cars on hand. And from this

intelligence, plus loadings of the previous day, the car distributor determines his car supply and distribution.

The toughest part of the job is probably estimating the road's car needs for the potato shipping season. A car committee that includes Littlefield, BAR President W. Jerome Strout, P. H. Swales, vice president-operations and maintenance, Howard L. Cousins, Jr., vice president-marketing and Owen H. Bridgman, administrative assistant to the President, sit on the skull sessions that estimate the car needs for the volatile potato business. Too low an estimate may mean a car shortage, an extremely rare circumstance on the Bangor and Aroostook, and too high an estimate means money lost because a surplus of cars are setting idle instead of earning money on a foreign road.

Littlefield observes that there is a marked trend toward larger and more sophisticated railroad rolling stock.

"As recently as when I came here in 1952, the standard boxcar was a 36-foot car," he says. "Then the 40-foot car became the accepted boxcar. Now it's hard to find a home for 40-foot cars. Everyone wants the 50s. There are elaborate cushioning devices and load dividers. There's the same kind of transition in equipment to handle frozen foods. RS refrigerators with ice, water and salt were the norm a few years



Gloria Tozier, secretary to the manager, car service, finds it a busy and exciting place to work.

ago. Now the mechanical refrigerator with a cube of more than double that of the RS refrigerator is the standard."

The job of car service has become even more important because of the thrust of the railroad in the direction of more and better rolling stock. Littlefield and his people know that a railcar at the right place at the right time is what railroading is all about.

Mileposts . . .

FORTY-FIVE YEARS

George C. Crabtree
Thomas M. White

THIRTY-FIVE YEARS

Albert St. Amant
Gerald E. Wiggins

THIRTY YEARS

Ronald H. Boutilier
Shirley E. Cowing

TWENTY-FIVE YEARS

Joseph C. Boucher
Gilbert Doucette
Francis E. Michaud
Eugene D. O'Brien
Joseph D. Smith

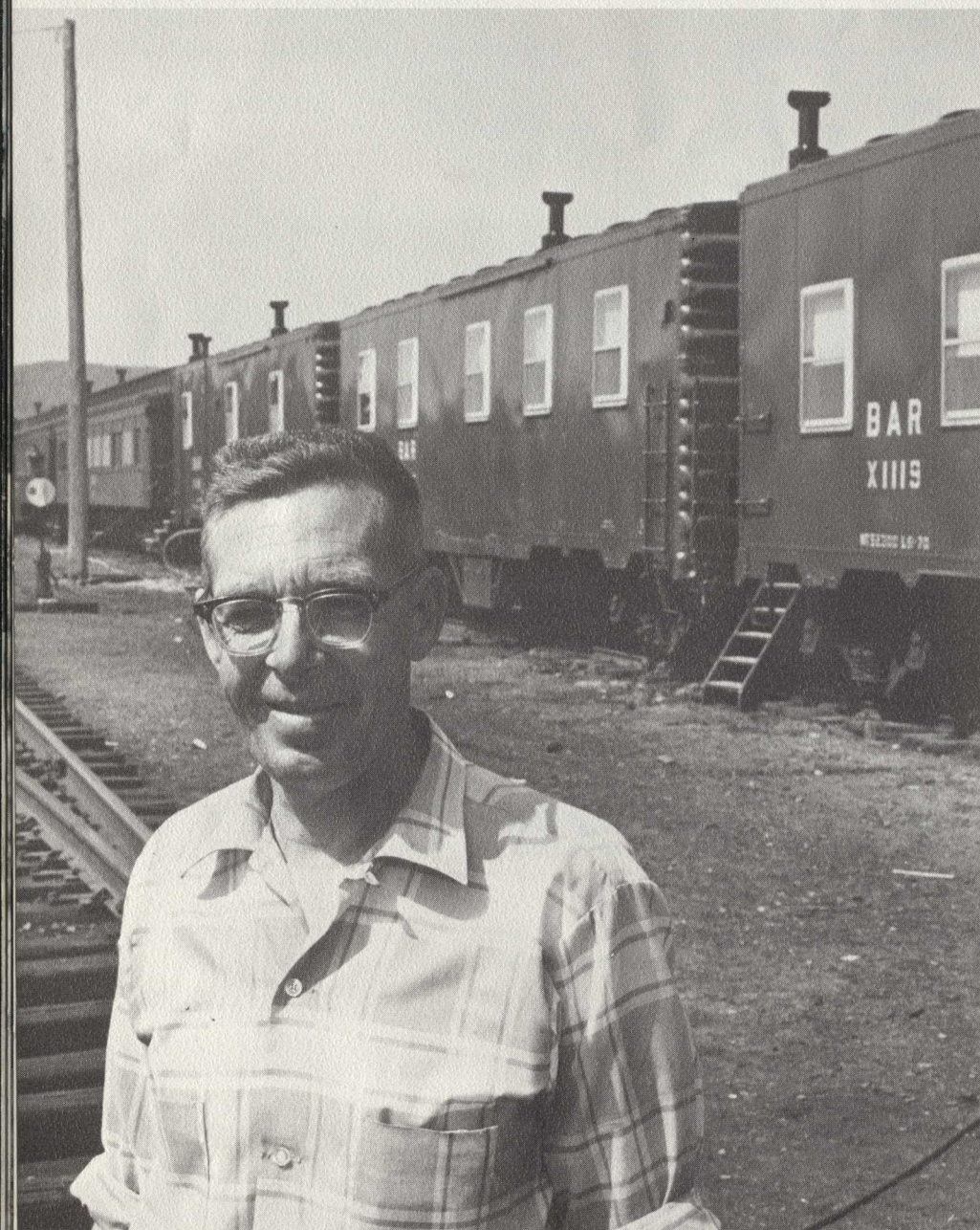
TWENTY YEARS

Galen C. Carey
Richard L. Foster
Orrin P. Lyford

FIFTEEN YEARS

Helen F. Brissette
William M. Houston

Homes For Railroad Nomads



Bridge and Building Foreman Arthur Taylor has been working in B and B outfits and living the nomadic life of these railroaders for 29 years. He's pictured above with three of the road's new outfit cars at Millinocket.

Ask any railroad wife and she'll probably tell you that railroad men spend more time on the road than they do at home. It's particularly true of train and outfit crews. Nobody wants it that way. It's just part of the business. And it explains why cabooses and bunkhouses and outfit cars are so important to railroad men. They're literally a second home.

Arthur Taylor has been working in Bridge and Building outfits for 29 years and has been a foreman with his own crew since 1957. In his railroad parlance, this means that Taylor has spent 29 of his 52 years living in outfit cars.

No one's about to say that the railroad's outfit cars are as good as being home every night. But there are some who do say it's the next best thing. Because Arthur Taylor is the senior foreman among Bridge and Building Crews, his crew was assigned the first three of four new outfit cars being built at Derby Shops this summer. The new cars replace converted wooden passenger coaches that have been in use longer than most of the men who live in them can remember.

The new outfit cars are converted from 40-foot steel cars. Every room, from the dining hall to the bedrooms, is paneled in wood and is heavily insulated. The cars include all the features of the older cars including complete lavatory and shower facilities, recreation room, bunk car with individual steel lockers and inlaid linoleum floors.

Most of the men who are living in the new cars. . . Carpenter E. J. Ross, Helper Floyd Lycette, Helper P. J. Ouellette, Carpenter

Wayne Hamilton, Carpenter John Marsh, Cook Ronald Brown and Taylor . . . have railroad backgrounds. And the Bridges and Building Department managers take the comfort of the crews seriously; a crew that's satisfied with its living conditions is a smooth-running crew, a fact that's noted daily in its production record.

A B & B crew may live and work together for seven or eight months of a year. Some crews stick together year after year. And it's almost a family unit. Foreman Arthur Taylor confirms this fact. His job is much more than planning and overseeing the work. He also has to be a kind of family patriarch looking after the welfare of his crew.

"You have to know the work, the job," he explains. "But you also have to know a lot about getting along with people."

Taylor is no stranger to the railroad nor the outfit crews. His mother, Mrs. George R. Taylor, now retired, cooked for B & B crews. His father was a section foreman. His brother, George, was born in the apartment in the old Ludlow station in Ludlow. And Arthur Taylor himself was born in a company-owned house along the Bangor and Aroostook right-of-way.

If there's a loneliness sometimes in the nomadic life Taylor and his men lead in their rolling homes, there's also a camaraderie that binds them together as a unit. There's usually a cribbage game going in the recreation room after the evening meal. When they're working near a town, there are forays to the bowling alleys and watering



The noon meal in the immaculate cook car is a welcome respite from the heat of a summer day for Taylor's crew. P. J. Ouellette, left, and Wayne Hamilton, play a hand of cribbage in the recreation room after dinner, right. Below, Carpenter Arthur DeWitt works on cabinets for a fourth new outfit car under construction at Derby Shops.



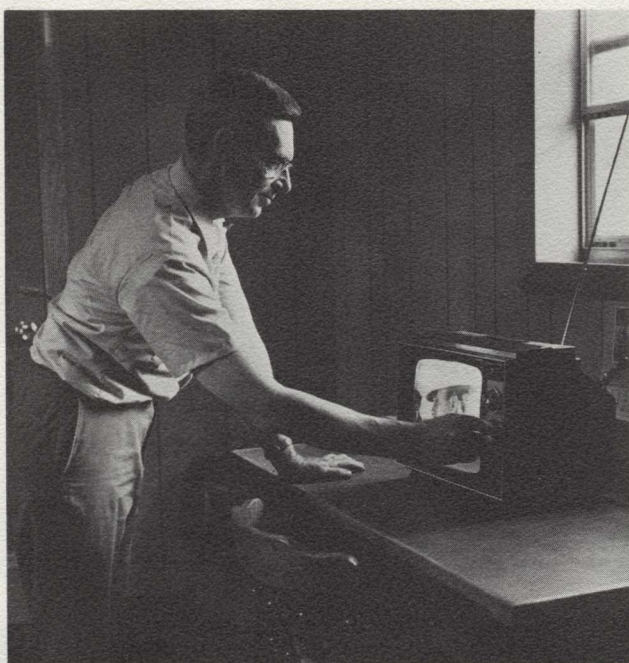


The men who live in the outfit cars all take their turn at the household chores. Floyd Lycette, left, washes floors in one of the new cars.

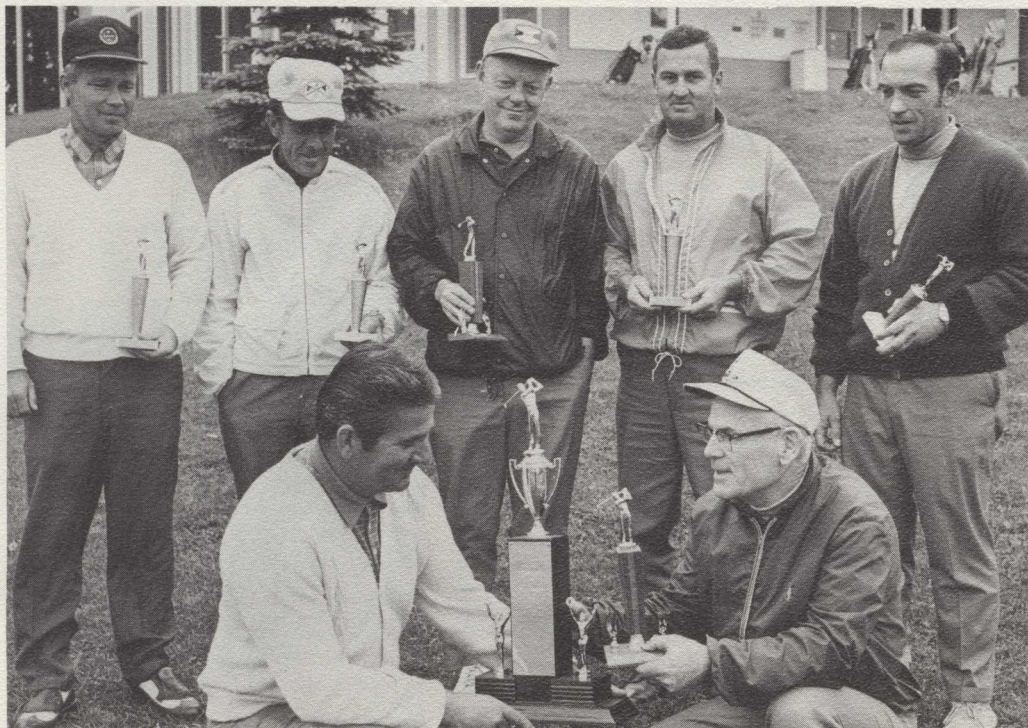
places to change the pace from the work routine.

On the job Arthur Taylor and his crew learn to live with the hazards of train movements and still get the work done. Every job is enough different so that the work is challenging, he says. His crew built Madawaska station, installed the track scales at Easton, the Car Repair Facility at Northern Maine Junction and the Van Buren engine house. The Van Buren engine house was supposed to be up within six weeks; Taylor's people did it in four, which is a source of pride for him. Like other B & B foremen, much of the satisfaction of the job is "putting the pieces together so that it all comes out right and doing the job well."

The men who do the vital maintenance work on the railroad's bridges and structures . . . often in remote places away from towns and the amenities of suburban areas . . . do their job cheerfully on busy main line track, in rain and storm and, in the early summer, amid hordes of hungry insects. The place where they live often makes the difference between hardship and a pleasant contrast between the work day and leisure time.



As foreman, Arthur Taylor, left, has his own room where he does his daily reports and keeps his personal effects. Taylor finds each job different enough to be challenging.



Receiving the W. Jerome Strout trophy, left, from Robert Clukey is Roma Drouin of the Maine Central. From left to right are Robert Chapman, Donald Berry, George Phillips, Jack Tardiff and John Currier.

Pictured below, left to right, are Roland Loisel, MEC; Chip Chipman, CP; Thomas Caulfield, PTC, and Paul Barrows, MEC.

Rail Golf Tourney Draws 78 Railroaders

Roma Drouin, of the Maine Central Railroad, won the W. Jerome Strout trophy at the annual Bangor and Aroostook Golf Tournament June 6. Drouin took the trophy in the Class A with a low gross of 39-38-77. The tournament, held at the Bangor Municipal golf course, drew 78 railroad contestants representing the Bangor and Aroostook, the Maine Central, the Portland Terminal Company, Canadian Pacific and the Delaware and Hudson.

Second gross among the Class A handicap was won by Bob Chapman, PTC, carding a 40-40-80. Third gross was taken by Don Barry, MEC, with a 42-40-82. George Phillips, MEC, took first net (82-13-69). Jack Tardiff, MEC, won second (86-16-70) and John Currier, MEC, third (87-17-70).

Class B winners were Millard Grant, MEC, low gross (43-41-84); Dick Perkins, PTC, second (44-47-91); and Tom Caulfield, PTC, third (49-43-92). First low net in B Class was won by Chip Chipman, CPR, (92-26-66); second by Gary Pet-

tengil, BAR, (95-26-69); and third by Roland Loisel, MEC, (97-26-71).

Class C winners were: Paul Barrows, MEC, low gross (48-45-93); Earl Capen, BAR, second gross (52-45-97); Charlie Redstone, MEC, third gross (54-52-106); Charlie King, MEC, first low net (109-35-74); Ray Dauphinee, MEC, second net (106-30-76); and Ted McCausland, MEC, third net (109-33-76). Owen Gould, BAR, posted 111-35-76 but lost out to Dauphinee and McCausland on the match of cards.

In the special awards category Jack Tardiff, MEC, was nearest the pin in Class A (5' 11"); and Dick Perkins, PTC, in Class B (6' 2½"). Norman Tardif (BAR) received a prize for having traveled the longest distance (158 miles) and Ben Whitney (MEC-Ret.) received a prize as the oldest player in the tournament (86).

Chairman for the tournament was Waverly Alexander, BAR. Committee members: Howard L. Cousins, Jr., BAR; Robert Clukey,

BAR; Hugh Goodness, BAR; K. S. Ludden, BAR; M. T. Scanlin, BAR; C. S. Burgess, BAR; Dale Greenlaw, BAR; O. Dale Anthony, BAR; Norman Tardif, BAR; Larry Severance, MEC; Jerry Shea, MEC; George Phillips, MEC; and John Currier, MEC.

The next railroad golf tournament is scheduled for the Fairlawn Country Club in East Poland Sept. 19. The E. Spencer Miller Trophy will be awarded for the lowest net of the tournament.



In The Family



The Rev. Myles V. Cyr, OMI

The Rev. Myles V. Cyr, OMI, son of Mr. and Mrs. Francis J. Cyr, and brother of Gloria F. Cyr, secretary in the Marketing Department, has been named pastor of St. John the Baptist Catholic Church of Lowell, Mass.

Father Cyr was ordained in June, 1954, at this church. In 1955 he was made Assistant Pastor of St. Peter's Church in Plattsburgh, New York. In 1963 he went into closed retreat and preaching work and was assigned to the Closed Retreat House in Manville, Rhode Island.

For the past 5 years Father Cyr has been Assistant Pastor at Notre Dame de Lourdes Church in Lowell, Mass.

Father Cyr has a younger brother in the Oblate Missionary Order, the Rev. Roger T. Cyr, who is director, St. Joseph-the-Worker Center, Lowell, Mass. Father Roger also worked for the Bangor and Aroostook Railroad in 1950 and 1951 as substitute mail messenger.

Father Myles will officially take his new post August 9.

Car Service Dept.

Mrs. Paul E. Hayes, wife of Chief Clerk Paul E. Hayes, who has been a patient at the Maine Medical Center at Portland, has now returned home and is convalescing at the Paulsen Home in Bangor. Railroad friends will remember her as a Bangor and Aroostook employee at Northern Maine Junction.

Keith B. Ashton, formerly assistant traveling car service auditor, has been appointed assistant traveling car service agent and auditor, replacing William Clark who has retired. He will make his headquarters in Boston. The Ashtons will reside in Rochester, New Hampshire.

Congratulations to Assistant to Manager Car Service and Mrs. Thomas Brissette on the birth of a daughter, Jodi Kim, June 27, at St. Joseph's Hospital, Bangor. The Brissettes have another daughter, Terri Lynn, 3.

Maura A. Hayes, daughter of Chief Clerk and Mrs. Paul Hayes, is the recipient of three scholarships. She received a \$400 award from the University of Maine—the Francis and Marion Hill Scholarship, a scholastic award. Brewer High School gave her the Francis Drake Scholarship for \$800. She received a \$700 Imogene Maybury Scholarship from the Merrill Trust Bank. Miss Hayes was graduated from Brewer in June. She will be attending the University of Maine this fall.

William W. Clark, Traveling Car Service Agent, was guest of honor at a party May 29 at Northern Maine Junction on his retirement from the BAR. Bill received a golf cart, tees, golf balls, and a score counter from his many friends who wish him a long and happy retirement. Mr. Clark entered service as an operator and clerk in February, 1926. He was appointed traveling car service agent in April, 1952. He received his forty year pass in December, 1966. Bill resides with his wife, Velma, in Lancaster, Mass.

Mrs. Virginia "Ginny" Bartlett, secretary to Manager Highway Division, was guest of honor at dinner party June 25, at Sing's Restaurant. She received a Hummel figurine and a beige leather handbag. Those attending the party were Lucille Dougherty, Gaynor Reynolds, Shirley Strout, Helen Brissette, Frankie Brown, Alice Titus, Marion Foster, Barbara Kelley, Roberta Lewis, Mildred McNaughton, Pearl Johnston, Gloria Leighton, Lenora Jones, Edith Tesseo, Gloria Cyr, and Gloria Tozier.

She was also guest of honor at a luncheon party held at the Northern Maine Junction Station June 26 with Northern Maine and many employees from the Bangor offices attending. She received two pieces of luggage, a Samsonite beauty case, 24" Samsonite pullman

case, and a dozen long stemmed red roses. "Ginny" takes with her the best wishes for the future from her many railroad friends.



Mrs. Maurice E. Campbell

Linda Joyce Blackwell, daughter of Mr. and Mrs. Shady Blackwell, became the bride of Maurice E. Campbell, son of Mr. and Mrs. Maurice A. Campbell, June 6, at St. Mary's Catholic Church in Bangor. Father Rudolph Leveille officiated. A reception followed the wedding at the American Legion Hall in Hermon.

The bride was graduated from Hermon High School in 1969 and is employed at St. Joseph Hospital, Bangor. The bridegroom is also a graduate of



Pictured with Mrs. Virginia Bartlett, center, are S. F. Corey, manager highway division and Gloria Tozier at a party in Mrs. Bartlett's honor at Northern Maine Junction June 25. Mrs. Bartlett is leaving railroad service and will make her home in New Mexico.



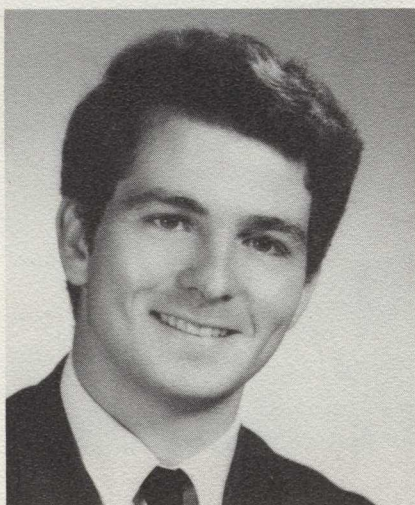
Traveling Car Service Agent **William Clark** cuts a cake at his retirement party May 29. Pictured with him are Manager Car Service **L. W. Littlefield** and **F. D. O'Brien**, retired manager car service.

Hermon High School, class of 1968, and is employed by the Bangor and Aroostook Railroad as a mail clerk. The couple are residing on Broadway in Bangor.

Engineering Dept.

Congratulations to Section Foreman and Mrs. **Norman K. Dixon** of Houlton, who observed their 35th wedding anniversary June 5.

Stephen P. Corey, son of Supervisor of Roadway Machines and Mrs. **Wendell Corey** of Littleton, and **Peggy L. Dwyer**, daughter of S. & C. Helper **Virgil L. Dwyer** of Oakfield, have achieved a perfect 4.0 average for the spring semester at the University of Maine at Presque Isle.

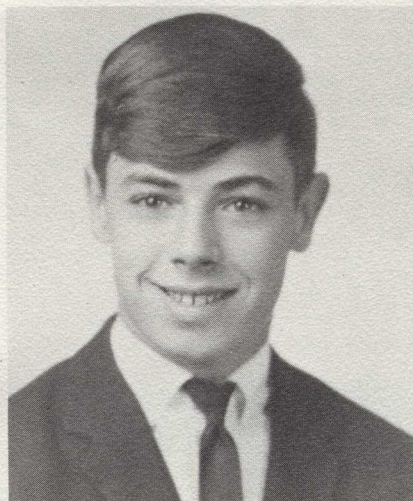


Daniel Curtis, son of Section Foreman and Mrs. **Merle W. Curtis**, North Bangor, was graduated from Central High School, East Corinth, in June. Daniel was a member of the National Honor Society and will enter the University of Maine this fall.

The complete Dean's List for the semester, as announced, also includes 72 additional students who achieved a quality point average of 3.0 or better. One of these is **Daniel W. Powell**, son of Stenographer **Flora I. Powell** of Houlton.

The following scholarships have been presented to members of the Houlton High School 1970 graduating class: **Lois Veysey**, daughter of Mechanic and Mrs. **Lawrence Veysey**, \$500 presented by Houlton Rotary Club; **Virginia Butler**, sister to Stenographer **Joan H. Butler**, \$100 presented by Business and Professional Woman's Club of Houlton; **Helen Kinney**, daughter of Mechanic and Mrs. **A. S. Kinney**, \$250 presented by Houlton Elks Club; **Fawner Kinney**, \$200 presented by Houlton Parks and Recreation.

Mrs. **Margaret Wardwell**, wife of Section Foreman **Alton L. Wardwell** of Stockholm, recently received her B.S. degree in Elementary Education from Fort Kent State College. Mrs. Wardwell has taught in the Stockholm schools for eleven years and during that time she has attended evening and Saturday sessions at the college.



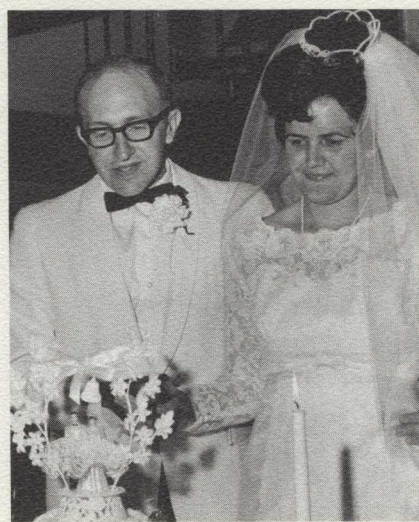
David M. LaPointe, son of Trackman and Mrs. **Adrian L. LaPointe** of Fort Fairfield was graduated June 12 from Eastern Maine Vocational Technical Institute in Bangor with high honors. He received an associate degree in Business Administration.

Another son, **A. Thomas LaPointe**, completed basic training in May at Great Lakes, Illinois. He is now stationed at El Centro, California, with the U. S. Navy.

Trackman and Mrs. **Allison E. Ewings** of Littleton are the parents of a son, **Brent Andrew**, born May 13, at the Aroostook General Hospital in Houlton.

Mr. and Mrs. **Wayne Lee**, of Houlton, are the parents of a daughter, **Paula Michele**, born June 8, at the Aroostook General Hospital in Houlton. The new-comer's maternal grandparents are Accountant and Mrs. **Christopher Friel** of Houlton.

Jonathan Sprague, son of Vice President-PR **R. W. Sprague**, of Bangor, was named as a delegate from Houlton High School to Boys' State at the University of Maine in Orono, June 14-19. The delegates were sponsored by the American Legion.



The First Congregational Church in Millinocket was the setting for the wedding June 13 of Miss **Phillips Ann Houser** and **Wayne Robert Nice**, son of Section Foreman and Mrs. **Harold A. Nice**.

The Rev. **Donald Thompson** of Calais and the Rev. **Richard Bellingham** officiated at the afternoon ceremony. The bride is the daughter of Mrs. **William Houser** of Millinocket and the late **William Houser**.

The selection of 19 year old Miss **Anita Childers** as Miss Houlton for 1970 served as the climax to the annual Potato Feast celebration held July 1. She was crowned during the annual Miss Houlton Pageant in the evening at the high school auditorium. Miss Childers is the daughter of Supt. S. & C. and Mrs. **Hiram E. Childers** of Houlton, and has completed her first year at Aroostook State College in Presque Isle.

Miss **Virginia Butler**, eighteen year old daughter of Mrs. **Alice Butler**, and sister to Stenographer **Joan H. Butler**, was selected as first runner-up.

Carol Cole, daughter of Equipment Operator and Mrs. **Allen Cole** of Millinocket, was a member of the graduating class of Stearns High School, Millinocket, in June.



Anita Childers and **Virginia Butler**



Pictured with Engineer **Harry Buzzell**, left, is Assistant Superintendent Transportation **L. S. Milton**. Mr. Buzzell retired May 1 after 44 years' service. He attended Washburn school. Mr. Buzzell is married and has five children.

Miss **Virginia Butler** of Houlton, was installed worthy advisor of Assembly 26, Rainbow for Girls in May. Miss Butler is the daughter of Mrs. **Alice Butler** of Houlton and the late **Alvin Butler** and a sister to Stenographer **Joan Butler**.

Among the 1970 graduates from Houlton High School were the following from the railroad family: **Virginia Butler**, sister to Stenographer **Joan H. Butler**; **Fawner Kinney**, daughter of Mechanic and Mrs. **Austin S. Kinney**; **Helen (Ginger) Kinney**, daughter of Mechanic and Mrs. **Austin S. Kinney**; **Twyla Margison**, daughter of Trackman and Mrs. **Fraiser Margison**; **Brian MacHroy**, son of Statistical Clerk and Mrs. **R. A. MacIlroy**; **Molly Swett**, daughter of Supt. of Track **Graden L. Swett**; **Lois Veysey**, daughter of Mechanic and Mrs. **Lawrence S. Veysey**.

Mr. and Mrs. **Harold Clinkard** of Grays, Essex, England, are visiting with Mr. Clinkard's sister and husband, Mechanic and Mrs. **Hazen Gartley** and family in Houlton.

Supt. **B. & B. O. D. Anthony** of Houlton, attended the Accident Prevention Institute course which was held at Colby College in Waterville, during the week of June 22 through 26.

Trackman **Auguste Blanchette** (Ret.) died May 23 at his residence in Fort Kent. He was born in Frenchville, June 18, 1896, the son of **Maurice and Melvina (Dionne) Blanchette**. Mr. Blanchette entered BAR service May 1, 1944 as a Trackman at Stockholm. He worked in this capacity until June 1955, at which time he bid in a job as Trackman at Fort Kent, which he held until his retirement in October, 1961.

Brian E. MacIlroy, son of Statistical Clerk and Mrs. **Robert A. MacIlroy**, of Houlton, has enlisted in the United States Navy, and leaves this month for recruit training at Great Lakes Training Station.

Roy C. Brockway has accepted a position as civil engineer in the Engineering Office at Houlton. He is a graduate from the University of New Brunswick

at Fredericton, and assumed his new duties on June 1. He and Mrs. Brockway reside on Spring Street in Houlton.

SP/5 Allen L. Cole, Jr., son of Equipment Operator and Mrs. **Allen Cole**, Millinocket, has been home on a 30-day furlough after having served eighteen months in Vietnam. He has returned to duty in Virginia.

Twyla Margison, daughter of Trackman and Mrs. **Fraiser Margison** of Houlton, was the recipient of the Husson Medal when she graduated from high school in June.

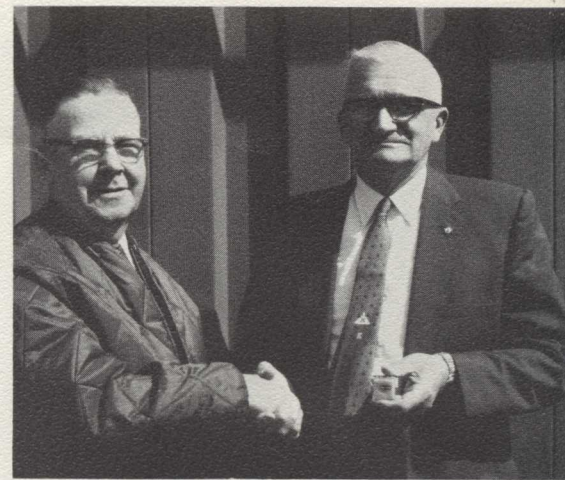
Major **Donald E. Burton**, son of Equipment Operator and Mrs. **John L. Burton** of Oakfield, has been recognized for helping his unit earn the U. S. Air Force Outstanding Unit Award, according to official word from the U. S. Air Force Academy in Colorado.

Major **Burton**, a 1951 graduate from Oakfield Community High School, attended the University of Maine at Orono. His wife, **Marion**, is the daughter of the late **Burns Grant** and Mrs. **Burns Grant** of Island Falls.

Michael E. Burton, son of Major and Mrs. **Donald E. Burton** of the U. S. Air Force Academy, Colorado, arrived by air, June 30, for a six-week visit with his grandmother, Mrs. **Burns E. Grant** of Island Falls, and his grandparents, Equipment Operator and Mrs. **John L. Burton** of Oakfield, and other relatives.

Section Foreman **Archie McDonald**, and son, **Kenneth**, of Smyrna Mills, were in Kittery recently taking Mrs. **Waldo McDonald** and children, where they were met by **Waldo McDonald** on their return to their home in Meriden, Conn. Mrs. McDonald has been a guest of her father for two weeks.

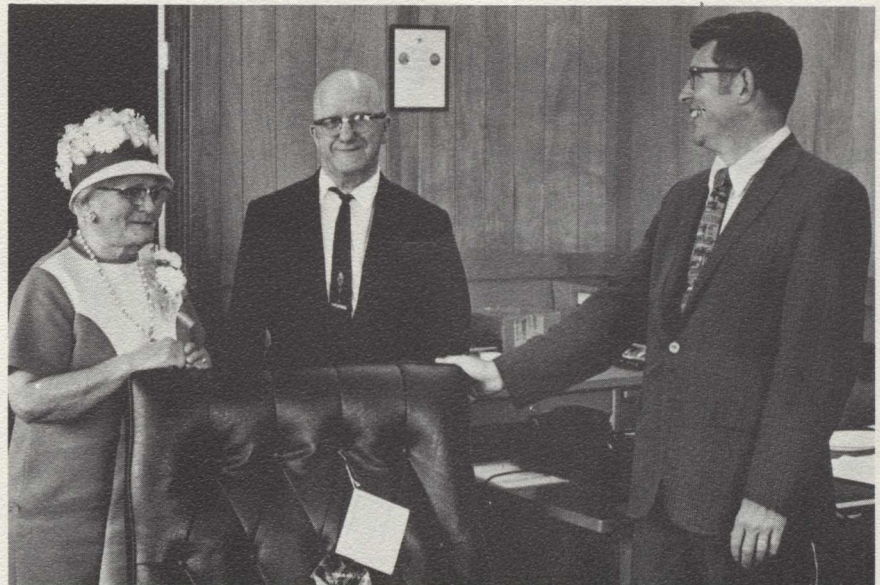
Miss **Lois Wardwell**, daughter of Section Foreman and Mrs. **Alton L. Wardwell** of Stockholm, was graduated from



Trainmaster **M. E. Walls**, left, presents retirement pin to Station Agent **Ralph Hood**, Derby, on his retirement. Mr. Hood had been with the railroad 49 years. He is married and has two children.

Caribou High School, with honors in June. She was the recipient of two scholarships, one from the National Honor Society and the other from the Dollars for Scholars. **Lois** is employed in Portland during her summer vacation and will enter Plus-Gray School of Business in Portland this September, where she will study data processing.

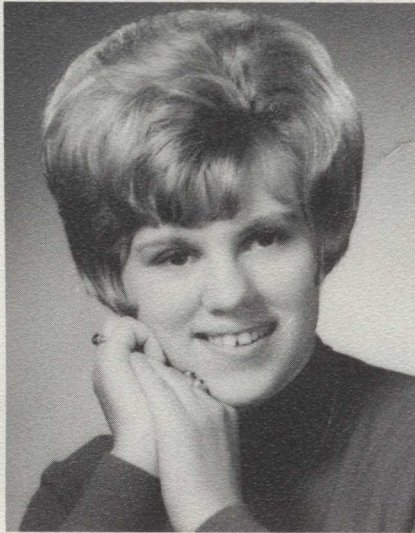
Section Foreman **Alton L. Wardwell** recently returned from the St. John River where he was trip leader for 27 men and boys of the Christian Service Brigade organization. The group put in 45 miles above Dickey and spent four days on the St. John, which included



An office party was held Wednesday afternoon, June 17th, in honor of AAR Car Accountant, **Ray D. Burton** on his retirement after 53 years of service with the railroad.

Attending were the Supervisory and Clerical forces of the Mechanical and Stores Department, Asst. Vice President Operations and Maintenance **D. G. Merrill**, Vice President Public Relations **R.**

W. Sprague and Manager Personnel **L. F. Lewis**, as well as several retired personnel including **Vaughn Ladd**, **Maxine Scanlon** and **Adelia Leonard**. Mrs. **Burton** was presented with a corsage for the occasion. Refreshments included a cake made by Mrs. **John Willinski, Sr.** **Ray** was presented with a recliner chair from his fellow employees with their best wishes and congratulations.



Miss **Deborah Ann Fox**, daughter of Mr. and Mrs. Willard Fox, of Dyer Brook, became the bride of **David Robert Stairs**, son of Hostler and Mrs. Whitmore Stairs of Oakfield at the Bethel Pentecostal Assembly of Oakfield on July 3. The double ring ceremony was performed by the Rev. Marvin Lawrence. Their attendants were Mrs. Robin Crandall, sister of the bridegroom, and David Fox, brother of the bride.

The bride is a 1970 graduate of Oakfield Community High School and the groom is a 1968 graduate of the same high school. The bridegroom also attended the University of Maine for one year and Ricker College for one year. He is employed on an extra-gang outfit in Millinocket. The couple are at home on Smyrna Street in Oakfield.

running Big Black rapids and the Big rapids. At the latter end of the trip, an overnight hike to Fall Brook Lake provided a change for the boys.

Mrs. **H. E. Childers**, wife of Supt. S. & C. H. E. Childers of Houlton, was installed first vice president of the local Business and Professional Woman's Club at its recent installation at Parkview Terrace.

Mrs. **Terrence O. Anderson**, wife of Foreman Painter **T. O. Anderson** of Cary, underwent surgery at the South Amboy General Hospital, South Amboy, N. J., in June and is expected home soon. While in New Jersey, their daughter, **Susan**, visited her aunt and uncle, Mr. and Mrs. **Chesley Noel** in South Amboy.

Darryl Dunn, son of Mrs. **T. O. Anderson** and step-son of Foreman Painter **T. O. Anderson**, was named to the Dean's List at Husson College in Bangor, at the end of the last ranking period.

Mrs. **Amy A. Chambers**, 81, died May 20 at a Houlton hospital.

Mrs. Chambers has been a resident of New Limerick for the past ten years and was formerly a resident of Moro and Linneus. She is survived by one son, Equipment Operator **Gerald Henry** of Oakfield; seven grandchildren as well as great grandchildren.

Miss **Carol Ann Campbell**, daughter of Mr. and Mrs. **Ronald Campbell, Sr.**, of Patten, became the bride of Trackman **Gregory L. Cole**, son of Mr. and

Mrs. **Charles Cole** of Patten, June 13, at St. Paul's Catholic Church. The ceremony was performed by the Rev. **Rene Lavoie**.

The bride is a 1970 graduate of Katakhdin High School and is employed at Merrow's Department Store. The bridegroom was graduated from Patten Academy and is a senior at Fort Kent College. He is presently employed as Trackman by BAR.

Trackman **Allison Ewings** had the high average for the season and was presented with a trophy for individual performance at the close of the bowling season with the Odd Fellows of Houlton.

Supt. and Mrs. **H. E. Childers** of Houlton, are announcing the engagement of their daughter, **Anita Louise**, to **Jeffrey Hubert**, son of Mr. and Mrs. **Norman Hubert** of Littleton.

Miss Childers was graduated from Houlton High School in 1969 and attended Aroostook State College this past year. Mr. Hubert is a 1967 graduate from Houlton High School and completed a two-year course at the University of Maine in 1969. He is employed in farming with his father.

Miss **Julie A. McCue**, daughter of Section Foreman **Harry G. McCue** (Ret.) of Houlton, and Mrs. **Thelma E. McCue** of Bangor, became the bride of **Peter Folsom**, son of Mr. and Mrs. **Paul Folsom, Sr.**, of Houlton, on June 25, at St. Mary's Catholic Church in Houlton. The nuptial Mass was performed by the Rev. **Francis Nelligan**. Mrs. **Rodney Palmer** was the soloist and Mrs. **Leo Downie** was organist.

The bride is a 1969 graduate from Houlton High School and is employed by the J. R. Harvey Company of Houlton. The bridegroom attended Houlton High school.

Miss **Virgie K. Dwyer**, daughter of S. & C. Helper and Mrs. **Virgil L. Dwyer**, of Oakfield, became the bride of Trackman **Dennis D. Burpee**, son of Mr. and Mrs. **Perley Burpee** of Smyrna Mills on June 26 at the Bethel Pentecostal Church in Oakfield.

The bride is a 1968 graduate from Oakfield Community High School and is employed as a telephone operator in Houlton.

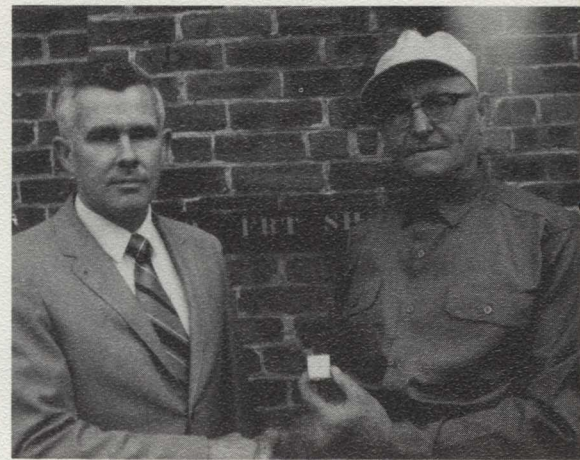
The bridegroom, also graduated from Oakfield Community High School in 1968 and was graduated this past June from Northern Maine Vocational Technical Institute. He is a Trackman with BAR.

Mr. and Mrs. **James Wheeler** of Ashland are the parents of a son, **Matthew A.**, born in May at the A. R. Gould Hospital in Presque Isle. Assistant Engineer and Mrs. **Paul S. Wheeler** of Houlton, are the paternal grandparents.

George A. Fitzpatrick, Sr., of Littleton, is announcing the engagement of his daughter, **Barbara Ann**, to **Warren P. Cain**, son of Sub-Foreman and Mrs. **John O. Cain** of Masardis.

Miss Fitzpatrick, the daughter of **George Fitzpatrick** and the late Mrs. **Fitzpatrick**, is a 1969 graduate from Houlton High School. Mr. Cain is a 1968 graduate from Ashland Community High School and was graduated in June from Northern Maine Vocational Technical Institute in Presque Isle. He is employed by Nickerson Chrysler-Plymouth at Caribou. An August wedding is planned.

Mrs. **Donald McDade**, wife of Shop Foreman **Donald B. McDade**, was in Au-



Welder **Forest D. Hall**, Derby, retired July 6. Chief Mechanical Officer **H. W. Hanson** congratulated him on his retirement and presented him with his retirement pin. Bob started work Dec. 13, 1921 as a laborer and has worked as a car repairer helper, car repairer and welder. He was born Jan. 25, 1905 at Atkinson, Maine and attended schools there. Bob is married and has three children, Mrs. **Shirley Bragg**, Guilford; Mrs. **Ada McKee**, Gardiner, Me.; and **Stanley F. Hall**, Dover-Foxcroft, Me. Stanley is freight car foreman at Derby.

burn the latter part of May where she attended the 38th annual convention of the Women's Diocesan Council of Catholic Women, held at Holiday Inn.

Mr. and Mrs. **Eugene Goodall**, of Waterford, Conn., formerly of Oakfield, have announced the engagement of their daughter, **Wanda Marie**, to **John W. Richards**, son of Section Foreman and Mrs. **Cecil A. Richards** of Medway.

Miss Goodall is a 1969 graduate of Waterford, Conn. High School. She is making her home at present with Mr. and Mrs. **Clair Slauenwhite** in Oakfield. Mr. Richards is a 1963 graduate from Schenck High School, East Millinocket, and is employed by the Great Northern Paper Company.

Assistant Engineer and Mrs. **Gordon S. Duncan** and daughter, **Bonnie**, of Houlton, have returned from a visit with Mrs. Duncan's mother, Mrs. **Eva Mayer** in Pittsburgh, Penn. While away they enjoyed a trip to Gettysburg.

Mechanical Dept.

AAR Car Accountant **Ray D. Burton** retired June 17. Chief Mechanical Officer **H. W. Hanson** congratulated him on his retirement and presented him with his retirement pin. Ray started work June 13, 1917 as a clerk. Subsequent positions held were boilermaker helper, file clerk, payroll clerk, acting valuation accountant and car bill clerk. Ray had 53 years service with the Bangor and Aroostook. Prior to working for the BAR, he was a school teacher from 1915 to 1916 and a bookkeeper from 1916 to 1917. Ray was born Sept. 20, 1894 at Fort Fairfield, Maine. He attended grammar school and Ricker College.

He is married and has four children, **Roderick**, Sebec, Maine; **Richard**, Daly, Calif.; **Hanford**, Milo; and Mrs. **Harold Thurlow**, Veazie, Maine.



Mechanical Dept.

Machinist **Dwight L. Bigelow**, Northern Maine Junction, retired June 2. Chief Mechanical Officer **H. W. Hanson** congratulated him on his retirement and presented him with his retirement pin. Dwight started work Nov. 20, 1943, as a machinist helper. Subsequent positions held were machine gang leader, night foreman and machinist. Prior to coming to work for the BAR he worked for the Lane Construction Co., and the Bearest-Foster Mills, Dixfield. Dwight was born March 18, at Rumford, Maine, and attended Brewer Public Schools.

He is married and has three daughters: **Eleanor Crockett**, Strong, Maine; **Margorie Phillips**, Bangor; and **Reta Bigelow**, Bangor.

We were sorry to hear of the death of retired Machinist **T. U. Michaud**. He had been retired since Aug. 31, 1967. He was born at Van Buren, August 22, 1902, and is survived by his widow, Mrs. **Glenwood (Jones) Michaud**; and one stepson, **David Newman**, both of Brownville, Maine.

Commencement exercises for Penquis Valley High School, Milo, were held June 12. The valedictorian's address was given by **Sally Shepardson**, daughter of Asst. Mechanical Engineer and Mrs. **A. H. Shepardson**.

Awards presented to Miss Shepardson included the Valedictorian Award, the John Philip Sousa Award, the Bausch-Lomb Award, the Dale E. Jenkins Award in English and the Readers' Digest Award.

Miss **Judy Marks**, daughter of Carpenter and Mrs. **Lewis J. Marks** received one of the Husson College Awards, and an Honor Key.

Others receiving Honor Keys were **Susan Call**, daughter of Welder **Reginald D. and Barbara Call**; **George Day**, son of Machinist and Mrs. **Frank Day**; and **David Hanson**, son of Chief Mechanical Officer and Mrs. **Harold W. Hanson**.

Susan Call, daughter of Welder **Reginald D. and Barbara Call** received the Milo High School Alumni Scholarship, the Milo American Legion Auxiliary Presidents' Scholarship, and the National Honor Society Scholarship of the High School.

Lt. Col. and Mrs. Donald Olson and children, **Deborah**, **Michael**, **Dick** and **Janice**, of Colorado Springs, are spending a furlough with his parents, **Hostler (ret.)** and Mrs. **Roy Olson** of Oakfield. Col. Olson has just returned from a tour

of duty in Vietnam and on completion of his leave they will go to Travis A.F.B. in California.

Mr. and Mrs. **Henry Baker** and four children, of Cayce, S. C., are spending two weeks' vacation with his parents, Master Mechanic (ret.) and Mrs. **Frank Baker**.

Bus Operator and Mrs. **John Branscombe** and family have moved to Orono where Mrs. Branscombe will complete the final portion of her senior year at the University of Maine. She has just completed a biology course at Deer Isle. Upon completion of her course, Mrs. Branscombe will have a teaching position in the Crystal School. Miss **Carla Branscombe** is enrolled in an art course at the University for the summer.

Guests of Mr. and Mrs. **Merle Burpee** of Oakfield have been their sons and wives, Mr. and Mrs. **David Burpee** of Plainsville, Conn., and Mr. and Mrs. **Merlin Burpee**, of New Britain, Conn. on Smyrna Street in Oakfield.

A reception honoring Mr. and Mrs. **David Stairs** was held at the Dyer Brook Central School. Serving in the kitchen were Mrs. **Ruth Mitchell**, Mrs. **Jennie Hersey**, Mrs. **Gloria Russell**, Mrs. **Alma Lilley** and Miss **Leah Hersey**. The guest book was circulated by Miss **Gaylee Fox**. The wedding cake, made by Mrs. **Sherry Shaw**, was cut and served by Mrs. **Alma Clark**. At the gift table were the Misses **Jeannine McLaughlin**, **Phyllis McGuire** and **Donna Doucette**.

Purchases and Stores

Mr. and Mrs. **Theodore Jay** have returned to their home in Kenniston, California, after visiting his parents, Mr. and Mrs. **T. S. Jay**.



Mrs. **John L. Foulkes**

Miss **Judy Lynn Marks**, daughter of Carpenter and Mrs. **Lewis J. Marks**, was united in marriage to **John Lloyd Foulkes**, June 27, at the Park Street Methodist Church, Milo.

The bride graduated from Penquis Valley High School this June. The bridegroom graduated from Milo High School and attended Husson College, Bangor. He is employed by **Harmon's Texaco**, Milo.

A reception was held at the Derby Community Hall.



Mr. and Mrs. **Donald M. Martin**

St. Paul's Catholic Church in Derby was the setting for the June 5 marriage of Miss **Christine Vera Smart**, daughter of SSgt. and Mrs. **Harry A. Smart** of Milo, and **Donald Maxime Martin**, son of Mr. and Mrs. **George L. Martin** of Brownville Junction. The Rev. **Joseph Whitlock** officiated at the wedding ceremony.

The bride is a graduate of Penquis Valley High School and is attending the Twin City Beauty School. Her husband, also a graduate of Penquis Valley High School, is employed by the Bangor and Aroostook at Derby.

Following a wedding trip to the coast, Mr. and Mrs. Martin will live in Brownville.

On April 18 Miss **Kathryn Horne**, daughter of Mr. and Mrs. **Charles Horne**, Sr., and **Carroll W. Witham**, son of Mr. and Mrs. **Alfred W. Witham**, were united in marriage at the Park Street Methodist Church in Milo. The Rev. **Kwan Y. Lee** officiated. A reception at the Derby Community Hall followed the ceremony.

The bride graduated from Milo High School and Husson College and is employed at the Audiovisual Center, Uni-



Mr. and Mrs. **C. W. Witham**



Sonja Jay, daughter of Stock Clerk and Mrs. R. E. Jay, was graduated from Penquis Valley High School in June.

versity of Maine. Her husband is also a graduate of Milo High School and Husson College and is employed in Derby by the Bangor and Aroostook.

Yard Foreman Allan Hearn has attended the American Academy of Orthopedic Surgeons at Harvard College. He received a certificate of graduation for completing the "Advanced Practical Course in Emergency Care of the Sick and Injured."

Transportation Dept

Retired Dispatcher and Mrs. T. B. Carleton have returned home to Houlton after spending the winter in St. Petersburg, Fla.

Engineer J. B. Stewart, Millinocket, served on the traverse jury Penobscot County Court in Bangor during the May term.

Miss Maureen Ann Gillis, daughter of Dispatcher and Mrs. Maurice Gillis, Houlton, became the bride of Glenn D. McLaughlin, son of Mrs. Horatio Mailman of Danforth and the late Glenn McLaughlin, June 13, at the Methodist Church in Danforth. The Rev. Charles Starr officiated. Organist was Mrs. Nellis McDonald.

Miss Wilma Gardulo was maid of honor. The other attendants were Mrs. Barbara Merritt, of Amity, Joanne McLaughlin of Danforth, and Susan Gillis.

Robert Frye was best man. Ushers were William Gillis, Thomas Sprague, Errol Faulkner and Elbridge Cleaves.

The bride was graduated from Houlton High School in 1969 and from D'Lor Beauty School in Brewer this month. She is employed at the Fairmount Beauty Salon in Bangor. The bridegroom is a 1967 graduate of East Grand High School and is a student at the University of Maine, Orono, majoring in engineering.

Following a wedding trip along the Maine coast, the couple will reside at 227 Main Street, Orono.

Car Clerk and Mrs. Randy Grant, Presque Isle, recently spent a week's va-

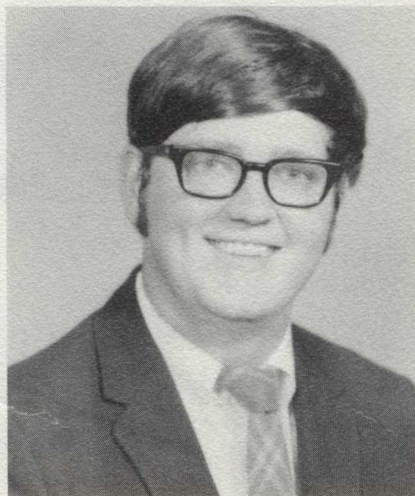
cation around the southern part of the state with their camper trailer and they attended a play at the playhouse at Lake-wood.

John A. Rowe, Jr., son of Dispatcher and Mrs. John A. Rowe, Sr., was graduated from Houlton High School in June and has enlisted in the U. S. Navy.

Janet A. White, daughter of Chief Dispatcher H. G. White, was graduated from the University of Maine, at Orono in June, with highest honors. She is a member of the following Honor Societies: Neai Mathetai, Pi Mu Epsilon, Phi Kappa Phi and Phi Beta Kappa. She will teach Junior High Mathematics in Readfield, Maine, this fall. She was also on the Dean's list at the U. of M. spring semester with a 4.0 average.

Daniel J. Gerard, son of Assistant Agent and Mrs. E. J. Gerard, Van Buren, received his BS degree in business administration from Providence College, Providence, R. I., June 2. He will enter graduate school at the University of Maine this fall. A daughter, Linda, who has completed one year at Fort Kent State College, is attending the University of Maine summer session this summer. Another daughter, Gail, was graduated from Van Buren District High School in June and will attend Bernard's Hairdressing School in Lewiston in the fall.

New Sweden held its Centennial Celebration July 22-26. Chief Clerk Louis Larsson, Presque Isle, was co-chairman of the event and has been working on the project for more than a year.



Daniel J. Gerard

Thomas A. Green, son of J. W. Green, Conductor, Southern Division, was expected home July 28, 1970, from Vietnam. He is now in Saigon. He is a Captain in E Troop, 17th Calvary, 173rd Airborne Brigade, and last served in Cambodia. Capt. Green received the Bronze Star and Cluster, Air Medal (25 missions over hostile territory) and the Purple Heart.

St. Mary's Church in Houlton was the setting for the July 11 wedding of Miss Nancy Ann Lee, daughter of Supt. of Transportation and Mrs. H. P. Lee and Dr. George J. Ehlert of Clinton, Conn., son of Mr. and Mrs. George J. Ehlert of Branford, Conn. The Rev. Raymond McKeone officiated at the double ring ceremony.



Mrs. George J. Ehlert

We were saddened to learn of the death of retired Conductor Chester A. Bartlett, at his home in Oakfield May 23. He was born at Merrill Aug. 11, 1905, the son of Arthur and Nellie (Curtis) Bartlett. He was a member of the Masonic Lodge at Island Falls and the United Trainmen's Union. He was employed by the Bangor and Aroostook Railroad from Dec. 21, 1925 until his retirement Feb. 26, 1970.

Operating Dept.

Norman Swales, eldest son of Vice President-Operations and Maintenance and Mrs. P. H. Swales, was graduated from Cornell University June 8 and has accepted a position with RCA at West Palm Beach, Florida.

Brian Swales, son of Vice President-Operations and Maintenance and Mrs. P. H. Swales, has completed his second year at Boston University and is employed by the railroad this summer.

Accounting Dept.

Congratulations to Harold C. Moses, Jr., clerk in the Disbursement Section, who was married to Donna Shute at Searsport on July 11.

Alan L. Lewis, son of Liston and Roberta Lewis, received his bachelor's degree from the University of Maine June 5.

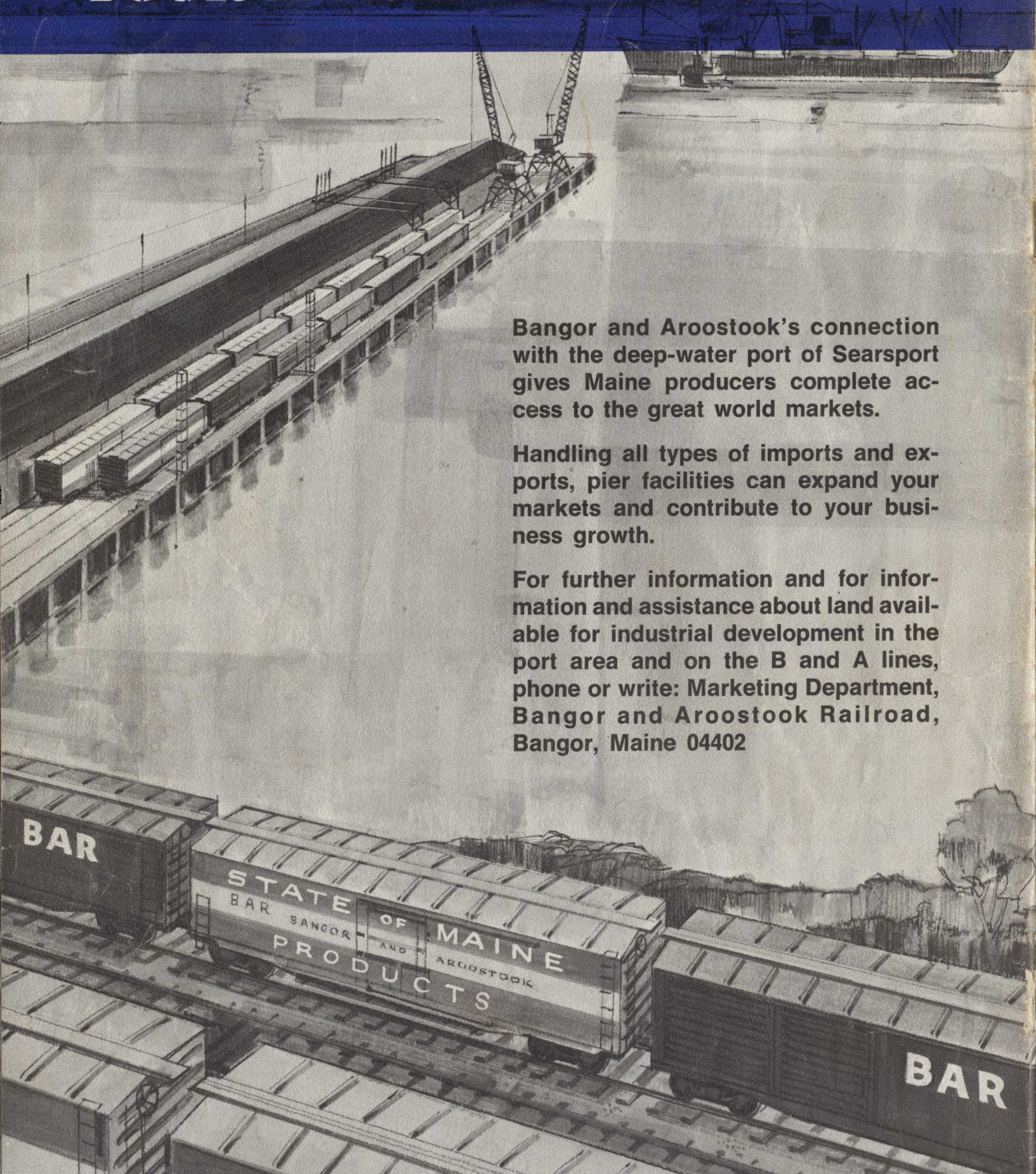
Bruce W. Shaw, son of Freight Revenue Clerk and Mrs. Ward Shaw, was graduated from the University of Maine June 5, in the College of Education. Bruce was also on the dean's list for the second semester.

Richard R. Shaw, son of Freight Revenue Clerk and Mrs. Ward Shaw, was graduated from Bangor High School on June 12, and is entering the University of Maine this fall in the College of Education.

Clifford M. Johnston, son of Mervin H. Johnston, auditor of revenue, and Pearl H. Johnston, PBX operator at Bangor, has been awarded a \$100 scholarship from the DeMolay and Pine Tree Youth Foundation.

Clifford is a graduate and post graduate student of Bangor High School. He plans to attend the University of Maine in the fall where he is enrolled in the engineering.

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