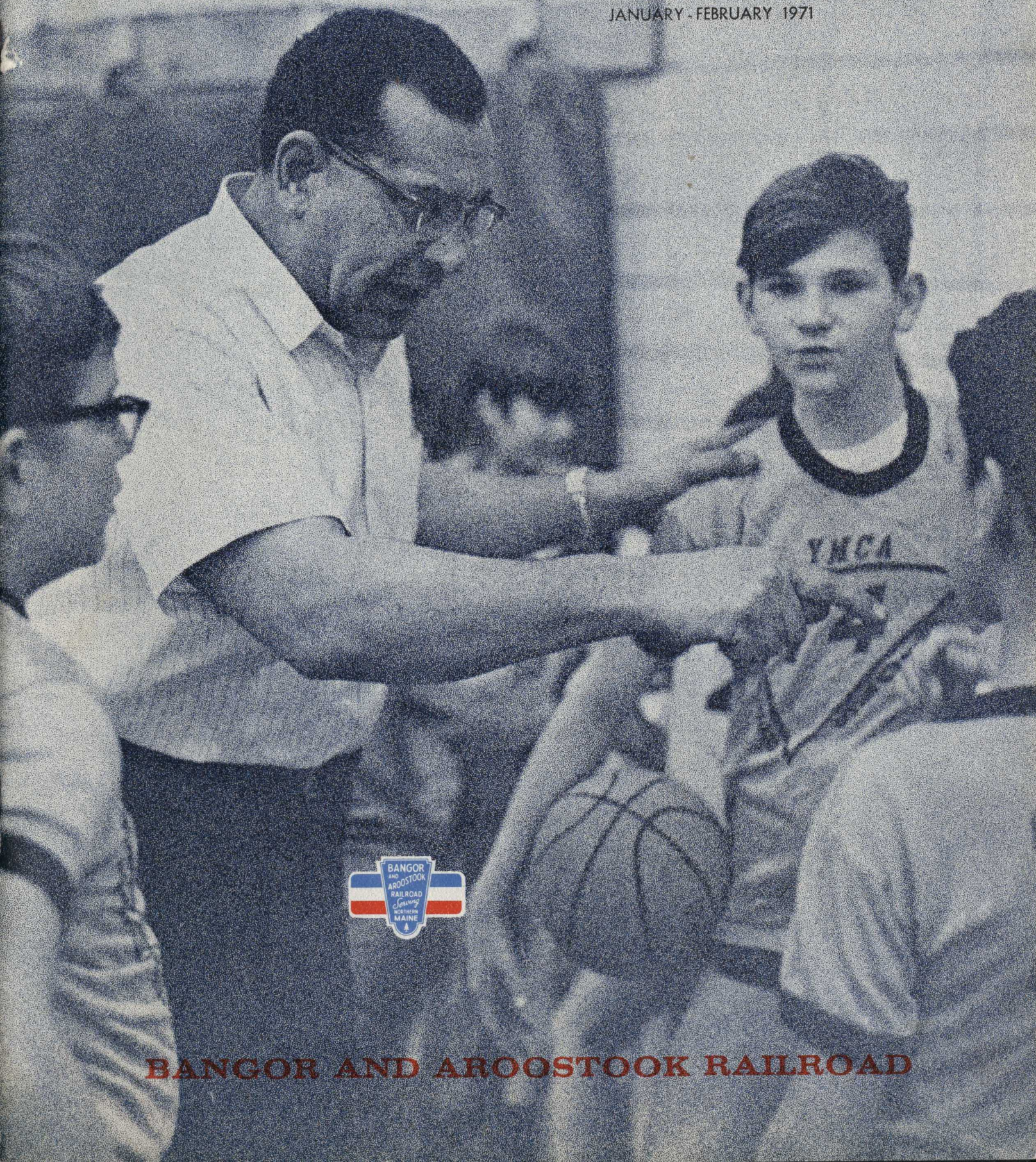


MAINE LINE

JANUARY - FEBRUARY 1971



BANGOR AND AROOSTOOK RAILROAD

Talking It Over

To My Fellow Employees,

It has probably become apparent to all of you that the railroad is in deep financial trouble. In the past month we have been forced to reduce our work force by 70 people. During the fall months, 60 were furloughed or retired. It was not a course that anyone wished to take; we would much prefer to be hiring *more* people. But force reduction was the only course open to us.

The facts are that in the past year we lost \$1,500,000 from railway operations. A business is no different from a family. No family can spend beyond its income for long. Neither can a business. Our revenues dropped sharply last year, largely as a result of loss of 3,300 cars of potatoes due to the inability of other railroads to handle the traffic. We have not had the revenue of approximately \$500,000 from Maine Sugar Industries this year. Wage increases in 1970 have cost an additional \$500,000.

If we had not reduced our costs we would have been on a collision course with bankruptcy. The drastic steps we have taken do not mean that we are saved. We must husband every shipment of freight with our very best effort. And we must spend our money carefully, paring every unnecessary expense. Each of you is in a strategic position to help cut costs. In a very literal sense, the future of this company and its people is in your hands.

There is another very important contribution you can make to the welfare of the railroad and of your co-workers. You can help us find better ways of doing our jobs. Nobody knows more about a job than the man who's doing it. The accusation has been leveled against railroads that we are so steeped in doing things the way we have always done them we never move ahead. I have the uncomfortable feeling that's not entirely unjustified. What we are, and what we will become, is the sum of all our efforts, all our abilities. I urge you to look, not just at your own job to see how it can be done better, but at other areas about which you are knowledgeable.

So where do we stand. We made a first uncomfortable step when we reduced our costs to live within our reduced income. Does this mean we're out of the woods? Unfortunately, no. But it does mean we have taken a step toward restoring the railroad to health. I will not try to convince you it will be an easy task. But I do know it can be done. And, when we have accomplished it, all of us will be more secure in our jobs and the railroad will be a better asset to the community.

I do not want to leave you with the impression that cutting costs means permitting our physical plant to deteriorate. In fact, what we plan is quite the opposite. Last year we embarked on a four-year

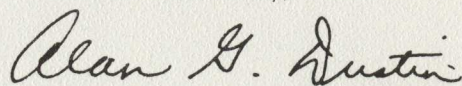
accelerated maintenance program to improve the roadbed with increased mileage in crushed rock ballast and creosoted hardwood ties spending about \$250,000. We'll continue it this year adding 19.6 miles of ballast and 8,333 ties at a cost of \$283,600. Our goal is a low maintenance track that will help us move freight quickly and inexpensively. This, after all, is the business of a railroad and only by performance can we expect to get our share of the traffic.

Our other asset is a work force that is as competent and as loyal as any I have ever seen. Spirit is perhaps a better word for it. We have all seen what this indefinable element can do in a military unit or a ball team. It works just as well for a business that doesn't know when it's beaten.

The facts may seem harsh to you but I feel you are entitled to know the full extent of our difficulties as well as our potential. In the future, you will be informed of the events that affect you as soon as I know myself.

Together, we can change the course of our railroad. It will be difficult, long, and will require our fullest effort. But it is within our grasp.

Sincerely,



Alan G. Dustin
Executive Vice President



About the Cover

Walter McCarty, pictured with his YMCA basketball team on our front cover, combines a busy work week, with a kind of community service (see p. 16) that has made him the friend of a couple of generations of Bangor youngsters as well as their parents.

In This Issue

What It Looks Like for '71	4
Jerry Strout, A Railroad Man's Railroader	8
Astro Speakers Carry the Word	10
A New Sound in the Land	12
MPG—An Aroostook Success Story	14
Walter McCarty Leaves Some Footprints in the Sand	16

Departments

In The Family	19
Mileposts	23

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NEWS BRIEFS



Walter E. Travis



Owen H. Allen

Walter E. Travis, former chief mechanical officer for the Delaware and Hudson Railroad, has been named assistant to the president-railroads for Amoskeag Company with headquarters in Bangor.

Travis, 47, began his railroad career on the Delaware, Lackawanna and Western Railroad in 1948. He came to the D & H from the Erie Lackawanna in 1961. He is a native of Pennsylvania and attended schools there. He was graduated from Pennsylvania Maritime Academy serving in the U. S. Maritime service during WW II. Travis also holds the rank of lieutenant, s.g., in the U. S. Naval Reserve.

He is married and has four children: Mrs. Anthony Turallo, Albany, N. Y.; Roger, Greenfield Center, N. Y.; and John E. and James E., Elnora, N. Y.

The appointment of Owen H. Allen as assistant chief mechanical officer and mechanical engineer effective December 1, 1970 was announced by Harold W. Hanson, chief mechanical officer.

Allen started his railroad career with the BAR Aug. 29, 1966 as assistant engineer. He was appointed mechanical engineer in 1968.

Allen attended Worcester Polytechnic Institute and received his B.S. in mechanical engineering in 1954. He also received a B.D. degree from Drew University in

1960 and was ordained as a deacon in 1959. He is a member of Tau Beta Pi, N. E. R. R. Club and the United Methodist Church, Dover-Foxcroft.

George E. Warren, a former Bangor and Aroostook director and a prominent New York banker died Jan. 28 at Clearwater, Fla. He was named to the board in 1952 and served until 1960.

He was a trustee of Columbia University from which he was graduated in 1903. Columbia honored him in 1969 by establishing the George E. Warren chair in the Graduate School of Business Administration. He has also been honored with graduate degrees by Tuskegee Institute and Middlebury College.

During his banking career he was associated with Continental Trust Co., N. Y., remaining with the company through successive mergers. He was a vice president of the Columbia Trust Co. and, later, the Irving Bank-Columbia Trust Co. He was elected vice president of Chase Bank in 1925 and, before his retirement in 1947, was vice president in charge of the Trust Department, Chase National Bank.

Mr. Warren served on several railroad reorganization committees and the boards of several other corporations. His son, Richard K. Warren, is a present member of the board of the BAR.



Huge piles of pulpwood, the raw material of Maine's paper industry, await rail transportation from St. Francis on the Bangor and Aroostook to Maine paper mills. Both mills served by the Bangor and Aroostook have new machines coming on line which will increase the potential of both pulpwood and paper movement. At right, T. S. Pinkham's push button saw mill at Skerry Siding near Ashland, turns out Maine lumber for the large eastern market.

What It Looks Like for '71

1970 was a bad year to be in the railroad business.

Most eastern railroads were feeling the pinch of a recession economy. But something more serious and far-reaching was making itself felt. A half century of patchwork transportation policy, coupled with a feudal regulatory philosophy and discriminatory treatment of railroads has reduced the industry to a point where it doesn't have the financial ability to respond to growing demands on it.

For the Bangor and Aroostook it was a bad year, indeed.

We lost \$1,500,000 on railroad operations.

To put it another way, it means we spent \$1,500,000 more than we earned. The year before, we earned a net of about \$170,000 less than 1% on our investment. Railroads don't interest investors when they can earn 5% in a bank. There are a lot of valid reasons for the financial crisis. Several foreign roads were reduced to a state of near helplessness by last winter's severe snows. Potato shipments, long a mainstay of the Bangor and Aroostook, were delayed, even lost. As a consequence, we lost 3,300 cars of potatoes that we had handled the year before.

The difficulties of Maine Sugar Industries and the sugar beet industry cost us an estimated \$500,000 in lost revenue. Besides the loss in traffic, wage increases cost an additional \$500,000 in 1970.

All of this presents a bleak picture for the railroad in 1971. It's the reason, as noted in TALKING IT OVER, for force reductions made in January. It marks a first step on the long road back to recovery. It will mean adjustments in our traffic pattern and in the way we run our railroad.

But the picture has some promising areas. There is good reason

to believe that the 30 million dollar sugar refinery in Easton will not be written off, that such an investment will eventually be utilized and that Maine will raise and process sugar beets. The refinery and the beet industry have meant about \$500,000 a year revenue for the railroad when it was operating.

Both Great Northern Paper Company and Fraser Paper Company have new machines coming on line in the future, which will increase the railroad's paper tonnage. The paper industry, generally, is healthy and the railroad's Marketing people expect a steady increase in the traffic, both in the raw material and the finished product.

Other forest products, including logs and lumber, have reflected the generally depressed condition of the national economy. High interest rates and uncertainty about employment have cut deeply into private building, a major outlet for lumber and other forest products that move over our lines. A drop in the lending rates is expected to stimulate construction in the next months and should be reflected in the railroad's traffic.

Service has been a major factor in the Bangor and Aroostook's loss of an estimated 7,500 cars of fresh potatoes in two years. Due to the financial situation of other carriers, the shipper of Maine potatoes has not been able to get the consistency of service he needs to market his product. And, although the situation is almost entirely beyond the control of the Bangor and Aroostook, steps have been taken to find routes for BAR potato customers that by-pass some of the trouble spots.

As a result of diversions by our shippers, negotiations with the Canadian Pacific road for priority scheduling have resulted in an increase in traffic through the BAR-CPR interchange at Brownville Junction to points like West Virginia, Detroit, Louisville, Cleveland and Cincinnati. The move, of course, does not solve our problem; it merely goes around part of it and is a means of protecting.



to the best of our ability, our shippers. We will not be competitive, however, until we can offer consistent service by direct routes to major eastern marketing areas.

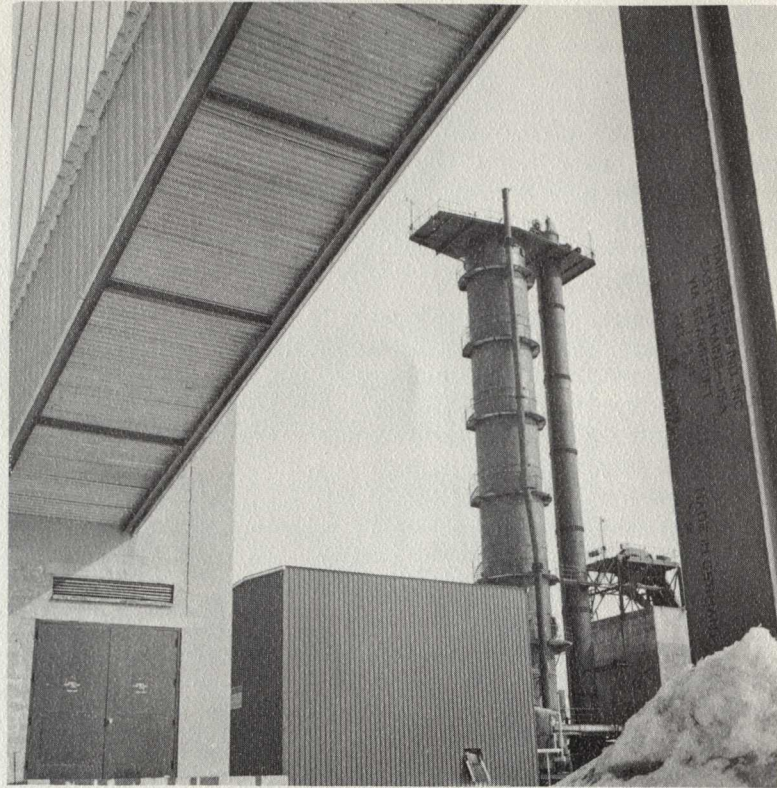
The roads where difficulty was experienced last year have shown improved performance and there is reason to expect the improvement to continue. Confidence of shippers, whose cars have been lost or delayed, is not so easy to regain and regaining the traffic becomes a matter of sustained good performance.

As an incentive for rail potato shippers, the Bangor and Aroostook and other carriers have put into effect a rate reduction of 6c per hundred-weight on fresh potatoes to Official Territory (east of the Mississippi River and north of the Mason-Dixon Line). The rate cut applies on all minimums and will mean a savings of \$38 a car to shippers on an average car.

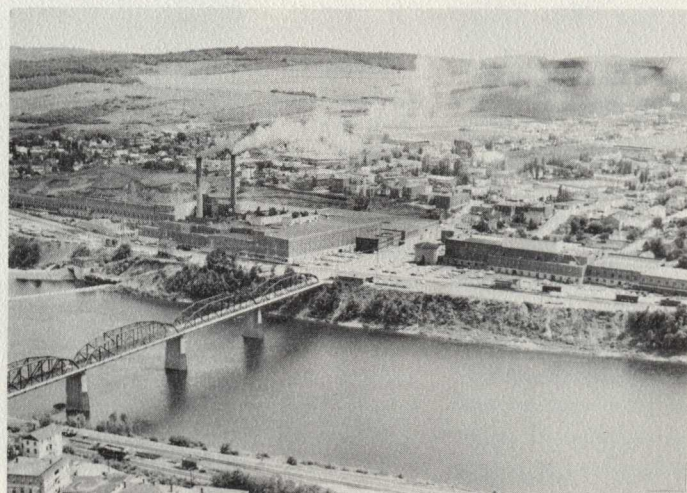
In response to complaints of shippers of difficulty in claims settlement under Shippers Protective Service, the railroad has made Carriers Protective Service available as an alternate method of protecting potatoes with heat in transit. Under Carriers Protective Service, the carriers bear the burden of responsibility for frost damage and claims procedures are relatively quick.

The railroad will continue its accelerated maintenance program on its track structure this year despite disappointing revenue projections. The program began in 1970 with the installation of 15,000 creosoted hardwood ties and 13 miles of additional stone ballast. The additional ties and ballast were supplemental to a regular tie program of 50,000 and stone ballast of 11.1 miles. Last year's program cost \$250,000 and the 1971 program, which calls for 8,333 extra ties and an additional 19.6 miles of stone ballast, is expected to cost an additional \$283,600.

The program is expected to continue through 1973 and calls for 8,333 ties and 19.6 miles of



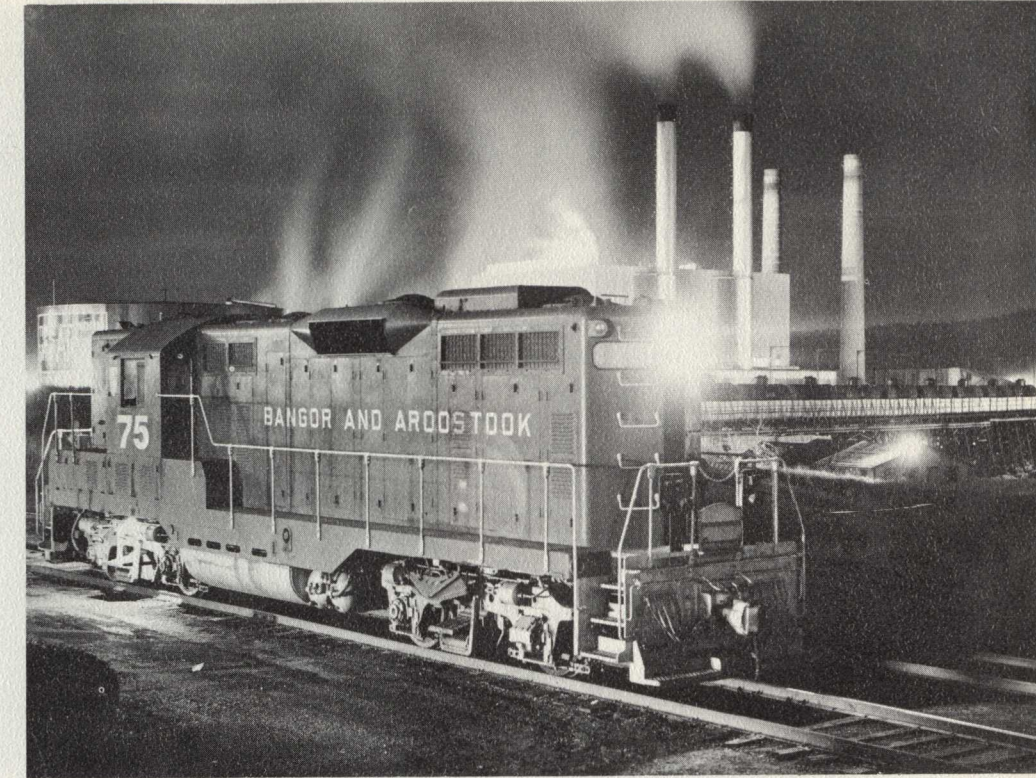
Maine Sugar Industries' refinery at Easton, pictured above, means about \$500,000 a year revenue for the railroad when it is operating. At right, a Bangor and Aroostook engineer on a night freight picks up orders on his way south to turn over his cars to the Maine Central Railroad at Northern Maine Junction before the midnight deadline. Below, Fraser Paper Company at Madawaska expects its new paper machine to come on line in 1971.



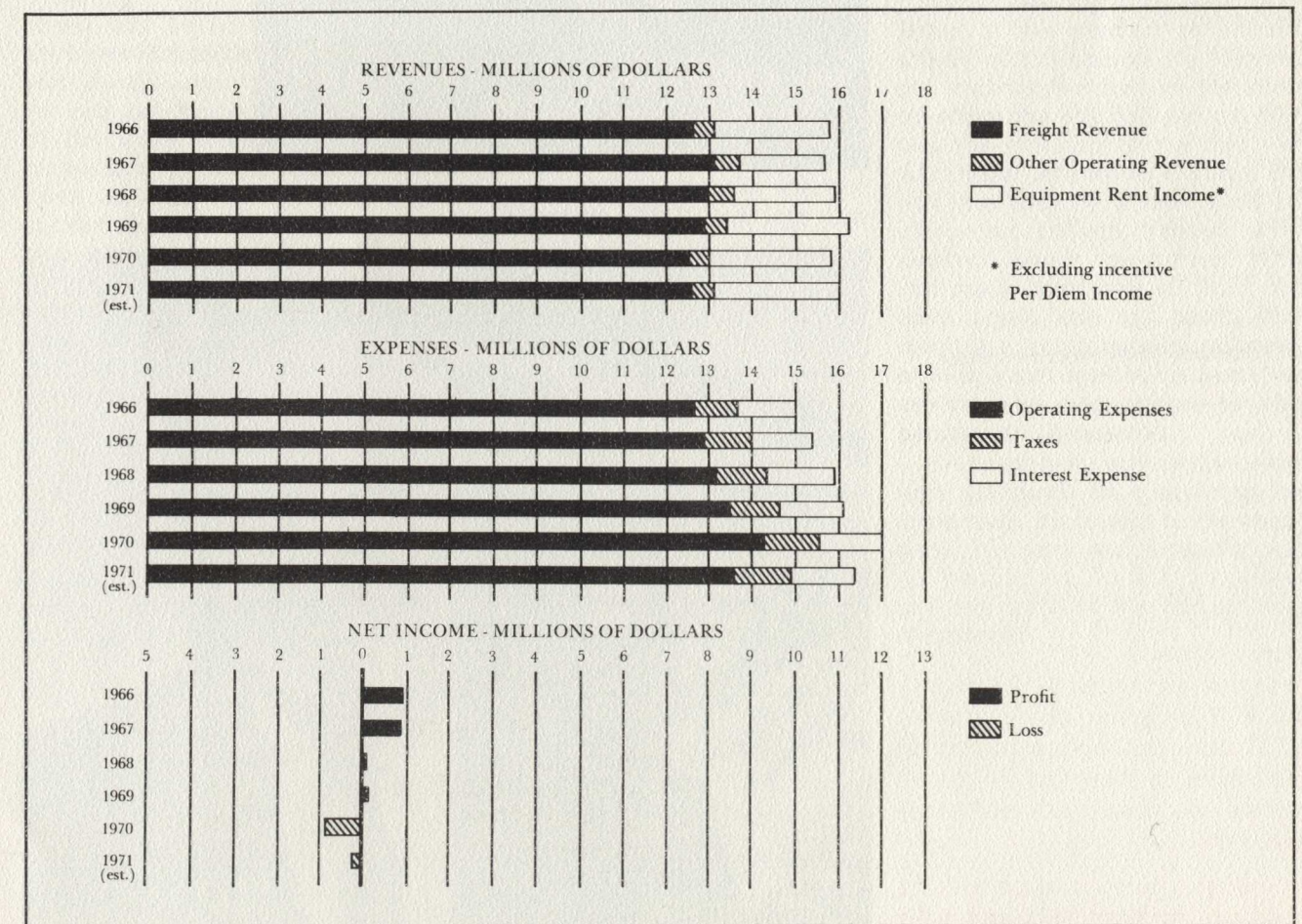
ballast in addition to the regular tie replacement and ballasting for each year. Its estimated cost over the four-year period will be \$1,148,800 and when it's finished the back bone of the system . . . from Northern Maine Junction to Caribou . . . will be entirely stone ballasted track with 100-pound or heavier rail and in first class tie condition.

"What the program will produce," says Executive Vice President Alan G. Dustin, "is a safe, low-maintenance track over which we can operate heavy tonnage trains with low maintenance costs. It's one of the railroad's most basic tools."

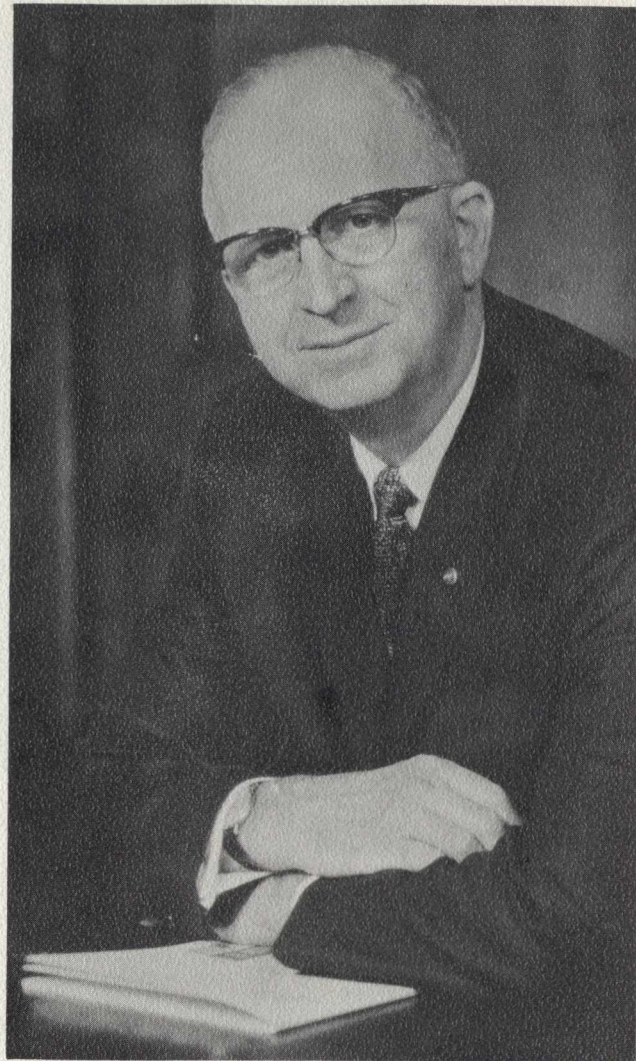
"It would not be honest to call our prospects for the next year promising," Dustin adds, "but I am confident that with perseverance and a hard eye on costs, we can pull ourselves out of this financial crisis and become a healthy company again."



Great Northern Paper Company at Millinocket is installing a new paper machine. Above, Bangor and Aroostook locomotive is pictured in front of the company's East Millinocket plant.



Jerry Strout, A Railroad Man's Railroader



W. Jerome Strout, chairman of the board.



F. C. Dumaine, chief executive officer.

W. Jerome Strout, president and chief executive officer of the Bangor and Aroostook since 1962, became chairman of the board of directors on January 1. Alan G. Dustin, formerly vice president of the railroad and assistant to the president-railroads, Amoskeag Company, becomes executive vice president. F. C. Dumaine, president of Amoskeag Company, owner of the railroad, becomes chief executive officer.

Strout will continue to be involved in the railroad's operations, but on a broader level. Dustin will be responsible for day-to-day operations.

During his administration, Strout has become known as a shirtsleeves president whose door was always open to his people. He can call nearly three-quarters of the work force by their first names and is invariably known to them as Jerry. He was, and is, a stickler for good housekeeping and high standards of maintenance believing that employee safety, good housekeeping and good maintenance bear a direct relationship to each other. Under his leadership the road built an impressive safety record, winning the E. H. Harriman Memorial Award four times and the National Safety Council award three times.

Jerry Strout has been called a railroad man's railroader. For all of his life he worked for the Ban-

gor and Aroostook, beginning his career putting in ties as a trackman in William Gordon's crew at Milo 47 years ago while a student. He never forgot the lessons learned while he was a trackman in the Engineering Department or as a laborer in the Mechanical Department. After he received his BS degree in civil engineering from the University of Maine in 1929, he became a special engineer for the railroad. He was later superintendent of bridges and buildings, chief engineer, then chief engineer and mechanical superintendent.

It was during these years that he was able to put into practice his concept of well maintained track and equipment for low-cost rail operation. He became general manager-operations in 1954, vice president-operations and maintenance, then executive vice president in 1955. He was elected president in 1962 and was the first chief executive in the railroad's history to have spent his entire working career on the Bangor and Aroostook.

During his tenure, the road's roadway maintenance was completely mechanized and the company acquired 625 new box cars of various types and 8 new locomotives. A mechanical refrigerator maintenance facility was built at Northern Maine Junction and the railroad began adding crushed rock ballast and hardwood cre-

osoted ties under its track at a stepped-up pace.

Throughout his career his interest in the railroad has been a driving force in his life. It was not unusual for his staff or department managers to get a telephone call from him at 6:30 in the morning after a snowfall, a derailment or some other operating difficulty, asking how things were going. A section foreman could expect to see him anytime in Motor 7, the Engineering Department's high rail car. He felt it was the business of a railroad president to spend time on the line talking with his people, seeing for himself how the railroad was being operated.

More than anything else Jerry Strout is the product of a hard school of railroading. He learned the craft at the feet of the men to whom the link and pin coupler was the standard of the day and who never listened to excuses. He was the first of a new kind of railroader, college trained, who worked under executives who had made their way up from the track crews and rail yards. The result is a tough minded railroader with a soft spot in his heart for anyone who ever worked for the Bangor and Aroostook.

His toughness, his insistence on high standards in everything he undertook, his loyalty to the company, his very real empathy for his people are, in a large measure, the spirit of the Bangor and Aroostook.



Alvin W. DeLong



Herschel P. Lee



David G. Merrill



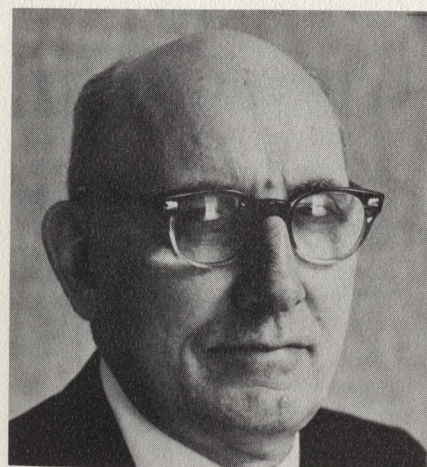
Burton A. Sawyer



Vinal J. Welch



Owen J. Gould



Henry G. White



Owen H. Bridgham



Robert P. Groves

If there's anyone in the railroad family who doesn't know about ASTRO . . . he just hasn't been listening.

Now railroaders are taking the story to the people of northern Maine. Since Nov. 25 Bangor and Aroostook people have spoken to 11 northern Maine service clubs and have appeared on one television and two radio shows.

They aren't professional speakers. But they are professional railroaders and their conviction is getting through to their audiences. It's probably the most effective way of informing people who are in a position to help of the plight of the railroads. And how great the odds are. It's not a

directly involved in the business community. The first contacts can be expected to produce what the social scientists call more interpersonal relationships. That is, people who hear the message will talk about it to others.

The main points made by ASTRO speakers are that the industry is in deep financial trouble; that much of the difficulty is a result of policy of government that has regulated the railroads as though they are monopolies; that the malaise can be cured through financial aid in the form of low interest, government-backed loans and regulatory reform; that the industry is now more essential than ever; and that

of their constituents before they vote.

There can be no doubt that the industry cannot survive as part of the private enterprise system without the kind of help that the ASTRO proposals will provide. The only other direction the railroads can take is government ownership, a course that is traditionally repugnant to most Americans.

It is a fact that American railroads contribute nearly \$600 million annually to federal, state and local tax authorities. Even in their depressed condition and after assuming passenger losses of over \$500 million, they still contribute over \$500 million annually to the

ASTRO Speakers Carry the Word

chore that many people like. But it's a vital one.

Those who have already brought the message to the community include: Chief Dispatcher Henry White, Houlton; Superintendent of Transportation Herschel Lee, Houlton; Chief Engineer Vinal J. Welch, Houlton; Special Agent Alvin W. DeLong, Bangor; Freight Claim Agent Burton A. Sawyer, Bangor; Assistant Vice President-Operations and Maintenance David G. Merrill, Bangor; Controller Owen J. Gould, Bangor; Assistant Vice President-Operations and Maintenance Robert P. Groves, Bangor and Administrative Assistant Owen H. Bridgham, Bangor.

Using both slide presentations and speeches, the men have reached an estimated 500 persons

nationalization, the only alternative, is inescapable unless the ASTRO report is implemented now.

The railroaders who have taken the message to the lecture platforms across northern Maine have found a generally sympathetic reaction. Many of their listeners are shocked to learn the depth of the difficulties. The reason for building concern and support at the grassroots level, of course, is in preparation for that time when the bills embodying the ASTRO proposals are dropped in the Congressional hopper. At this critical point votes will be required to pass the bills into law. This means letters to representatives and senators. . . lawmakers who will have to gauge the pulse nation's net profits.

Now consider the nationalized rail networks of Britain, Germany, Japan and France. Together they are approximately the size of the U.S. railway system.

Not one of the four makes a profit.

Collectively, they lose more than \$1.4 billion annually.

It doesn't make much sense, then, to trade a contribution of over \$1.1 billion to the national economy for a loss of \$1.4 billion. And that's what nationalization can be expected to cost to the taxpayer.

Every railroader, whether he's on the lecture platform or visiting his neighbor, should carry this message. It's one that no politician can ignore either.

'A New Sound in the Land'



There is a new and, to some, a terrifying sound abroad in the land.

It is the popping roar of the snowsled. And it has grown from the hardly objectionable stutter of low-powered machines to an absurd horsepower race that is killing and maiming initiates of the sport.

In the beginning, a decade ago, the motorized snowsled was a novelty to railroad train crews who occasionally saw them chugging through fields adjacent to the tracks. They were low powered machines and there were not many of them.

But ownership has mushroomed. In December, snowmobile registrations in Maine had reached nearly 30,000 and the Fish and Game Department, which licenses the machines, was inundated by the backlog. Aroostook County alone, with a population of 92,000, had snowmobile registrations of 4,323.

With the proliferation of the machines there came, also, the hooligan operator, the inexperienced and the foolhardy. And in the past three years Bangor and Aroostook train crews have encountered them all. The close calls, reported by white-faced engineers and train crews have been so numerous that they are no longer novel. The encounters are still frightening to the men who are responsible for moving freight and equipment worth many thousands of dollars.

Three years ago a snowsled became impaled on a switch point in a Bangor and Aroostook yard. It was destroyed when a switcher working in the yard struck it. The accident could easily have caused derailment and injury to the train crew.

Just last year a Bangor and Aroostook freight struck a snowsled at the instant its two youthful riders jumped clear. They knew the train was behind them and were frantically trying to steer their machine from between the slippery steel rails. The train couldn't stop in time and the youths were unable to extricate their machine. Only chance prevented a tragedy.

Another Maine railroad experienced a serious derailment two years ago when a snowsled became stuck in a switch. More sleds were seen operating on the tracks at the same time running ahead of the train.

In spite of repeated warnings of the dangers of operating snowsleds on tracks, the posting of railroad property and policing, tragedy did strike in December when a snowsled crossing the Bangor and Aroostook's tracks collided with a train and a 15 year-old boy, a passenger on the snowsled, was killed and the operator injured. The engineer could not stop the train in time and by the time the boys were alerted by the train's whistle, it was too late.

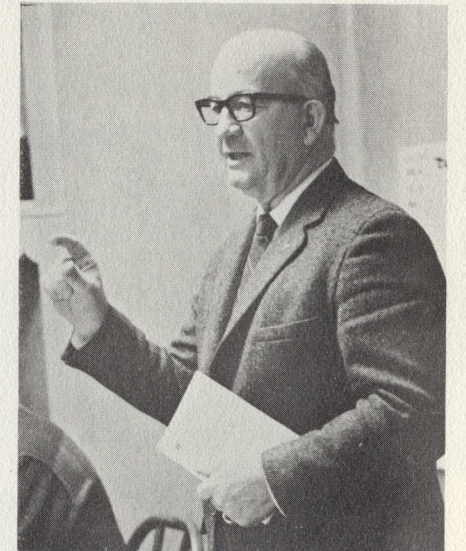
With increasing snowmobile

registrations, inadequate policing of the activities of snowmobilers, the problem can only become worse. Railroad people can help by reporting snowmobile trespassers to the dispatching office or to police. It's not only a question of safeguarding railroad equipment worth many thousands of dollars, but also protecting the lives of your fellow workers and those foolhardy snowsled operators who ride on railroad tracks.

Operation of snowsleds on railroad property is explicitly prohibited by Maine law with fines up to \$50. But it's a difficult law to enforce. The cooperation of railroad people will help the understaffed departments who are charged with enforcement.

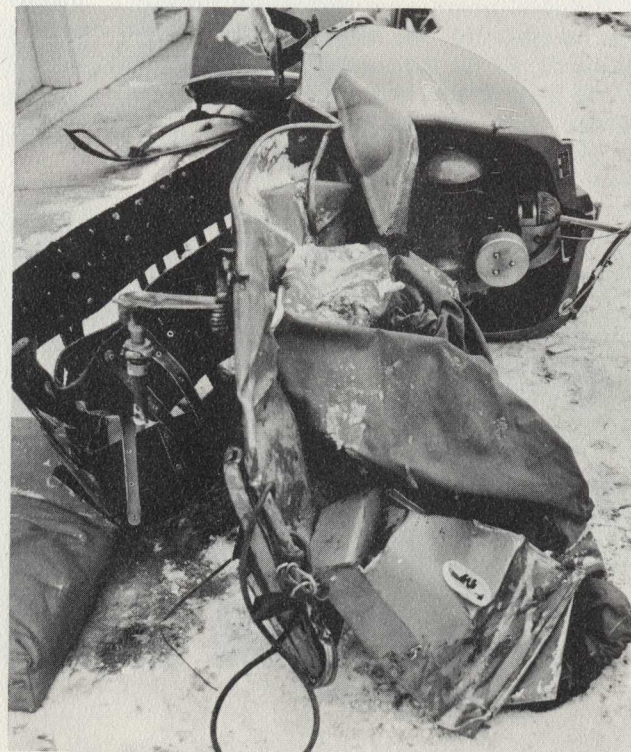
Until the death of the 15-year-old boy, there may have been the slightest temptation by some to dismiss snowsled trespassers as relatively harmless. The tragedy should dispel any doubts about the seriousness of the problem.

Americans seem to have the notion that almost any problem can be solved by enacting yet another law. But the snowsled problem will not be solved until there is adequate enforcement of existing laws and until public opinion forces responsibility for their acts on snowsled operators. Railroad people, who have a large stake in the matter, can begin by helping enforcement officials on our own property.



Cecil E. Garcelon 1907-1970

Safety Supervisor Cecil E. Garcelon died suddenly December 10, 1970 at Northern Maine Junction. He had more than 40 years' service with the railroad and had been safety supervisor since 1957. The railroad had won five Harriman Awards during the time that he had charge of the road's safety program. He was a member of the United Methodist Church of Brewer, a member of the Maine Association of Engineers, the Houlton Rotary Club, the National Safety Council and the Masonic orders. Surviving are his wife, Dorothea, and three sons, Cecil, Jr., of Houlton, Harold C., of Searsport, and Gary L. of Millinocket. He is also survived by two sisters, Mrs. Elizabeth Reed, of Houlton; Mrs. Gertrude Manfredi, Hasbrook Heights, N. J.; two brothers, Harry of Caribou and Frank of Presque Isle.



A snowmobile operating on the railroad tracks offers a double hazard because the operator cannot hear a train approaching above the noise of his machine and, if he does, it is often impossible to steer the machine and turn out in time to avoid a collision. The snowmobile pictured below, somewhat the worse for wear for being struck by a switcher engine, became stuck at a switch point in Fort Kent yard.

MPG: An Aroostook Success Story



From left, George Clark, Phil Christy, Carroll Richardson, Jim Hutcheon and Dick Scribner, of Maine Potato Growers marketing staff, hold a sales meeting at the co-op's offices in Presque Isle.

In Aroostook County, anyone over 15 knows that MPG means Maine Potato Growers, Inc. It's hard to miss since it's conspicuous on egg cartons, milk cartons, farm supplies and potato bags, among other items. What they may not know is that the big grower-oriented co-op is one of the largest marketing cooperatives in the United States.

Charles H. Guiney, the personable executive at the helm of this complex service organization, is a Colorado native who, since he became general manager in 1962, has watched the organization grow from a net worth of \$1 million to \$3 million. Net worth indicates stockholder equity after any debt and is a sound yardstick of an organization's health.

The thrust of the organization has changed during Guiney's ad-

ministration. When he took over, profit was a dirty word, perhaps because it smacks of exploitation of its members. But it changed when the members of the co-op began receiving cash refunds, stock and patronage credits at the end of the year's operations. The success of MPG has been a result of an aggressive marketing program, not only for its potato customers, but in its purchasing service for members.

MPG is an exempt cooperative which means that it's tax exempt, but it must get 50% of its business from members; 85% of the produce it markets must come directly from farmers. While MPG is classified as an exempt cooperative, it pays all local and state taxes and returns to both members and non-members alike all earnings in proportion to the

amount of business done by each of them. These earnings are then taken into the individual's income and the appropriate income tax paid. Last year the organization had 7,000 accounts and 700 farmer members.

MPG has come a long way since it was organized in the bleakest days of the Great Depression. It was June 1932 when 77 farmers, with a total of 4,709 acres, pooled their marketing power in a desperate bid for a better price for their crop. There could scarcely have been a worse time for the birth of the new co-op. Not only was the economy of the nation in a state of chaos, the demise of the Farmers Exchange, a co-op in the twenties, had shaken the confidence of farmers in the co-op concept. The first year was disastrous but the fledgling organization grew and

in 1937 it operated in the black for the first time.

In its 38 years, MPG has become a by-word in the industry. As Carroll Richardson, MPG's marketing division manager says, "your integrity is your stock in trade." The philosophy has been an article of faith for the organization and probably accounts for much of its growth and member loyalty.

MPG does business with more than 1,700 growers and since its founding has handled something like 175,000 cars of potatoes. The early concept behind the co-op was strictly the marketing of potatoes. And, although marketing of Aroostook's principal crop is still an important and basic function of MPG, it has long since diversified its activities into farm machinery (1943) and supplies, bag manufacturing, petroleum, eggs, fertilizers and, most recently, a dairy operation. The dairy unit, Guiney says with pride, returns to its 18 producers a better price per hundredweight than any other producers in the U. S. receive.

MPG's basic business still comes back to potatoes. It has been marketing about 5,000 cars a year. It's now down to 3,000 but that's a reflection of what's happening in the potato industry generally, at least the fresh potato business.

"We expect to maintain or improve our share of the fresh Maine market," Richardson explains. "We've experienced the reduction since 1968 but it appears to be leveling off."

There are some pretty valid reasons for a grower to make a commitment with MPG to market his crop. One of the biggest advantages he has is an open record; he knows all the steps of the transaction, what moves are made

on claims. He also knows that he has the prestige and reputation of MPG behind him, which is what a co-op is all about. He also has what Carroll Richardson thinks of as integrity and that's worth a lot to the man who puts the crop in the earth with a little prayer on his lips and, probably, love of the land in his heart. For the producer often feels himself at the mercy of an unknown buyer in a distant market area. To have someone looking after his interests there is to have a friend at court. There's also service, prompt payment and, at the end of the year, "settling up" of profits the co-op has made. This makes believers out of a good many growers.

And, although there's both a buyer and a seller customer with a responsibility toward both, MPG is oriented toward a better return for the seller customer. If there's one tenet of the MPG creed that's implemented above all else, it's the concept of centralized storage and packing. For it is in this area that the advantages of a co-operative effort become evident. And it's here that quality is born. And the industry, MPG potato people think, needs quality above all else.

Where does the future lie for a successful co-operative like Maine Potato Growers? Consumption of fresh potatoes is down. Corporation farming which does not need co-operatives, appears to be the thrust of tomorrow's agriculture. So much so that a new word, agribusiness, has crept into the language.

"I think that within 10 years," Guiney says, "80% of the potatoes we grow will be handled by processors supplying the markets with both processed and selected fresh supplies. If MPG is going to



Charles H. Guiney, general manager, Maine Potato Growers, Inc.

be involved in this business, we are going to have to be involved in processing. We either go one of two ways; we get big enough to own our own processing plants, or we wait and watch the privately owned processors buy up more farms and produce his own raw product. The time is drawing near when a definite direction decision must be made by our members and Board."

"I'm not discouraged about Aroostook farmers," he grins, "we have just about the last farm land on the east coast. We have to bury this myth about rugged individualism we have believed about ourselves for so many years. All it's done is weaken our marketing effort and divide us. I'm not disturbed about farmers getting big. The bigger they are the more they need a co-op to pool their strength for competition against the corporation farms."

If past performance is an indication, MPG will play an important part in whatever the future holds for the Maine potato industry.

Walt McCarty Makes Some Footprints in the Sand

Paul, 13, and Peter, 15, dwarf their father, Walter McCarty, in the boys' trophy room. Both youngsters are outstanding athletes.

Walter McCarty marked his 19th birthday by wading ashore on the bloody beach at Normandy. The beachhead was established but the youngster from Hermon hadn't the slightest doubt that there was a shooting war close by. It's a happy circumstance for a couple of generations of Bangor youngsters, as well as for Walter himself, that one of the Nazi snipers who were still making life interesting around the beachhead didn't get his sights on the army's greenest soldier.

Just a few months earlier Walter McCarty had taken his first job on the Bangor and Aroostook's dining cars. The next month he was drafted and on his way to the fateful rendezvous at Normandy. But Walter McCarty did survive two years of warfare in Europe and he came home, like many young Americans, restless and looking for something that al-

ways seemed just over the next hill.

He attended Husson College in Bangor for a year and a half before the wanderlust came on him again. He found what he was looking for in the busy, moving life on the Bangor and Aroostook's dining cars in 1948. The life suited him well. A lot of travel. And people, both of which were vital ingredients of his life.

He cooked on the diners for nearly 10 years before becoming a driver on one of the road's pick-up and delivery trucks in the Bangor area. It's not true that McCarty knows everyone in this city of 33,000 people. But it's not far off and the big man with the infectious grin and effervescent wit, set about enlarging his circle of friends. For the railroad Walter McCarty was a public relations man, a thoroughly compe-



tent salesman and good will ambassador extraordinary. It was a rare day when the Marketing Department, for whom he worked, did not get a letter or phone call from a McCarty fan. When he took over the mail room at the general offices in Bangor in 1962, the Marketing Department was swamped with calls asking about him.

Besides being an exemplary employee, Walter McCarty has left some footprints in the sand by his work with youngsters. A well-known athlete himself when he was a student at Hermon High School, he has a passion for all sports. When his own boys, Paul, now 13, and Peter, 15, were old enough, he began coaching a basketball team at the YMCA.

"Peter was just borderline on age," he remembers, "and I went in to see John Coombs, the physical director, to see if he could

play. John said, 'sure he can play, but you have to take a team.' That was it; I've been coaching ever since."

Watching McCarty while his team is in action on the court is an unbelievable experience; his boys delight in the impressive range of his motions. His mobile face will be distorted with anguish at an error. His body English helps a foul shot. And his enthusiasm at a good play is something to behold.

John Coombs says that the boys learn more sportsmanship from him than from any other coach in the league.

"If we have a boy who can't play too well and doesn't get picked for a team, Walter will always take him," Coombs says. "Then he makes them into a team. He's great."

He's been involved in Little

League for about the same period of time, coaching teams and, finally, last year serving as president of the West Side Little League. The West Side won both the city and state championship last year.

His own boys, strapping youngsters who have inherited their father's grace and speed on the playing field, have already made a name for themselves in school-boy athletics. Paul has won the state YMCA swimming championship for his age group every year since he was nine. Peter has collected a shelf full of medals and cups for football. And both boys are promising baseball players. Of eight football games in which Peter played last season, he scored 16 touchdowns.

Work, responsibility and activity is the touchstone in the McCarty family. Walter, besides

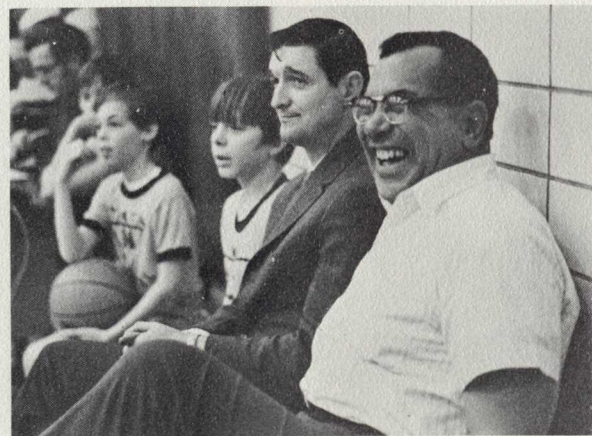


A long-time coach in Little League baseball and in the YMCA junior basketball league, Walter McCarty has left some footprints in the sand by his work with youngsters. His friends call him a "dynamic kind of a coach" which has to be some kind of an understatement. His reactions during a game range from consternation to approval to mirth. John Coombs, physical director of the YMCA, says the youngsters learn basic sportsmanship from him.



Besides holding down his regular full-time job as miscellaneous clerk at the general offices building, Walter McCarty also holds a maintenance job in the office which he does after his regular work hours. His coaching activities make for a schedule that leaves few idle minutes in his day.

McCarty and his wife Laura pictured below, both think that being busy is good for boys. Both McCarty boys have paper routes besides a full round of athletic interests. Laura McCarty is a native of Prince Edward Island, Canada, and her working philosophy of the active life reflects her Island heritage.



his regular job and coaching, has a maintenance job in the general offices building with Richard Thompson, another Bangor and Aroostook employee, that starts his working day at 5 a.m. It seldom ends before 6 p.m. and there's often basketball or baseball in the evening. Both boys have newspaper routes.

The family's working philosophy of hard work and active play reflects the Prince Edward Island heritage of Walter McCarty's attractive wife, the former Laura Gossman.

"Work is good for boys," she declares, "just like being busy and tired at the end of the day is good for them."

At 45, Walter McCarty has a great appetite for life, consuming it in great draughts. It's impossible to walk the sidewalk with him without hearing some youngster hail him in a piping voice, or being greeted by an adult in a passing car. Bridge is a passion with him. But people, particularly the young, are the motivating force in his life.

"Walt McCarty is the only man I've ever known who never speaks ill of anybody," a friend says of him. "And I don't know anyone who knows him who doesn't like him. No matter how bad his day is, he can always smile and crack a joke. He's not rich, but he's got more going for him than anyone I know."

Whatever yardstick one uses to gauge worldly success, the only real measure is the human relationships, the enduring values that a man is able to pass along to another generation.

By these standards this big, gentle man walks very tall, indeed.

Marketing Dept.

A private dinner party was held at Baldacci's Restaurant Wednesday evening, December 30, 1970, honoring **Kenneth S. Ludden**, who retired from the BAR on December 31st after 36 years of railroad service.

A money purse, from the employees, was presented to him by **Howard L. Cousins, Jr.**, vice president-marketing during the evening.

Those in attendance were: guests of honor, Mr. and Mrs. **Kenneth Ludden**, **Howard L. Cousins, Jr.**, **R. W. Sprague**, Mr. and Mrs. **Gus Nadeau**, Mr. and Mrs. **Fred B. Lunt**, Mr. and Mrs. **J. Charles Hickson**, **Gloria F. Cyr**, Mr. and Mrs. **George Deshane**, **Normand Martin**, **Chuck Cronin**, Mr. and Mrs. **Louis Neal**, Mr. and Mrs. **Hugh Goodness**, **Norman Tardif**, Mr. and Mrs. **Waverly Alexander**, Mr. and Mrs. **Garrett Lovett**, Mr. and Mrs. **Harold Grant**, **Dave Merrill**, **Harold Bell**, **Tom Scanlin**:

Purchases And Stores

Sympathy is extended to Manager of Purchases and Stores, **Harold F. Bell**, on the death of his mother, **Mrs. Lillian M. Harding**. Mrs. Harding died December 25 after a short illness. Funeral services were held on December 27 in Pittsfield.

Mr. and Mrs. **George A. Hussey** of Milo announce the engagement of their daughter, **Bretta Jean**, to **Benjamin P. Maguire**, son of Mrs. **Susanna Maguire** and the late **H. B. Maguire** of Miquon, Pa. Miss Hussey, a graduate of Penquis Valley High School, is a sophomore at the University of Maine, Farmington. Mr. Maguire is a junior at Princeton University, Princeton, New Jersey. Mr. Hussey is an employee in the Purchases and Stores Department.

Congratulations to Mr. and Mrs. **Roland Richardson** on the birth of a son, **Mark David**, on December 22, 1970. Roland is a machine operator with the Stores Department.

Cecil Rines has been a patient at the Milo Community Hospital. His friends wish him a speedy recovery.

Mr. and Mrs. **Carroll Witham** are the parents of a daughter, **Carolyn Ann**, born on December 6, 1970.

Transportation

Daniel Carroll, son of Assistant Chief Dispatcher and Mrs. **P. A. Carroll** of Houlton, has been accepted for admission at the Maine Maritime Academy in August.

Operator **R. T. Clark, Jr.**, served on the Aroostook County Grand Jury in November.

Roger Sanders, son of Engineer and Mrs. **D. P. Sanders**, Oakfield, a junior in elementary education at the University of Maine at Machias, has been appointed Student Representative to the Maine Teachers' Association Standing Committee on Teacher Education and Professional Services. He was nominated by the local chapter of the Student Education Association after a screening of candidates by the SEA's Executive Board.

In The Family



Kenneth S. Ludden, assistant to vice president-marketing, retired Dec. 31 after 36 years with the railroad. He is a former editor of MAINE LINE and supervised the company's advertising program. During WW II he was a captain in the military railway service in North Africa and Italy. He is a graduate of the University of Maine and Staunton Military Academy. Pictured with him are **W. Jerome Strout** and **Howard L. Cousins, Jr.**

In addition to being active in campus affairs, he holds the position of Vice-President of the Student Education Association on the UMM Campus. The TEPS Committee is primarily concerned with the techniques used in the training

of teachers in the state's teacher training institutions, and the services which the state Association can provide for the teacher once he is out in the field. For the past three summers Roger has worked on different Bangor and Aroostook outfits.

Mr. and Mrs. **Lionel Hamm** of Oakfield are announcing the birth of a son, **Lionel Wayne Hamm, Jr.**, on Dec. 1, 1970. The maternal grandparents are retired Conductor and Mrs. **Charles I. Barrows** of Oakfield. The paternal grandparents are **Floyd Hamm** of Smyrna and Mrs. **Eugenia Mooney** of Oakfield.

Retired Station Agent **Thomas N. Sewell** died Nov. 13 at Island Falls, after a short illness.

He was born at Smyrna Mills Oct. 1, 1899, the son of **William** and **Bertha (Shaw) Sewell**.

His railroad service was from Aug. 24, 1920 until retirement Oct. 31, 1965. He worked at various stations, the last being station agent Island Falls from 1949 until 1965.

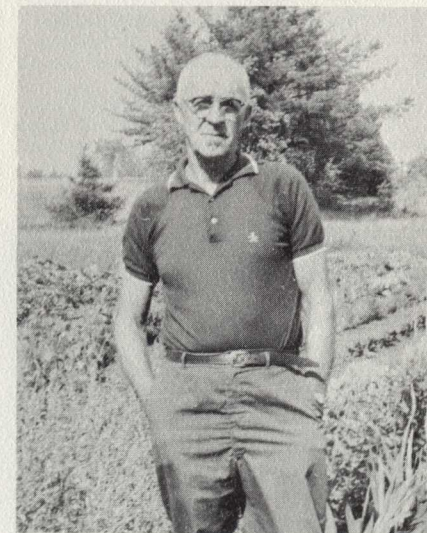
He was a member of the Masonic Lodge of Caribou.

Mr. Sewell is survived by his wife, Mrs. **Alice (Chapman) Sewell** of Island Falls; one son, **Dwight**, of Brewer; one daughter, Mrs. **John (Dorothy) Phelan** of Caribou, one brother, **Willis** of Ludlow; two sisters, Mrs. **Arthur (Jessie) Brownlow** of Smyrna Mills and Mrs. **Merrill (Grace) Gray** of Ludlow; several nieces and nephews.

Funeral services were held at the Bowers Funeral Home in Island Falls with the Rev. **Ernest Ireland**, pastor of the United Baptist Church, officiating.

Burial was in the family lot in the Island Falls Cemetery.

Byron C. Raymond, retired station agent, died in an Augusta hospital Dec. 10. He was born Feb. 19, 1884, at Middle Simonds, N. B., the son of **Charles** and **Henrietta (Ebbett) Raymond**.



Conductor **George H. Fletcher**, Milo, died at his home Feb. 1. He had retired Jan. 18. Mr. Fletcher was born in Orono and entered service Feb. 26, 1925 as a brakeman. Prior to his employment with the BAR, he was employed by the Canadian Pacific as a sectionman and in the engine house. He is married and has five children: **William**, Lincoln; **Irving**, Eugene, Oregon; **Carroll**, Waterville; **Pauline Ireland**, Brewer; and **Priscilla Ireland**, Bangor. Funeral services were held at the Park Street Methodist Church at Milo with the Rev. **Kwan Lee** and the Rev. **George Broadbent** officiating.



Fred L. Putnam, of Houlton, a long time member of the Bangor and Aroostook's Board of Directors, observed his 90th birthday Nov. 18 and was presented roses by **Dr. Robert E. Mattson**, right, president of Ricker College. **Charles Heath**, left, vice president for fiscal affairs at Ricker accompanied Dr. Mattson to the Putnam home. Mr. Putnam has been a long time supporter and friend of Ricker and the Putnam Gymnasium at the college is named after him. (Ricker Photo)

He worked on the Bangor and Aroostook Railroad from May 6, 1904 until retirement July 3, 1954, and served as agent at Robinson from 1919 until retirement.

He was a member of the Mars Hill Masonic Lodge and the Order of Railroad Telegraphers.

Surviving are his wife, **Mrs. Lulu (Shaw) Raymond** of Augusta and **Robinson**; one son, **Gordon B.**, of Portland; a daughter, **Mrs. Margaret Small**, of Augusta; four grandchildren; two great-grandchildren; several nieces and nephews.

Private funeral services were held in the Knowlton and Hewins Funeral Home, 15 Flagg Street, Augusta.

Spring burial will be held in the Mars Hill Cemetery.

Frederick H. Spain, retired station agent, died Jan. 11 at a Houlton hospital after a short illness.

He was born at New Limerick Jan. 20, 1894, the son of **Patrick** and **Harriet (James) Spain**.

He attended New Limerick schools and Ricker Classical Institute. He was employed as station agent on the BAR from Sept. 26, 1916 until he retired Sept. 16, 1963, having served as agent at New Limerick from 1923 through 1963.

He was a member of the Order of Railroad Telegraphers.

He is survived by his widow, **Mrs. Rossie (Dempsey) Spain** of New Limerick; one daughter, **Miss Elizabeth Spain** of New Limerick; one brother, **Leo**, of Houlton; several nieces and nephews.

Funeral services were held at Dunn Funeral Home, Houlton, and burial was in the New Limerick Cemetery.

Superintendent Transportation (ret.) and **Mrs. D. K. Lilley** spent the Christmas holidays in Miami, Florida and the Bahamas. They left Bangor on Mr. Lilley's 65th birthday when the temperature was 19 below zero and arrived in Miami to 85 degrees. They swam in the Bahamas on Christmas day and Mr.

Lilley reported they had the time of their lives.

Accounting Dept.

Friends of Capital Expenditures Clerk **George Mossey** extend sympathy to him and his family on the death of his mother, **Mrs. Ina Mossey**.

Miss Margaret Billings is convalescing at the Ross Home following hospitalization at the Eastern Maine Medical Center.

Secretary **Margaret Patterson** and family are visiting her parents, **Bob and Dot Girvan**, in Naples, Florida, for two weeks.

Joel Mills has been appointed traveling auditor.



Carpenter-Plumber **Richard E. Harmon**, Derby, retired Nov. 12 after 32 years' service with the railroad. A native of Milo, he was educated in Milo schools and previously employed by the Watson Hardware Company, the Castine Water Company and American Thread Company. He is married and has one son, **Richard**, a foreman for the railroad at Derby. Congratulating him on his retirement is Chief Engineer **Vinal J. Welch**.

Gilbert Jameson has been appointed manager accounting.

A few BAR friends within the Accounting Department honored **Gene Rice** with a small dinner party.

Mechanical Dept.

Clerk **Fred F. Gould**, Northern Maine Diesel Shop, retired November 20, 1970. Chief Mechanical Officer **H. W. Hanson** presented him with his retirement pin and extended his congratulations.

Mr. Gould was born in Milo September 4, 1904, and attended Milo public schools and Milo High School. He started work with the Bangor and Aroostook on June 18, 1923 as a machinist apprentice. Subsequent positions held were machinist helper, laborer and shop clerk.

He worked for the American Thread Company, the South Portland Ship Yard 1942 to 1946, and was self-employed on a farm.

Mr. Gould is a member of Piscataquis Lodge of Masons, Rabboni Chapter, Aldworth Chapter, Order of Eastern Star and the Masonic Club. He is also a member of the United Baptist Church.

Mr. and Mrs. Gould reside in Milo. They have two children, **Willis Gould** of Fort Wayne, Indiana, and **Esther O'Brien** of Hampden.

Ted has a nephew working for the BAR, Controller **O. J. Gould**.

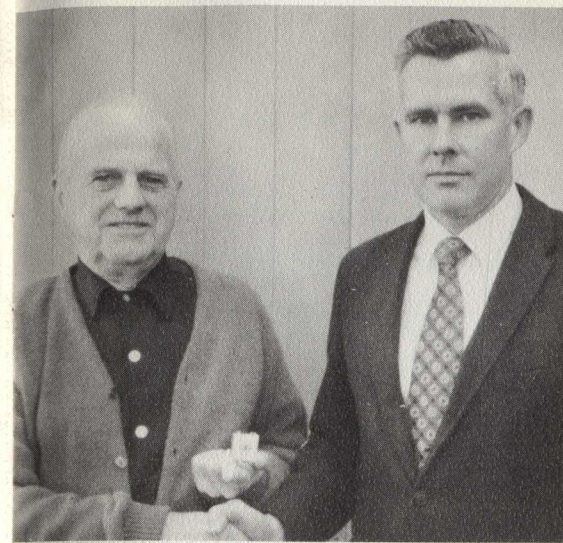
Car Repairer and Mrs. **Earl Rhoda** of Milo have announced the engagement of their daughter, **Susan Margaret**, to **Kenneth M. Quimby**, step-son and son of Mr. and Mrs. **Joseph Baudanza** of Bangor.

Miss Rhoda is a 1968 graduate of Milo High School and is a senior at the Eastern Maine Medical Center School of Nursing. She will graduate in May.

Mr. Quimby is a graduate of Bangor High and is attending the University of Connecticut.

A June wedding is planned.

Retired Shop Clerk and Mrs. **Lavern Smith** of Derby were honored by their family on their 50th Wedding Anniversary.



Chief Mechanical Officer **Harold W. Hanson** presents Clerk **Fred F. Gould**, Northern Maine Junction, with a retirement pin.

sary at an open house at the Derby Community Hall. Mr. and Mrs. Smith have three sons, three daughters and 20 grandchildren, and two great-grandchildren. Most of them were able to attend, along with Mrs. Smith's sister, Mrs. **Cora Starmann** of Alton.

Mr. Smith has been retired since May 1, 1964.

Welder and Mrs. **Frederick Rhoda** of Milo have announced the engagement of their daughter, **Sharon Eileen**, to **Ronald Earl Purdue**, son of Mr. and Mrs. **Kenneth Purdue** of Brownville Junction.

Miss Rhoda graduated from Penquis Valley High School in 1969 and is employed at the Merrill Trust Co. in Bangor.

Mr. Purdue graduated from Penquis Valley High School in 1969, and is employed at Bean and Conquest in Bangor.

Assistant Chief Mechanical Officer **Francis D. Murphy, Jr.**, retired November 30, 1970, after 40 years of service with the railroad.

Chief Mechanical Officer **H. W. Hanson** presented Murph with his retirement pin and congratulated him on his retirement.

Mr. Murphy was born May 27, 1909 at Houlton, Maine. He attended Houlton High School, Ricker Classical Institute and the University of Maine.

He started work for the Bangor and Aroostook, July 8, 1926, as a laborer in the Engineering Department.

Mr. Murphy is a member of the Masons, Tau Beta Pi, Theta Chi, and Professional Engineers of Maine. He is married and has one son, **Donald R.**, of Augusta.

His brother-in-law, Electrician **N. G. Pinette** of Derby, works for the BAR.

Murph and his wife, **Jeanette**, will spend the winter in Texas, and the summer at their camp in Bowerbank on Sebec Lake.

A retirement party was held Monday evening, November 30, 1970, for Assistant Chief Mechanical Officer **Francis D. Murphy, Jr.**, at the Derby Community Hall.

A buffet style dinner was served at 6:30 p.m. by the Derby Mothers' Club.

Attending were supervisors and clerks from the Mechanical and Stores Department, and the Engineering and Transportation Departments.

Also attending were **W. J. Strout**, **D. G. Merrill**, **R. P. Groves**, **L. W. Littlefield**, Mr. and Mrs. **L. F. Lewis**, **J. C. Hickson**, **H. L. Cousins**, **K. S. Ludden**, **H. G. Goodness** and **R. W. Sprague**.

Retired supervisors and clerks attending were **W. J. Russell**, **Maxine Scanlon**, **Adelia Leonard**, **O. Manley Wood**, **Arthur Ellis**, **Vaughn Ladd**, **J. L. Perry**, **O. L. Dean** and **H. D. Parent**.

Chief Mechanical Officer **H. W. Hanson** gave a few brief remarks and congratulated Murph, followed by **W. Jerome Strout**, who presented Murph with a gift. **Max Place** also presented him with a gift from his fellow employees.

Retired Chief Electrician **V. J. Perry** is a patient in a hospital in Venice, Florida. We wish Vern a speedy recovery and return home.

Machinist **Walter Campbell** is home convalescing following surgery.

Painter **G. M. Fogg**, Derby, is convalescing at home from injuries received in a car accident. We wish him a speedy recovery.

Engineering Dept.

Miss **Sally Friel**, daughter of Accountant and Mrs. **Christopher Friel** of Houlton, represented Houlton High School at a one week seminar on Drug Abuse and Communications held at Poland Spring Inn. The conference was state sponsored, involving State Welfare and Education, college and high school teachers and Maine area students.

Miss **Marilyn Burton**, daughter of Spreader Operator and Mrs. **John L. Burton** of Oakfield, spent her Christmas vacation with her parents. She returned to her studies at Rollins College, Winter Park, Florida, on Jan. 3. Upon her return she reported the temperature at 78°!

Clyde L. Burton, son of Spreader Operator and Mrs. **John L. Burton** of Oak-



Assistant Chief Mechanical Officer **Francis D. Murphy, Jr.** is congratulated by CMO **Harold W. Hanson** on his retirement Nov. 30.

field, has received notification that he received a promotion to Staff Sgt. as of December, 1970. He has been TDY in England since November 9 and returned to Forbes Air Force Base in Kansas on January 12. He and Mrs. Burton have an apartment in Topeka.

Section Foreman (ret.) and Mrs. **Herschel Oldenburg** of Sherman are spending the winter in St. Petersburg, Florida.

We were sorry to learn that Leading Signalman **Wallace I. Morton** of Oakfield, suffered a heart attack on December 28. He is a patient at the Milliken Memorial Hospital in Island Falls.

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



Section Foreman **Earle R. Porter**, Grindstone, has retired after more than 40 years with the Bangor and Aroostook. He was educated in Grindstone and Patten schools, and entered service Sept. 7, 1929, as a trackman. Mr. Porter is married and has three daughters, **Merlyne** and **Sandra** of Island Falls; and **Gloria** of Sherman. His son-in-law, **Michael Ryan**, is a Bangor and Aroostook brakeman. Congratulating Mr. Porter on his retirement is Chief Engineer **Vinal J. Welch**.



Trackman **Arthur L. Richards**, of Millinocket, has retired after 32 years with the railroad. He is a native of Oakfield and entered service March 22, 1938, as a trackman. He was later a night foreman. Mr. Richards served in the army in WW II in the European, African and Middle East theatres. Mr. Richards is married and makes his home in Millinocket. Congratulating him on his retirement is Chief Engineer **Vinal J. Welch**.

Maura A. Hayes, daughter of Manager Car Service and Mrs. **Paul E. Hayes**, was on the Dean's List for the first semester at the University of Maine, Orono. Miss Hayes is a freshman in the College of Arts and Sciences.



Trackman **Levi R. Boutlier**, Brownville Jct., receives his gold pass from Chief Engineer **Vinal J. Welch**. A native of Oakfield, Mr. Boutlier entered service April 18, 1930, as a trackman. He attended schools in Oakfield and Gorham, N. H. He is married and has two daughters, Mrs. **Betty Lou Chambers**, West Willington, Conn.; and Mrs. **Shirley Ann King**, Millinocket.

Kenneth McDonald, son of Section Foreman **Archie McDonald** of Smyrna Mills, a student at the University of Maine in Orono, spent the Christmas holidays with his father.

Statistical Clerk **Frank E. Shields** (ret.) of Houlton, died November 24 at his residence after a long illness.

He was born in Houlton, December 5, 1904, the son of **George** and **Mary (Wise) Shields**.

Mr. Shields was a life long resident of Houlton and a member of the Military Street United Baptist Church. He was a former member of the church choir, a deacon and church clerk.

He began his service with BAR April 17, 1923, as an office boy and worked up to the capacities of clerk, stenographer, stock clerk, accountant and statistical clerk, a position he held from February 1941 until his retirement in 1969.

He was a member of the Monument Lodge of Masons, Aroostook Chapter R.A.M., and St. Aldemar Commandery.

Besides being a member and past patron of Fidelity Chapter, O.E.S., of Houlton, he was instrumental in the founding of the Rainbow Girls Order of Houlton. He was holder of the Grand Cross of Color from the Rainbow Assembly.

Mr. Shields is survived by his wife, Mrs. **Mabel M. Shields** of Houlton, one daughter, Miss **Lois A. Shields**, Houlton; two sisters, Mrs. **Ora (Gertrude) Hatfield**, New Limerick and Mrs. **Clinton (Myrtle) York** of Hampden; several nieces, nephews and cousins.

Funeral services were held at the Dunn Funeral Home in Houlton on November 27, with the Rev. **Alton Maxell** and the Rev. **Harold Carpenter** officiating.

Masonic services were conducted by the Monument Lodge of Masons. Burial was in Evergreen Cemetery at Houlton.

Miss **Barbara Ann Fitzpatrick**, daughter of **George A. Fitzpatrick, Sr.**, and the late Mrs. **Fitzpatrick** of Littleton, and **Warren Peter Cain**, son of Trackman and Mrs. **John O. Cain** of Masardis, were united in marriage November 7, at St. Mary's Catholic Church in Houlton. The Rev. **Francis J. Nelligan** officiated at the double ring ceremony.

The bride was given in marriage by her father, **Jean St. Peter** was maid of honor. Bridesmaids were **Cecilia Fitzpatrick**, sister of the bride, **Jane McClean**, **Carolyn McClean** and Mrs. **Joe Feeney**.

Rail Repairman **Dennis Burpee** of Oakfield was best man. Ushers were **Eddie** and **Henry Fitzpatrick**, brothers of the bride, **John McHatten** and **Bruce Crandall**.

A reception was held at the Parkview Terrace following the ceremony.

The bride graduated from Houlton High School in 1969.

The bridegroom graduated from Ashland High School in 1968 and from Northern Maine Vocational Technical Institute in 1970. He is employed at Darling's in Bangor.

Gail Dyer, daughter of Section Foreman and Mrs. **A. L. Dyer**, Presque Isle, has been selected as a member of the All Aroostook Chorus which presented a concert in Houlton in January. Gail is a second year participant in Aroostook Chorus and is president of Presque Isle Chapter of Future Homemakers of America. She is a senior at Presque Isle High.

Judy Dyer, daughter of Foreman and Mrs. **A. L. Dyer**, spent Christmas vaca-



Miss **Carmen Turner**

tion with her parents. She is employed as keypunch operator at a Boston bank.

The children of Section Foreman (ret.) and Mrs. **Elsworth Dyer** of Presque Isle, honored their parents on their 50th wedding anniversary on December 5. An open house was held at the Knights of Columbus Hall in Presque Isle. Many friends and neighbors were in attendance.

Mr. and Mrs. **Dyer** are the parents of thirteen children and all but three were present at the occasion.

The honored couple received many gifts, including a money tree.

Mr. **Dyer** retired from BAR service in June 1966.

Mrs. **Doreen Lyford**, wife of Leading Signalman **Fred Lyford**, Presque Isle, had open heart surgery in November, 1970, at Maine Medical Center in Portland.

Radio Maintainer and Mrs. **Darwin Turner** of Hermon, have announced the engagement of their daughter, **Carmen**, to **Rex Kneeland**, son of Machinist and Mrs. **Ralph Kneeland** of Carmel.

Both are 1970 graduates from Hermon High School.

Miss **Turner** has recently completed a course in the preparation of Income Tax Returns.

Mr. **Kneeland** is attending Husson College.

Rail Repairman **Ernest H. Hersey** of Merrill died December 22 at a Houlton hospital after a long illness.

He was born March 11, 1924, at Oakfield, the son of **Hartwell** and **Winnie (Chase) Hersey**.

Mr. **Hersey** was a member of the Bethel Pentecostal Church of Smyrna Mills. He was president of the church for many years and superintendent of the Sunday School. He was a veteran of World War II.

Mr. **Hersey** began BAR service in April 1946 as a trackman at Smyrna Mills. During his employment he has worked in the capacities of maintainer operator, flangerman, rail repairman helper and rail repairman.

He is survived by his wife, Mrs. **Jennie (Stevens) Hersey** of Merrill; his mother, Mrs. **Winnie Hersey**, Smyrna Mills; two sons, **Ira** of Millinocket and **Timothy** of

Merrill, three daughters Mrs. **Rosenda (Prudence) Pedraza**, Colombia, South America; **Leah** and **Carolyn Hersey**, both of Merrill; two brothers, **Carroll** of Merrill and **Perley** of Elizabeth, N. J.; one half brother, **Lewis Webber**, Houlton; two half sisters, Mrs. **Lillian Bartlett**, Smyrna Mills, and Mrs. **Hattie Bell** of Brooks; and one sister, Mrs. **Avie Basterafh** of Milltown.

Funeral services were held at the Bethel Pentecostal Church, December 26, with the Rev. **Marvin Lawrence**, pastor, officiating.

Burial will be in the family lot in the Smyrna Mills cemetery.

Mr. and Mrs. **William Marciniak** of Houlton are receiving congratulations on the birth of a son, **Andrew Martin**, born November 23 at the Aroostook General Hospital in Houlton. Andrew's maternal grandparents are Supt. S. & C. and Mrs. **H. E. Childers** of Houlton.

Trackman and Mrs. **Norman Clark** of Oakfield, have announced the engagement of their daughter, **Deborah Lynn**, to **Kirby Hardy**, son of Mr. and Mrs. **Dana Hardy** of Merrill.

Both are seniors at Oakfield Community High School.

Mrs. **Mona Cain**, wife of Trackman **J. O. Cain** of Masardis, has been appointed to fill a vacancy in School Administrative District No. 3.

Section Foreman (ret.) **Albert C. Prosser**, 100, of Houlton, died December 6 at a local convalescent home after a long illness. He was born at Jacksontown, N. B., Jan. 22, 1871, the son of **Henry** and **Sarah (Shaw) Prosser**.

Mr. **Prosser** was Houlton's oldest citizen and in November he was presented with the Boston Post gold headed cane as the oldest citizen of this town.

He began BAR employment as a trackman at Masardis in April 1905. He was promoted to foreman in October 1906 and retired from BAR service in November 1940.

Mr. **Prosser** is survived by one daughter, Mrs. **Gary West**, and one grandson, **Arthur West**, both of Woodstock, N. B.

Funeral services were held at the Dunn Funeral Home in Houlton, with the Rev. **Vincent Martin** officiating. Burial was in Evergreen Cemetery at Houlton.

1/C **Thomas E. Childers** of the United States Merchant Marine Academy of Kings Point, N. Y., spent Christmas holidays with his parents, Supt. S. & C. and Mrs. **H. E. Childers** of Houlton.

The family of the late Rail Repairman **Ernest H. Hersey** wish to express their appreciation and gratitude for the many acts of kindness by their friends, neighbors and co-workers, and for donations made to the Bethel Pentecostal Church Building Fund. A special thank you to all who participated in any way and to Chief Engineer **V. J. Welch** for the lovely flowers sent while Ernest was hospitalized.

(Signed) **Jennie, Prudence, Pedrana, Ira, Leah, Timothy** and **Carolyn Hersey**.

Leading Signalman and Mrs. **J. L. Rowe** of Milo, spent Christmas with their son and wife, Dispatcher and Mrs. **John A. Rowe**, in Houlton. Miss **Tayna Rowe**, daughter of Mr. and Mrs. **John A. Rowe**, also spent Christmas holidays with her parents. She is studying to be an X-ray technician and is located at Children's Hospital in Boston. Also present at the family gathering were Mrs. **Saidie Rowe** of Dover, mother of **J. L. Rowe**, and her daughter and son-in-law, Mr. and Mrs. **Harold Jackson** of South Paris. This was unique in that a four-generation group was included.

Laurie Ireland, daughter of Equipment Operator and Mrs. **Roy E. Ireland**, a freshman at Presque Isle High School, is a high honor student during the first semester.

Trackman **Fraiser R. Margison** (ret.) of Houlton died November 16 at a Houlton hospital after a long illness.

Mr. **Margison** was born at Houlton March 13, 1913, the son of **Robert** and **Eva (London) Margison**.

He was a member and deacon of the Military Street Baptist Church of Houlton. He was superintendent of the junior high school department of the church Sunday School and was also a Sunday School teacher.

Mr. **Margison** began BAR service in June 1944 as a trackman at Houlton. He has also worked as an equipment operator. He left service due to illness in March 1969.

He is survived by his wife, Mrs. **Pearl (Scott) Margison** of Houlton; one son, **Robert**, of Houlton; three daughters, Mrs. **Preston (Cora) Oldenburg**, Sherman Station, Mrs. **Joseph (Joanne) De-Grass**, Orono, and Miss **Twyla Margison** of Houlton; two brothers, **Harry** and **Lawrence**, of Houlton; one sister, Mrs. **Mary Tidd** of New York; and seven grandchildren.

Funeral services were held at the Dunn Funeral Home in Houlton, November 18, with the Rev. **Alton Maxell** officiating.

Burial was in Evergreen Cemetery at Houlton.

SP/4 **Kenneth E. Greenlaw** of Milo, son of Section Foreman and Mrs. **K. C. Greenlaw**, has left for his new assignment in Korea after spending the Christmas holidays with his wife and his parents.

Mr. and Mrs. **Lawrence M. Schools** of Littleton have announced the engagement of their daughter, **Ethel V.**, to Trackman **Malcolm D. Mesereau**, son of Mr. and Mrs. **Miles D. Mesereau** of Houlton.

Miss **Schools**, a 1967 graduate from Houlton High School, is employed at the Houlton Pioneer Times office.

Mr. **Mesereau**, a 1965 graduate from Houlton High School, has served three years in the U. S. Army.

A June wedding is planned.

Mileposts . . .

FORTY-FIVE YEARS

Merle E. Lyford

THIRTY-FIVE YEARS

Harry L. Ewings

Charles F. Wilson

THIRTY YEARS

Stanley N. Clark

Elden J. Wilcox

TWENTY-FIVE YEARS

William H. Barrett

Charles S. Burgess

Cleon H. Cole

Kenneth F. Crockett

Basil L. Curtis

Irvin L. Foster

James N. Furlong

James W. Green

Pearley G. Malone

Chester Michaud

John E. Plant, Jr.

Cecil D. Rines

Joseph R. Viricel

TWENTY YEARS

E. Arthur Bowen

Clement A. Hatt

Lloyd G. Johnston

Lionel D. Madore

Leroy M. Mesereau

Russell C. Small

FIFTEEN YEARS

Chester A. Bailey

Allen P. Hearn

Eugene A. Rideout

TEN YEARS

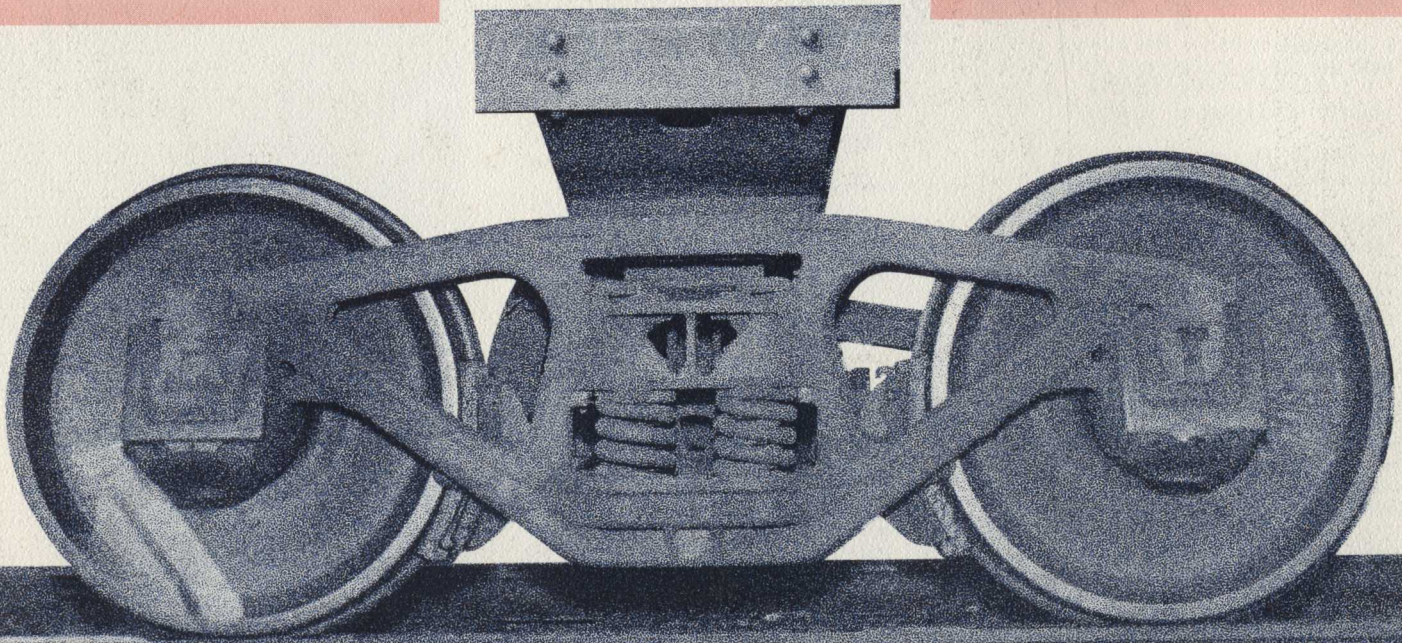
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*Figures shown are approximate, and have not been subject to final auditing due to publication deadlines.