

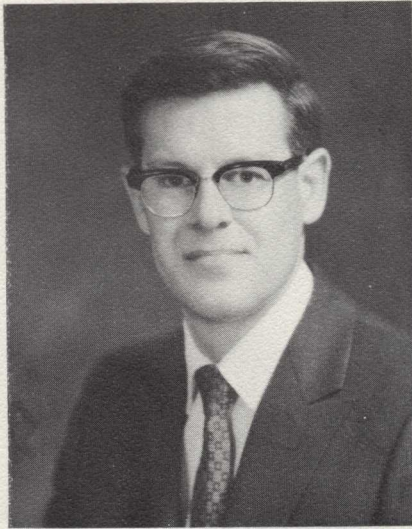
MAINE LINE

JULY - AUGUST, 1971



BANGOR AND AROOSTOOK RAILROAD





Talking It Over

To My Fellow Employees:

Balance of payments may well seem a strange subject for railroaders to be concerned about, but it affects each of us. The term itself, balance of payments, is a little misleading. Perhaps productivity, or purchasing power, are really closer to the heart of the problem.

When our political leaders express concern about our balance of payments to other nations, what they're saying is that it's unhealthy for us to buy more goods from our neighbors than we sell them. When the situation becomes unbalanced it means that we pay out more money to foreign powers than we receive from them for our goods. The process, of course, results in a money flow from our country. And money flow really means a job flow, for the less we produce, the fewer jobs we have for our own people.

The main reason for our unfavorable balance of payments position is that we've priced ourselves out of the market. Foreign countries are producing an increasing number of the goods we buy . . . from shoes, to clothing, to automobiles, to radios and cameras . . . less expensively than we can. What's more, they've shattered an American myth that holds foreign goods that are priced reasonably to be generally shoddy.

Recent strikes in the telephone

industry, in our own industry, and one looming in the steel industry are basic reasons why American-made goods are not competitive in foreign markets. Or in our own. The railroad industry has given a 44% increase in wages over a three-year period. Other industries have also taken this route. Then the cost of the services we perform and the goods made by other industries goes up and the increased costs are passed on to the consumer. The futile part of it is that nobody really wins. For when costs go up, all of us need more money just to stay where we were in the first place. Followed to its logical conclusion we may one day have to carry our currency in a shopping bag when we buy groceries.

We cannot improve our standard of living by earning more and more money that buys less and less. We can only improve it by increasing our productivity. (It is not only an impossible dream to work less and less and earn more and more, it would be self-defeating if it were possible.)

A nation's wealth can only be measured by its natural resources and how it uses them. Productivity is an important part of using natural resources. And when we increase our productivity without increasing our costs, our goods become more competitive in both our own and foreign mar-

kets. That means more jobs for American workers, profits for American companies, taxes for schools and social needs, and a dollar that isn't constantly shrinking in purchasing power.

What can we do? Well, we can put a lid on the senseless sawing of wage increases and cost hikes which neither worker, industry nor consumer can hope to win. It probably has to be done by government in the form of wage and price controls.

We can also use our know-how to increase our productivity without concern for replacing people in drudgery jobs with machines. No productive man can ever be replaced by a machine. And, as we sell more to overseas markets, more and more people will be needed to make those goods.

We are faced with a choice: we can follow the present path of demanding higher wages, followed by the inevitable price increases and loss of foreign and domestic markets . . . or we can stop the spiral now. It's a real, live problem that touches the lives of every one of us.

Sincerely,

Alan G. Dustin
Executive Vice President



About the Cover

Director of Safety and Security Alvin DeLong accepts the prestigious E. H. Harriman Bronze medal from former Maine Governor, John Reed, right, National Transportation Safety Director, at ceremonies in Washington in June. (See story P. 12.) Bangor and Aroostook employees won the award for their 1970 safety performance.

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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
- PATRICIA STANCHFIELD
- GLORIA TOZIER

NEWS BRIEFS

Board Chairman W. Jerome Strout was honored at a testimonial dinner at the Penobscot Valley Country Club July 28 marking his 43 years of service with the Bangor and Aroostook. The 150 guests came from all over the country to honor the veteran railroad executive. Former president W. Gordon Robertson was toastmaster and Curtis M. Hutchins, another former BAR president, was a guest of honor. F. C. Dumaine, president of Amoskeag and Bangor and Aroostook's chief executive officer, presented Mr. Strout with a portfolio of photographs documenting his years with the road.

Maine Central Railroad and Portland Terminal Company golfers walked away with most of the prizes at the Bangor and Aroostook's annual golf tournament held at Bangor June 5.

Winner of the W. J. Strout trophy for low gross was Larry Gallant, MeC, with a 78. The F. C. "Buck" Dumaine trophy for a low net was awarded for the first time and went to George Colton of the Portland Terminal Company. He had a 90-24-66.

Other winners were:

Flight A—(0-18)

1st gross, Larry Gallant, MeC; 2nd gross, Bob Chapman, P.T.; 3rd gross, Bob Casey, P.T.; 1st net, Bill Houston, BAR; 2nd net, Paul



F. C. Dumaine congratulates W. Jerome Strout at a testimonial dinner marking Mr. Strout's 43 years with the road July 28.



Regional Vice President-Sales F. B. Lunt, left, presented the Bangor and Aroostook trophy to Maine's new Potato Blossom Queen Martha Getchell July 28. Also pictured are the former queen Louisa Smith, standing, and Commissioner of Agriculture Maynard Dolloff.



Winners of the BAR golf tournament were, from left: Bob Chapman, Laughton Jewett, Merv Greenlaw, Bill Trefethen, Larry Gallant, Ed DeGrass, George Colton, John Barnes, and Len Forest.

Gallant, MeC; 3rd net, Ed DeGrasse, MeC.

Flight B—(19-29)

1st gross, Geo. Colton, P.T.; 2nd gross, Arnold Perkins, MeC; 3rd gross, Bernal Clark, BAR; 1st net, Len Forest, P.T.; 2nd net, John Barnes, P.T.; 3rd net, Don Coleman, MeC.

Flight C—(30-45)

1st gross, Laughton Jewett, MeC; 2nd gross, Ray Dauphinee, MeC; 3rd gross, Allen Miles, MeC; 1st net, Merv Greenlaw, P.T.; 2nd net, Bill Trefethen, MeC; 3rd net, Ed McCauseland, MeC.

Winners of the longest drive

(Continued on page 19)

Above and Beyond

Top photograph shows starred safety glass in the cab of a locomotive stoned and vandalized by a mob when a train crew attempted to move cars for customers near Fraser's strike-bound Madawaska plant. The road takes no position in the dispute but is required by law to accept traffic offered it. Below, strikers and State Police officers examining wrecked police cruisers studiously ignore each other in the aftermath of mob violence at Madawaska.

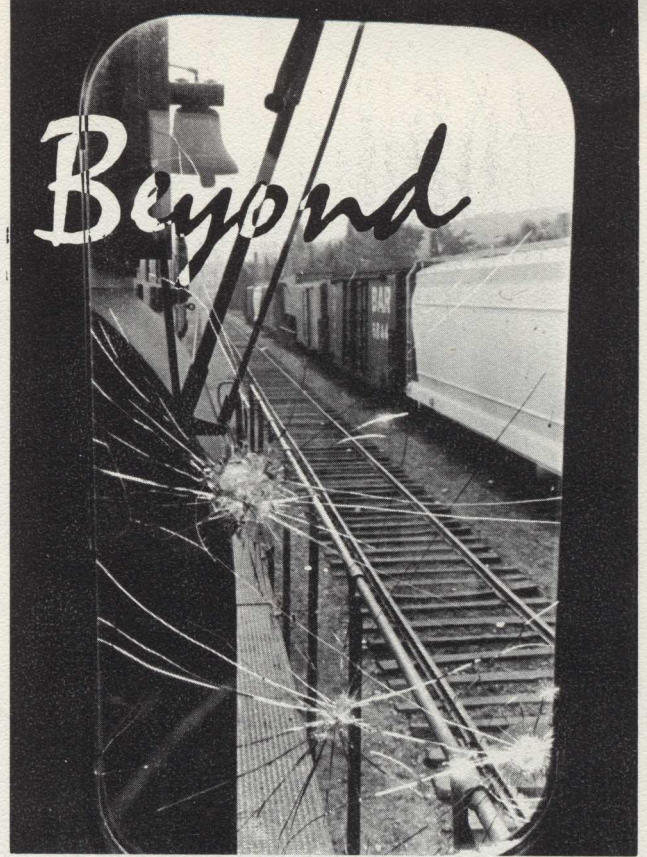
It was more than all in a day's work for BAR employees who were involved in three attempts to comply with a Fraser Paper Co. request to move 27 cars of paper from its strikebound Madawaska Plant between Aug. 5 and 9. As a common carrier, the railroad is required by law to accept traffic. The men were: G. G. Henderson, K. D. Chaney, G. A. St. Pierre, N. J. Daigle, R. R. Levesque, V. T. Wark, L. S. Milton, K. D. Greenlaw, A. W. DeLong, C. S. Burgess, M. L. Fournier, Herman Wright Roy Brockway and G. L. Swett. All of the men faced a hostile mob with coolness and courage.

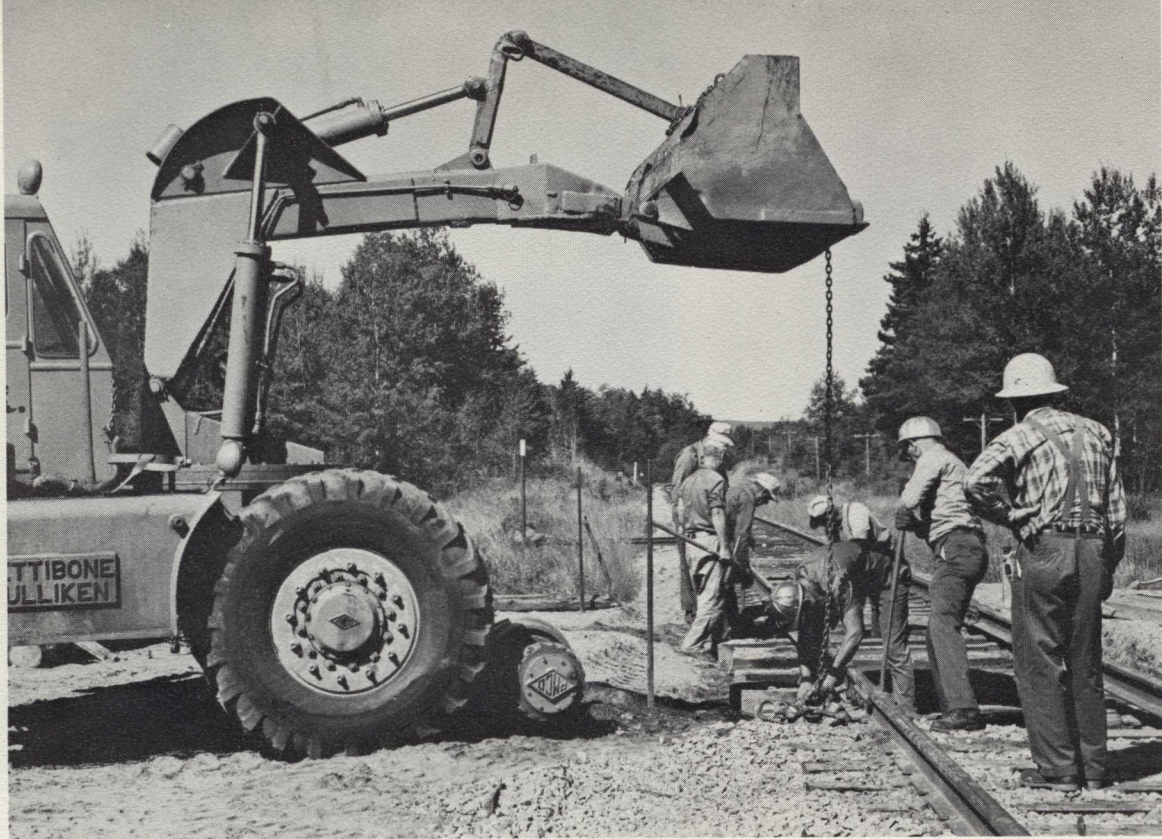
The lawlessness began Aug. 5 when Fraser requested the railroad to move the cars. Despite the presence of police a mob stoned the engine and prevented the move. The next day, the road wired the governor, state police and county sheriff for protection while making another attempt. As the tense and fruitless day wore to a close, the governor directed state authorities to cease operations for the day and the cars were not touched.

After being assured by state police that the move could be made with safety it was planned again for Monday morning when tracks had been repaired after repeated instances of sabotage and after barricades had been removed from the tracks. The mob, armed with rocks, chains and clubs, again gathered and confronted the train crew and ten sheriff's deputies escorting the train while trying to service another customer. The officers and crew faced the angry mob alone for 15 minutes until a force of riot-trained state troopers arrived. The force was routed by the mob which stoned the police and train

crew and then spent its fury vandalizing the diesel causing damage estimated at \$5,000, and abandoned state police cruisers.

In late afternoon of Aug. 9, Fraser announced that it would withdraw the request that the railroad move the paper, thus releasing the road from its difficult, caught-in-the-middle position. Executive Vice President Alan G. Dustin praised Aroostook sheriff deputies and railroad employees alike for their coolheadedness and courage. At the end of the confrontation the paper was not moved, the railroad had damages of \$7,500 and the railroad's property was firmly under control of street mobs.





A New Maintenance Idea

When the railroad was built, the section foreman often came to his 'piece of iron' from the construction crew. Many of the early foremen helped build their section of track, then simply dropped off the construction crew to become custodian for that particular section, often for a lifetime. Louis Levesque, retired section foreman at Winterville,

took over his section from his father who had dropped off the construction crew.

When it was all built, there were more than 130 sections. By 1971, there were 43 that varied in length from 2 to 31 miles. When the motor car replaced the hand car, productivity increased. Mechanized track gangs also had the effect of lengthening the section.

For a long time, the section with a crew of from two to five men, worked pretty well. But as wages went up, and the railroad income remained the same or actually shrunk, it became impossible to get the work done with the same amount of money. The whole notion of 43 small sections with crews of two to five men responsible for each came under scrutiny, and the men who were



The Northern Maine Junction crew renews a crossing at Prospect on the Searsport branch, above. One advantage of the larger crews is that they can do larger jobs more efficiently than the two or three-man crews formerly used. Members of the Northern Maine Junction, pictured left, are: (Back) John Turner, Millford Decker, H. Haley, Victor McLeod, Ken Colpitts, Allen Cole and Merle Curtis. Kneeling are: C. B. Miles, Desmond Traf-ton, Raymond Perkins and George Lovejoy.

studying it concluded that the system no longer worked well.

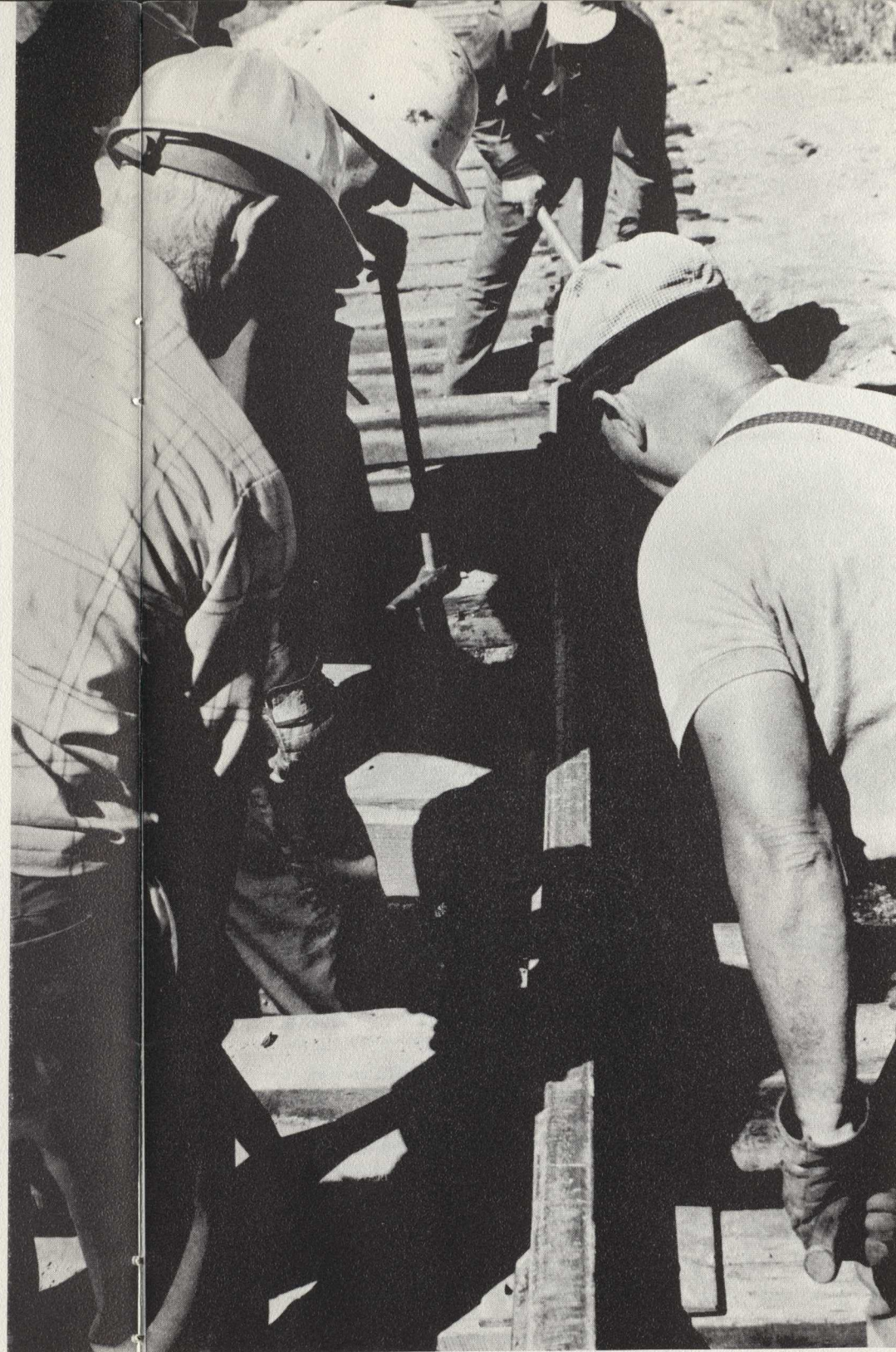
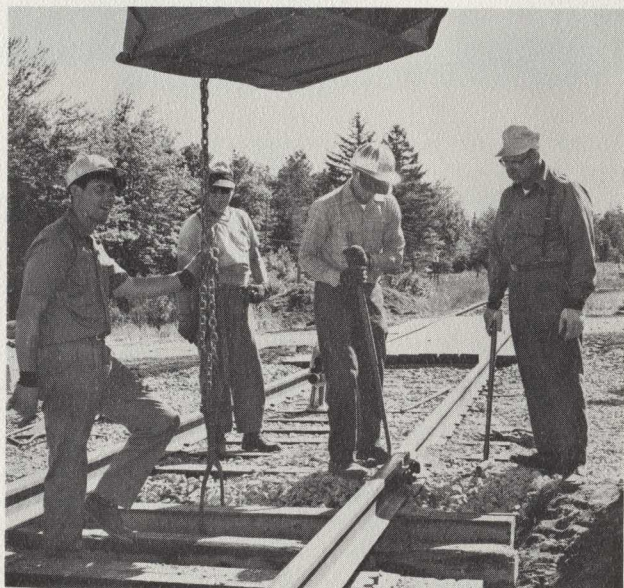
As of July 15, after seven months of study and several months of negotiations with the Brotherhood of Maintenance of Way Employees, the 43 sections were replaced by 11 maintenance centers charged with the responsibility for divisions varying in length from 42 to 74 miles. The move had to be made without affecting the seniority rights of individuals involved and no one has made moves, as a result of the change, anywhere except in their own district.

The big advantages, explains Chief Engineer Vinal J. Welch, are flexibility and efficiency. In the larger maintenance chores that still have to be done without heavy machinery... like the 4,300 ties at a density of something like 10 per mile... the larger maintenance crew can do the job better than just a two-man crew.

Most of the maintenance centers will have two foremen, a trackman, truck driver and crews that number from three to nine men. They will use four-wheel drive heavy-duty trucks equipped to travel on the rails as well as the highway.

"This will enable us to do away with most of our motor cars," Gordon Duncan, assistant to the chief engineer, explains. "It also means that our crews won't be held up by train movements to the degree that they would with motor cars since they can often take to the highway and bypass train movements."

Welch points out that equipment, like snow blowers and other heavy track maintenance equipment, will be located so that it can be used efficiently by the maintenance point crews. Crews are located at Northern Maine Junction, Derby, Millinocket, Oakfield, Ashland, Houlton, Presque Isle, Caribou, Van Buren, Madawaska and Fort Kent. The locations were chosen for



The crew uses a Pettibone to hold new ties in place for spiking, center left, and old-fashioned muscle power, above, in renewing ties and ballast at a crossing in Prospect. The larger crews have a number of pieces of mechanized equipment, like Pettibones, available to them. Foreman Merle Curtis, top, gauges the track after new ties have been installed. The Pettibone is used to move a carload of crushed stone ballast into position for spreading in the lower photographs. A job like this would not be practical for a small crew.

good highway access, for open stations where communications are good and there are good facilities for the crews. Some newer buildings will be moved to certain of the 11 headquarter points.

Another advantage of the maintenance center concept, maintenance of way officials point out, is that materials can be more closely controlled in 11 maintenance centers than in 43 section houses.

"Instead of having little pockets of material spread out at 43 different points," Welch says, "we'll be able to maintain a better stock for our track people at fewer points."

The point is a valid one. As any manager knows, money that's tied up in un-needed inventory is money that can't be used to upgrade track or equipment.

The new maintenance concept reflects a basic shift in maintenance-of-way philosophy toward decentralization. Under the new method, the three roadmasters will have greater responsibility and more direct control over their divisions. Less scheduling of operations will be done from Houlton; each roadmaster district will have its own spreader for snow removal, for example, and other heavy equipment will be located for easy accessibility. The roadmaster will have his headquarters so that he can reach any point on his division within an hour.

The maintenance point idea is not as dramatic as it is flexible and quietly efficient. It would not have been possible without the full-time track inspectors who took over the duties of track inspection formerly performed by each section crew. Nor would it have been possible without the good will of the maintenance of way employees and their representatives who hammered out the working agreement, point by point, over the conference table over a three-month period.



Harry MacNeil with the Sprague boys, Christopher, left, and Jonathan, prior to fishing Smith Brook at Weeksboro. The photograph was made in the early 60s.

Harry MacNeil, 1906-1971: Railroader, Philosopher, Friend

Harry MacNeil is dead.

It wasn't like the passing of some famous man. No one lowered any flags to half mast . . . no public eulogies. Harry didn't make any dramatic contributions to the human race. When he died in Presque Isle June 13 the only ones who marked it were his friends and those who loved him.

But Harry was a person of worth and a unique human being.

He was born into the third generation of a railroad family in Derby October 21, 1906. It's said that he was the first male child born in the new community after the shops were moved from Hartland to Derby. He'd been a school teacher once. But Harry loved the railroad. Most of the 27 years he spent with it he was a signalman and he was proud of

his ability to climb and troubleshoot. More than anything, I think, Harry was proud of being a railroad man.

Since 1958, Harry had lived in a cabin he'd built himself out of lumber from discarded boxcar doors on the Ashland Branch at Weeksboro. Until a couple of years ago his only link with the outside was the railroad. When Harry built 'Swayback' in the 30s, it was a hunting and fishing retreat. But after he lost his eye in a fall in '57 and took a disability pension, he decided to move there.

"I came here because I like the woods," he told me once during an overnight visit. "I can stand my own company and all my life I've been hurrying to do something. I got sick of it and

when I retired, it looked like a good chance to see if this kind of living would work for me."

When he built his retreat, and for many years afterwards, the nearest road was 10 miles away at Smyrna Mills. The forest to the west marches to the Arctic, unbroken except by a narrow band of civilization in Quebec. Later, the lumber companies put roads through the forests to within a few miles of Weeksboro. But it remains relatively unspoiled.

The train crews and the section crews used to drop off fresh milk and a paper for Harry every day. Once, when he was out of the sulphurous cigars he loved so well, he used the dispatch phone at the siding to have a message relayed to Section Foreman Archie McDonald for an emergency ration. And, except when

he got lonesome, the only other time he really needed the phone was the Sunday he fell off a ladder and broke three ribs. The dispatcher sent the section foreman from Smyrna up the Branch to take Mac out.

He read rapaciously. Everything from potboilers to the classics. A well-worn copy of Thoreau's *Walden* and the works of Shakespeare occupied a permanent place over his bunk. The State Bookmobile couldn't reach Harry's place so the state library sent him a chest of 40 or so books every month. He'd read them all, devouring them at an unbelievable pace.

I remember Harry MacNeil best wading down Smith Brook, just across the tracks from his cabin, a fly rod in his hand and a black cigar in his mouth. There were always brook trout cached in the cold spring behind his cabin that served as his natural refrigerator. It never varied from 38°.

He was a conservationist long before it became a popular thing. Harry loved the forest and field and, although trout and partridge and venison were an important part of his menu, he never took more than he needed, nor would he permit others to. He was a skilled woodsman and it was sheer, undiluted pleasure to walk a mossy trail with him on an October morning when the frost lay white on the earth and the nerves were steeled for the thunder of a flushing partridge.

Part of Harry's formula for squeezing the most satisfaction out of life was that he found pleasure, not only in reading and the fishing and hunting and walk-

ing the forest trails, but in the bread labor his primitive life demanded. He boiled his clothes on the big, black kitchen stove and ironed them with huge, old-fashioned irons heated on the same stove. But there was pleasure in it for him. He felt the same way about his woodpile.

"Fellow asked me once why I didn't get a chain saw to cut up my firewood for the season," he told me one crisp, fall evening as he chucked dry maple into the hungry cookstove. "I said 'why in hell should I buy a chain saw so I can cut all my wood in two days and deprive myself of the pleasure of cutting a little wood every day'."

Harry MacNeil loved the solitude of the woods but he was no hermit. Harry liked his fellow man. No hunter got by without the offer of hot coffee and, perhaps, a piece of his fresh apple pie. And he'd be waiting to wave at the train crew long before the train was in sight. He liked his friends to come and visit. For a day, or a week.

When he wearied of the solitude, which he did on rare occasions, he'd shoulder his pack and flag 212 for the outside. Sometimes he'd just spend a weekend with friends in Houlton or Presque Isle. But he often went to Florida or Nova Scotia or where his fancy dictated or his pass would take him, poking with his unquenchable curiosity into little backwater towns, museums, libraries.

Harry spent as many months of the year as he could at his little cabin. He only left it in the winter when the wind began to howl

over the ridges, driving the December snow before it. And the best and earliest harbinger of spring was a postcard announcing, in his dry way, that he'd just opened 'Swayback' and that the scythe that always hung on the apple tree in his wilderness meadow 'only showed six inches above the snow.'

I suppose Harry MacNeil never made any big contribution to the human race. He was a good railroad man. He was also kind and generous and no one ever heard him speak ill of another man. For anyone in trouble, he'd walk 20 miles to help.

There were some days when it was enough just to know that Harry MacNeil was up at Weeksboro in Township 7, Range 3 ghosting a dry fly for a fat brookie in Smith Brook, or picking a mess of fiddleheads. It was a comfort, somehow, to know a man who was living his life . . . well, deliberately. Harry savored his life like a gourmet rolling a vintage wine on his tongue.

The first frost and the partridge covers won't be the same for me this fall, knowing that Harry MacNeil is gone. Or for a lot of other people who knew and loved him. It's like losing a big, gnarled spruce that you've looked at for a long time; it leaves an empty space against the sky.

The Bangor and Aroostook usually names its sidings for shippers. But there'll be a new siding in Caribou this year. It will be called MacNeil. And when the train crews he knew so well pass it, they'll chuckle and remember Harry's jaunty highball.

I think Harry would like that.

Richard Sprague

Mileposts . . .

THIRTY YEARS

Roland J. Cameron
Roy H. Russell
John W. Turner

TWENTY-FIVE YEARS

Daniel F. Ellison

Leroy H. Miles

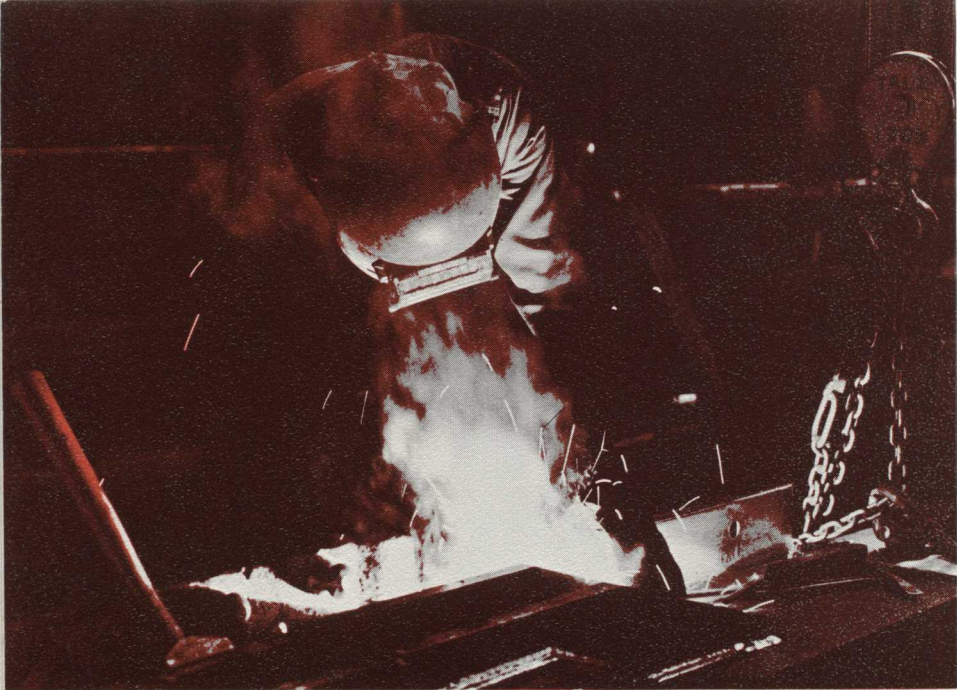
Burton A. Sawyer
Beverley F. Smith

TWENTY YEARS

Clarence L. Nadeau

FIFTEEN YEARS

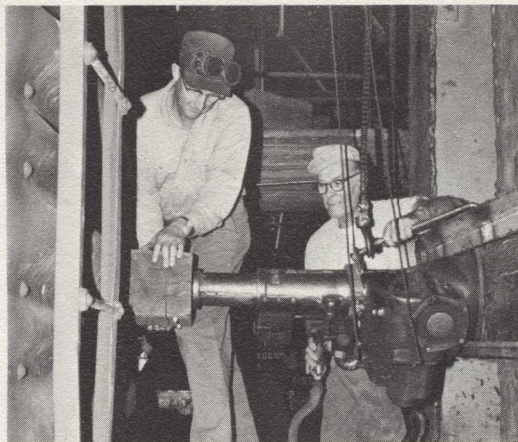
Donald F. Breen
Donald E. Doherty
Edward E. Kennedy
Cora B. Pelkey
Lamont C. Stanchfield



Welder Raymond Artus, left, works on the draftgear of the railroad's rebuilt boxcars at Derby Shops. Right, Forklift Operator Robert Greene and Orrin Lyford lay out side frames for the rebuild production line.

Rebuild Program In High Gear

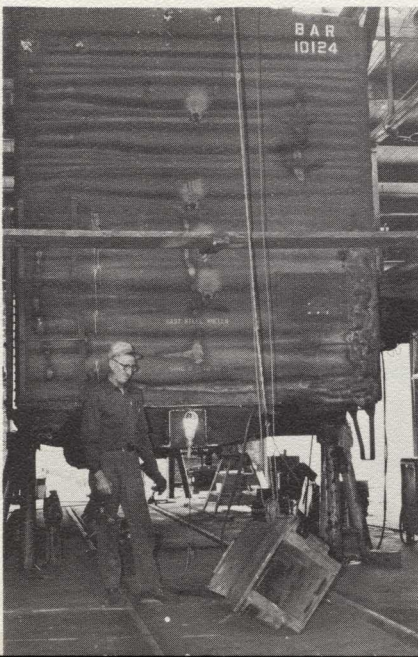
Right, Tom McLain and Phil Speed use a hydraulic ram to straighten the ends of a boxcar before it starts through the line. Below, Raymond Artus, lower left, hoists part of the Freight-master draftgear into position for installation. Jack Paul, lower right, inspects piping and air brakes on a finished car.

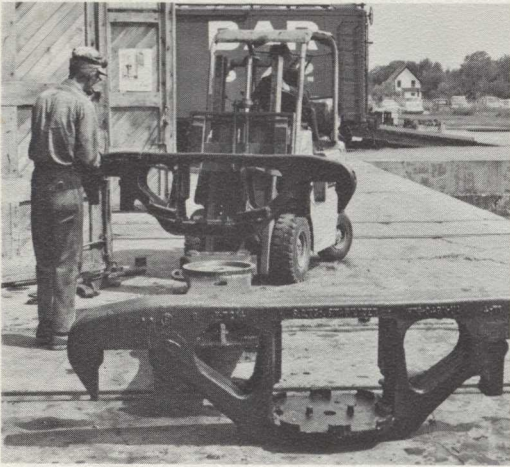


Crews at Derby Shops are on schedule with the rebuilding program of 35 boxcars made possible by increased car earnings through an ICC incentive per diem program. The program is expected to be completed by mid-October. As of August 13, 10 of the rebuilt cars bearing the road's new logotype had been placed in service. Operating Department officials expect the program to be started again after the first of the year with at least 30 more cars being programmed for 1972.

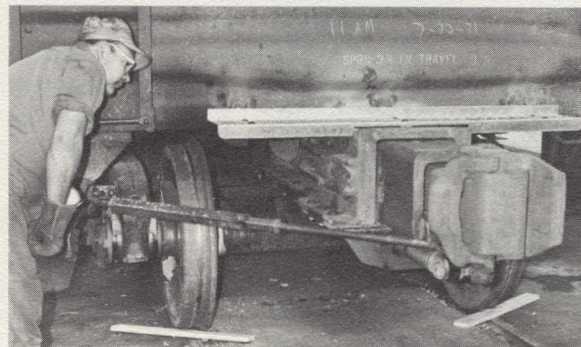
Beside increasing the capacity of the cars to 70 tons and adding end-of-car cushioning devices, the rebuilt cars incorporate a new type of air brake designed for use with long, heavy trains and a new type of brake shoe which is longer wearing and causes less sparking during heavy brake applications. Sparking from brake shoes under heavy application has been thought to be a potential cause of right-of-way brush fires under dry conditions.

The program is expected to cost \$600,000 this year and is the first of its kind for the Bangor and Aroostook. The cars are the 10000 series built in 1957.





Galen Carey and Frederick Rhoda apply side sill reinforcing, right, which helps increase capacity of the rebuilt car from 50 to 70 tons. Below, hydraulic jacks are used to place heavy-duty flooring in place. Center, right, Gene Dunham and Henry Mann install new sheathing.



Right, Alton Hoxie inspects the operating levers of a car just about to go to the paint booth. Above, Foreman Dana Lovell inspects the interior of a finished car. The program is on schedule and will be finished for 1971 in mid October. Mechanical Department people expect the program to be continued in 1972, however.





Above, Car Inspector F. E. Stubbs, left, Trackman John Turner, Conductor Harold L. Woodard, Sr., and Engineman W. E. Anderson accept one of the National Safety Council's top awards on behalf of all Bangor and Aroostook employees from Director of Safety and Security Alvin DeLong.

We Hit The Safety Jackpot

Bangor and Aroostook employees were awarded the E. H. Harriman Bronze Medal award June 9 for excellence in employee safety in group C railroads (those working less than 5 million man-hours a year) for 1970. The railroad is one of 15 to receive the award. BAR employees also won top honors in the National Safety Council's Railroad Employee Safety competition competing with 17 other line-haul railroads and two switching and terminal companies.

The E. H. Harriman awards were presented in Washington June 9 by John H. Reed, former Governor of Maine and presently chairman of the National Transportation Safety Board. Other railroads receiving Harriman awards in group C were the Canadian Pacific Railway (Maine), a gold medal, and the Monongahela Railway, Pennsylvania, a silver medal.

Other winning line-haul railroads in the National Safety



Mechanic J. H. Daly, top left, accepts NSC certificate for Bridge and Building employees' 127,582 hours without a disabling injury. With him are V. J. Welch and Supt. O. D. Anthony. Left, Stores employees A. P. Hearn and R. N. Richardson accept NSC for 192,101 hours without a disabling injury from Manager H. F. Bell. Right, Nelson Chadbourne, Northern Maine Junction, accepts NSC certificate from Owen E. Allen for 625,122 safe manhours. Also pictured is Stan Andrews.



Council competition are: Atchison, Topeka & Santa Fe Railway; Southern Railway Systems; St. Louis Southwestern Railway and Duluth, Missabe & Iron Range Railway.

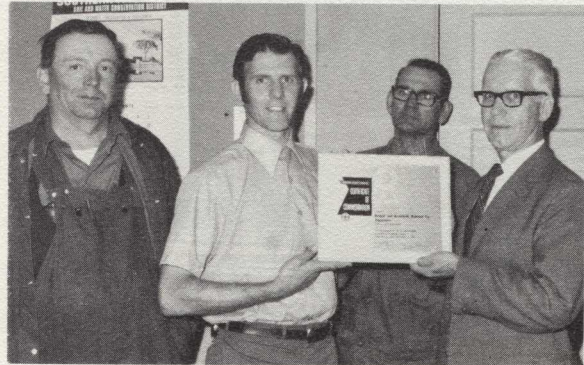
National Safety Council awards for 1970 have been awarded to Mechanical Department employees for 526,185 man-hours without a lost-time injury; Purchases & Stores Department for 192,101 without a lost time injury; Transportation Department Enginemen for 303,235 man-hours without a lost-time injury; Buildings and Bridges employees for 127,582 man-hours without a lost-time injury; and Northern Maine Junction Car Shop employees for 625,122 man-hours without a lost-time injury. Letters of commendation were also received by Signals and Communications employees and employees at the Northern Maine Junction Diesel Shop.

The Harriman Awards were established in 1913 by the late Mary W. Harriman in memory of her husband and have been con-

Accepting NSC certificate for Derby employees for 526,185 safe manhours from CMO Harold Hanson are Bernard Ricker, Oliver Dwelley, C. S. Burgess, and Stanley Hall.



Engineers William H. Barrett, Gary E. Karam and Leo E. Downie accept NSC certificate for 303,235 manhours without a disabling injury from Supt. Herschel P. Lee.



tinued by their sons W. Averell Harriman and E. Roland Harriman. The program is designed to stimulate safety competition

among U. S. Railroads and is coordinated through the World Safety Research Institute in cooperation with the Harrimans.

Facts and Figures

We received from:

- Hauling freight
- Carrying passengers and express on our busses
- Other transportation services
- Net rental from freight cars and other equipment

A total of

We paid out or provided for:

- Keeping roadbed and structures in repair and clear of snow
- Keeping locomotives, cars and other equipment in repair
- Running trains, station and yard expenses
- Pricing and sales of our services
- Managing the business and keeping records
- Payroll taxes
- State and local taxes
- Interest on borrowed money
- Other miscellaneous charges—net

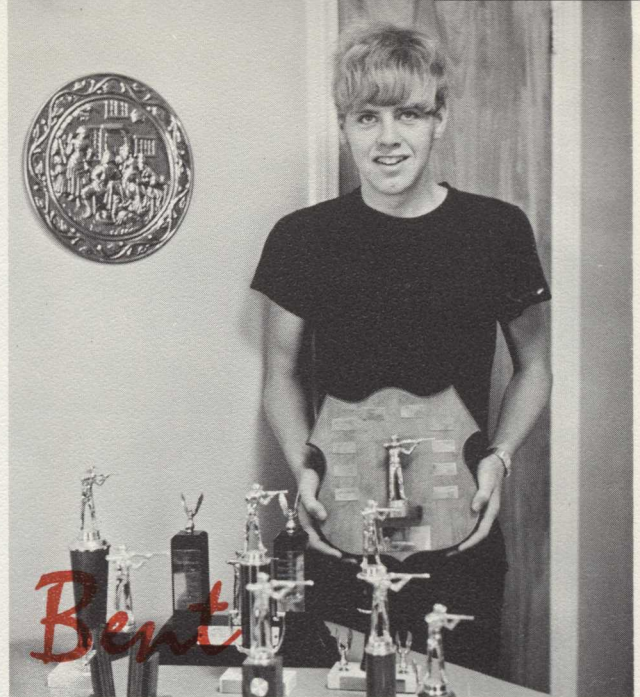
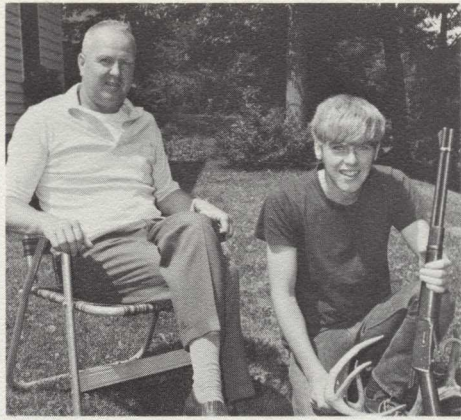
A total of

Our net income (loss) was

- Add—Incentive per diem earnings (excluded above) that cannot be used for general purposes
- Dividends received from our subsidiaries (excluded above)

The Net Income (Loss) reported to the ICC

	June		Six Months Ended 6/30	
	1971	1970	1971	1970
\$	916,234	972,629	\$6,721,119	\$7,285,268
	31,007	21,140	150,481	132,004
	21,465	16,733	120,289	98,674
	465,702	445,900	1,675,729	1,447,928
	<u>1,434,408</u>	<u>1,456,402</u>	<u>8,667,618</u>	<u>8,963,874</u>
	271,094	314,476	1,892,305	1,948,769
	371,634	406,888	2,151,448	2,479,958
	303,002	354,380	2,286,322	2,450,091
	25,249	30,736	153,607	177,676
	72,015	91,256	461,683	502,695
	78,326	66,762	437,459	428,855
	32,525	32,665	195,354	195,108
	111,552	121,032	692,798	699,833
	(3,637)	(7,766)	8,486	17,117
	<u>1,261,760</u>	<u>1,410,429</u>	<u>8,279,462</u>	<u>8,900,102</u>
	172,648	45,973	388,156	63,772
	7,529	—	229,149	—
	—	—	140,311	465,000
	<u>\$ 180,177</u>	<u>\$ 45,973</u>	<u>\$ 757,616</u>	<u>\$ 528,772</u>



As The Twig Is Bent

Top, left, Gregg Canders and his dad, Engineer Jim Canders, and the rack from a trophy buck Gregg took with his dad's .30-.30 saddle gun. At right, Gregg displays some of the trophies he's won as a member of the Hampden Junior Rifle Team.

Not every boy of 18 hates soap and water, razors and that segment of society that's over 18.

Take Gregg Canders. Not quite 18, but only a couple of heartbeats away from it. He wouldn't be caught dead with unshorn locks. Or pot. Or booze.

As a high school senior, Gregg has twice been on the four-man state championship rifle team from Hampden High School. His shooting trophies and medals make a pretty impressive pile. This year he posted the third highest individual score in the state meet with a 371 out of a possible 400. And he won the Morris Dunfey and the Henry F. Hill, Jr., trophies for his performance in the Pine Tree Postal League; he had the highest individual standing in the league.

For the uninitiated, riflery isn't much of a spectator sport and it's not very glamorous. It demands an extraordinarily high degree of concentration and discipline to hone a skill to championship form. And, make no mistake, the competition is keen among the 100 or so shooters who compete in the championships.

So what's the appeal when you could be driving a hot rod or out with the hordes of young people bent on their hedonistic search for entertainment? For Gregg,

who's the son of Bangor and Aroostook Engineer Jim Canders, the challenge is the fun of competing against others, but also against yourself. It's a sport that demands discipline and concentration that not everyone is capable of. Frequently, only a point separates the top scorers in a match and the pressure on the shooter, when he needs steely nerves to squeeze his shot off, is tremendous.

Gregg was nine when his dad first took him to a local gravel pit to begin teaching him the rudiments of shooting and the all-important safety consciousness that a shooter must have. It's probably the best example of how a parent can point the way toward responsibility and citizenship. Both the Canders men share the same enthusiasm for hunting, but his father has been careful to imbue Gregg with a philosophy that one doesn't shoot until he's 100% sure of his game because no quarry is as valuable as a human life. Nor does he destroy property.

Gregg took his first deer with his father's .30-.30 at age 13, a nine-pointer by the Eastern count. The next one, a couple of years later, was a ten-point buck. He's also taken a black bear.

Gregg won his letter for riflery

when he was a freshman at Hampden Academy and earned the expert rating the same year. Last year his scores in competition earned him the classification of distinguished expert.

The shooting season runs from fall until early June. For Gregg and his teammates, it means firing at least 50 rounds on shooting night, plus many more hours of holding the heavy target rifles 'dry firing' at home to hone muscles and timing into competition form.

A couple of years ago, Gregg won a course in scuba diving as a door prize at a sportsman's show and it opened up a whole new avocation to him. Now he makes a couple of dives a month with the Maine Sub Aqua Club, often bringing home a basket of succulent scallops for the family table. His deepest dive has been 92 feet and the experiences under water have whetted his interest in a career in oceanography.

He doesn't have as much time as he'd like for diving because he works at a local restaurant and as a groundskeeper in Hampden where he lives. Come to think of it, the hours of Gregg Canders' days are so full he wouldn't have much time for much 'devilment,' as an older generation might have put it, even if he were inclined.

In The Family

General Offices

At a May 31 ceremony at St. Joseph's Catholic Church in Brewer, Miss M. Lucille Dougherty became the wife of John Brimmer. The couple had as their attendants Mrs. William Dougherty of Scotia, N. Y., sister-in-law of the bride and Mr. Brimmer's son, Russell Brimmer, of Brewer. The Rev. Richard Harvey officiated at the wedding and Msgr. Daniel J. Honan gave the homily. A reception was held at the home of the bride following the ceremony.

Mrs. Brimmer is a secretary in the Executive Department and Mr. Brimmer is employed at R. B. Dunning Company. Following a wedding trip, the couple are residing at 142 Chamberlain Street, Brewer.

Mary C. Wood, secretary in the Executive Department, and Ouida M. Long, secretary in the Traffic Department, drove to Shrewsbury, Mass., on June 25, where they were joined by Joanne and Robert Long, children of Mr. and Mrs. Joseph Long, for a trip to Oxnard, California, to visit Mr. and Mrs. J. V. LeBrun and children, Jeannine, Roger and David. Mrs. LeBrun is the former Iris Long of Fort Kent and Val is a native of Van Buren.

Highlights of their trip were their first flight on an American 747, a day at Disneyland, Magic Mountain, Danish Village at Solvang and a tour through Santa Barbara and Santa Ynes Missions. A very special treat was a Japanese dinner prepared at home by two long-time Japanese friends (Toko-san and Fusaco-san) of the LeBruns—complete with chopsticks. Also, one day was spent at "Dennis the Menace" Beach breaking the Pacific surf. Above photo was taken at 11:30 p.m. on the way to Point Mugu Beach for Grunion fishing—which, by law, can be caught only by hand. This fish resembles a smelt and runs only at night onto the California beaches at high tide to spawn.

Mary and Ouida returned to the East Coast July 2 and visited in Massachusetts and New Hampshire before coming back to Bangor.

Jonathan W. Sprague, son of Richard W. Sprague, vice president-public relations, was graduated from Freeport High School in June. He will attend the University of Maine at Gorham in September.

Mechanical Dept.

A family reunion was held at the home of Mr. and Mrs. Merle Leonard in observance of their 50th Wedding Anniversary.

Merle Leonard and Adelia Randall met while both were employed by the Bangor and Aroostook at Derby. They were married June 18, 1921 in Bangor. Wesley and Elizabeth Randall were in attend-

ance. The couple enjoyed a honeymoon trip to Boston and Niagara Falls, and repeated it in 1961 on their 40th Anniversary.

Mr. Leonard was also employed by the Milo Farmers Union and retired from the Milo Post Office in 1954, after 26 years service. Mrs. Leonard retired from the Bangor and Aroostook in 1961 with 44 years' continuous service.

Mr. Leonard is a 32nd degree Mason with 55 years of membership in Piscataquis Lodge #44 A. F. and A. M. and 50 years in Anah Temple Shrine. He is a charter member of American Legion Post #41 and belongs to the Veterans of World War I, Barracks 2124.

Mrs. Leonard belongs to the Eastern Star, American Legion Auxiliary, World War I Veterans Auxiliary, Milo Garden Club, Milo Community Hospital Auxiliary, New Idea Club, and the Golden Rule Class of the Milo Baptist Church.

They have one son, Norman, and four grandchildren, Laurie, Jill, David, and Susan, all of Milo.

Congratulatory cards and gifts were received from many organizations and friends.

Family members came from Dover-Foxcroft, Bradford, Bangor, Hampden, and Newport.

Mrs. Margaret Ewings and Roland Joseph Cameron, Jr., exchanged wedding vows, June 5 at the Seventh Day Adventist Church in Oakfield with the Rev. Gerald J. Hersom of the Oakfield Baptist Church officiating. The bride is the daughter of Mrs. Glendora Russell and the late Harry Russell. The bridegroom is the son of Car Inspector and Mrs. Roland J. Cameron, Sr. The bride attended school in Smyrna Mills. The bridegroom is a 1967 graduate of Oakfield Community High School and is employed by Guy Friel and Sons of Smyrna Mills.

Miss Patricia Lois Cunningham, daughter of Carpenter and Mrs. Elmer Cunningham of Derby, became the bride of Dennis Raymond Lyford, son of Mr. and Mrs. Raymond Lyford of Dover-Foxcroft, July 2. The wedding was held at St. Joseph's Episcopal Church with the Rev. Alexander Hamilton officiating. Matron of honor was Mrs. Gerald G. Brown of Brockton, Mass., and best man was Thomas Lyford of Rumford.

A reception was held at the Derby Community Hall.

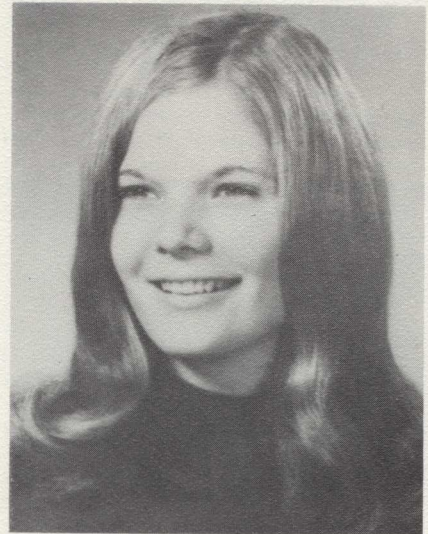
The bride, a graduate of Milo High School and the School of Radiology, Eastern Maine Medical Center, is employed at the Milo Community Hospital. The bridegroom, a graduate of Foxcroft Academy, is employed at Moosehead Manufacturing Co. The couple will reside at Lincoln Street, Dover-Foxcroft.

We were sorry to hear of the death of Carman Chester E. Jellison, Northern Maine Junction. He had been on disability annuity since July 1968.



Pictured during their trip to California are Mary Wood and Ouida Long, along with Roger LeBrun, Joanne Long, Robert Long and Jeannine LeBrun, all relatives of Ouida. The photograph was made prior to a grunion fishing expedition at Oxnard.

He entered service with the BAR as a laborer October, 1947 and was working as a car inspector at the time of his disability.



Conductor and Mrs. Michael F. Ryan of Island Falls have announced the engagement of their daughter, Elizabeth Ann, to Jeffery Earl Lord, son of Mr. and Mrs. Kenneth Lord of Patten. Miss Ryan is a 1971 graduate of Island Falls High School and is employed at Bishops Lake, Ont. Mr. Lord is a 1970 graduate of Katahdin High School and is employed by his father. Miss Ryan is also the granddaughter of retired Section Foreman and Mrs. Carl R. Porter of Grindstone.



Engine Cleaner **George A. McGinley**, Northern Maine Junction, retired June 30, 1971, to take his pension. Diesel Supervisor **N. E. Skoog** congratulated him on his retirement and presented him with his retirement pin.

He was born December 20, 1905 at Winn, Maine, and started work for the BAR January 1952 as a laborer and then went to an engine cleaner. Prior to working for the BAR he was self-employed.

Mr. McGinley is a member of International Brotherhood of Firemen and Oilers. He is married and has six children, **Gloria Pickard**, **Mona Small**, **Patricia Goodspeed**, **Douglass McGinley**, **Judith Estes**, all of Hermon; and **George McGinley, Jr.**, of East Bellmore, New York.

He resides with his wife, **Melora**, at RFD #1, Carmel, Maine.

Mr. and Mrs. **Louis Robarge**, Manchester, Conn., have announced the engagement of their daughter, **Holly**, to **Michael G. Pinette**, son of Electrician and Mrs. **Norman G. Pinette** of Derby. Miss Robarge is a graduate of Manchester High School in 1969 and is employed by the Phoenix Mutual Life Insurance Co., at Hartford, Conn. Mr. Pinette is a graduate of Milo High School in 1965 and is employed by Pratt and Whitney at East Hartford, Conn.

We were sorry to hear of the death of **Leroy J. Hoskins**, a former BAR employee who died May 20 at a Bangor hospital following a long illness. He was born at Milo, February 24, 1897, and was a veteran of World War I, a 50-year member of the American Legion, Penquis Barracks, World War I. At the time of his death, he was custodian of the Milo Post Office.

He is survived by his widow, **Mary Crockett Hoskins**, four daughters, **Mrs. Carl (Rose) Carlson**, **Mrs. Merle (Ruth) Clark**, both of Milo, **Mrs. Mervin (Pearl) Johnston** and **Mrs. Donald (Janet) Annis**, both of Bangor; three brothers, **Ned** and **Carl** of Milo, **Roscoe** of Brunswick; three sisters, **Mrs. Lula Grant**, **Mrs. Flossie Gilbert** and **Mrs. Evelyn Downes**, all of Milo, as well as grandchildren, nieces and nephews.

Miss **Sharon Eileen Rhoda**, daughter of **Welder** and **Mrs. Frederick Rhoda** of Milo became the bride of **Ronald Earl**

Purdue, son of Mr. and Mrs. **Kenneth Purdue**, June 18. The ceremony was performed by the Rev. **Alexander Hamilton** at St. John's Episcopal Church.

The maid of honor was Miss **Linda Gerow** of Portland, and the best man was **Rodney Washburn**. The bride is a graduate of Penquis Valley High School and is employed by the Merrill Trust Co., Bangor. The bridegroom is a graduate of Penquis Valley High School and is employed by the Dexter Shoe Co. at Milo.

At Commencement Exercises held at Penquis Valley High School **Paul Rhoda**, son of Car Repairer and Mrs. **Earl Rhoda**, received the Bausch-Lombe Honorary Science Award, the Henry Heal, Jr., Award, the Valedictorian Award and the Brownville Junction Y.M.C.A. Scholarship Award. **Elizabeth Paul**, daughter of Air Brake Repairer and Mrs. **John Paul** of Derby, received a Husson College Award, an Honor Key Award, and she also gave the Second Honor Essay.

Transportation Dept.

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

Chief Clerk **Louis Larson**, Presque Isle, his wife and two of his daughters, **Norma** and **Joyce**, are on a five-week tour of the Scandinavian countries.

Retired Supervisory Agent **R. T. Clark, Sr.**, Fort Fairfield, and his grandson, **Peter Clark**, recently spent three days fishing on the Little Tobique River in New Brunswick, Canada. The fishing was more than excellent as they caught their 80 fish limit within a few hours.

Supervisory Agent **H. A. Labbe**, Presque Isle, spent a week in June fishing on the headwaters of the St. John River with a group of men from Mars Hill and it took them two days to catch that many.

Daniel J. Gerard, son of Relief Agent and Mrs. **E. J. Gerard**, has recently been promoted to Divisional Branch Manager, merchandise-buyer. Daniel has been with Bloomingdale, Inc., of New York since early last fall. He will be in charge of the buying of all soft wares, at the Fresh Meadows, L. I., Branch Store. He was graduated from Providence College, in R. I., with a B.S. degree in Business Administration.

Miss **Tanya Leigh Rowe**, daughter of Train Dispatcher and Mrs. **John A. Rowe**, Houlton, was among the 10 graduates of the Maine Medical Center School of Radiologic Technology who received diplomas in ceremonies at Luther Bonney Auditorium, Portland, in June.

Barbara Benn, daughter of Dispatcher **R. P. Benn**, a 1971 graduate of Houlton High School, will enter the Mercy Hospital, Portland, in September for nurses' training.

Danny Carroll, son of Assistant Chief Dispatcher and Mrs. **P. A. Carroll**, and a 1971 graduate of Houlton High School, has been accepted at the Maine Maritime Academy at Castine.



Mrs. **Gerald Chase**

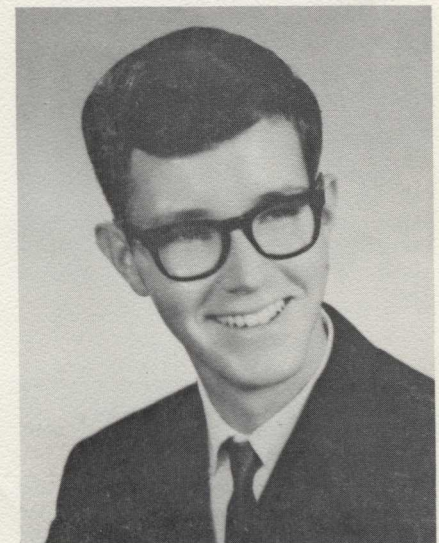
Miss **Anne Marie Kearney**, daughter of Mr. and Mrs. **George L. Kearney**, 8 Highland Avenue, Houlton, and **Gerald Chase**, son of Mr. **Linwood Chase** and the late **Maxine Chase**, of Augusta, were married June 5 in St. Mary's Church, Houlton. The Rev. **Raymond McKeone** performed the ceremony.

The bride was given in marriage by her father. Mrs. **Anne Smith** was the matron of honor. Miss **Cynthia Murray**, of Old Town, **Mrs. Anne Small**, of Augusta, and **Mrs. Kathy Marsh**, of New Hampshire, were the bridesmaids.

Edward Smith of Augusta was best man. The wedding reception was held at the Northland Hotel.

The bride graduated from Houlton High School and Augusta General Hospital School of X-ray Technology. She is now on the staff of that hospital.

Mr. Chase was graduated from Cony High School in Augusta and is enrolled at the University of Maine, Augusta. He is employed at Lowe Bros. of Augusta.



Thomas A. Mercier, Jr., son of Chief

Claim Adjuster and Mrs. *Tom Mercier*, was graduated from the University of Maine with distinction in June. Tom, Jr., had a "B" average for four years at Maine and earned his BA degree in psychology.

Asst. Supt. Transportation *L. S. Milton* and family spent the first week of July vacationing on Prince Edward Island.

Debra Goodall, daughter of Engineer and Mrs. *R. A. Goodall*, Oakfield, was on the Dean's list at the University of Maine, Presque Isle, the last semester.

Melvin J. Arnold, retired Supervisory Agent, of Bangor, died May 15 following a brief illness. He was born in Marysville, N. B., Dec. 17, 1898, the son of *Judson* and *Catherine (Davenport) Arnold*.

He was a World War I veteran of the Canadian Army and served in France and Russia. After studying telegraphy, he worked as an operator and station agent for the Canadian National Railway. He entered the employ of the Bangor and Aroostook May 22, 1922, and worked as operator at Millinocket, agent at Hampden and supervisory agent at Northern Maine Junction, retiring Dec. 31, 1963.

He was a member of Eastern Star Grange No. 1 of Hampden, Mystic Lodge No. 55, A. F. and A. M., of Hampden, St. John's Commandery No. 3 of Bangor and a member of the Transportation Communications Division and the Royal Canadian Legion.

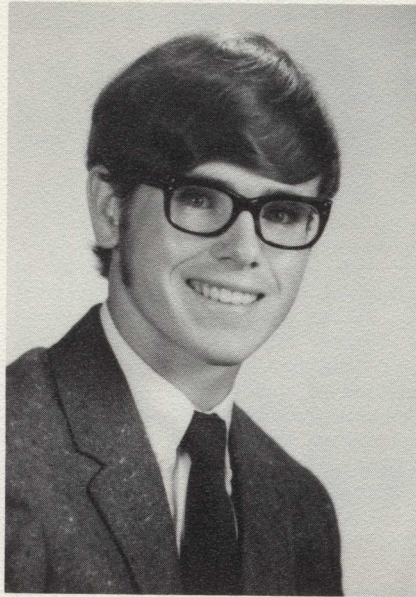
Accounting Dept.



Mr. and Mrs. James E. Wade

Miss *Aleta Lorraine Littlefield*, daughter of Freight Revenue Clerk and Mrs. *Laurel Littlefield*, became the bride of *James E. Wade, Jr.*, son of *James E. Wade, Sr.*, and the late *Mae Wade* of Bangor on June 19. The ceremony was performed by the Rev. *Clifton Ives* at the First Methodist Church in Bangor. The bride is a graduate of Presque Isle High School and attended the University of Maine, Presque Isle. She is employed at Emple Woolen Mills in Brewer. The bridegroom is a graduate of Bangor High School and attended University of Maine, Orono. He

is employed at Day's in Bangor. The couple will reside in Bangor.



David B. Sawyer

David B. Sawyer, son of Freight Claim Agent and Mrs. *Burton A. Sawyer*, graduated from Brewer High School June 17, 1971. During his high school years he participated and earned his letter in track. He was chosen a member of Dirigo Boys' State in 1970. Upon graduation he was awarded the Maine Teachers Association Certificate of Academic Achievement in English.

David has been accepted at the University of Maine in the College of Life Sciences and Agriculture, with a major in biology.

Pauline Mercier, wife of Chief Claim Adjuster *Tom Mercier*, is convalescing at home following surgery.

Randy E. Littlefield, son of Freight Revenue Clerk and Mrs. *Laurel Littlefield*, was among the thirteen members of DeMolay who attended DeMolay Leadership Camp at Colebrook, Conn., on June 20-26. This is the first time Maine has been represented at this regional since it was made possible in part by a gift of \$750 by Anah Temple Shrine of Bangor to send ten members for the week's training camp. All of the members who made this trip are serving as officers of local chapters or state organizations.

Seth Gilman, Clerk in Revenue Section, is convalescing at his home in Brewer after recent surgery.

We are sorry to learn that *Charlie Campbell*, retired chief clerk of the Revenue Section, is a patient at Paulsen Nursing Home, Bangor.

Mr. and Mrs. *Lawrence Titus* have recently had as house guests their daughter-in-law, Mrs. *David Titus*, and their granddaughter, *Jennifer*, of Louisville, Ky. Mrs. *Alice Titus* is a Key Punch Operator in the Data Processing Section.

Traffic and Marketing

Stephen Tardif, son of Asst. Regional Vice President-Sales and Mrs. *Norman Tardif*, graduated from Presque Isle High School in June. Stephen plans to continue his studies at the University of Maine-Presque Isle.

Garrett Lovett, Jr., son of Asst. General Freight Agent and Mrs. *Garrett Lovett*, graduated from Hermon High School. Garrett will enter the Maine Maritime Academy in the fall.

We were sorry to hear of the death of *Raymond Deshane*, brother of Asst. General Freight Agent *George Deshane*, who died at Togus on June 28.

Purchases and Stores

Panel Clerk *George Crabtree* recently retired after 46 years' service with the railroad. His many friends wish him a long and happy retirement.

Manager of Purchases and Stores *H. F. Bell* has been named as President of the New England Railroad Club.

Miss *Bretta Jean Hussey* became the bride of *Benjamin Patton Maguire*, May 29, in an outdoor ceremony at the Princeton Battlefield Memorial Park at Princeton, N. J. *Ernest Gordon*, Dean of the Chapel of Princeton University, performed the ceremony.

The bride is the daughter of Stores Department employee Mr. and Mrs. *George A. Hussey* of Milo, and the bridegroom is the son of Mrs. *H. B. Maguire* and the late *H. B. Maguire* of Miquon, Pa.

The couple will reside at New Hope, Pa.



George C. Crabtree, left, receives his retirement pin from Manager of Purchases and Stores *Harold Dell*. He entered service in 1906 as a laborer and has been clerk and printer. He is a native of Abbot and was educated in local schools.

Car Service Dept.



Anne-Elizabeth Ingerson

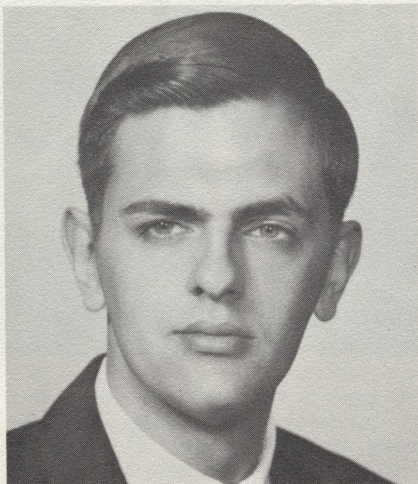
Anne-Elizabeth Ingerson, daughter of Chief Car Distributor and Mrs. *Oma Ingerson* received her Bachelor of Arts Degree in Political Science with highest distinction from University of Maine in June. She graduated 34th in a class of 1441. While attending Maine Anne-Elizabeth became a member of NEAL Mathetai, Pi Sigma Alpha, Phi Kappa Phi and Phi Beta Kappa, all honor sororities. She plans to attend the University of North Dakota this fall to study law.

Highway Division

Friends and co-workers welcomed *Ron Faunce* back to work in May after an operation and illness.

Mr. and Mrs. *Roland Faunce, Sr.*, of Winslow, Arizona, vacationed at the home of their son, Secretary-Highway Division *Ron Faunce* and his family, in Stockton Springs during the month of June.

The Highway Division has a new bus driver, *Harold Moses*, formerly of the Accounting Department.



John L. O'Connell

John Leslie O'Connell, Sr., son of Bus Driver and Mrs. *Patrick O'Connell* of Brewer received his Bachelor of Science Degree in Business Administration from Husson College May 29.

Mr. O'Connell has accepted a job as personnel manager with Fox & Ginn, Inc., of Bangor. He is married to the former *Claudette Soucy* of Fort Kent. They have one son, *John, Jr.*

Chief Clerk *Edith Jordan* and her husband, *Karl*, were guests of Chrysler Corp. for five days in May in Montreal, Quebec. *Karl* was named top salesman in New England Area Bangor Dodge Division for the third year in a row. While in Montreal the Jordans, along with the other Chrysler winners, toured Old Montreal as well as New Montreal and stayed at the Chateau Champlain. They also visited the Laurentian Mountains, Quebec City and the famous resort L'Esterol.

Engineering Dept.

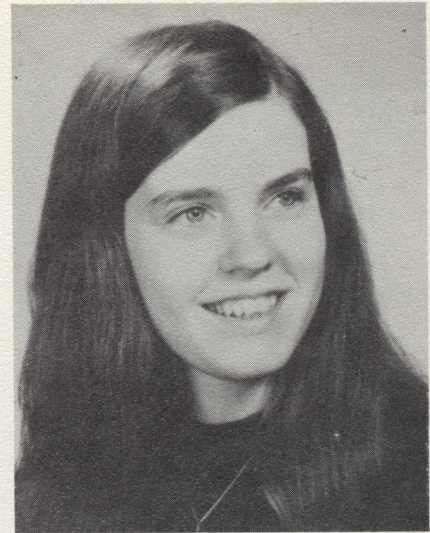


Miss Gail Dyer

Miss Gail Dyer, daughter of Section Foreman and Mrs. *A. L. Dyer*, Presque Isle, was a June graduate of Presque Isle High School. She was the recipient of a Grant Memorial United Methodist Church Scholarship, and was an honor student during her senior year. She has been a part-time employee at Cook's Florist Shop, Presque Isle, for the past three years, and has been accepted at Ritters School of Floral Design, Boston, Massachusetts.

Sherry Jackins, daughter of Painter *L. G. Jackins* and granddaughter of Timber Agent *G. L. Jackins*, enlisted in the WACS and has reported to Fort McClellan, Alabama, for basic training. After basic she will attend a personnel school. *Miss Jackins* is a member of the graduating class of Houlton High School.

Miss Myrna Joslyn Doherty, daughter of Trackman and Mrs. *Donald E. Doherty*, became the bride of *Edward Francis Charbonneau*, son of *John Charbon-*



Miss Sherry Jackins

neau and the late Mrs. *Mildred Charbonneau* of Utica, N. Y., on July 7 at the Freewill Baptist Church at Linneus. The double ring service was performed by the Rev. *Vinal Thomas*. Mrs. *Fay Brewer* was matron of honor. A reception followed at the Roosevelt School gymnasium.

The bride is a graduate of Aroostook Central High School at Mars Hill and received her wings from the Universal Airlines School at Miami, Florida. She has been accepted for the Licensed Practical Nurses training course starting in September. The bridegroom was graduated from Burlington High School in Vermont and served four years in the U. S. Marines.

The Ohio Street Evangelical Covenant Church in Bangor was the scene of the wedding of Mrs. *Agnes P. Osgood* of Bangor to Equipment Operator *Daniel H. Brayson* of Fort Fairfield June 19. The Rev. *Donald Olson* officiated. The bride was attended by her daughter, Mrs. *Naida Gallant* of Glenburn. Her other attendants were her daughter, Mrs. *Norma MacManus* of Veazie and Mrs. *Verlie Laine* of Suffield, Connecticut, daughter of the bridegroom. Best man was *Murray Brayson* of Enfield, Connecticut, and ushers were *Ronald Brayson*, Buffalo, New York and *Gregory Brayson*, Fort Devens, Massachusetts, all sons of the groom. The reception was held at the V.F.W. Hall in Brewer.

Following a wedding trip to Nova Scotia and Prince Edward Island, the couple will reside in Fort Fairfield.

Our sympathy to Trackman *Carlton Whittaker* of Presque Isle, and other members of the family, in the death of his brother, *Allen J. Whittaker*, at St. Charles, Missouri. Mr. Whittaker worked as a trackman on the Easton Section from 1947 to 1950.

Our sympathy to the family of former employee *Harry L. MacNeil*, who died June 13 in a Presque Isle nursing home after a long illness.

Miss Deborah Lynn Clark, daughter of Foreman and Mrs. Norman D. Clark of Oakfield, became the bride of Kirby D. Hardy, son of Mr. and Mrs. Dana Hardy of Merrill, June 25 at the Oakfield Baptist Church. The Rev. John Ruth officiated. The couple graduated from Oakfield High School in June. Mr. Hardy is employed with his father.

Miss Marilyn Burton, daughter of Equipment Operator and Mrs. John L. Burton, was initiated into the Florida Gamma Chapter of Theta Alpha Phi May 19. Membership to this national theatre organization is achieved by working on a number of college productions, for which a point value is given.

Miss Burton will be a junior at Ronnins College, Winter Park, Florida, this fall. She has participated in such capacities this past year as assistant director for "Marat-Sade," assistant stage manager for "A Flea in Her Ear," costume mistress for "Blood Wedding," and "You Can't Take It With You," and has worked on many other productions both for the 1969-70 season and the 1970-71 season, including "Camelot," "The Rivals," and "The Devils." She is also administrative assistant for the fall 1971 musical, "Anything Goes."

Midshipman Thomas E. Childers I-C, son of Superintendent of Signals and Communications and Mrs. Childers was graduated from the Kings Point United States Merchant Marine Academy in Long Island in June. He received the award for the outstanding seaman in his class.

Mrs. Dawn D. Hafford was recently married to Section Foreman A. W. Simpson. Following a wedding trip to Prince Edward Island and along the coast of Maine, they will be at home in Presque Isle.

Mr. and Mrs. Gilman R. Drinkwater of Auburn, have announced the engagement of their daughter, Gail Ruth, to Wayne G. Lyford, son of Retired Section Foreman and Mrs. Merle E. Lyford, Sr., Milo. An August wedding is planned.

Miss Drinkwater, a graduate of Edward Little High School, is employed at the New England Telephone Company at Lewiston.

Mr. Lyford, a graduate of Milo High School, is a student at the University of Maine at Portland-Gorham.

Assistant Engineer-Real Estate Roger R. Randall was elected First Vice President of the School Board of the State of Maine at the annual meeting held at Orono on July 12.

Our sympathy is extended to the family of Equipment Operator Gerald D. Henry who died July 3 at a Houlton hospital. He was born at Dyer Brook, May 9, 1917, the son of Wilfred and Amy (Morrison) Henry. Mr. Henry entered BAR service as a trackman at Oakfield on April 3, 1947 and since that time has worked as a flangerman, equipment operator and trackliner foreman.

Surviving are his widow, Leila, of Oakfield; one son, Brian, of Brewer; one daughter, Mrs. Burton (Suzanne) Len-

tine, of Oakfield; one grandson, several nieces and nephews.

Funeral services were held at the Dunn Funeral Home July 6, with the Rev. John Ruth officiating. Burial was in the Oakfield Cemetery.

Superintendent of Signals and Communications and Mrs. H. E. Childers, and Susan, and Mechanic and Mrs. Frank E. Beaulieu, of Houlton spent a few days in Long Island, New York, where they attended the June graduation of Ensign Thomas Childers from the U. S. Merchant Marine Academy.

Assistant Superintendent of Track and Mrs. Leo C. Fournier and sons, recently spent a week's vacation in Vermont visiting relatives.

Denise Page, daughter of Section Foreman and Mrs. W. H. Page of Ashland was a sixth grade honor student at Ashland Central School.

Mrs. W. H. Page and daughter, Denise, were in Southington, Connecticut, recently and attended the graduation of her nephew, Gary Chase, from Southington High School.

On July 7, 1971, a retirement party was held for Yardmaster Frank Stark at Northern Maine Junction. Supt. Trans. Herschel Lee spoke of Frank's work record on the BAR and the company presented Frank with two pieces of Samsonite luggage, a Polaroid camera with flash attachment and film. He was also presented with a money envelope from his many friends on the BAR. Those attending the party were: Mrs. Richard Havey, one of Mr. Stark's daughters, of Winterport; Keith Ashton, Cal Bachelder, Tom Brissette, Hamil Caron, Claude Chasse, Tom Collins, Slip Corey, Alan Dustin, Ron Faunce, Bob Groves, Clem Hatt, Paul Hayes, Al Hodston, Vern Holyoke, Oma Ingerson, Glen Jones, Edith Jordan, Lou Judkins, Thelma and Wynne Kelley, Bunk Kitchen, Frank Larlee, Don Lawrence, Herschel Lee, Liston Lewis, Linwood Littlefield, Clif Patten, Gary Pettengill, Rod Ralford, Gene Rideout, Byron Ryan, Hugh St. Onge, Bill Sawyer, Burt Sawyer, Bev Smith, Jim Steeves, Gloria Tozier, Ralph Tozier, Walter Travis, Mel Walls, and Galen Wiggins. Best wishes to Frank for a long, happy retirement!

Roadmaster Emmett D. Ross retired July 14, 1971, after 43 years of service with the railroad. A retirement party honoring Mr. Ross was held Friday, July 16, at the Engineering Department Office, Houlton. Refreshments were served. Attending were employees from the Engineering and Transportation Departments. Retirees M. A. Fairley, J. A. Allen and W. J. Strout also attended. Other guests were Emmett D. Ross, Jr., of Caribou, and Mrs. Waneta Moir and son, Paul, Millinocket, daughter and grandson of Mr. Ross.

Chief Engineer Vinal Welch gave a few brief remarks, congratulated Mr. Ross and presented him with a gift. He was also presented a gift and purse of money from his fellow employees.



Frank Stark and daughter,
Mrs. Richard Havey

Mr. Ross began BAR service in 1925 as a laborer. During his employment he has worked in the capacities of trackman, section foreman, ditcher foreman and extra gang foreman.



Don Ross and friend
(Continued from page 3)

for A, B and C flights were Ed DeGrasse, John Barnes and Laughton Jewett. John Currier, MeC, was nearest the pin in Flight A.

John McAnallen, MeC, turned in high gross of 134. Dale Anthony, BAR, came the longest distance while durable Ben Whitney, MeC, retired, and well into his 80's was the oldest player.

Waverly Alexander, tournament chairman, urged BAR golfers to attend the fall MeC tournament at Fairlawn.

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How would you like to do 40% of the work for only 14% of the pay?

Last year the railroads hauled more freight than all of the trucks and barges and airlines combined.

This adds up to 1,476,500,000 tons of not only coal and iron ore and chemicals, but oranges, canned peas and round steak. The public too often thinks of railroads carrying only heavy bulk commodities, and not relating everyday staples to rail transportation.

"But we must remember," the Secretary of Transportation said recently, "that those goods are shipped in bulk at vital stages of their manufacture or processing, and that without the mass movement capabilities of our railroad system... shopping bags could soon be empty."

Of the overwhelming number of products that are delivered finally by truck, rails play an indispensable role in their earlier movement and distribution.

The very fact that last year 3,487,668 trailers travelled piggyback on rail cars attests to the tremendous importance of a smooth, integrated, intermodal system of transportation.

For doing their 41.1% part in meeting our transportation needs, the railroads received 14.1% of the pay. But the fact that we pay far less to ship by rail than by other modes is not the problem. The railroads are proud to provide a dramatically economical way to ship. The problem is they lack the freedom to apply these economies intel-

ligently to changing needs and situations.

The rules governing one part of our transportation system differ in concept and application from rules governing another.

Today's railroads are forced to operate under a concept of restraints that dates back to the 1870's. These cumbersome and complex federal regulations are further complicated by overlapping state regulations.

There is no freedom for railroads to raise rates where rising costs have made it necessary.

There is no freedom for railroads to lower rates where possible.

There is no freedom for experimentation to streamline the rail system to operate efficiently within our modern day competitive economy, for its own health and that of our economy.

But there is a railroad crisis.

And it is a crisis that burdens every consumer with high cost and inefficient transportation.

It is a crisis perpetuated by laws that treat the railroads as a 19th century monopoly, rather than part of a 20th century intermodal transportation system.

The President himself has stated in his Economic Report to Congress that these laws are no longer justified.

It is time to end the crisis.