



MAINE LINE



MARCH - APRIL, 1972

BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

In the long history of human achievement, no theme has been more central than the motivation of various peoples. A fledgling nation like Israel with little more than courage and a fierce determination forged a modern nation out of a desert too inhospitable for anything except shepherds. Or tiny Finland, who for long weeks in 1939 held off the cream of the Red Army without tanks and artillery...just rifles and a streak of stubbornness that would not permit retreat.

Nor is it a phenomenon that's confined to the battlefield or politics. There have been towns that simply refused to die when all the economic symptoms indicated that the illness was terminal. And companies. Motivation seems such an impersonal word to describe such a powerful and personal force. I think attitude is a better word because it implies a state of mind that has been forged and shaped in the crucible of experience.

This preamble is a way of saying I believe that the attitude of its people is the major factor in the changes we have been able to make together on this railroad. It is a willingness to accept change, to assume, in some cases, more responsibility, to find a better way. Yet it's more than all these things. Perhaps the attitude is best summed up in a remark an employee made to me a few months ago.

"I've been working for this railroad for 22 years," he said, "and I intend to retire from it when the time comes."

What this man was saying, with typical Yankee understatement, was that he had invested too much of himself in the railroad to let it slip away without making an ultimate *personal* effort.

It would be easy to dismiss the instance as an isolated case. But there are just too many examples in the railroad family of people doing that bit more than what is required of them, or volunteering help and information in areas that are not their primary responsibilities. Multiply attitudes like that by several hundred and you have some concept of the power and potential it holds for any group of people. It's an almost classic illustration of the irresistible force.

I am not suggesting that such an intangible, immeasurable resource is a substitute for all the assets a company needs to make it healthy. It can't fulfill all the functions of money for improvements, for example. It can't create traffic where it does not exist. But without this resource, *none* of the other elements means anything. Money is of no use unless the tools it can buy are used wisely and well. And traffic to be moved is meaningless unless we transport it as though it were our own...with care and dispatch.

I have worked with railroad people on several different roads and known many, many good people. But I have not known an entire group of people with such consistently high standards of personal performance and responsibility as Bangor and Aroostook people. I doubt that anyone really knows what's responsible for an attitude like this. Perhaps it's just as well, for if one person knew, then it might give him entirely too much power. But attitude is a priceless asset for a company. I think we have it to an unusual degree. And I believe it assures the place of this railroad in the transportation picture for a long, long time.

Sincerely,

Alan Austin



NEWS BRIEFS



About the Cover

When the railroad had difficulty getting Train 58 out of Madawaska with Fraser's priority paper traffic in time to make connections with other carriers, the railroad and Fraser worked out an answer that involved night switching. Conductor Addis Beaupre's train and crew (pictured on the cover) handles the job now, and Train 58 is seldom out of Madawaska later than 6 a.m. (See story page 10)

Pictured with the first of the railroad's new red, white and blue boxcars are, left to right: GNP Traffic Manager Philip Paul, Trainmaster F. D. Larlee, Manager-Operations and Maintenance Linwood Littlefield, Conductor Chester Bragg and Supervisory Agent Walter Cook.

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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
FAYE ALBERT

In the order of 200 new boxcars being delivered, the second 100 cars were ordered in the bold red, white and blue color scheme initiated by the Bangor and Aroostook in the early 50s. The first cars in the new three-color paint job began showing up in March and for a good many railroad watchers it was like seeing an old friend. The new paint job has vertical color blocks instead of the traditional horizontal stripes. This was necessary, according to the Mechanical people, because the car has outside sheathing. But the 1972 red, white and blue boxcar has the same impact of its predecessor.

John H. Reed, former Governor of Maine and presently chairman of DOT's National Transportation Safety Board has written Director of Safety and Security Alvin W. DeLong, congratulating Bangor and Aroostook transportation employees on their 1971 safety record: "Certainly one sprained ankle among 300 employees throughout a full year is a record of which you may be very proud. I have been pleased to note that the Bangor and Aroostook already has honored its employees for their fine safety efforts. And from the statistics you cite, we would expect the entire Bangor and Aroostook work force to be very much among the leading candidates in its class for the railroad industry's coveted Harriman safety award for 1971. We shall be eagerly awaiting the award results.

"Employee safety is very closely allied

to our goal of improving the traveler's safety. Transportation and employee safety does have a common requirement—faithful attention to even the smallest detail of accident prevention. Your 300 Transportation Department employees obviously have followed this rule in exceptional degree.

"Permit me to extend to you, to Superintendent of Transportation Herschel P. Lee, and to the entire Department my personal congratulations for the near-perfect 1971 safety record and for the excellent showings in 1970 and 1969 as well."

Atlantic Towing, Ltd., a Canadian firm which has received Environmental Improvement Commission approval to construct oil storage facilities on our property at Searsport, has broken ground on the \$2,300,000 project. The six tanks have a capacity of 805,100 barrels. Atlantic will furnish Bunker C oil for Great Northern Paper Company.

The Bangor and Aroostook General Chairmen's Association is appealing to employees for contributions to the group's scholarship fund. Any amount is acceptable and contributions may be made through any one of the brotherhood general chairmen.

The association has \$1,600 in the fund now and a spokesman for the group said that \$2,000 is needed before it can be effective. Children of any Bangor and Aroostook employees would be eligible to apply for scholarship benefits.



WE BUILD A JOLLY GREEN GIANT

Derby Shops is humming with activity as the railroad begins a \$600,000 rebuild program to convert 150 insulated boxcars into cars for woodchips. The growing use of woodchips has placed pressure to increase the fleet of the railroad's 204 chip cars. The conversion program began at Derby March 27.

The 30-man crew on the production line will turn out a car a day until November 15. The finished car will be painted, appropriately, the light green of the Maine conifer forests whose fruits they will move and will bear the railroad's new logotype.

The car selected for the conversion is the railroad's 2000 series insulated boxcar which was conceived and built in 1950 and 1951 as a dual purpose car suitable for both potatoes and newsprint. The car was heated by an underslung charcoal heater which circulated a heated solution through pipes in the floor of the car. When not used in potato service, it was used in newsprint traffic. The car was one of the first series of new cars painted in what came to be a generation of red, white and blue cars. At the time, the departure from traditional boxcar red was regarded as a startling innovation.

The conversion to chip cars calls for complete stripping of all wood in the cars...ceilings, floors and inside linings...and the removal of the heating system and roof. The roofs are cut and removed in one piece. A side and end extension is added to in-

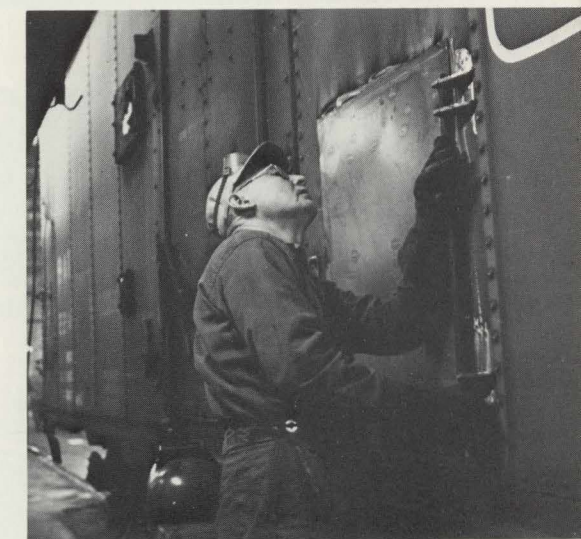
crease the cube of the car to 4586 cubic feet, the standard capacity of the road's chip cars.

A Mechanical Department supervisor, Car Foreman Dana Lovell, made a suggestion for work changes in the fabrication of the side and end extension that has been made part of the production line. The work on earlier conversions was performed, piece by piece, on the car. Lovell, a 34-year veteran, suggested fabricating the entire unit on a jig at ground level and lifting the unit in place with a hoist. Chief Mechanical Officer Harold Hanson said that the technique will effect significant savings in the program.

Except for ends, the interior of the car is sheathed with steel to make a smooth, flush cube and steel floors are added. A small access door is added to permit entrance for cleaning. Because the cars have been stored for a considerable time, the periodical work is usually out of date which means trucks must be inspected and brakes cleaned.

Unlike the rebuild program completed in 1971, the chip car conversion will require more dollars for man-hours than for materials. The current project will require nearly three times the man-hours that the rebuild program did and approximately 30 men required to do the job wouldn't be working without the project, according to Hanson.

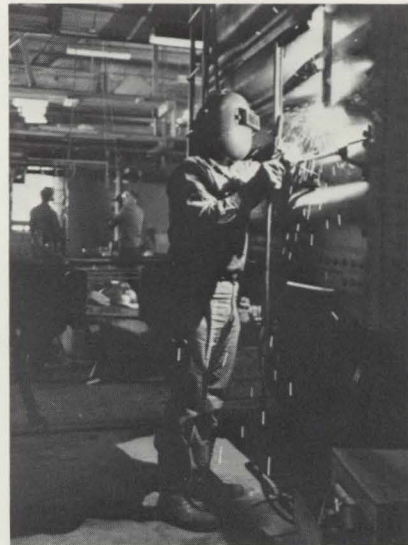
By the time the last car rolls off the line November 15, the railroad will have 354 cars in its chip car fleet.



On the opposite page, welders prepare to seal the door of the new chip car. Above, top, crews strip car linings and floors before the cars move onto the production line. Below, Carman Don Campbell installs an access door for cleaning on the chip car.



Frank Hamlin and Earl Rhodes (left) use torches to burn off adhesive left from the removal of insulation from the car. Middle, John Ellison and Tom McLean use a hoist to remove side frame to repair trucks. Lower picture, Bernard Ricker and Charles Clark use a jig to fabricate the side extension for the car. Below, Everett Black welds bracket on the chip car.





Executive Vice President Alan Dustin, left, presents the top safety award to Conductor Robert Labonte, Caribou, for the employees of the Transportation Department for the best safety record in comparison with other New England roads. Watching are Superintendent H. P. Lee and Trainmaster Keith Greenlaw. The Transportation Department now retains the award permanently for winning it three times in five years.

TRANSPORTATION TAKES SAFETY CROWN

The Bangor and Aroostook honored employees who contributed to the road's outstanding safety performance in 1971 March 7. For the first time the annual awards were made at a luncheon in Bangor with 50 employees, representing all employee groups, attending from the length of the railroad.

Executive Vice President Alan Dustin told the group that the railroad's safety performance reflects the individual efforts of its people and that all employees can take satisfaction in what they accomplished in 1971.

The Transportation Department walked away with safety honors, taking the Executive Vice President's Award and the Manager-Operations and Maintenance Award. The Transportation Department now takes permanent possession of the Executive Vice President's Award



Director of Safety and Security Alvin DeLong was master of ceremonies at an awards luncheon in Bangor March 7. DeLong paid tribute to the contribution of all employees who were responsible for the road's outstanding 1971 safety achievement. He particularly cited the Transportation Department who won the top two awards for the year.

after winning it three times in five years.

Conductor Robert Labonte, Caribou, accepted the Executive Vice President's Award for the Transportation Department. The award is given the department with the best safety record compared with other New England Railroads.

Engineman Richard Stanhope, Bangor, accepted the Manager-Operations and Maintenance Award for the Transportation Department for the most improved department record in 1971. Total injuries decreased from 36 in 1970 to 11 in 1971.

Chief Mechanical Officer Awards were accepted by Carman Leo Bustard, Oakfield, representing the Oakfield crews who achieved the best record for outside points; and Machinist Frank Day, Milo, who represented blacksmith and machine shop crews at Derby Shops.



Above, left, Engineman Richard Stanhope, Bangor, accepts Manager-Operations and Maintenance Award from Linwood W. Littlefield for the employees of the Transportation Department for the most improved department safety record in 1971. Also pictured are Trainmaster F. D. Larlee and Assistant Superintendent L. S. Milton. Above, right, Engineer Byron Blakely accepts Superintendent of Transportation Award from Supt. H. P. Lee for the enginemen of District 1. Pictured with him is Engineer Gary Karam.

Superintendent of Transportation Awards were accepted by Engineers Byron Blakely and Gary Karam, both of Bangor, for the enginemen of District 1. Conductors Glenn Jones, Houlton, and Kenneth Adams, Presque Isle, accepted an award for conductors and trainmen of Districts 2 and 3 who completed 1971 without a lost-time injury.

Chief Engineer Awards were presented to signals and communications employees and to maintenance of way employees of District 1. The awards were accepted by Leading Signalman John Rowe, Milo, and Section Foreman Merle Curtis, Hudson.

Merit Awards were also given members of the railroad's High-

way Division whose drivers had an injury free performance in 1971 and have completed 15 years without a lost-time injury, and employees of the Purchases and Stores Department who had no lost-time injuries in 1971 and who have worked nearly 250,000 man-hours without a lost-time injury.



Above, left, Conductor Kenneth Adams, Presque Isle, accepts a Superintendent of Transportation Award from Supt. H. P. Lee for the conductors and trainmen of Districts 2 and 3 who completed 1971 without a lost-time injury. Also pictured is Conductor Glenn Jones of Houlton. Lower, left, Chief Mechanical Officer Harold Hanson presents a special Award Of Merit to Shop Supt. E. J. Berry for all Mechanical Department employees at Derby who completed in excess of 1100 working days without a lost-time accident. Also pictured is Charles Burgess, master mechanic. Above, right, Section Foreman Merle Curtis, Hudson, accepts Chief Engineer Award for employees of District 1 from Principal Assistant Engineer Carvell Hatfield.

Foreman Alan Hearn, Derby, accepts an Award of Merit from Manager-Operations and Maintenance Linwood W. Littlefield for employees of the Purchases and Stores Department who had no lost-time injuries in 1971 and who had worked nearly 250,000 manhours without a lost-time injury. Also pictured are Harold Bell and Henry A. Thies, Northern Maine Junction.



Machinist Frank Day, Milo, accepts a Chief Mechanical Officer Award for the blacksmith and machine shop crews at Derby shops from CMO Harold Hanson for the best safety record among Mechanical Department crews at Derby. Also pictured are Foreman Henry Williams and C. S. Burgess, master mechanic.



Carman Leo Bustard, Oakfield, accepts a Chief Mechanical Officer Award from Harold Hanson, as Foreman B. B. Libby and C. S. Burgess watch. The award was made to the Oakfield crews for the best safety record among Mechanical Department crews outside of Derby.



Leading Signalman John Rowe, Milo, accepts a Chief Engineer Award for Signals and Communications employees from Carvell Hatfield as Superintendent of Signals and Communications Hiram Childers looks on.



Bus Operator Joseph Crandall, Houlton, accepts an Award of Merit from Manager-Operations and Maintenance Linwood W. Littlefield for employees of the Highway Division who had an injury-free performance in 1971 and who have completed 15 years without a lost-time injury. Also pictured is S. F. Corey, manager of the Highway Division.



WORKING OUT A PROBLEM TOGETHER

Top left, crew of the Madawaska local pause at the station to pick up switching list, a brief respite from the storm and cold that's welcomed by the men. Below, Engineer Delsey Laferriere at the controls of the diesel. Top, right, James Hogan, fireman, is a regular crew member of the local. Brakemen N. J. Bouchard, center, and R. R. Nadeau complete the crew of the local that performs night switching at the Fraser mill.



Until a year ago, the railroad's transportation people had problems every day to get Train 58 out of Madawaska with Fraser Paper's traffic in time to make the Maine Central connection with BR-4. A missed connection meant customer complaints and, sometimes, loss of the traffic to competing carriers. Train 58 had to be operated on what was virtually a passenger train schedule often by-passing pickups on its trip from Madawaska to Northern Maine Junction with priority paper shipments.

It was one of those situations that give trainmasters fits and cause veteran train crews to shake their heads. But now 1st 58 hardly ever leaves Madawaska later than 6 a.m. and it's virtually unheard of for it to miss the BR-4 connection. This contrast to the daily pressure and an all-out effort to meet the deadline didn't come about as a result from any new technology, but from a technique that's often forgotten in the I-got-mine-Jack-how-about-you attitude of a highly-competitive society. The managements of the railroad and Fraser sat down and talked as reasonable men, agreeing that a major problem for the railroad could ultimately be reflected in the paper company's operations.

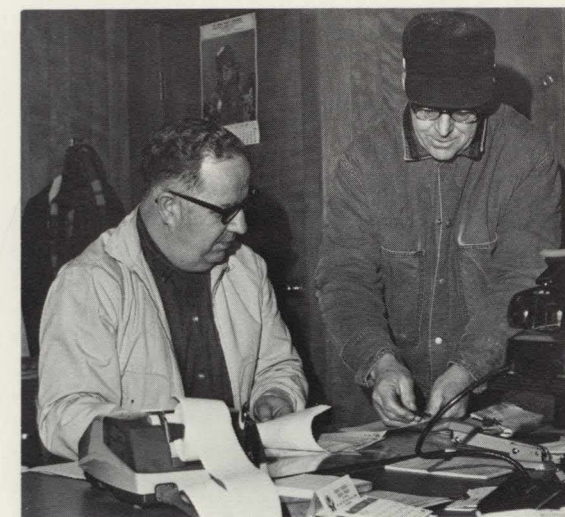
As a result of the talks, a night switching crew was added to give the company three switches a day, seven days a week, and

Fraser concentrated on loading and switching rail cars at night. Now, when No. 58 reports at 3:30 a.m. part of the job that used to cause such grief last year had been done by Conductor Addis Beaupre and his night crew. The train often gets out of Madawaska by 5 a.m. and rarely later than six. There's time to make pickups for other customers along the way and still make the all-important turnover to Maine Central, usually before midnight.

Charles Grantland, Fraser's traffic manager, admits that the transition has not been without problems nor are they completely ironed out yet. It has meant making changes in mill loading practices and sometimes Train 57, which arrives at 12:30 with inbound traffic, does a good deal of switching.

"But the concept is good," he says. "We shortened the track space when we added No. 8 machine. And now the output from No. 8 has increased product. We need the night switch. It helps the railroad make connections and that means better service to our customers."

Superintendent of Transportation Herschel P. Lee, the man who's responsible for moving the freight, feels that the cooperative effort by the two companies has eliminated a built-in delay that wasn't good for either Fraser or the railroad.



Veteran Conductor Addis Beaupre checks work to be done with Clerk George Chasse who handles the night trick at the station.

FROZEN FOODS GO PIGGYBACK

As more and more potatoes are processed each year in the five Aroostook plants, the rail potential for movement of processed potatoes grows as the fresh potato traffic declines. While the railroad has been in the business of moving carload traffic since the construction of the first plants, establishing a foothold in the piggyback movement has been slow business.

Plan II rates...an all rail piggyback movement...have been in effect since the early 60s, but generated little business. Plan V rates, a combination rail/common carrier truck movement, seemed to offer more potential for traffic although the difficulty of establishing such rates and service was greater. After nearly two years of effort, the first Plan V rates on frozen foods went into effect last month. They are less comprehensive than the railroad's marketing and traffic people would like to see but they are a beginning.

Two shipments have moved under the new rates, according to Norman Tardif, assistant regional vice president-sales who's responsible for the BAR's piggyback, with the promise of more to come. The processing industry has indicated the new service fills a need and will be used.

Perley Langley, traffic manager for Potato Service in Presque Isle, one of the long-time backers of the Plan V operation, put it this way:

"Sure there are savings in-

involved, but it's not so much the savings. Piggyback introduces a good competitive element into our transportation picture that we want."

Tardif estimates there's the potential for 2,000 trailers to New England points, traffic that's now moving exclusively over the highways. Massachusetts is a natural place to start; it's not far enough from Maine to be a good carload market but close enough to be a natural highway move.

There are approximately 6,000 more trailers of frozen foods that move to points outside of Massachusetts that the road's marketing people are eyeing hungrily. But that's another project and will depend on the success of the road's initial venture into Plan V.

The economics of the Plan V operation are sound for the processors. The rates are lower than the highway rates, yet the transit time isn't much more than an all-highway move. For the professional traffic manager, who's always reluctant to put all his eggs in a single basket, an alternative to highway that's cheaper and almost as fast has considerable appeal. No one is suggesting that the railroad will be able to corner the highway potential out of Aroostook but the marketing people feel they have every reason to believe there's a healthy potential there for the railroad and that Plan V is well launched.



Perley Langley, foreground (left photo), traffic manager of Potato Service, Presque Isle, is a long-time backer of Plan V piggyback. Pictured with him are William Felleman, left, the company's director of transportation, and Norman J. Tardif, assistant regional vice president-sales, for the railroad, who's responsible for the road's piggyback operations. Above, right, a tractor moves the first trailerload of Plan V frozen foods onto a car at Caribou. Below, Potato Service employees pose with the first trailerload of Plan V to leave the plant. They are: Foreman John Churchill, Assistant Traffic Manager Durwood Umphrey, Foreman Colby Clark and Dispatcher Hartley Gardiner.



THE GREAT LOCOMOTIVE RIDE

A 15-year-old waits for her first train ride as the Searsport local is made up at Searsport Yard for the 30-mile run to Northern Maine Junction. In an age when moonwalks are on the bill of fare, the railroad was still exciting and an adventure for this teenager, a phenomenon that is, at the same time, a reaffirmation and a promise of things to come.

(Railroaders take trains so much for granted we sometimes forget that most people see trains only at grade crossings or passing through the countryside with long strings of freight cars. Before the automobile killed off the passenger train, much of the public had direct contact with the railroad. Now, although everyone uses products that have moved by rail, the public is much less aware of the railroad simply because it is not so visible. And there's a whole generation of youngsters (the same ones who'll be tomorrow's shippers) who have never even ridden a train. Here, with an apology for the modest nepotism, is how the railroad appears through the eyes and mind of a 15-year-old. The testimonial is unsolicited, a reaffirmation of the timeless appeal of railroads, and a promise for the future. —ed.)

by Susan Sprague

"What did you do over winter vacation?" my friends ask.

I reply simply that I went on a train ride and watch the disbelief in their faces.

"But, where?" they demand. "Where did you find a train to ride on?"

I explain that my father works for the Bangor and Aroostook Railroad, and he had obtained permission for me to ride on a diesel engine. How odd it seems to my friends, in this age of automobiles and jet planes, that railroads are not only alive, but are doing a lively business. The age of the pas-

Susan Sprague watches with rapt attention as the tracks unfold ahead of the throbbing locomotive, right. Center, veteran Engineer A. H. Hodston jokes with his two young passengers as he waits for the air at Searsport. Below, Lise Mann and Susan get a first look at part of the electrical panel of the diesel.

senger trains in Maine has passed beyond their memories.

But a freight train thundering through a village can still make a person wish to ride a train to a far-away place. Even though I had never ridden on a train I had often watched them as they sped past highway crossings. And I had wondered what it would be like to ride such a train. One sunny afternoon in February, I had the chance to satisfy that ambition when my father, a friend, Lise Mann, and I boarded the engine of the Bangor and Aroostook's Searsport local at Searsport for the 30-mile trip to Northern Maine Junction.

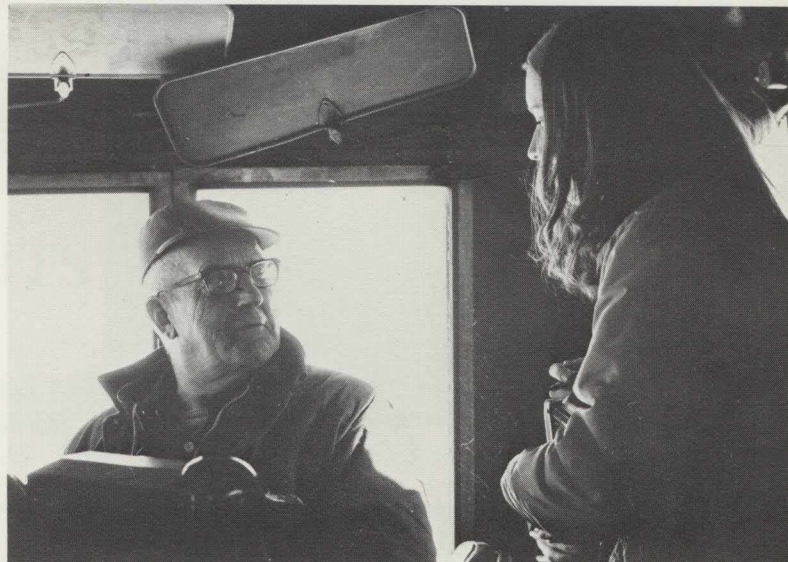
I was breathless with excitement by the time we climbed aboard the huge diesel. The engineer was Mr. Hodston, a big, kindly man who seemed pleased that we were riding with him. There was a wait while the brakes were checked before we could begin our ride. After this job, we took our seats and the train, fifty-six loaded cars and three-quarters of a mile long, started moving — slowly at first, but gathered speed until I could feel the throb of its power through the soles of my shoes.

The engineer pointed out landmarks to us... the snow covered mountains, the frozen streams, and the rocky shores of Penobscot Bay. Once we glimpsed a pair of velvet-brown deer leaping over the shiny rails to disappear into the dark firs, a routine event on the daily run, we were told.

Closer to Bangor we came to a long, flat stretch where a truck loaded with gravel was approaching a crossing. Abruptly, as if to race us, it sped across the tracks, missing us by seconds. Mr. Hodston's face was angry and this, too, he told us, was a ritual like the bounding deer, only a more dangerous gamble for the bulky truck and the train crew than for the graceful deer.

I drank all these new sights and sounds in hungrily, even the scary encounter with the truck. I was excited and pleased with the new experience. I pressed my nose close to the window and felt the cold of the winter afternoon as I saw the land from a new view. The world from the warm cab gave me a new insight into the romanticism of the railroad.

I had expected, when I boarded the train, a taciturn crew, dedicated single-mindedly to having the train on time. I found instead men with a warm enthusiasm for their work and quiet enjoyment in





One of the treats during the run was to signal the crew with the diesel's horn. If such a small act sounds "square" for a generation brought up on jet aircraft and automobiles, it is not confirmed by the expression on the young lady's face.

the daily run. I found a genuine concern on the crew's part for the railroad. This did not dispel the romanticism I had, it merely brought it down to a more practical plane, a view of the mechanics, railroad business and schedules.

Some of my preconceptions about the train were as I thought they would be... the undulating motion, a soothing rhythm so real I could hear the music of the engine on steel rails. Glancing at my father, I thought he understood what it is like to experience for the first time the motion of the train, and he must have smiled inwardly at my innocence. I thought of an excerpt from a poem I had read:

"Beyond the mountain pass
Mist deepens on the pane,
We rush into a rain,
That rattles double glass.
Wheels shake the road bed stone,
The pistons jerk and shove,
I stay up half the night
To see the land I love." —*Theodore Roethke*

"To see the land I love." The fast wheels beat out the rhythm of the poem and I saw pine trees, erect under the dusting of snow on their branches. I understood what the appeal of the trains must have been like a hundred years ago. I knew what had lured people across the country in search of adventure, land and riches. And I knew that part of that appeal was the human appetite for sheer movement. The railroad had offered the means.

When the trip was over at Northern Maine Junction, I felt sorry that it was not carrying me farther and farther to the north, taking me, as it had taken passengers an age ago, to places I had never been. As I climbed down the steps, I knew that I would not forget the strange grace of that hour on the railroad.



Engineman Wayne Duplisea donated his seat for part of the run to the two young observers. Below, a fledgling reporter makes copious notes on the new experience.





A capacity crowd attended the 11th BARCO Federal Credit Union annual meeting at Millinocket March 25. They enjoyed a lavish home-cooked dinner and danced until the early morning hours. Door prizes were won by Ralph Farrar, Francis Michaud, Dale Greenlaw, Paul Rosebush and William Harmon.

BARCO CELEBRATES ITS 11TH BIRTHDAY

Nearly 600 railroaders and their families attended the 11th BARCO Federal Credit Union annual meeting at Millinocket March 25. Following a business meeting at which Paul Hayes and John Rowe were elected to the board of directors and Irving Foster to the credit committee, a banquet and dance was held at the Elks Club.

The rest of the evening was devoted to visiting and merry-making for the railroaders, who seldom meet as a group except on the occasion of the BARCO meeting.

Door prizes were won by Ralph Farrar (a television set), Francis Michaud (a blender), Dale Greenlaw (an electric knife), Paul Rosebush (a toaster) and William Harmon (a typewriter).

BARCO's assets at the end of March were \$1,418,566.37 as compared with \$1,208,921.01 a year ago.



Charles S. Burgess, right, completed his term as a BARCO director and was congratulated by George Willette, treasurer of BARCO. He has been associated with BARCO since the credit union was organized 11 years ago.

BARCO officers pictured at right are (front): P. Carl Williams, Louis B. Neal, Ronald L. Condon, John A. Rowe, Jr., and Joseph Tinkham. At back are: I. L. Foster, O. Dale Anthony, Paul E. Hayes, Elmer K. Cunningham, Donald Brewer, Francis Michaud and George A. Willette.



At right, BARCO President O. Dale Anthony, reports to members at the annual meeting. John A. Rowe, Jr., far right, was elected to the board of directors this year. BARCO's assets increased by \$209,000 in 1971.



Mile Posts

40 YEARS SERVICE

Earle J. Boutillier

35 YEARS SERVICE

Daniel H. Brayson
Fred F. Fowler
Leo E. Russell
Walter L. Russell

30 YEARS SERVICE

John W. Ellison

Emery J. Ouellette
Norman G. Pinette

25 YEARS SERVICE

Edward H. Burton
Rene D. Corbin
Garrett J. Lovett
Donald B. McDade
Clifford B. Miles, Jr.
Paul W. Nutter

20 YEARS SERVICE

Jesse D. Goodwin

Charles E. Hicks
Gerald C. McGuire
Robert S. McMannus
Robert D. Pratt

15 YEARS SERVICE

Martin L. Fournier
Alcide Grivois
Adrian W. Jones
James R. Marks, Jr.
Richard W. Porter, Jr.
Bernard W. Ricker

In the Family

Mechanical Department

The 4th Annual Science Fair for Penquis Valley High School was judged Feb. 19. Placing second for the junior class was *Ralph Clark* with his project "Inertial Tracking System". Ralph is the son of Welder and Mrs. *Charles W. Clark* of Derby.

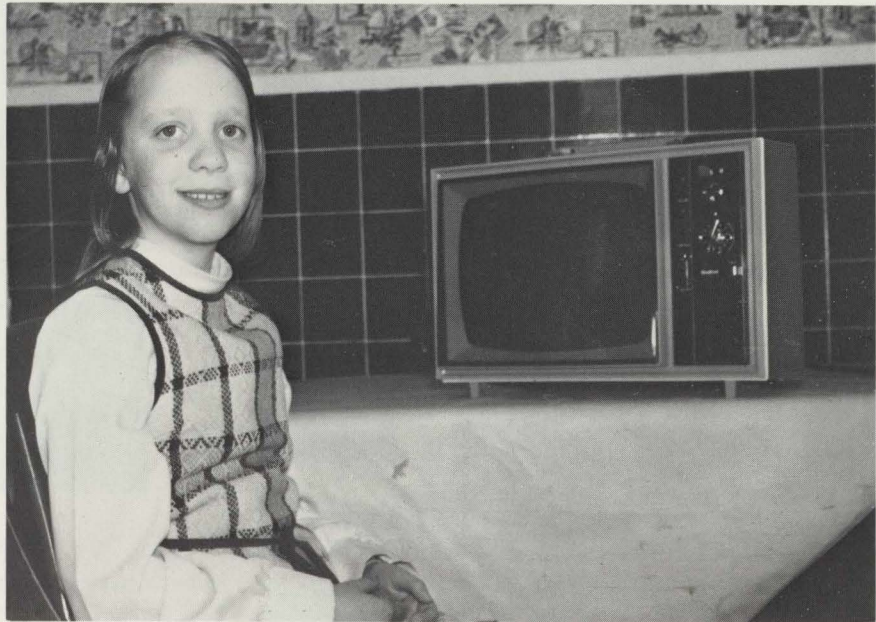
We were sorry to hear of the death of retired electrician *Alfred G. Weymouth, Sr.*, who died Feb. 20 at the Milo Hospital. He was born at Lincoln Center, April 26, 1891, the son of *Lovell* and *Lydia (Clifford) Weymouth*.

He had been retired since June 1962, having worked for the railroad for 44 years and was a member of the Milo Masonic Lodge and Club.

He is survived by his widow, Mrs. *Esther Weymouth* of Milo; three sons *Paul F.*, *Alfred G. Jr.*, who is a car repairer helper at Derby, and *L. Duane*, all of Milo; two daughters, Mrs. *Russell (Freda) Brilliant* of Brunswick and Mrs. *Barbara Doble* of Milo; and 10 grandchildren.

Carman Albert E. Lamore has returned home after being a patient at the Veterans Administration Hospital in Togus.

Air Brake Repairer Hazen G. Conlogue, Jr., Derby, retired on disability recently. Shop Superintendent *E. J. Berry*, presented Hazen with his retirement pin. He had been out on sick leave since August 2, 1971.



Lisa Larlee, daughter of Mr. and Mrs. *Arthur Larlee*, Houlton, was the winner of a 12-inch TV set in the drawing of children's names submitted in BARCO Federal Credit Union's name-drawing contest. The contest was open to the children of any credit union member.

Mr. Conlogue was born Nov. 26, 1914 at Milo, and attended Milo Schools. He started work for the railroad May 27, 1943,

as an electrician helper. Subsequent positions held were Laborer, Machinist Helper, Machinist and Air Brake Repairer.

Mr. Conlogue was presented with a purse of money from his fellow workers, at a retirement party at Derby. He is married and has five children: Mrs. *Jacqueline Bondick*, Texas; Mrs. *Judith London*, Milo; *Hazen G. 3rd*, Waverly; and *Robbie Lynn*, all of Milo.

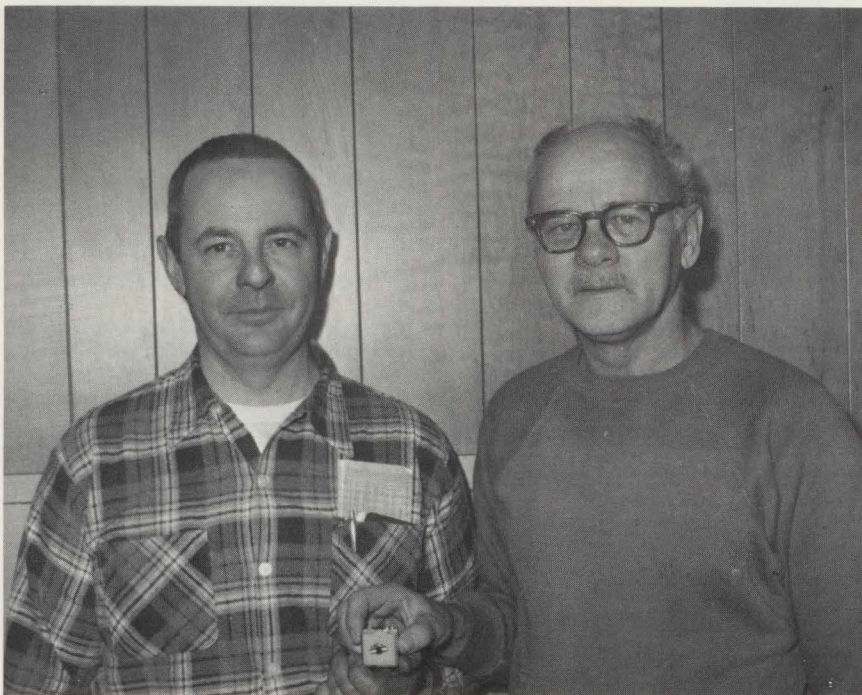
He resides with his wife, *Florence*, at 17 Gould Street, Milo.

We were sorry to hear of the death of Mrs. *Jennie H. Parent*, wife of retired Manager Contract Shop *Harold D. Parent*. She was born at West River, New Brunswick, October 19, 1897, the daughter of *Alfred* and *Jane Marks*. She is survived by her husband, *Harold*, of Milo; two daughters, Mrs. *Frances Russell* of Hampden, and Mrs. *Eleanor Oplorough* of Yuma, Arizona; one sister, Mrs. *Josie Geldart* of Nova Scotia; one brother, *Hayes Marks* of New Brunswick and one grandson.

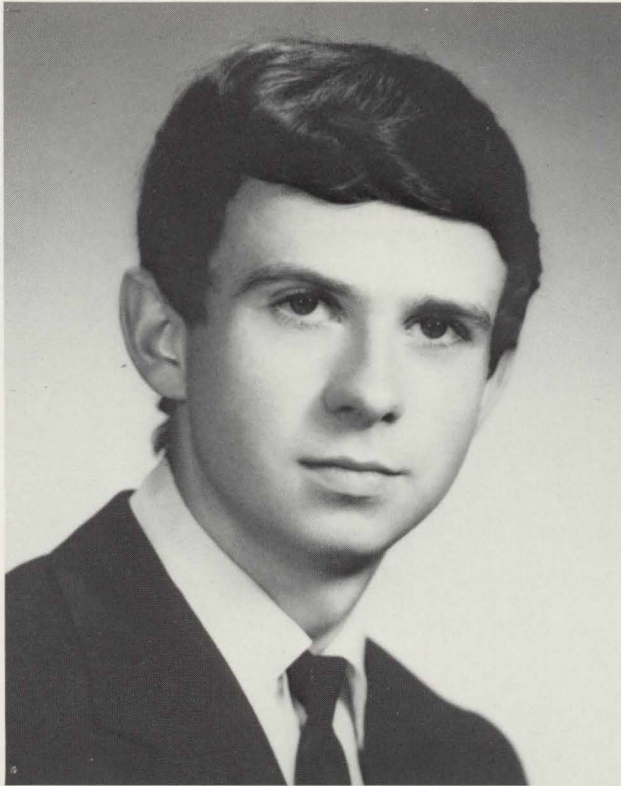
The Honor Roll for the second quarter at Penquis Valley High School includes the following students from the railroad family: —

Freshman—Honors, *Lynn Grinnell*, daughter of Budget Clerk and Mrs. *Harold Grinnell*, and *Kim Lewis*, daughter of Electrician and Mrs. *Paul Lewis*.

Sophomores—High Honors, *Nancy Smith*, daughter of Machinist and Mrs. *Robert Smith*.



Air Brake Repairer Hazen G. Conlogue, right, receives his retirement pin from Shop Superintendent *E. J. Berry*. He has been on sick leave since August.



Delmar M. Tibbetts, above left, son of Trackman and Mrs. *Mark Tibbetts*, has been accepted at the University of Maine in Orono, majoring in electrical engineering. Delmar attends Penquis Valley High School where he is an honor student and a member of the National Honor Society. He has participated in numerous school activities and won a placque for the PVHS trophy showcase at the science fair. He is a member of the senior play cast and attended Dirigo Boy's State last summer.



Above right, 14-year-old *Susan Lajoie*, daughter of Assistant Agent and Mrs. *J. A. LaJoie*, Van Buren, was one of the contestants at the Rock-A-Thon sponsored by the American Legion Feb. 20. Susan "rocked" for 41 hours and was one of the last nine holdouts. The winner went for 54 hours.

Sophomores—Honors, *Susan Carey*, daughter of Welder and Mrs. *Galen Carey*; *Julie Fleming*, daughter of Blacksmith and Mrs. *Clifford Fleming*, *Karen Hanson*, daughter of Chief Mechanical Officer and Mrs. *Harold Hanson*.

Juniors—High Honors, *Ralph Clark*, son of Welder and Mrs. *Charles W. Clark*.

Juniors—Honors, *Shelley Lewis*, daughter of Electrician and Mrs. *Paul Lewis*; *Carla Burgess*, daughter of Master Mechanic and Mrs. *Charles Burgess*, and *Gayle Carey*, daughter of Welder and Mrs. *Galen Carey*.

Seniors—High Honors, *Kathy Dunham*, daughter of Manager Contract Shop and Mrs. *Herbert Dunham*; *Louis Ellison*, son of Car Repairer and Mrs. *John Ellison*; and *Alan Hanson*, son of Chief Mechanical Officer and Mrs. *Harold Hanson*.

We were sorry to learn of the death of retired Hostler, *L. A. C. Cormier*, 68, at Portsmouth, New Hampshire, formerly of Van Buren.

Mr. Cormier was born at St. Leonard, N. B., July 17, 1904, and attended schools in St. Leonard. He had been retired since July 1969, and had been with the railroad for 42 years.

Surviving are his widow, Mrs. *Welenna Cormier* of Portsmouth, N. H.; four

daughters, Mrs. *Edmay Roy* of New Britain, Conn., Mrs. *Mildred Conway* of Akron, Ohio, Mrs. *Nathaly Vallimont* of Portsmouth, N. H., and Mrs. *Ethel Rees* of San Antonio, Texas.

Laborer *Charles L. Goodine*, Derby, recently retired on disability. He had been out on sickness since September 24, 1971. He was born Sept. 12, 1906, at Grand Falls, New Brunswick, and attended public schools in Medford, N. B. Mr. Goodine started work for the railroad in the Engineering Department, March 19, 1942, as a trackman. He worked in the Mechanical Department as a car repairer. Subsequent positions held were boilermaker helper, car repairer helper and laborer.

He is married and has nine children; *Owen*, Dover Foxcroft, a blacksmith at Derby; *Alfreda Preble*, Dover Foxcroft; *Cynthia Goodine*, Skowhegan; *Gloria Green*, Brownville; *Waneta Emery*, East Corinth; *Helena Green*, Iceland; *Gregory Goodine*, Dover Foxcroft; and *Timothy* and *Norman* at home.

He resides with his wife *Mildred* and two sons, *Timothy* and *Norman*, in Dover-Foxcroft.

Our sympathy to the family of Mrs. *John (Nina) Morrill*, who died at Haverhill, Mass., March 27.

She was born at Bradford July 10, 1895, the daughter of *Everett* and *Ada (Philbrook) Blethen*.

Surviving are her husband, *John*, a former carman at Derby; two sons, *John B.*, of Arizona and *Robert E.*, of Haverhill, Mass.; one daughter, Mrs. *John (Phyllis) Rowe*, of Houlton; four brothers, *Everett*, *Otis*, *Norris* and *Dean Blethen*, all of Plainville, Conn., and 17 grandchildren.

Accounting Department

Friends of Machine Operator *Ralph B. Higgins* are pleased to have him back at work after surgery.

Mrs. *Roberta D. Lewis* has been assigned the position of Miscellaneous Clerk in the Car Accounting Section. Mrs. Lewis replaces *Jim Garrity*, who has been assigned to a position in the Traffic Department.

Mrs. *Pearl H. Johnston* has been assigned to the position of Utility Clerk in the Car Accounting Section.

No. Maine Jct.

Jack Branscomb, bus driver in highway division, and his wife *Jane* spent seven days in San Juan, Puerto Rico on

their vacation recently.

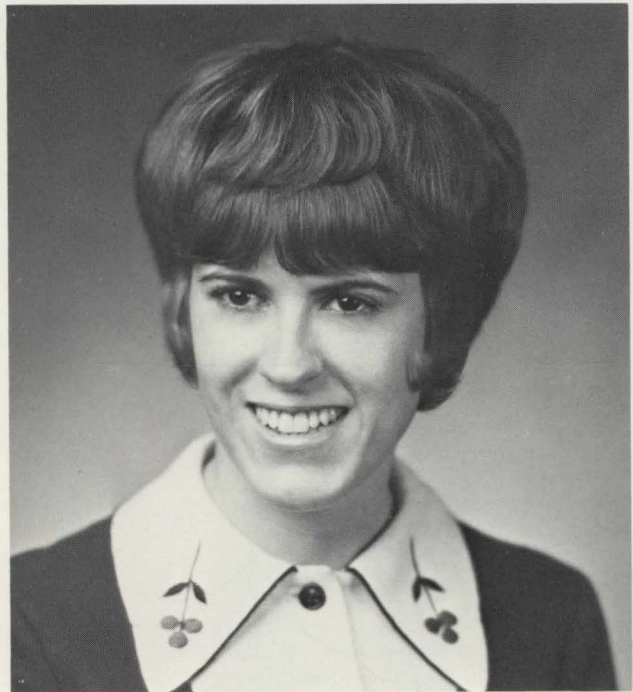
Archie Jackson, retired pulpwood inspector, was hospitalized in March and expects to be operated on during the first part of April. He was visiting his son and family in Florida at the time. Anyone wishing to send Archie a card should send it to him in care of his son—Mr. *James Jackson*, 1000 LeJeune Road, Miami, Florida 33126.

Fellow employees welcomed Clerk *Clem Hatt* back to work in March after being off from a serious accident. Clem is a clerk in the No. Maine Jct. Yard Office.

Asst. Executive Vice President and Mrs. *Walt Travis* are grandparents for the first time. *Catherine Barbara Turello* was born March 4, weighed eight lbs. and is the daughter of *Alexandra* and *Anthony Turello* of Albany, New York.

Traveling Car Service Agent and Auditor and Mrs. *Keith B. Ashton's* first child, *Keith Christopher*, was born Feb. 2.

Junior Libby, air brake repairer at Northern Maine Junction Mechanical Department, is now home convalescing after spending approximately nine weeks in the hospital following surgery.



Miss Elizabeth Louise Lougee

Engineering Department

Retired Section Foreman *James H. Sanborn* died March 15 at his home in Hermon. He was born in Costigan January 27, 1908, the son of *Joseph* and *Lillian (Smith) Sanborn*. Mr. Sanborn worked 42 years for the Bangor and Aroostook. He is survived by his wife, *Barbara (Thomas) Sanborn*; three sons; two daughters; three brothers; one sister and 21 grandchildren.

Miss *Carol Wilmot*, daughter of Painter and Mrs. *Clair Wilmot* of Oakfield, was chosen delegate to Girl's State at Colby College in 1972. Carol is a Senior at Oakfield High School and has been active in extra curricular activities in high school. She has been accepted at the University of Maine, Presque Isle, and will major in physical therapy.

Mr. and Mrs. *Leonard R. Lougee* of Island Falls have announced the engagement of their daughter, *Elizabeth Louise*, to SP/4 *Douglas Norman Clark*, son of Trackman and Mrs. *Norman D. Clark* of Oakfield.

Miss Lougee is a 1969 graduate of Lee Academy and a junior at the University of Maine, Presque Isle, majoring in elementary education.

SP/4 Clark is a 1969 graduate of Oakfield Community High School and attended University of Maine, Fort Kent. He is serving with the 18th Infantry Division of the Army at Fort Riley, Kansas. A September wedding is planned.

Army Private First Class *Rodney E. Kennedy*, son of Equipment Operator and Mrs. *Edward Kennedy* of Oakfield was one of the paratroopers of the 92nd Airborne Division at Fort Bragg, N.C., who played a leading role in Exercise "Brave Shield I", held last month in the Southeastern United States.



General Freight Agent and Mrs. *Waverly M. Alexander*, Brewer, have announced the engagement of their daughter, *Lynn*, to *Brian L. Lowell*, son of Mr. and Mrs. *Don F. Lowell, Sr.*, of Bangor. Miss Alexander was graduated from Bangor High School and is a senior at the University of Maine majoring in German. She is a student teacher at Bangor High School. Lowell is also a University of Maine senior majoring in general science. He is a member of Sigma Epsilon fraternity. A June wedding is planned.

Private Kennedy is a rifleman in Company A, 1st Battalion of the Division's 505th Infantry. His wife, *Linda*, resides with him in North Carolina.

A party honoring the 25th wedding anniversary of Section Foreman and Mrs. *Philip Pratt* was held recently at the home of their daughter and son-in-law, Mr. and Mrs. *Willis Green* in Oakfield. The guests of honor were presented a money tree. Refreshments were served including a cake made by Mrs. *Robert Pratt*.

Assistant Engineer-Real Estate *Roger Randall*, Chairman of the School Administrative District 29 Board, has been elected to the National School Board Association and will attend the meeting of the Association April 15-18 at San Francisco. Mr. Randall is also First Vice President of the State of Maine School Board Association and President of Region One of the School Board Association of Aroostook County.

Miss *Paula Skidgel*, daughter of Trackman and Mrs. *Thomas Skidgel* of Woodland, and *Avery Turner*, son of Mr. and Mrs. *Charles Turner* of New Jersey, were married March 10 at the North-Star Pentecostal Church. The Rev. *Eldon Wilcox* officiated. Attendants were Mr. and Mrs. *Dale Green* of Stockholm.

Honor parts for the class of 1972 at Caribou High School were announced recently and Miss *Paula Skidgel*, daughter of Trackman and Mrs. *Thomas Skidgel*, was the second honor recipient.



Miss Ruby Shields

Transportation Department

Engineer *J. E. McGuff* served on the jury during the April Term of Penobscot Superior Court.

General Yardmaster and Mrs. *I. L. Foster*, Millinocket, and Chief Dispatcher *H. G. White*, were among those who took the Anah Temple Shrine trip to Hawaii March 26.

Conductor *S. M. Pray*, Smyrna Mills, recently underwent surgery at the Eastern Maine Medical Center and is now home recuperating.

Our sympathy to Miss *Glenna Rines*, secretary, Houlton on the recent death of her father and to Traveling engineer *L. E. Downie* in the death of his brother.

Gerald H. Chapman, 75, retired conductor, died Jan. 23 at his State Street Presque Isle residence following a long illness. He was born in Danforth March 27, 1896 the son of *Maurice* and *Izella (Nason) Chapman*. Mr. Chapman was employed by the BAR from Mar. 18, 1918 until retirement Mar. 17, 1965, and was a member of Trinity Lodge AF&AM of Presque Isle.

Surviving are his widow, Mrs. *Harriet (Orcutt) Chapman*, Presque Isle; a son, *Gary*, Hartford, Conn; a sister Mrs. *Earl (Leola) Ryder*, Presque Isle, six grandchildren.

Funeral services were held at the Graves Funeral Home Presque Isle.

Samuel E. Wright, 87, retired freight foreman, Houlton, died Feb. 27 at a local hospital after a long illness.

He was born at Highonger, England July 17, 1884, the son of *William* and *Sarah (Robinson) Wright*.

He was a member of the Church of the Good Shepherd, Episcopal, and was employed by the Bangor and Aroostook Railroad from Sept. 20, 1923 until his retirement Sept. 10, 1952.

Surviving are two daughters, Mrs. *Donald (Ivy) Folsom* of Hodgdon and Mrs. *Robert (Ruby) Gibson*, of Brewer; one son, *George Wright* of Hermon and 12 grandchildren.

Funeral services conducted from the Dunn Funeral Home Houlton.

William J. Stewart, retired conductor, 85, died Feb. 4 at a local hospital Van Buren after a short illness. He was born March 27, 1886, in Chatham, N. B., the son of *William* and *Katherine (Hay) Stewart*.

Mr. Stewart was employed by the B&ARR Co. from July 12, 1910 until May 3, 1949.

He was a communicant of St. Bruno's Catholic Church.

Surviving are a daughter, Miss *Sarah Mae Stewart*, two sons, *Richard* and *Jack*, all of Van Buren; one sister, Mrs. *Ray (Stella) McMahon*, Watertown, Mass; a brother *Richard Stewart* of Chatham, N. B.

Funeral services were held in St. Bruno's Catholic Church, with a Mass of the Resurrection being celebrated.

Ruby Shields, daughter of Dispatcher and Mrs. *Earle Shields*, Houlton, has been selected as a member of the chorus for America's Youth in Concert tour in Europe this summer. She was given a check for \$100 from the Houlton Rotary club to help with expenses.

As a member of the special chorus, she will tour England, Belgium, France, Switzerland, Germany, Austria and Italy. Successful candidates are chosen for character as well as for exceptional musical ability.

The program consists of two bands, two orchestras and two choral groups. Following intensive rehearsals at Rider College in New Jersey, concert performances are scheduled at the Kennedy Center, Washington, D. C. and in Carnegie Hall, New York City.

Miss Shields has been a member of the mixed chorus at Houlton High School, the Shirettes, Teen-Tones, All Aroostook Chorus and All State Chorus.

We were sorry to learn of the death of Mr. *L. A. Cyr Cormier*, 46 Elvyn Rd., Portsmouth, N. H. Mr. Cormier, who retired in 1969 after 42 years with the railroad, died Oct. 15. He is survived by his wife, *Welanna Vaillancourt Cormier* and four daughters, *Edmay*, *Mildred*, *Nathaly* and *Ethel*.

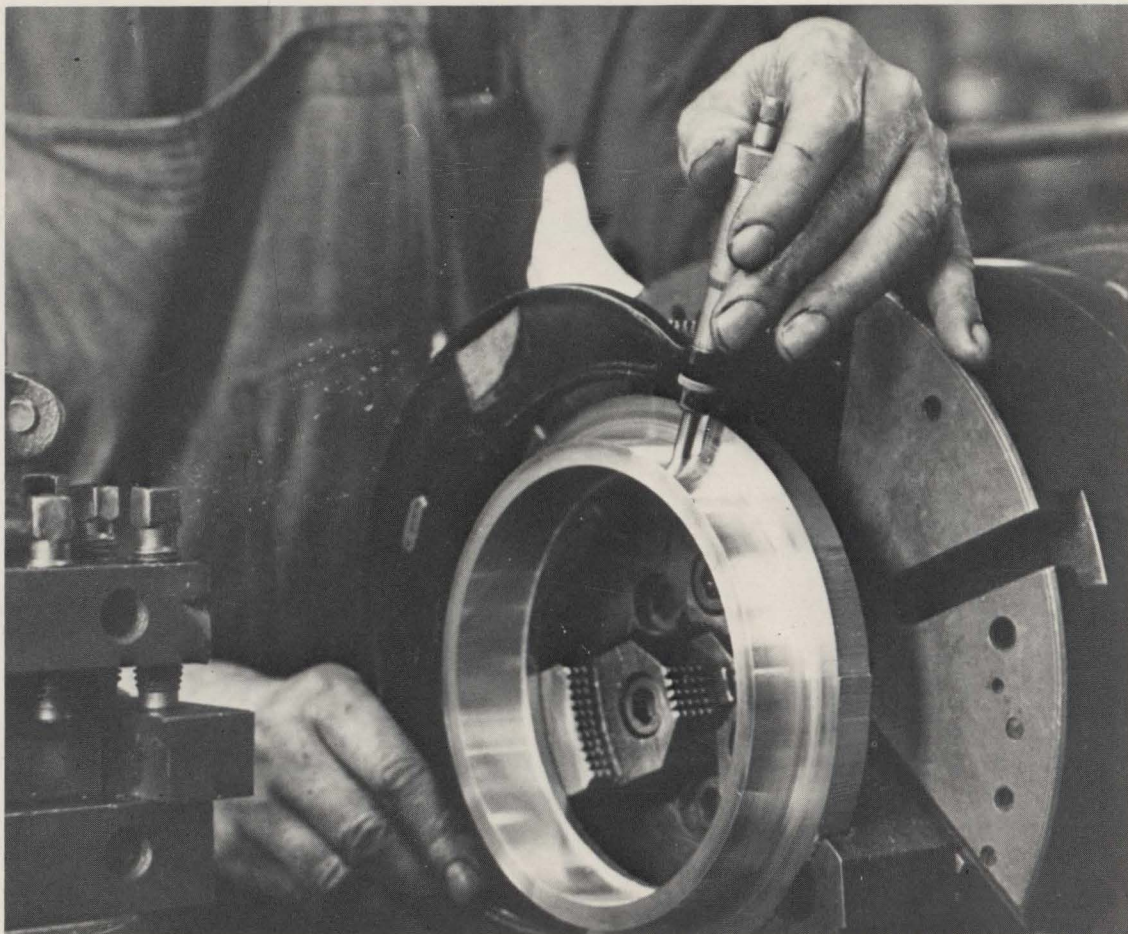
Facts and Figures

	February		Two Months Ended 2/29	
	1972	1971	1972	1971
We received from:				
Hauling freight	\$1,113,841	\$1,082,315	\$2,210,769	\$2,101,592
Carrying passengers & express on our busses	20,378	25,400	38,910	48,876
Other transportation services	28,746	13,690	48,546	29,538
Net rental from freight cars and other equipment	238,550	135,487	531,761	306,381
A total of	1,401,515	1,256,892	2,829,986	2,486,387
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	311,522	308,291	613,745	598,473
Keeping locomotives, cars and other equipment in repair	398,219	312,358	791,720	676,385
Running trains, station and yard expenses	414,798	427,631	820,551	854,958
Pricing and sales of our services	26,867	23,266	53,188	50,404
Managing the business and keeping records	87,220	75,710	172,388	150,204
Payroll taxes	69,774	72,715	138,954	149,277
State and local taxes	31,425	32,534	64,878	65,134
Interest on borrowed money	107,646	119,102	217,145	235,558
Other miscellaneous charges - net	2,005	2,441	2,218	5,678
A total of	1,449,476	1,374,048	2,874,787	2,786,071
Our Net Income (Loss) was	(47,961)	(117,156)	(44,801)	(299,684)
Add—Incentive per diem earnings (excluded above) that cannot be used for general purposes but must be set aside and used only for the acquisition or rebuilding of general service boxcars	101,600	110,309	203,890	204,871
—Dividends received from our subsidiaries (excluded above).	—	—	520,000	—
Net Income (Loss) reported to the ICC	\$ 53,639	\$ (6,847)	\$ 679,089	\$ (94,813)

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