



MAINE LINE

OCTOBER-NOVEMBER, 1972



BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

When we're engaged in a challenging task there's a tendency to be concerned with only those objectives that lie ahead of us. This is probably as it should be. But there's also something to be gained by looking back occasionally to assess what has been accomplished. It can place the final goal in its proper perspective and provide us, in the case of our railroad at least, with a hard-earned sense of accomplishment. Both are necessary ingredients in continuing the task of improving our railroad.

As we approach the end of the year, then, let's look back and see what we have been able to accomplish together. One of our most significant accomplishments has been to finish the third year of an accelerated maintenance program that finds us with 75% of our main and branch line track supported by creosoted hardwood ties and 43% ballasted with crushed rock. This means an improvement in the percentage of hardwood ties of 10% from the beginning of 1970 through this year and of 13% in crushed rock ballast over the same period. To accomplish this much in track improvements within a three-year period on a railroad that is 81 years old speaks for itself. The program in 1972 saw the completion of our primary goal of rock ballast and hardwood ties under our 192-mile "heartline" route between Caribou and Northern Maine Junction. We anticipate that we will carry over the program into 1973 to some degree, depending on what the year brings in revenues.

There should be one important lesson in the expenditure of \$2,017,800 on the improvement of our track. It's a vote of confidence by Amoskeag in the railroad and its people, because money spent on fixed assets like track can't be sold or moved when the going gets tough.

We have also in the past 11 months taken delivery of 200 new boxcars at a cost of \$3,400,000, having made a down payment of \$700,000. By next April, we will have paid off another \$700,000 against the cars. Mechanical Department employees at Derby have renovated and rebuilt 150 chip cars from steel boxcars to handle anticipated increases on woodchip traffic to paper mills at a cost of \$633,000. We also upgraded another 50 at a cost of \$45,000. The rebuild program has not only meant providing needed equipment for our customers; it has also meant employment for our people.

We have reduced our debt by buying back our bonds at less than maturity value, saving about

\$1,000,000. We were able to accomplish this by taking advantage of Amoskeag's financial muscle. And we are still working toward the consolidation of all our long-term debt into one package.

We have greatly increased locomotive rental income through more effective use of our own power and the addition through purchase of ten more units. Locomotive rental income is up \$157,000 over the comparable period last year.

We are beginning to see results from the changes made last year in the method of track inspection and in track maintenance techniques. We are projecting savings of \$169,300 for the first full year of operation.

In the area of safety, your efforts resulted in an E. H. Harriman Award for 1971. And for the first ten months of this year, there have been five lost-time injuries compared to eight for the same period a year ago. Safety performance is in direct proportion to attitude and your fine performance speaks for itself.

Our piggyback operation has grown, showing an 85% increase overall and a 32% increase in paper shipments. The rest of the increase was in frozen foods. While the number of units involved is not great, the trend is healthy and I am encouraged.

Our paper traffic is up by nearly 19% over last year and the projection for both paper and wood fibre for 1973 is up.

It is too early to see a definite trend in rail potato shipments but the 227-car export movement in November through Searsport is a definite plus and early shipments to this time are heavier than last year. This shipping season should provide a true test of whether the significant rate cuts we have made and the service improvements we are experiencing over some of the former problem lines will pay off in increased rail shipments.

All of this represents a pretty impressive track record. It doesn't mean that the remainder of the task... building a viable railroading system in northern Maine that will be a thriving business when our grandchildren are adults... is finished. There remains a great deal to be done. But none of us should forget that we are now at least a light year away from the bleak picture that confronted us in January of 1970.

I should also like to remind you that none of it could have been accomplished without your help.

Sincerely,

Alan Austin



About the Cover

Conductor Joe Howard, one of the BAR's senior conductors, pictured as he prepares to move No. 57 out of Northern Maine Junction, is typical of conscientious railroader Glenn Jones and Gary Karam talk about on page 5.

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NEWS BRIEFS

Chief Mechanical Officer, Harold Hanson has named two Aroostook County men to new posts. Clement A. Ryan, 43, of Island Falls, has been named road foreman of engines and assistant trainmaster. He succeeds Leo Downie, of Houlton, who retired Sept. 30. Augustine B. Nadeau, 64, of Smyrna Mills has been appointed pulpwood inspector succeeding Guy Jackins who retired Sept. 30.

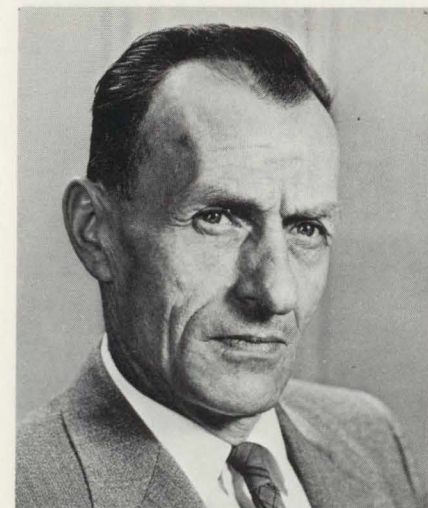
Ryan, a native of Island Falls, attended local schools and entered railroad service as a fireman in 1948. He qualified as engineer in 1955 and worked in that capacity until April 13, 1972 when he was appointed assistant traveling engineer.

He is married and has three children Judith, Timothy and Anthony.

Nadeau is a native of Oakfield and attended local schools. He entered railroad service in the sales department as a lumber specialist, in 1955 subsequently becoming a sales representative and an inspector. He is married and has two children Beth Conaway and James.



Clement A. Ryan



A. B. Nadeau

A bill increasing most railroad retirement annuities by 20 percent has been enacted into law. The increase is retroactive to September 1, the same effective date as for the recently enacted increase in social security benefits. About three-fourths of the annuitants on the rolls of the Railroad Retirement Board will receive this increase, the raises for the remainder having already been provided as a result of the earlier social security legislation. Most annuitants will begin receiving their increased payments on November 1.

This increase, like the 15 percent and 10 percent railroad retirement increases in the two preceding years, is a temporary one. All three increases are scheduled to end June 30, 1973. The new law states that the policy of Congress is for these increases to be made permanent only if adequate financing for them is provided. Railroad labor and management are required to negotiate a plan to make the railroad retirement system

financially solvent based on sound actuarial projections. This plan is to take into account the recommendations of the Commission on Railroad Retirement, and is to be submitted to Congress by March 1, 1973.

Labor Relations . . . Picking Up The Pieces

For more years than almost anybody can remember, railroad management and railroad labor have regarded each other across an abyss of implacable hostility. But the most inflammatory fuel to be added to the fire came with an industry-wide campaign to eliminate "featherbedding" in 1959. It was designed to limit the size of train crews and it ultimately achieved a temporary success a few years later. But it extracted a much higher price from the industry and its people than was represented by the temporary curtailment of the firemen in some diesel cabs. To the thousands of men who performed the difficult and often hazardous job of moving trains the "featherbedding" charges in the press was a humiliating experience and left a bitterness that is still evident.

"I worked with train crews who used to do jobs like hooking up the air before their regular reporting time," remembers Glenn Jones, a general chairman for the UTU trainmen. "But after all the newspaper articles calling us featherbedders, no one did much more than what his job called for."

But the mantle of leadership has passed from many of the men who were publicly involved in making "featherbedding" a public issue to others whose attitudes are not hardened to an inflexible position. It is true of both railroad labor and railroad management.

There is now reason to hope for a thaw in the relations between rail management and labor. The past two decades have made one fact agonizingly clear:

No one "won" what has to go down as one of the most bitter



Conductor Glenn Jones, who represents trainmen in the United Transportation Union, swings down from the caboose that's been his home for a two-day job in northern Maine. Jones believes that the labor-management relationship on the Bangor and Aroostook has a lot of things going for it, including good intent and honesty on the part of both parties.

family quarrels in an industry that has been marked by a half century of labor strife. The railroads lost business and prestige. And both management and labor paid the price.

Just before the firemen manning issue was settled, Al H. Chessser, president of the powerful United Transportation Union, published and distributed to the Union membership a pamphlet called "Project Seventies" in which he spells out the objective of strengthening the rail industry.

"The key to a brighter future for all of us is a revitalized industry and a railroad labor management relations program that assures a good relationship in place of the psychological warfare that has been characteristic in the industry for the past quarter century," he writes. "I firmly believe these two goals can be reached and I want to share with you the reasons why and how they can be achieved."

It is an unusual document, containing none of the inflammatory rhetoric that has been characteristic of such publications in the past. Besides the goals of unity and long range prosperity for the industry, he lists the most pressing complaints of his general chairmen nationally. While the language of "Project Seventies" is direct and partisan, it is also conciliatory.

Relations between management and labor on the Bangor and Aroostook bear little semblance to those on many of the larger roads. There is disagreement but nothing like the division that has characterized relations between management and labor on some other railroads and,

"The key to a brighter future for all of us is a revitalized industry and a railroad labor-management relations program that assures a good relationship in place of the psychological warfare that has been characteristic in the industry for the past quarter century."

— Al H. Chessser, president
United Transportation Union

perhaps, the industry nationally.

"We don't have the problems they have on bigger roads," Glenn Jones believes. "There's more or less of a family relationship here. I think our management knows their business. We have some problems. Relations between management and labor could be better but I think we have some good things going for us."

Gary E. Karam, the other UTU general chairman, representing the enginemen, says that he believes labor "is given an opportunity to express its viewpoint."

"We have to have a continuing dialogue between management and labor," he emphasizes. "There must be an effort by both parties to correct inequities that affect the other. We need each other."

But there are problem areas that the Bangor and Aroostook shares with the rest of the railroad industry in its labor relations. The matter of discipline was one of the problems cited by Chessser in "Project Seventies". It is also one of the questions that concerns Jones and Karam as well as the Bangor and Aroostook officials who are charged with the responsibility.

"We recognize the need for



Engineer Gary Karam, representing UTU enginemen, is pictured at a labor-management conference. He points out that the men he represents care very much about doing a good job. "They don't want black marks on their record," he says. "I've seen men ready to argue and fight when the turnover time is very close. It's a healthy condition when men care that much about doing a good job."

discipline and rules," Karam says. "They are a protective device for us as well as for the carrier. You can't run a railroad without rules. But we feel that sometimes the rules are invoked and discipline assessed to pass the buck. We know the carrier has the responsibility to determine the cause of accidents and we want them to find out but we don't want to always be the goat. There's hardly a set of circumstances where you can't find an employee guilty of some rule violation."

Jones is concerned about the matter of discipline, too.

"If we break a rule, it seems as though it's okay as long as nothing happens," he says. "But when something happens, we get discipline for it. We don't mind discipline when we feel it is just, but in many cases it doesn't appear that way."

Both Alan Dustin, executive vice president, and Liston Lewis, who handles labor relations for the railroad, agree that the matter of administering the rules is one of the most difficult and delicate areas in labor relations.

"Every rule is a safety rule," Dustin points out, "designed for the protection of the employee, our customers, and the public. We regard it as vital to assess discipline with justice so that it will be a process of learning

rather than a system of punishment. If you think that the question is easy, you have only to look at the court system, with all the safeguards and specialists, to prove that administering the rules is a difficult and imperfect process. We certainly have safeguards built into our process. With the right of a fair and impartial hearing guaranteed, no one is going to be subject to arbitrary and capricious discipline. But most important, I think, is our determination that this system will be as fair as human beings can make it."

As Glenn Jones points out, the labor management relationship on the Bangor and Aroostook has a lot of things going for it, including his conviction that there is honesty and good intent in the approach of both parties. Karam points out, too, that the people he represents care very much about doing a good job.

"They don't want black marks on their record," he says. "I've seen these men ready to fight and argue when the turnover time is very close to the midnight deadline. It's a healthy condition when men care that much about doing a good job."

When Alan Dustin talks about the kind of people the railroad has and the complexities of dealing with them, he always comes back to the fact of the railroad's

financial turnaround in the past two years.

"We simply could not have accomplished what we did without the help of our people," he says. "Even though we had to make a severe reduction in our work force, there wasn't anything like widespread deterioration of spirit among our people. I think that says a great deal about the kind of people we have and the relationship between the management and employees."

Neither side has any illusions about a sellout of its respective interests with the apparent willingness to make a new start after so many years of enmity. The two UTU chairmen cite problem areas. So do the railroad labor relations people.

But there appears to be a willingness to work out those inevitable differences within the framework of good will and a commitment to the idea that, beyond those differences, is an area of mutual interest that benefits all railroad people.

Alan Dustin puts it this way: "Both parties work for the same 550 mile railroad. We have committed part of our lives and much of our future to this enterprise. There is a common bond and we can strengthen it to the benefit of both parties."

A Matter Of Interest

Section Foreman Harold Archer of Mapleton has never lost his interest in the Bangor and Aroostook even though he has been retired for over two years. He hadn't quite reached his 16th birthday when he went to work on the Mapleton section as a trackman. He was section foreman on the same section when he retired 49 years later and he's uncommonly well-acquainted with that piece of track. So it was only natural for him to cast a professional eye at the track the first week in October as he poked leisurely from one partridge covert to the next while hunting. It's a good thing Harold Archer was looking on that golden October morning for his keen eye picked up a broken rail near mile post W-8.05. He left a note with a fishplate propped prominently between the rails for the patrolman to find. Just a few hours later the note was discovered by Executive Vice President Alan Dustin, who was making an inspection in a hy-rail vehicle with several other railroad people. The letter Dustin wrote the veteran railroader on his return read in part: "...It certainly is nice to know that we have such good friends in former employees who continue to take a keen interest in the railroad. I hope some day to have the opportunity to meet you and thank you personally."



Harold Archer is pictured receiving retirement pin from Chief Engineer V. J. Welch.



The Bangor and Aroostook was one of six North American railroads to receive the Distinguished Achievement Award of the Association of Railroad Editors in Pittsburgh Oct. 5. The award was for "individual excellence in employee communications." It was the second consecutive year that MAINE LINE has received the award, and the fifth time since 1960 that the magazine has been honored by the Association. Pictured with the award (left to right) are Associate Editors Gloria Tozier, Faye Albert and Margaret Patterson. In the second row are Sanford C. Genther, Jr., Harold I. Grinnell, Vice President-Public Relations Richard W. Sprague, Garrett Lovett, and Henry G. White. ARE marked its 50th anniversary at the Pittsburgh meeting.

We Win The Solid Gold Watch!

The Bangor and Aroostook was one of six railroads and two switching and terminal companies to receive the National Safety Council's top safety award for having the best employee injury frequency rate. It is the third consecutive year that the BAR has won the award and is its sixth in 13 years. The Bangor and Aroostook had the best record among railroads working between one and two million man-hours a year. Accepting the Award from Executive Vice President Alan G. Dustin, center, is Foreman Kenneth C. Greenlaw. Representing other departments are, left to right, Henry A. Thies, Purchases and Stores, Greenlaw, Engineering, Dustin, Roy H. Russell, Mechanical, and W. W. Doyle, Transportation.





Until he retired last month Guy Jackins' job was pulpwood inspector, an assignment that topped a 42-year career with the railroad. The railroad and customers who knew him inevitably remember him for his ready smile and good humor. Since his retirement, he has taken over the full-time care of his wife, Alice, who has been crippled with arthritis for the past 11 years. Their story is one of adversity and courage.

Guy Jackins' New Job

When Guy Jackins retired from the railroad last month after 42 years it was really more of a transfer than a retirement. The 65-year-old pulpwood inspector is shedding some of the responsibilities of the workaday world, to be sure, but he's assuming another full-time job. His wife, Alice, has been confined to her bed with a progressive kind of arthritis for the past ten years and Guy Jackins intends to assume the full-time job that he's shared for all those years with a part-time housekeeper/nurse.

Guy Jackins is 65 and looks younger despite a face that has been seasoned and tanned the color of old leather by winds and the summer sun. The couple has reared two sons, Linwood, a Bangor and Aroostook painter, and Richard, an engineer for Hamilton Standard in Connecticut. Their story is one of adversity and extraordinary courage.

If either Guy Jackins or his wife felt sorry for themselves, this story wouldn't be worth repeating; it would be just one of those sad tales

of human suffering. But the railroaders and the customers who know this indomitable man inevitably remember him for his ready smile and good humor. He is one of those unfailingly cheerful human beings.

And although Alice Jackins is wasted and marked by pain, her eyes are bright and her wit is sharp. A visitor recently asked how long she and Guy had been married.

"Forty-three years," she snapped, with a grin and a quick wink at her husband, "and it seems like seventy!"

Adversity has been no stranger to either of them. Guy lost both his mother and father within ten months of each other when he was 15 and lived with an uncle in Hodgdon for the next two years. He managed to finish high school and attend Houlton Business College, and later worked in a country lathe mill.

Jobs were hard to come by in the mid twenties. After he finished Houlton Business College, Guy Jackins saw one of the Army recruiting posters with the fierce picture of Uncle Sam and the legend: "Uncle Sam wants you!"

"Since I couldn't find work," he grins, "I figured they were talking about me and I enlisted for three years."

On that blustery day in November of 1925 the U.S. Army was pretty much as James Jones described in "From Here to Eternity". The orphan boy from Hodgdon found himself at Schofield Barracks in Hawaii; it was a new kind of world for Guy Jackins and he loved it. Part of the appeal of the peacetime Army for him was an

opportunity to indulge in his first love. Guy Jackins had learned baseball on the schoolboy diamonds of northern Maine. The Army, he discovered to his delight, regarded a promising young athlete as a valuable commodity and encouraged his participation in inter-service ball. Jackins returned the confidence with some pretty high-class ball including a game played against the Cleveland Royal Giants at the Honolulu Stadium in which he pitched for seven and a half innings and held the professional team to one run.

He was discharged in 1928 and married Alice Stitham, of Caribou, in 1929. For a year, he worked on his brother-in-law's farm, then joined the railroad as a clerk in the Engineering Department in 1930. During the 42 years he worked for the railroad Guy Jackins was variously a trackman, chainman, timekeeper, flangerman, carpenter helper, laborer, tie inspector and timber agent. They were mostly jobs that took him away from home during the years when his children were growing up.

The Jackins family embodied an attitude that seems strangely alien in a society that venerates installment buying, easy credit and feels deprived when there are not two cars in the garage and a cottage at the lake; he was 44 years old when they purchased their first automobile. Before that memorable day he walked the five miles from their home in Hodgdon to the railroad station in Houlton. When he bought his present home on Grove Street in Houlton, it had no basement. There was no money to have the work done, so Jackins

Although he's responsible for all the household and nursing chores, Guy Jackins doesn't regard it as an undue burden. "There have been a good many times," he says, "when I couldn't have gone on without her encouragement... Sometimes her spirit makes me ashamed when I get discouraged." The couple is pictured in their Houlton home.





On his last day of work with the railroad, Guy Jackins clowns with Claude Plourde, yard foreman at the Levesque mill at Masardis, above.



Much of his work dealt with inspection of railcars loaded with lumber from mills in the Ashland area. Above, he checks a loaded car at the Pinkham mill at Skerry siding with Yard Foreman Raymond Chasse.

dug the cellar, alone, with a pick and shovel, throwing the earth out of a tiny window shovelful by weary shovelful. It took two months in those cramped quarters but he built a cellar for his new home. It's the way that the couple has faced most of the obstacles in their lives, with courage and determination.

Alice Jackins felt the first painful symptoms of the arthritis that was to ultimately cripple her physically but leave her stubborn spirit undaunted nearly 35 years ago. As the illness took an increasing toll, Guy assumed a larger share of the household chores. Cooking in the Army gave him a middling background for taking over some of the culinary chores of the family.

Then, at a time when the children had left home and when most couples look forward to enjoying the quiet companionship of the middle years, a family illness made it necessary for Guy and Alice Jackins to assume the care of five of their grandchildren. It never occurred to them to refuse. It was a hard task, even though it was a thing both wanted to do, and the next two years took their toll of Alice Jackins' failing health.

It wasn't long afterwards that Mrs. Jackins became almost totally dependent on her husband. Now, ten years later, Sherry the oldest of the two grandchildren who remained with them, is a WAC and David, the youngest, is 12 and still in school. Until his retirement Guy had help during the day when he was away from home. Now he intends to assume the entire responsibility of the household.

But the prospect in no way daunts Jackins nor does he regard it as a burden.

"I was away working most of the time while my wife was bringing up our family alone," he says. "I certainly owe her this help for all those years when she carried the burden alone."

"You know," he adds, "even with all the illness we've had, I wouldn't want anyone to think my wife has been a burden for me. There have been a good many times when I couldn't have gone on without her encouragement. Imagine this from someone who is in pain and almost helpless. Sometimes her spirit makes me ashamed when I get discouraged."

Guy and Alice Jackins haven't left any great mark on the world. They have reared a family, paid their bills and have been useful and contributing members of society. They're God-fearing folk in the old fashioned sense of the word. If anyone suggested to them that their devotion to each other and their dogged defiance to misfortune represents something that's noble in the human spirit—they'd probably snort.

But the conclusion is inescapable.

Try It... It Could Save Your Skin

By Alvin DeLong
Director, Safety and Security

In the past decade, human experience has extended nearly to the limits of imagination. Astronauts have walked the surface of the moon and aquanauts have lived for long periods on the ocean floor. But none of these remarkable feats could have been accomplished without complex protective devices to shield them from the hostile elements of their environment. Hostile elements are present in the surroundings of railroad workers too. They're not present to the degree encountered by an astronaut, to be sure, but the hazards are recognizable and can be tamed with available protective equipment.

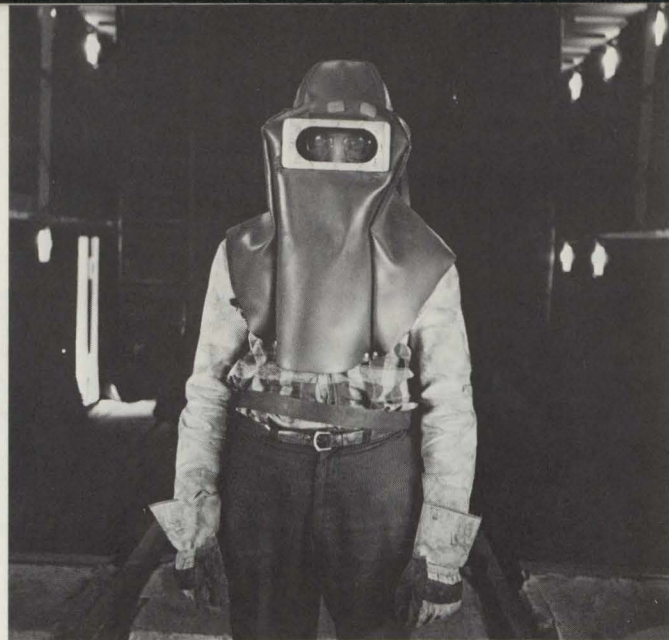
Protective gear used by Bangor and Aroostook employees ranges from simple elastic leg bands worn to reduce the hazards of loose pant legs to sophisticated coverall suits and respirators which are part of wrecking crew equipment. We see the many items of personal protective equipment applied to cover a workman, literally from head to foot.

Hard hats, originally hard-crowned derby hats stuffed with padding, have evolved to a modern model made of aluminum or non-conductive plastic. Hard hats are now only required for employees working near or under suspended loads, but we hope to expand this on a voluntary basis to include other jobs where a hazard from bumps or falling objects is apparent.

Safety glasses are routinely worn by nearly one-half of Bangor and Aroostook employees. Thirteen employees are members of the Wise Owl Club, those whose vision has been saved by safety glasses. Federal and State authorities now recognize



Welder Galen Carey, Derby, who doubles as a member of the railroad's wreck crew, simulates emergency conditions on a tank car containing hazardous materials. The special suit, gloves and the air pack are part of the railroad's array of protective clothing and devices employees use to perform hazardous tasks. Protective devices range from simple elastic leg bands to secure pant legs to sophisticated coverall devices with breathing apparatus.



Above, A. E. Cross, Derby, wears the protective clothing and air supply that he uses when grit blasting freight cars at the road's Derby installation.



Above, Foreman Alan Hearn, left, watches as Purchases and Stores men Roland Richardson and George Hussey ready the electro-magnet on the department's crane. Hard hats and safety shoes are mandatory for the job.



Welder Henry Rhoda, left, wears leather frock and gloves, hard-hat and welder's mask to protect himself from hot metal and intense light of welding job at Derby Shops.

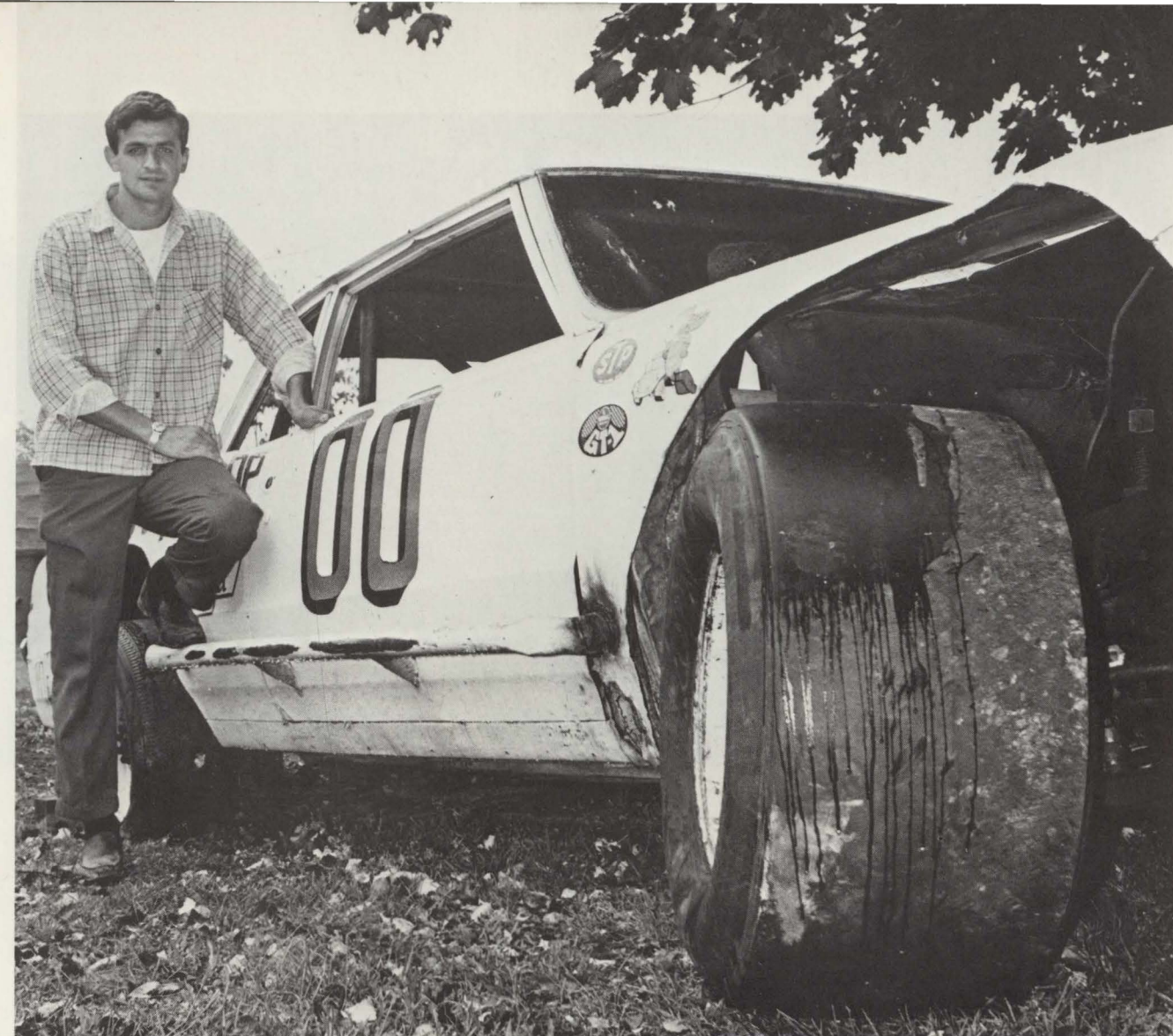
the eye hazards of everyday life and require impact-resistant lenses in all prescription glasses. These are not safety glasses and are unsuitable as industrial eye protection, but they are safer than lenses previously worn by most of the population. Those of us who wear safety glasses should consider the advantages of safety frames and lenses for our wives and children as well to protect them from eye hazards present in the home and school.

Shoes with built-in steel toe-caps are available to all railroad employees at reduced costs. These provide protection against a particularly persistent type of injury, for historically nearly one-third of all disabling injuries to BAR workers has involved fractured toes. Many similar injuries can be prevented by the simple but effective safety shoe. We are now investigating shoes which have the toecap and puncture-proof innersoles for application in special instances where nail puncture injuries have been prevalent.

Other types of protective equipment worn by BAR employees are as varied as the jobs these men and women do. Protective goggles, face shields and hearing protectors are in everyday use along with many special items used to counter specific hazards.

This concept of personal protective equipment is not new. The body armor and war shields of ancient warriors were early attempts to protect the man from known dangers.

The value of modern protective equipment is limited in one basic way. Like the seatbelts in your automobile, the equipment must be worn to have the desired effect of preventing painful and disabling injuries.



The Life and Times of A Race Driver

Bob Ellison, a 27-year-old Purchases and Stores employee at Derby, likes his excitement in large doses. For him, fulfillment is tooling a stripped-down, souped-up stock car with specially-reinforced right front wheel and strange looking tires about a short track at speeds up to 70 miles an hour. The roar of straining motors, the shriek of tires and the noise of a Saturday night crowd are all part of the scene. The young racer, an eight-year veteran of Maine tracks, still feels that he has a lot to learn about driving.

Bob Ellison began the long trek toward becoming a competent stock car driver through the interest of another Bangor and Aroostook employee, Arthur Richards, with whom he worked in Purchases and Stores. Richards broke into Maine racing on the old dirt outlaw tracks where the only requirement was a seat belt and the family car.

Bob Ellison, 27-year-old Purchases and Stores employee at Derby, poses with the stock car he drove in Maine races last summer. The "slick", the oversized tire figuring so prominently in the foreground, is 13 inches wide and costs \$80. The odd tire is always located on the right-hand front side of the car because it provides better control in the races that are always run in the same direction.

Ellison shows the trophies he won during the 1972 season racing the stripped down stock car in the upper division. An eight-year veteran of Maine track, Bob Ellison feels he still has a lot to learn about driving. He doesn't consider the sport particularly dangerous although he has demolished one racer and has been in a couple of pileups involving several cars. A stock car means an investment of from \$600 to several thousand dollars, he says, and an untold number of man-hours spent on repairs and tuning.



The younger man learned his lessons well. That's if you don't count the time he wrecked Richards' car at Unity Raceway, finally turning the car end over end three times and walking away unscathed. But that was a while ago and he did rebuild the car. During the past season, he won eight races in spite of the handicap of being out of circulation for several weeks with car troubles.

Racing a stock car isn't just a matter of driving the machine well one or two nights a week. For every hour a racer spends on the track, he usually devotes four or five in maintenance, tuning and repairs. Glen Jay, of Milo, owns the car Bob drives even though it bears Bob's old number. At the beginning of the season, they blew an engine. They put in another, working every night until his patient wife would remind him that there was another day coming. The new engine was hardly in service when a bearing burned out and the car was out of service again for several races.

"Finally we got it going beautifully until I hit another car and drove the engine back into the firewall and bent the frame," Ellison explains casually. "We got the frame straightened out and since then we've only had to line the front end up once in a while. We took in over \$400 with the car in a two-week period and both put our shares back into improving the car."

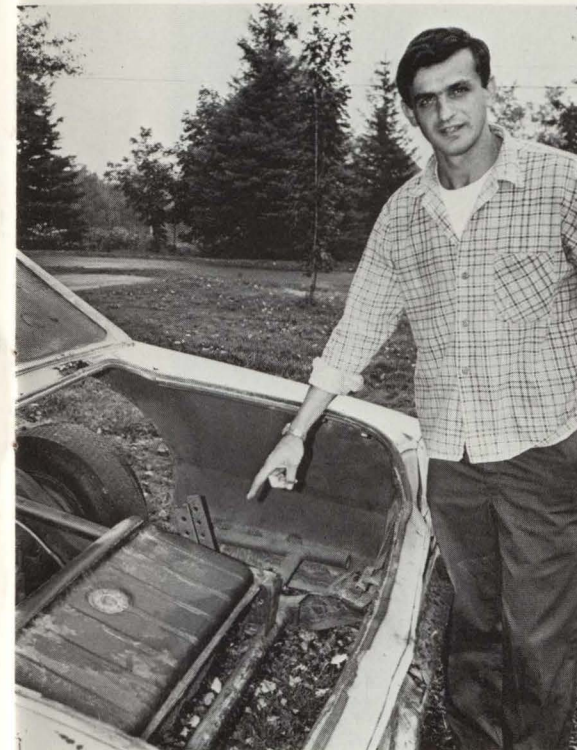
The term "stock car" is really a misnomer. The cars that men like Bob Ellison drive are no more like the average road automobile than a tabby cat is like a Bengal tiger. There is a

restriction that the appearance must not be altered but it's pretty much a matter of cosmetics. The interior of the car is stripped. The door panels are cut out and the dashboard is removed to lighten the car. A five-gallon jerry can replaces the original gas tank as a safety measure. Between 120 and 140 feet of strong, black iron pipe is used for interior roll bars to reinforce the body of the car for the frequent collisions and somersaults. The Tiger Division, or lower division, does not permit the removal of the interior to lighten the car nor does the car have the safety hub on the right-hand front wheel.

The upper division car is truly a specialized racing machine. The right front wheel carries what drivers call a safety hub. It's the hub from a 3/4 ton truck's rear wheel welded onto the right front spindle of the racer.

"The safety hub has eight bolts instead of the usual five to hold the wheel on," Ellison explains. "All the turns are left-hand turns which means that there's a constant stress on the right-front wheel. With the heavy hub there's a good chance of your wheel not coming off if it breaks - I broke a wheel when I was leading the feature race during the last week of the past season and was able to make it into the pit without losing it."

Other features that lift the racing stock car out of the road car class include those oddly-misshapen "slicks", wide tires without tread that provide greater control surface on a hot track. It's 13 inches wide and costs \$80. The rear tire on the opposite side is a mere \$55, however.



Left, the regular gas tank of the stock car is removed and another smaller tank substituted and placed in the trunk of the vehicle as a safeguard against fire in case of a wreck. All of the interior of the car except the driver's seat is stripped to cut down weight. The interior of the vehicle is reinforced by heavy steel pipe welded to form a protective frame for the driver. Above, Ellison receives the flag from race official at Raceway 95 as recognition for good sportsmanship.

Owning a racer isn't a penny ante proposition by any means, even though most owners do most of their own work and scrounge many of the parts that go into their machines. Bob Ellison sets a nominal investment in a car at \$2,500 although he estimates the car he and Glen Jay built from scratch represents not more than \$600 initial investment and an untold number of man-hours.

"You can't figure your time for anything because it's a hobby," he grins. "It means a lot of time, a lot of weekends and a lot of time spent in salvaging parts from junked cars."

A car must be "set" for the individual driver, he says. That means the springing and suspension. It also means that one man must drive the car rather than alternating from race to race.

On the track, the driver must concern himself with factors like heat, as well as the race itself. Heat is not necessarily undesirable. For traction in the grueling 12-mile races, heat makes the grotesque slicks "stick" better providing surer control. No one pushes his car really hard, Ellison says, until the tires have had a chance to heat up. In a daytime race, heat can adversely affect the performance of the engine. The damp night air, on the other hand, seems to make an engine run better.

It takes about 20 minutes to run off a feature race of 35 laps around the one-third mile long track at speeds that run over 70 miles an hour.

"The average speed of a winner in a feature race is probably 55 or 60 miles an hour," Bob

Ellison estimates. "You don't slow down much in the turns. You just back off on the throttle, then get back in again on the straightaway."

Is it dangerous? Not very, says this cool young man. In a recent race he blew a tire, slewed across the track and hit another car. He wrecked another car several years ago. But, he points out, the racers are much stronger than conventional cars because of the piping that actually forms a protective cage for the driver. He's also held in by a shoulder belt and seat belts.

"When you do spill, it happens so fast you really don't have time to be scared," he says. "The only time it's really hairy is when you roll over and land upside down. Then you're suspended head down by your shoulder harness. When you release, you simply land on your head. A very strange experience."

There remains, of course, the question of why any intelligent man would assume the risks of the track, the financial burden and the hard work that goes into keeping a car in racing shape. Probably the answer is that they do it for the same reasons that men jump out of airplanes, or go into the ocean in November with wet suits and scuba gear, or any of the other chancy activities men engage in for sport.

"I love the competition," Ellison says when he explains his own attraction for the sport. "I like to build them. But I'd rather drive them. I like the feeling of not knowing what's going to happen next in a race. It's like duck hunting. It gets in your blood."



Wallace Russell, retired general foreman in the locomotive department at Derby Shops, and Austin Randall, right, retired engine cleaner at Northern Maine Junction relive old times at the retirees dinner at Millinocket Oct. 10.

BAR Hosts Rail Veterans at Millinocket

A lively murmur of conversation filled the VFW hall at Millinocket as 121 retirees and active Bangor and Aroostook employees gathered for an evening of reminiscences and to break bread together.

Conductor Harry Sowers (Ret.), an 88-year-old veteran from Bangor, looked up from his roast beef at Trainmaster Frank Larlee seated beside him.

"You know," he said, smiling at the memory, "I went to work for this company just 62 years ago today. It was October 10, 1910. I reported at Houlton and my first job was on the Fort Kent ditcher under Conductor Clarence Benn. J. B. McMahon was superintendent and George Avery was chief dispatcher. I don't know where all those years went."

Bill Burton, another retired conductor who was listening to the conversation added: "Yes, and I broke in on the railroad under Harry."

The occasion was the Retirees Banquet sponsored by the railroad for its veterans and the conversation was typical of doz-

ens of such encounters and recollections between old friends, some of whom hadn't seen each other since the last gathering.

It was a low key affair without speeches or a formal program. The goal, according to Personnel Manager L. F. Lewis, was to provide veterans with an opportunity to spend an evening with their friends and active employees. The annual get-together was started nine years ago by Conductor Calvin Cole, General Yardmaster Irvin Foster and the late Linwood Welch.

"I want you all to know that the railroad still considers you an important part of the company," Executive Vice President Alan Dustin told the veterans. "No company is any better than its people and I'm proud to be associated with the kind of people I see here tonight. This railroad is a going concern today because of the kind of men and women who built it. What we are and what we have the potential to be is the result of your labors and I want you to know that it is appreciated."

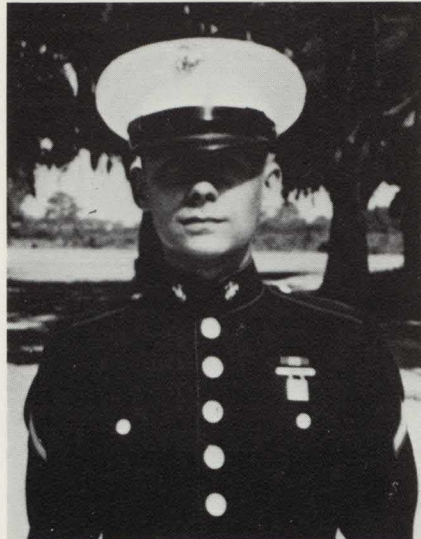
At right, Dr. H. C. Bundy, retired chief surgeon, and Ken Good, retired conductor, in the midst of pipe smoke and an animated discussion. Below, Millard A. Fairley, retired assistant to the chief engineer, center, and Max Place, retired chief clerk in the Mechanical Department, swap yarns during the social hour that preceded the banquet. The gathering attracted 121 retirees and active BAR employees. It was the ninth year that the dinner has been held.



E. D. Ross, retired roadmaster from Van Buren pictured above, was one of the most recent veterans to attend the dinner. At left, Harold Marble, retired station agent from Patten, and Bill Stubbs, retired Stores clerk at Derby, renew acquaintance after several years. Executive Vice President Alan Dustin told the veterans that "no company is any better than its people and I'm proud to be associated with the kind of people I see here tonight. ...What we are and what we have the potential to be is the result of your labors and I want you to know that it is appreciated."

In the Family

Transportation Department



Miles B. Woodard, son of Conductor and Mrs. Harold L. Woodard, Sr., has been assigned to Marine Corp facilities on Okinawa after completing Marine Tactical Data School in California. He joined the Marine Corps after graduating from Hermon High School in 1970 and was assigned to Parris Island in Oct., 1970. Miles is pictured in the dress "Blues" that were awarded him on his graduation as top man in the entire unit. His brother, Conductor Harold Woodard, Jr., is also employed by the railroad.

Conductor F. W. Annett, Houlton, served on the Aroostook County Traverse Jury, at Houlton during the Sept. Term. Gary Duplisea, son of Engr. and Mrs. W. E. Duplisea, Hermon, has entered the University of Maine, at Orono.

Chief Clerk and Mrs. L. P. Larsson, Presque Isle, recently enjoyed luncheon at the home of Mr. and Mrs. Henry C. Thomas, South Freeport, Maine in the interest of the New Sweden Historical Museum rebuilding project. A visit was also made at the office of the Swedish Consul, Martin R. Johnson in Portland, Maine.

Miss Judith Louise Ryan, daughter of Road Foreman of Engines and Mrs. C. A. Ryan of Island Falls and Robert V. Porter, son of Mr. and Mrs. Maurice Porter of Crystal, were united in marriage at the St. Agnes Catholic Church in Island Falls, Saturday, Sept. 16 in a double ring service conducted by the Rev. Valmont Gilbert. The organist was Mrs. Clyde Boutillier of Oakfield, an aunt of the bride.

The matron of honor was Mrs. Jeffrey Lord, of Patten, cousin of the bride.

Bridesmaids were the Misses Anity Ryan, cousin of the bride, Cathy Ballard, of Patten, and Patti Desmond, of Island Falls.

The bridegroom's attendant was his brother, Stephen Porter, of Crystal. Serving as ushers were Dwight MacArthur of Syracuse, N.Y. Dwayne MacArthur, of Island Falls and Joseph MacAuliffe of Wakefield, Mass.

The flower girl was Miss Angela Faulkner of Island Falls. The ring bearer was Robert Ryan of Island Falls, cousin of the bride.

A reception was held at the Island Falls Fish and Game Club which was decorated with yellow and white streamers and white wedding bells.

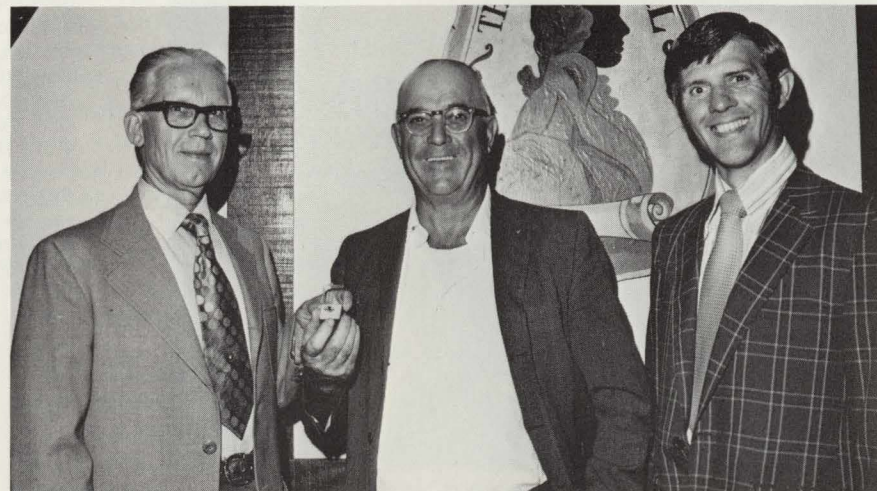
The bride is a graduate of Island Falls High School and of the Northern Maine Vocational Technical Institute in the School of Practical Nursing.

The bridegroom is also a graduate of Island Falls High School and the University of Maine at Orono. He is presently teaching at Island Falls High School.

Their wedding trip was to Quebec City.

Retired Conductor James A. Davenport, 66, died Sept. 21 in a Van Buren hospital following a long illness. He was born in Madawaska, Dec. 15, 1905, the son of Allen and Mary Jane (Savage) Davenport.

His employment with the BAR dated from Feb. 4, 1924 until his retirement on disability in 1947. He was a graduate of Fort Kent Madawaska Training School, a member of Fort Kent Masonic Lodge, Garfield Chapter RAM Caribou and St. Aldemar Commandry in Houlton and a member of the Brotherhood of Railroad Trainmen.



Supt. H. P. Lee, left, congratulates Engineer Glenwood E. Newcomb, center, on his retirement after 31 years service with the railroad. Engineer Gary Karam, UTU Chairman, is pictured at right. Mr. Newcomb is a native of Newburg and makes his home with his wife in Stockton Springs. He attended Hampden schools, entering service the second time in 1943. The couple has a daughter, Nancy Morrill and a son Ralph G.

Mr. Davenport is survived by his widow, Mrs. Mildred (Dunn) Davenport, of St. Francis, and one brother Raymond Davenport, of Wassaic, N.Y.

The funeral was held in the Chapel of the Nadeau Funeral Home in St. Francis and burial in Ashland Municipal Cemetery.

Hugh W. St. Onge, 72, retired clerk of 187 Parkview Avenue, Bangor, died Oct. 6 at his residence. He was born in Barre, Mass., March 2, 1900, the son of Alfred and Anna (Mullen) St. Onge.

He was employed with the Bangor and Aroostook Railroad from Oct. 6, 1918 until his retirement Sept. 13, 1968. He was a member of the First Church Christian Scientist Boston, Mass. and the First Church Christian Scientist, Bangor, of which he was a former second reader. He was a member of Rising Virtue Lodge, Scottish Rite Bodies, 32nd Degree Maine Consistory, Portland and a 50 year member of Anah Temple Shrine, Bangor, a Past Patron of Tuscon Chapter OES Bangor and a member of the Railway Clerks Association.

He is survived by two daughters, Mrs. Josiah (Dorothy) Alford, Hughesville, Pa., and Mrs. Edwin (Anna) Minner, Bethlehem, Pa. and four grandchildren.

Funeral services were held at the Brookings-Smith Funeral Home, Bangor.

Retired Conductor Vernon L. Hall, 67, of Newport, died Oct. 13 at a Pittsfield nursing home following a long illness. He was born in Patten Nov. 4, 1904, the son of Luther and Mary (Moore) Hall.

He graduated from Patten Academy and attended Staunton Military Academy, Staunton, Va. His railroad employment was from Oct. 30, 1924 until his

retirement Nov. 4, 1969. He had lived in Newport for the past 40 years.

He was a member of the BRT, the Reading Committee of the Newport Library, Katahdin Lodge AF&AM of Patten, a 32nd Degree Mason, Anah Temple Shrine and Order of the Eastern Star.

He is survived by his wife, Madeline (Miles) Hall of Newport; two sons, David of Huntsville, Ala., Wayne of Honolulu, Hawaii; and two grandchildren.

Funeral services were held at the High Street Congregational Church, Newport, Masonic services at the Crosby-Neal Funeral Home. Burial in the Riverside Cemetery, Newport.

Traffic and Marketing Departments

Alphena Levesque of BAR's Northern Maine Sales Office at Presque Isle recently went on a European tour. Alphena travelled with Dora Clark and Elizabeth Hitchings of Caribou and Louise Lavasseur of Springfield, Va. Taking the Caravan Tour, Alphena and friends flew from New York to London on a 747 then on to Paris, Lucerne, Venice, Florence, Rome, Madrid and Lisbon. One of the highlights of the tour was the trip up Mt. Pilatus by cable car and the descent via Funicular Railway.

Holly Hickson, daughter of Asst. Vice President-Marketing and Mrs. J. Charles Hickson, has entered the U of M, Orono as a Freshman. Holly is in the school of nursing.

Pat LeBrun, formerly of Van Buren and now of Woodland Hills, Calif. was a guest of Mary Wood, secretary, Executive Office, and Ouida Long, secretary, Traffic Department. Pat currently is a head nurse at the Veterans Hospital, Sepulveda, San Fernando Valley. Before her return to Calif. she travelled to Cocagne, N.B. and then to Van Buren to visit with her father, Eugene LeBrun.



Conductor Francis B. Duffy, center, has retired after serving nearly 43 years with the railroad. Pictured with him are Supt. H. P. Lee, left, and Trainmaster F. D. Larlee, right. Mr. Duffy was born in Bangor and attended Bangor schools. He is married and has two sons, Francis, Jr. and Thomas and one daughter Patricia MacDonald, all of Bangor.

Mechanical Department

Miss Deborah Carey, daughter of Welder and Mrs. Galen C. Carey of Milo, became the bride of Lawrence H. Churchill, Sept. 9. The wedding took place at St. Paul's Catholic Church, Milo, with the Rev. Joseph Whitlock performing the ceremony.

The bridegroom is the son of Mr. and Mrs. Llewellyn Churchill of Gardiner.

The bride is a graduate of Penquis Valley High School, Milo, and Mercy Hospital School of Nursing, Portland. She is employed at the Maine Medical Center, Portland.

The bridegroom is a graduate of Gardiner High School and Southern Maine Vocational Technical Institute, Portland. He is employed at Wolfe Ford, South Portland.

A reception was held at the Derby Community Hall.

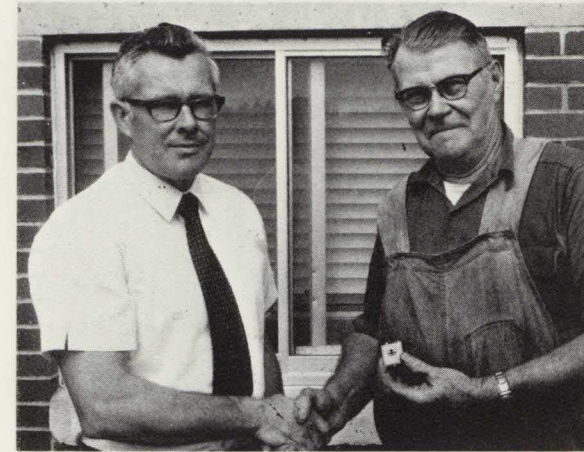
Following a wedding trip to Quebec, the couple are residing at Portland.

Our sympathy to Carpenter and Mrs. Harry Gordon Sinclair, Sr. of Milo, on the death of their son Harry Gordon, Jr. He was born at Bristol, Conn., Dec. 11, 1943.

Harry was a radio announcer and is survived by his mother and father of Milo; his widow, Elizabeth (Worden) Sinclair of Windsor; two brothers Stephen Sinclair of Bangor, Wallace of Shirley Mills; one sister, Kristine Sinclair of Milo, as well as his maternal grandmother of Milo, and his paternal grandmother of Dover-Foxcroft.

Machinist and Mrs. Philip Sherman are announcing the birth of twins, a girl and a boy, July 21, at the Milliken Memorial Hospital in Island Falls. They have been named Lana Lea and Lany Earl.

Maternal grandmother is Mrs. Mary Louise Brisely of Oakfield. Paternal grandparents are Carman Gang Leader and Mrs. Ralph Sherman of Oakfield. The



H. W. Hanson, and M. A. Wibberly

maternal great grandmother is Mrs. Mae Brisley, Oakfield and maternal great grandfather is Mr. Lloyd Collier of Patten. Paternal great grandmother is Mrs. Annie Sherman of Oakfield.

Chief Mechanical Officer, H. W. Hanson, left, congratulates Machinist Melville A. Wibberly on his retirement Sept. 5, after 45 years service with the railroad.

Mr. Wibberly was born Nov. 13, 1907 at Houlton, Maine and attended Houlton Schools.

He started work for the railroad Dec. 31, 1927 as a trackman. Subsequent positions held were machinist apprentice, machinist helper, air brake repairer, engine inspector, engine cleaner, boilermaker helper, sheet metal worker helper, laborer, acting foreman, sub-machine foreman, and machinist. He is a member of the Masons and the International Association of Machinists.

He is married and has four children, Donald, of Milo, Gerald, a missionary in Thailand, Dorothea, Farmington, and George, U. S. Navy, stationed in Virginia.

He resides with his wife, Vivian, at Elm Street, Milo.

His grandfather, father and two uncles were employed by the railroad.

Mr. Wibberly was presented with a purse of money from his fellow employees at a retirement party held at the Derby Shops.

Retired Chief Clerk and Mrs. Max E. Place of Derby recently took a two week General Grand Chapter Triennial trip to Las Vegas. The group went by bus to New York and then from New York to Ogden, Utah by train. The trip included a two day charter bus tour to Bryce Canyon and Zion National Park.

From Las Vegas they took a bus to Barstow, California, and the train from there to New York over the Santa Fe and the Penn Central. They had a very enjoyable trip, and Max mentioned that this was his first experience with Amtrak.

Welder Lester M. Wyman, Derby, is a patient at the Eastern Maine Medical Center for treatment of a burn. His fellow employees wish him a speedy recovery and return to work.



Assistant Supt. **L. S. Milton**, right, presents Chief Dispatcher **Henry White** with his gold pass for 40 years of service. Mr. White became a B&A operator in 1931. He is a native of Oakfield, attended Houlton schools and Ricker Junior College. He has one daughter, **Janet**, of Kents Hill, Maine. Mr. White belongs to the Masonic bodies, Shrine and Order of the Eastern Star.



Leo E. Downie, Houlton, traveling engineer and supervisor of air brakes, retired Sept. 18. He is pictured receiving congratulations from Chief Mechanical Officer **Harold Hanson**. A native of Presque Isle, he entered service in 1938 and has been a painter, laborer, fireman and engineer. Mr. Downie is married and has three daughters, **Melody**, **Nina Capuano** and **Mary Lou Alward**; and one son, **Ronald**.

Purchases and Stores Department

We are sorry to hear of the death of retired Yard Foreman **Morris Furlong**, 75, formerly of Milo, who died Sept. 22, in a Kittery hospital.

Born in New Brunswick, Canada, May 9, 1897, he was the son of **Nelson** and **Mary (Bartlett) Furlong**. He was a communicant of St. John's Catholic Church in Bangor. He had been a yard foreman

for the railroad in Derby before his retirement in 1964. He entered service in 1923.

Surviving are his widow, Mrs. **Rita A. (LaPointe) Furlong** of Kittery; three sons, **William A.** of Kentucky; **James N.**, laborer for the Stores Dept. in Northern Maine Junction., and **Lawrence H.**, both of Bangor; one daughter, **Janice Anne Burgoyne** of Kittery; one brother, **Percy Furlong** of New Brunswick, Canada; and 15 grandchildren.

Funeral services were held at St. John's Catholic Church, in Bangor.

Crane Operator **James W. McIntyre** retired Sept. 15, after 27 years of service. **H. F. Bell**, Manager of Purchases & Stores, presented him with a gift from the employees at Derby.

He was born Sept. 17, 1907 in Woodstock, Canada and attended Houlton schools. He started work for the BAR April 4, 1946, as a cutter and then as a crane operator. Prior to coming to work for the railroad, he was in the U. S. Army.

Mr. McIntyre now resides in Houlton with his brother.

Crane Attendant **Walter T. Bohan** retired Sept. 15, after 27 years service. **H. F. Bell**, Manager of Purchases & Stores, presented him with a gift from the employees at Derby.

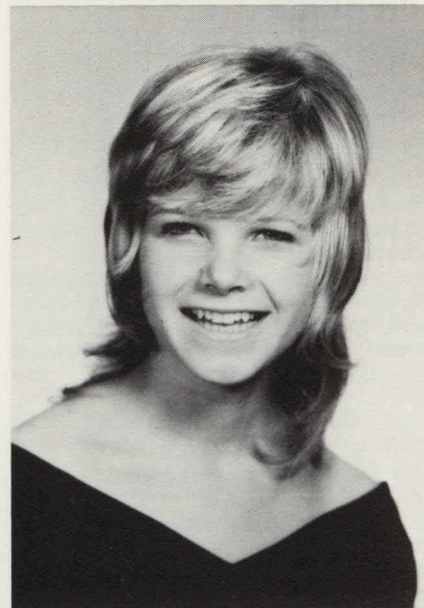
Mr. Bohan was born June 20, 1907 in Mars Hill and attended schools there. He started work for the BAR Sept. 24, 1945 as a laborer and then as a crane attendant.

He is married and has four children, **Charlene**, Bangor; **Jackie**, **Robert** and **Jean**, all reside in Florida.

The Bohans make their home on Derby Hill in Milo.

Engineering Department

Miss **Virginia Butler**, daughter of Mrs. **Alvin Butler** and the late **Alvin Butler** of Houlton, became the bride of **Gary Gray**, son of Mrs. **Patricia Gray** of Ply-



Manager of Purchases and Stores and Mrs. **Harold Bell**, Derby, have announced the engagement of their daughter, **Pamela Lynn** to **Eugene A. Worcester**, son of Mr. and Mrs. **Alden Worcester**, East Corinth. Miss Bell is a senior at Penquis Valley High School. Mr. Worcester is a graduate of East Corinth Academy and is self-employed.

mouth and **Albert Gray** of Pittsfield, in a lovely lawn ceremony recently at the residence of Mr. & Mrs. **Kenneth Butler**, 45 Calais Road, Houlton. An outdoor reception immediately followed the ceremony.

The bride is a graduate of Houlton High School, attended the University of Maine at Presque Isle, and completed one year of study at Bryant and Stratton in Boston where she majored in fashion



Mr. & Mrs. Gary Gray

and retail merchandising. The bridegroom is a graduate of Maine Central Institute in Pittsfield, attended the University of Maine at Presque Isle and is presently employed in Newport, Maine, where the couple is residing at Gilman's Trailer Court.

The bride is the sister of stenographer **Joan Butler**.

Miss **Victoria Ann Daniels**, daughter of Mr. and Mrs. **John Daniels** of Houlton, became the bride of **Richard L. Goodwin**, son of Dr. and Mrs. **Robert W. Goodwin** of Houlton, on Aug. 19 at St. Mary's Church. Reception was held at the Parkview Restaurant.

Miss **Cathy Daniels**, sister of the bride, was maid of honor. Bridesmaids were **Carolyn Goodwin**, **Marion White**, **Mary Harbison** and **Barbara Benn**. Junior bridesmaid was **Julie Goodwin** and flower girls were **Jill Daniels** and **Cynthia Huggard**. The bridegroom's attendant was **Andrew Pierce** and ushers were **Geoffrey Goodwin**, **James Gormley**, **Michael Goodwin** and **Rich Churchill**.

The bride is a 1971 graduate of Houlton High School. The bridegroom was graduated from Houlton High School in 1970 and is a junior at the University of Maine. They are residing at 249 Center Street, Old Town. The bride is the niece of Secretary **Faye Albert** and granddaughter of the late **Fred W. Albert**, B&B Cook.

Mrs. **Annie Faulkner**, widow of the late **George D. Faulkner**, retired trackman, recently returned from Decatur, Illinois, where she visited for several weeks with friends and relatives some of which she had not seen in many years. One of the highlights of her trip was a visit back to the home town of her childhood years, Sparland. On the return trip she also spent 10 days visiting in New Hampshire.

Dennis Morton, son of Leading Signalman & Mrs. **W. I. Morton**, has returned home after spending a month and a half with his sister and brother-in-law, SP4 and Mrs. **Eugene Botting**, in Dahn, Germany. While there, he toured Amster-

dam and France with them. Mr. Morton has resumed his teaching position in East Millinocket School system.

AN **Brian E. MacIlroy** recently spent a 20-day leave with his parents, Statistical Clerk and Mrs. **Robert MacIlroy**, in Houlton. He returned to NAS Brunswick, where he will attend Air Controlman School.

Mrs. **Irene Gartley** and **Henry**, wife and son of Mechanic **Hazen Gartley**, recently went to London, England, where they visited with her mother, Mrs. **John Johnson**.

Our sympathy to the family of Cook **Roland Nadeau** who died suddenly Sept. 4 at his home in St. Francis. He was born in St. Francis, April 30, 1909, the son of **Henry** and **Rose (Jandreau) Nadeau**. He was an employee of the railroad for 21 years.

He is survived by his wife **Lea (Thibodeau) Nadeau** of St. Francis; his mother of Skowhegan; three sons, **Richard** and **Eric** of St. Francis, **Larry** of Stafford, Va.; two daughters, Mrs. **Fernald (Iris) Jandreau** of St. John and **Ellay**, of Southington, Conn.; four sisters and five grandchildren.

Principal Assistant Engineer **Carvell Hatfield**, Houlton, resigned from the railroad Sept. 1. He plans to engage in a private consulting engineering practice doing business as Hatfield-Randall Associates with an office in Market Square, Houlton. This business was originally organized by Mr. Hatfield and the late **Roger P. Randall**.

A farewell party was held in the Engineering Department on Sept. 29 and refreshments were served. Attending were employees from various departments. Chief Engineer **Vinal Welch** presented him a gift from the company and Assistant Engineer-Track and Structures **Anthony** presented a gift from fellow employees.

Mr. Hatfield became associated with the railroad in May 1961, as an assistant engineer, the same year that he graduated from the University of New Brun-



Mr. & Mrs. Carvell Hatfield

wick. He was promoted to principal assistant engineer in 1966.

Ronald F. Brayson, son of Equipment Operator **Daniel Brayson** and the late **Gertrude Brayson**, was recently promoted to the position of assistant chief metallographist of the strip mill laboratory at the Lackawanna plant at Bethlehem Steel Corporation. A graduate of Fort Fairfield High School, and the University of Maine in 1967, Ronald served two years in the army. Prior to his promotion, he was an engineer in the physical and heat treatment laboratory at Lackawanna. He and his wife, the former **Miss Marlene McGrath** of Fort Fairfield, and daughter **Renee**, live in Springville, New York.

Trackman **Ward Z. Grant**, (ret.), died August 8, after a brief illness. He was born at Canterbury, N.B., on May 28, 1880, the son of **Seb** and **Cynthia (Dow) Grant**. He was employed by the BAR for 45 years, retiring in 1945.

Surviving are a daughter, Mrs. **T. R. (Marion) Sparrow** of Gardiner; a brother, **Burns Grant** of Connecticut; one sister, Mrs. **Rilla Ritchie** of Canterbury, N.B., and two grandchildren.

Trackman and Mrs. **Fred Bossie**, Stockholm, have announced the engagement of their daughter, **Julie Donna**, to **John Richard Cook**, son of Mr. and Mrs. **Donald Cook** of Mapleton.

Miss Bossie is a 1968 graduate of Caribou High School and is employed as a secretary by Converse Rubber Company, Presque Isle. Cook is a 1964 graduate of Presque Isle High School. He served three years with the Army completing a two year tour of Vietnam. He is a 1970 graduate of the U.S. Border Patrol Academy, Brownsville, Texas. He is with the U.S. Border Patrol, Presidia, Texas.

Section Foreman **Earl R. Porter**, retired, died Aug. 31 at Island Falls. He was born in Grindstone, June 1, 1913, the son of **Raymond** and **Lelia Porter**.

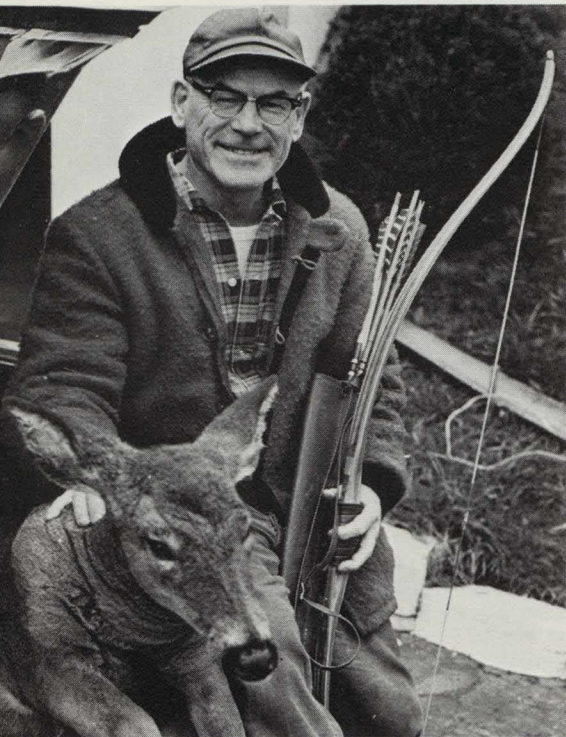
Mr. Porter entered service Dec. 3, 1928 as a trackman at Grindstone. He served as flangerman for several winters



Mrs. Richard L. Goodwin



Walter Bohan, James McIntyre, and Harold Bell



Bob Clukey, Bangor, manager of tabulating for the railroad, ended a seven-year quest to take venison with bow and arrow Oct. 30 when he took this 126-pound doe in the East Corinth area. The railroad archer brought down the deer with a neck shot from his 50-pound bow at about 45 feet. Only 15 or 20 deer are taken by archers each year.

and was appointed section foreman May 8, 1944. He worked in this capacity at Howe Brook, Crystal and Grindstone until his retirement in Jan. 1970 due to illness.

Surviving are his widow, Mrs. Clara (Nye) Porter; three daughters, Mrs. Michael (Merlene) Ryan of Island Falls; Mrs. Rudolph (Gloria) Long of Sherman; Mrs. Samuel (Sandra) McNally of Crystal; four sisters and 18 grandchildren.

Accountant Christopher L. Friel, Houlton, resigned Sept. 18, to accept employment with Petroleum Products, Inc. He will operate a new automatic car wash which will open in Houlton. Chris has been with the company for four years.

An office coffee was held Friday afternoon, and Assistant Chief Engineer Gordon Duncan presented him a gift.

Statistical Clerk and Mrs. Robert MacIlroy recently celebrated their 25th wedding anniversary and were guests of honor at a party given by friends. Mr. and Mrs. MacIlroy were presented a money tree and a social evening was enjoyed followed by refreshments.

Our sympathy to Janitor Willard H. Buxton and family in the loss of his father, retired B&B mechanic Charles M. Buxton, who died Oct. 13 at a Houlton hospital after a short illness. He was born at Woodstock, N.B., on Oct. 13,

1888, the son of Benjamin and Maude (Dow) Buxton. He retired from the company in 1954 after 14 years of service. Mr. Buxton is survived by his wife Bertha (Niles) Buxton; his son Willard H. and three grandchildren.

Assistant Engineer Roy Brockway, Houlton, resigned as of Oct. 16, to accept employment with Hatfield-Randall Associates, Market Square, Houlton. Roy has been with the company two years. An office coffee was held Friday afternoon and Assistant Chief Engineer Bridges and Structures Dale Anthony presented Roy with a gift.

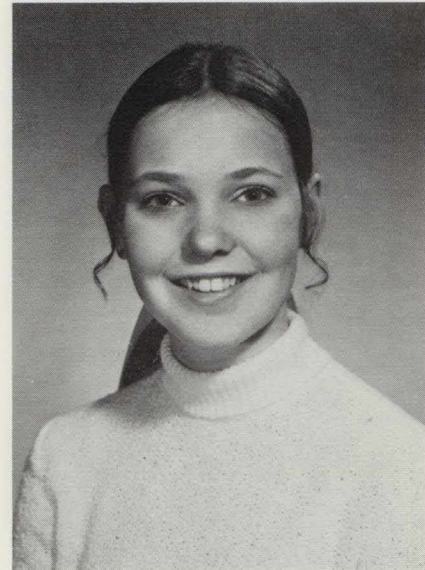
Our sympathy to the family of Ray O. Foster, retired section foreman, who died Oct. 11 at a Houlton hospital after a short illness. He was born in Monticello on June 4, 1905, the son of Frank and Viola (Stokoe) Foster. He retired from the company in 1970 after 42 years of service.

Surviving are his wife Ida M. (Yerxa) Foster of Monticello; two sons, Merle R. of Linneus and Dana O. of Monticello; two daughters, Mrs. Carl (Margaret) Carpenter of Houlton, Mrs. John (Rosemond) Delong of Bridgewater; three brothers and 11 grandchildren.

Roadmaster and Mrs. Roland H. Tweedie observed their 45th wedding anniversary on Sunday, Oct. 14. Our congratulations.

General Offices

Deborah McDowell, 15, daughter of Anneli E. McDowell, received first place in the 15-17 age group at a swim meet at Worcester, Mass. on November 4. Deborah is a member of the Aquarians, a synchronized swim group from the Bangor YWCA. The meet consisted of various stunts in relation to synchronized



Miss Sharon Ann Burke

swimming. She is a sophomore at Bangor High School.

Accounting Department

Mr. and Mrs. Donald Burke of Fox River Grove, Ill., are announcing the engagement of their daughter, Sharon Ann Burke, to Airman 1st Class Clifford Mervyn Johnston, USAF. He is the son of Lead Clerk and Mrs. Mervyn H. Johnston of Birch Street, Bangor.

Miss Burke attended Northeastern Illinois State College in Chicago. Mr. Johnston, a graduate of Bangor High School, attended the University of Maine and is stationed at Chanute Air Force Base in Illinois.

A late November wedding is planned.



Supt. H. P. Lee, right, congratulates Engineer Delsie L. Laferriere, Sinclair, center, on his retirement. Mr. Laferriere entered service as a fireman in 1946. He is married and has five children: Mrs. Greta Martin, Mrs. Jean Seals, Delmont, Gary and Clayton. Also pictured is Ass't Supt. L. S. Milton.

Facts and Figures

	September		Nine Months Ended 9/30	
	1972	1971	1972	1971
We received from:				
Hauling freight	\$ 894,360	\$ 815,215	\$ 9,645,546	\$ 9,089,931
Carrying passengers & express on our busses	22,966	20,130	211,022	226,505
Other transportation services	35,511	42,124	282,483	205,713
Net rental from freight cars and other equipment	281,367	326,738	3,093,520	2,571,737
A total of	\$1,234,204	\$1,204,207	\$13,232,571	\$12,093,886
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	274,724	243,960	2,749,746	2,594,851
Keeping locomotives, cars and other equipment in repair	425,359	362,623	3,884,410	3,212,085
Running trains, station and yard expenses	331,866	259,074	3,301,036	3,110,168
Pricing and sales of our services	27,575	25,000	247,087	234,096
Managing the business and keeping records	75,984	68,089	774,531	640,938
Federal income taxes	4,600	—	24,200	—
Payroll taxes	70,581	65,240	654,819	618,898
State and local taxes	32,787	28,525	290,390	280,929
Interest on borrowed money	122,526	109,006	1,063,995	1,022,247
Other miscellaneous charges - net	(19,288)	3,215	(60,287)	12,495
A total of	\$1,346,714	\$1,164,732	\$12,929,927	\$11,726,707
Our Net Income (Loss) was	(112,510)	39,475	302,644	367,179
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				
	125,479	84,305	369,168	315,733
—Dividends received from our subsidiaries (excluded above)	—	—	555,000	150,811
—Gains realized from reacquisition of the First Mortgage 4 1/4 %, Series A Bonds (excluded above)	—	—	76,840	720
Net Income (Loss) reported to the ICC	\$ 12,969	\$ 123,780	\$ 1,303,652	\$ 834,443

Mile Posts

35 YEARS SERVICE
Hercules Levesque

30 YEARS SERVICE
M. Lucille Brimmer
George E. Chasse
Parker A. Dean
Leland L. Donahue
Charles H. Douglass

Walter E. Douglass
L. Joseph Howard
Paul S. Wheeler

25 YEARS SERVICE
Oscar W. Erickson
Everett J. Gerard
Gordon E. Somers
Joseph A. Voisine

20 YEARS SERVICE
Owen H. Bridgham
Leo R. Bustard
G. James Canders
Hubert A. Furrow, Jr.
Hugh G. Goodness
Owen J. Gould
Gary E. Karam
William P. Landry

Ray J. Nickerson
Roland V. Pelletier
Donald R. Reynolds
Thomas E. Skidgel
Conrad Voisine
Harold L. Woodard, Jr.
15 YEARS SERVICE
Everett R. McLaughlin
George E. Mossey

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Here's an example of payments:

			<u>36 months</u>	<u>42 months</u>	<u>48 months</u>
When \$1000.00 is borrowed payments are			32.27	28.32	25.36
\$2000.00	"	"	64.53	56.63	50.72
\$3000.00	"	"	96.80	84.95	76.09

