

MAINE LINE



BANGOR AND AROOSTOOK RAILROAD

SEPTEMBER-OCTOBER-NOVEMBER, 1973



Talking It Over

To My Fellow Employees,

Change, it has been said, is the one unchanging element in the human condition. It's usually a healthy indicator of growth and some of yesterday's radical notions become today's accepted ideas. We have in industry an example of the evolution of an idea that, a decade ago, might have been considered revolutionary. It's the concept that the people who do the day-to-day work of a company have as much stake in that company as do the people who have their dollars invested in it. I have considerable sympathy with this point of view.

I think it is a healthy situation for any company . . . and particularly for a railroad . . . when employees have some input into how the company will be operated. Obviously, I'm not speaking of just the system of compensation or of working conditions. Such matters are handled in a competent manner by the brotherhood spokesmen and the management. But to make decisions affecting compensation and working conditions without accepting responsibility for the larger questions of profitability and productivity would be a kind of cop-out.

If I am correct in thinking that, on this railroad at least, we are evolving toward a new kind of partnership between the people who actually operate the railroad and those who own it and manage it, then we have reached a point in our growth where your judgment, your specialized knowledge of your job and your experience is urgently needed.

Let me give you an example. This year, alone, we have experienced overall price increases on the materials and tools we need to run the railroad that averaged 15% across the board. Annualized wages increased \$650,000 over 1972. Annual payroll taxes . . . fringe benefits . . . have increased by \$467,000. Changes in the use of our RS fleet have resulted in reduced earnings for these cars. In spite of increased locomotive leasing, our equipment rentals will be down by about \$200,000 this year. The two rate increases we were permitted this year will only produce \$723,000 in revenue on an annual basis, which will not cover our increased current costs, let alone provide funds for capital improvements.

The first step most managements take when faced with rising costs and decreased revenues is to cut jobs. I do not like to take this step. In my opinion, it is an alternative that doesn't require much skill. It's not good for people and, in the long run, I don't think it helps the company. But if we

don't cut people, how do we maintain our income and expenses in reasonable balance?

That's where you come in. I'm convinced there's not only an area of savings we can make in concepts and methods of railroading but also an opportunity to increase our revenues by rethinking our standards and the way we do our jobs. All of us have a human tendency to keep on doing our work the same way we've always done it without thinking much about it. I'm certain, for example, that we do some things ways that are wasteful of material or time. If we save the material, it's a direct money-saving. If we save time, it doesn't mean that it will put anyone else out of a job; it means that we improve our efficiency, hence our competitive position.

I don't have the knowledge to bring about the improvements that each of you has in his experience and skill. No individual person has. But together, I am convinced, we have the key to unlock such a storehouse of knowledge that would more than offset the disparity between present financial revenue increase and expense increase.

I don't know any of you who don't work hard. So when I talk about increasing our efficiency, our productivity . . . I'm not saying we have to work harder. We have to think creatively about our jobs, about the whole railroad operation. There's no limit on imagination we need to operate our company more efficiently. We need the know-how of every one of our people. If you tell me we need better and more sophisticated tools to do the job, we'll get them.

It's my deep conviction that a thinking human being is the most valuable asset any company can have. The kind of input I've spoken of here is part of the price anyone pays for having a voice in the operation of a company. It's not just the province of management.

If I haven't completely misread the direction we're taking, there may even come a time when the words "management" and "labor" will lose their adversary connotation and come to mean a unique kind of partnership.

Sincerely,

W. E. Francis



About the Cover

The "hobo" on the front cover is Night Watchman Calvin Andrews (Stores Department at Derby) as he was seen by the hundreds of people who watched the Milo Sesquicentennial parade (see story pg. 4). Calvin was one of several Bangor and Aroostook employees who not only helped build the scale model of a BAR freight train that appeared in the parade but was also part of the crew in the parade.

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Volume 21, Number 5
September, October,
November, 1973

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NEWS BRIEFS

BAR Declares Another Dividend

Bangor and Aroostook directors declared the second cash dividend of 1973 with a \$1.00 payment on a share of common stock at their Oct. 16 meeting. Payment will bring dividends for 1973 to \$2.00 per share of common stock. Prior to the dividend declared in June, the company's most recent dividend was paid Dec. 29, 1967 and amounted to 20¢ a share.

New Office Building

Construction was started on a new general office building at Northern Maine Junction in September. The structure will cost an estimated \$650,000 and is being built by Peachey Builders of Augusta. The building will be of aluminum and steel construction and will house Transportation and Engineering Department managers and their staffs now stationed at Houlton as well as some Mechanical Department personnel now headquartered at Derby. Traffic, Marketing, Accounting and Computer, now housed in Bangor and Brewer, will also move to the new facility. The building, to be completed in June of 1974, will have office space for about 80 persons.

Unloading Allowance On Potatoes

The railroad has filed a tariff with the Interstate Commerce Commission for permission to pay receivers of rail potatoes originating on the BAR a cash unloading allowance. The unregulated truckers who transport Maine potatoes already pay such an allowance.

The railroad's allowance will amount to 10¢ a hundredweight in standard refrigerator cars, 5¢ in jumbo mechanical refrigerator cars and 7¢ in bulk potato cars.

The unloading allowance proposal is a marketing device, according to Howard L. Cousins, Jr., VP-marketing, that will be used to attract more fresh potato traffic.

BAR Employees Scholarship

Children of all Bangor and Aroostook employees are eligible to apply for a BAR Employees Scholarship (see story page 5). The scholarship awards will be made in time for the spring semester of the 1974 school year. For an application form simply write Mr. Gary Karam, Chairman, Scholarship Committee, 374 Ohio Street, Bangor, Maine 04401. Please give your name, age, address and name of your parents. Scholarships will be awarded on the basis of financial need.

The Name of the Game is Citizenship....You Play it with People



Pictured with the model train built with volunteer labor at Derby Shops for Milo's sesquicentennial celebration are most of the employees who participated. Those helping were: H. G. Sinclair, H. E. Clark, R. E. Hill, S. C. Hamlin, S. N. Clark, H. D. Williams, N. G. Pinette, E. K. Cunningham, S. J. Leavitt, B. L. Curtis, J. J. Willinski, Jr., R. E. Jay, G. C. Carey, C. W. Clark, L. J. Marks, H. W. Hanson, E. J. Berry, H. A. Mannisto, B. W. Stubbs, C. A. Dean, A. J. Bushway, M. R. Clark, R. A. Smith, R. M. Ellison, T. S. Jay, M. L. O'Connor, P. Lewis, N. Decker

Perhaps because they've been a part of the American scene for so long, railroads...and railroad people...are regarded as most responsible citizens in the communities they serve. Since the days when the station agent was justice of the peace, judge, selectman and about the single most important man in the community, railroad people have been participants and leaders in the democratic process.

Today, they're generous contributors to United Fund, serve on school boards and in elected office and are represented in leadership positions in the communities served by the railroad. In fact, one of the fringe benefits

the Bangor and Aroostook provides the communities where its people are stationed throughout northern Maine is a core of responsible citizenry.

Present day Bangor and Aroostook employees are still living up to the high standards of citizenship set by their predecessors. A group of volunteers at the railroad's Derby shops designed and built a scaled down BAR freight train on their own time as a part of the community's Sesquicentennial Celebration Oct. 6. Another employee group, representing all the brotherhood employees on the road, is announcing a scholarship fund for children of BAR employees. And the

Association of General Chairmen is organizing a Bangor and Aroostook group to participate in the volunteer blood bank concept of Regional Blood Bank, Inc.

The Derby model train project got off the ground when the railroad was approached to contribute a float for the town sesquicentennial parade. A commercial float was prohibitively expensive but a group of 28 men at Derby shops volunteered to donate their time to make an entry if the company would donate the materials.

Gordon Sinclair, a carpenter at the shops, was elected coordinator of the group and they decided to build a scaled down rep-

lica of a four-car freight train. From the impressive pool of talent, a set of working plans was produced and the crew spent nights and Saturdays for a month building the train at Derby shops. Hayrack wheels and utility trailers loaned by employees served as undercarriages for the cars. The motive power problem was solved by the loan of the Derby trackmobile.

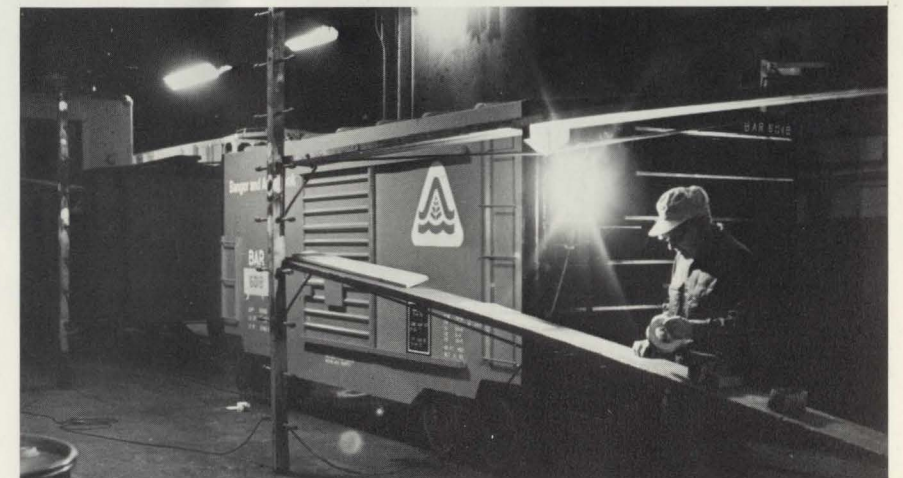
One worker said that the project "gave everyone a chance to do his thing" and that it was fun. Authenticity, as might be expected from professional car repairers and builders, was carried to the final detail including automatic car classification plates.

When they finished the project on the eve of the parade Oct. 5, the volunteer crew had spent something like 430 manhours of their leisure time on the project. The day of the parade dawned bright and windy after a day-long rain. The "train crew", not knowing how their creation would tow behind the trackmobile, left Derby shops with a police escort at 8:30. But they'd done their work well and it required only a half hour to get the train to Milo. The journey was watched by incredulous householders and motorists.

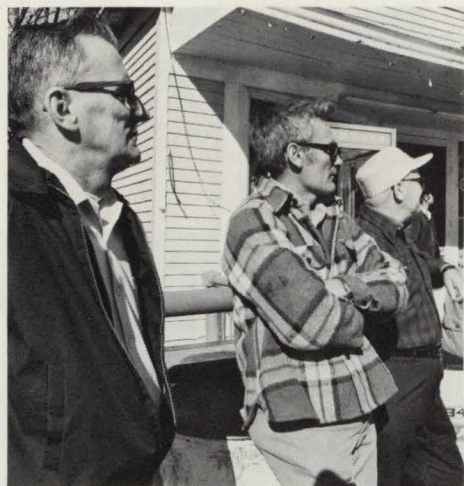
The unit took first prize for business entries in the parade. It was accompanied by car inspectors, brakemen, an engineer, conductor and two resident hobos who were chased from a boxcar to the delight of the crowd.

SCHOLARSHIP FUND

In spite of the high standard of living enjoyed by many Americans, there are still deserving youngsters for whom finances present a huge obstacle in continuing education after high school. The Bangor and Aroostook General Chairmen's Associ-



From top: The finished train rolls down the parade route on the day of the celebration, complete with car inspectors, train crew and two resident hoboes. Center photo: At work in the shop after regular working hours, Stan Clark prepares stencils for the newly-painted model boxcar in the background. Left: Two youngsters peer over the roof of the family car with cool appraisal as the parade passes by.



Above, left, BAR employees Eugene Dunham, Robert Jay and Paul Nutter cast a professional eye on the BAR entry. Above, "Conductor" Galen Carey searches for a hobo who appears to have just eluded the search. Left, Arnold Dean, one of the volunteer crew puts the finishing touches on the caboose. Gordon Sinclair, right, acted as coordinator of the volunteer effort at the shops.



ation is doing something about it to help the children of Bangor and Aroostook employees. The group has announced that it will award up to three \$200 scholarships a year to the children of BAR employees beginning Jan. 1, 1974. Stepchildren will be considered eligible as will the children of retired or furloughed employees.

"The criteria for awarding scholarships will be financial need," says Gary Karam, chairman of the Association. "The committee will also have to determine whether or not a school meets the guidelines we've set up for eligibility."

Wade Canney, Milo, is vice chairman of the scholarship committee and John Rowe, Houlton, is secretary.

BLOOD BANK

There was a lot of ribbing about

Liston F. Lewis, labor relations officer for the BAR, and Gary Karam, chairman of the General Chairmen's Association, giving blood in the railroad's conference room at Northern Maine Junction offices but that's exactly what happened. The occasion wasn't a labor negotiating session, however, but the start of a railroad group effort to support Regional Blood Bank, Inc., which now has an office in Bangor and is extending its services to hospitals in the eastern Maine area. The General Chairmen's Association is sponsoring the effort.

Regional Blood Bank, Inc. is a non-profit organization that operates on the same concept as Red Cross blood banks in other states. It's the only centralized blood bank system in the state and is composed of a completely voluntary donor system.

Regional Blood Bank began in

Waterville four years ago and now serves 26 hospitals in the Portland, Waterville and Auburn areas. The only membership obligation is for the railroad employee to donate one pint of blood a year when asked. Essentially, you become a walking blood bank.

Becoming a member of the group and giving one pint of blood a year makes you an active participant and protects you and your family living in the same household anywhere in the United States and Canada. Anyone between 18 and 65 is eligible.

The general chairmen feel that there's a need for the blood donor system in this area because there isn't always an adequate supply of commercial blood available. And, they point out, even though insurance may pay for blood, it's of no help if blood isn't available when it's needed.

'Policy of the House'



Pictured holding MAINE LINE's Distinguished Achievement award are associate editors Margaret Patterson and Gloria Adams. From left, background, are associate editors Harold Grinnell, Sam Getner, Henry White, Garrett Lovett and Richard Sprague, VP-public relations.

MAINE LINE won the railroad industry's top award in Minneapolis, Minnesota, Sept. 29, for "overall excellence in all phases of railway journalism." The Distinguished Achievement award was presented at the 51st annual conference of the Association of Railroad Editors. The magazine received an award for excellence in feature writing from the association in 1960, an award for editorial excellence in 1965, distinguished achievement awards in 1967, 1971 and 1972. The latter awards were for "presentation of feature material in a bright and innovative style" and "for individual excellence in railroad employee communications."

MAINE LINE was first published in a small format in 1952 "for customers, employees and friends of the railroad." The larger format was adopted in 1963 after a brief experiment

with a tabloid. The magazine has not been an employee magazine in the accepted sense of the word as much as it has been a reflection of the aspirations, the character, and the strength and foibles of the people who have made the Bangor and Aroostook and those in whose hands its future rests.

Like every company magazine, MAINE LINE presents a particular point of view. This doesn't mean that we believe there's only one side of a question. Or that we think we're always right. But in the confusing welter of voices in today's communication-oriented world, a viewpoint is very necessary.

Our credo is simple: even when it hurts, we try to tell the truth; when we're wrong, we hope we're big enough to admit it; we try to take into account the welfare of all of our people when we present our viewpoint.

All of this isn't just a matter of personal philosophy; it's company policy. Sometimes we fall short of the goals we set for ourselves. That's because railroads are run by people who are subject to the same shortcomings that editors and engineers and operators and mechanics are.

Editing any magazine is a very personal commitment and I hope this little magazine reflects the essential integrity I know to be at the very heart of this railroad. More than that, I hope it reflects the pride I feel in the men and women who are the great strength of this company. I have an abiding respect for the hard streak of grit that runs through their character.

I also have a deep affection for them and I hope that's evident, too.

RWS



A New One At North Bangor

This cavernous new warehouse will soon be filled with road salt for Maine highways. It's one of the new businesses located on the Bangor and Aroostook that is beginning to fill the void left by the decline in fresh potato traffic.

The Bangor and Aroostook has remained healthy through the eastern rail crisis, but it has not come through it unscarred. Over a period of four years the potato traffic dropped by 61%, a direct result of industry problems in the east. As Executive Vice President Walter E. Travis puts it, we've had to run very hard just to stand still. When the potato traffic began to slide into a steep decline after 1970, it left a major gap in both

earnings and traffic mix. At one time fresh potatoes accounted for a major percentage of the road's earnings. Last year the figure was down to 6.6%.

Great Northern Nekoosa and Fraser Paper have been the backbone of traffic that has kept the railroad afloat. But the potato losses left a void that had to be filled and the road has sought out industry of any size that offered potential. The latest firm to locate

a plant on the BAR is Chemical Corporation which has built a storage and distribution facility at North Bangor. Louis Lavin, sales manager for Chemical Corporation, says that the facility is expected to generate about 300 carloads of road salt a year.

Efforts to persuade Chemical Corporation to locate at North Bangor took place over a three-year period, according to Assistant Vice President-Marketing J. Charles Hickson, and involved rate negotiation as well as site location. The new warehouse and storage facility is 80 x 266 and is 20 feet at the eaves with a storage capacity of 20,000 tons.

The salt is deep-mined at Seneca Falls, New York and is distributed from North Bangor to various municipalities with whom Chemical Corporation has contracts. The company is a division of Morton Salt and is a major supplier of road salt in New England. There are five companies in this highly competitive business.

"We regard the business generated by Chemical Corporation as a healthy plus in our traffic picture," Howard L. Cousins, Jr., vice president-marketing said. "Every sound industry of this size adds a stable building block for a healthy traffic mix."



Top, Assistant Vice President-Marketing J. Charles Hickson, left, and Raymond Wardwell, who will operate the new facility for Chemical Corporation, watch as a carload of salt from Seneca Falls, New York, is unloaded into the warehouse. Below are the weighing facility and the warehouse. Chemical Corporation is a division of Morton Salt and is a major supplier of road salt in New England.

The Passing of the Motorcar



Using a hy-rail truck Track Inspector Ralph Tozier, right, and Trackman Beverly Smith examine a switch point for wear on an early-morning run on the Searsport Branch. The photograph below of a shimming operation on the Van Buren branch was made April 10, 1934 and shows a type of motorcar in use at that time. Note the absence of canopy.



Depending on whether or not you've had to use one as part of your daily work, the railroad motorcar stirs either nostalgic memories of spring mornings in the Aroostook countryside or an involuntary shudder at the remembrance of a February wind that went through the heaviest mack-inaw like a sharp knife. Twenty miles on a motorcar in the winter cold taxed the endurance of the hardest men.

Ben Sweet, a retired B and B mechanic from Houlton, remembers leaving Houlton on a motorcar one fall morning and returning two days later, having slept in an abandoned horse hovel on the Ashland Branch. His only nourishment, except for his lunch pail the first day, was the discovery of a bottle of maple syrup overlooked by a logging crew.

His adventure may have been the exception, but travel by motorcar was difficult and capricious at best. It was also part of the daily experience of generations of sectionmen, mechanics, roadmasters and others. It was not uncommon for a man to have covered every mile of the railroad by motorcar. The casualties were frostbitten noses, ears and fingers, and, probably, a good many cases of premature rheumatism. Whatever their craft, railroaders who used them agree that, though the motorcar may have looked like fun, it was a pure, 18-carat pain in the neck to use.

In three short years, the Bangor and Aroostook's motorcar fleet has pretty much passed from the scene, replaced by versatile trucks equipped with hy-rail devices. Any regrets for that much-maligned machine, most veterans feel, are expressed by those who never had to use them.

Until 1916 when the first pur-

chase of motorcars was made, track crews and others got about by hand-powered track cars and smaller velocipedes. Some earlier section foremen bought gasoline engines themselves to power their vehicles. Others were given by the railroad as prizes to award-winning section crews.

The first purchase of powered cars was in 1916 when the road bought the Fairbanks Morse No. 36 model at a cost of \$153.70 each. A later acquisition, the No. 32, cost \$226.58 each. The cars gradually became more refined, if that adjective can be applied to such a rudimentary vehicle. The aluminum frame was added in 1936 to reduce weight. A canopy and windscreen provided some protection from the elements. Finally, there was the luxury of an electric starter and windshield wipers on some models.

By the 1940's, when the road bought the last motorcars, the price for a large, extra gang motorcar had risen to nearly \$1,800. In all, the road purchased 168 motorcars of various sizes, ranging from old Sheffields to the modern Fairmonts. Chief Engineer Vinal Welch estimates that on patrol the average section motorcar was operated about 10,000 miles a year. They were maintained by a good stock of spare parts and busy mechanics, but they were never inexpensive to maintain.

"It's a simple machine," he says, "but not cheap."

Attrition has taken its toll of the motorcar over the years but, except for losing a few to trains, the total had remained quite constant until the road began buying trucks. W. H. Buxton, mail messenger at Houlton and a former rodman, and Paul Wheeler, retired assistant engineer, re-

member losing a car to a steam locomotive on the Searsport Branch. They were frantically attempting to remove the car from the track when the train rounded a curve and flattened the vehicle.

As wages and the cost of fringe benefits have risen, the railroad's goal has been to provide its people with tools that take advantage of technology to keep operating costs competitive with other modes of transportation. The maintenance point concept, adopted three years ago, is designed to give track maintenance personnel the versatility and experience of new tools. The hy-rail equipped truck, together with other heavy equipment, has been the backbone of the maintenance center concept that consolidated 43 sections into 11 maintenance centers with larger crews and more sophisticated tools.

Graden Swett, superintendent of track, says that one really significant advantage of the hy-rail truck over the motorcar is the amount of snow that the truck can go through without stalling. The motorcar is notoriously vulnerable to snow on the rails. Because they go through more snow than the motorcar, more track can be patrolled.

And of course, he says, the trucks are much preferred by crews because of the protection from the weather. It's also easier to move work materials to the site in a truck using both the body and a pushcar.

Perhaps the major advantage of the hy-rail truck over the motorcar is its versatility. A crew can travel close to the job site by highway then put on the rails. It saves a considerable number of man-hours that were formerly wasted by crews using motorcars having to wait for trains to pass.

"Our crews can put on the track at one point," Welch explains, "take off at another to go around a train and they don't have to go back to their home station by rail. On a motorcar, a crew might get stuck out there if a train was due and have to wait."

Also, as Assistant Chief Engineer Dale Anthony points out, with the consolidation of many smaller stations into larger central agencies it becomes more difficult for motorcar operators to get lineups. But the operator of a hy-rail truck, if not equipped with radio, can put off the rails at a highway crossing and call the dispatcher on any commercial telephone.

The long-range goal of the track maintenance people is to totally phase out the motorcar. But it's an ambition that may be unattainable because there are some tasks to which the motorcar is ideally suited.

"We still have motorcars in our extra gangs," Welch says, "and we have a backup motorcar in most of the sections and in some out-of-the-way places. The extra gangs are usually located a short distance from the work site and the motorcar is more efficient for that than a truck."

As the road adds to its fleet of trucks, the roster of retired motorcars increases, too. There are 45 motorcars left. The rest have been declared surplus and turned over to the Purchases Department for sale to railroads that still use them. They have been replaced by 27 hy-rail trucks.

The motorcar may well be going the way of the buffalo, the steam locomotive and the telegrapher's key. But there won't be much nostalgia about its passing until the present generation of railroaders have retired.

Conductor W. W. Doyle watches as Freight Claim Agent Burton A. Sawyer, left, demonstrates the road's new radar unit as a training device for careful car handling. Project Soft Touch will be conducted by a joint committee of transportation people representing both labor and management.



Project Soft Touch

Every member of the switching crew who wasn't involved in the move was crowded around the man with the strange ray-gun device as a boxcar rolled into the classification yard at Northern Maine Junction. When the clank of the impact echoed back over the quarter of a mile of track, there was a great deal of animated discussion and gesticulating.

The man holding the device was Freight Claim Agent Burton Sawyer. The switching crew was the second trick under Foreman W. W. Doyle. The device they were using was...get this...an actual radar instrument that measures the speed of a freight car

right up to the instant of impact.

Most of us think of radar as a black box on the side of a highway patrol car when we top a hill doing 80. But the railroad's radar is not an enforcement tool and never will be used for that purpose, says Sawyer. The radar is part of a new effort for careful car handling called Project Soft Touch. It will never be used to snoop; its function is to help train and switching crews to become more expert at judging the speed of impact in switching operations.

"Project Soft Touch doesn't mean that we're not doing a good job on damage prevention," Sawyer emphasizes. "Our loss and damage bill is headed down.

But the commodities we move on our railroad have become more valuable as costs and prices have risen, making damage more costly than ever before. And Project Soft Touch also represents a major effort to convince our customers that we have a commitment to careful handling."

The traditional tool in the careful handling effort for the railroad has been the impact register. The impact register results, used with regular careful handling meetings, have been the heart of the prevention program. It worked, but has serious deficiencies.

For one thing, the percentage of recorders that can be placed in cars is small compared to the total cars moving through a given area. And random tests really don't furnish a true picture of yard operations. Besides that, the present generation of recorders were designed to be

used in cars with standard draft gears. But a high percentage of new boxcars and impact-cushioning devices and impact registers cannot be used effectively in the newer cars.

What was needed was a device that would accurately measure impacts of cars and which would provide for a large enough sampling of cars through a given point to judge the true performance. It had to be a highly visual device so that it could be used as an educational tool for the crews.

Project Soft Touch has the backing of the UTU leadership, Sawyer says, and the union membership has shown a high degree of interest in comparing performance of crews in various BAR yards. A committee of six transportation people representing both management and labor is planning and administering the program.

"One of the best assets the

careful handling program has going for it on our railroad," Sawyer says, "is the attitude of the people who operate our trains and who handle the cars. From the work we've done already, we've seen a wonderfully cooperative spirit. It's more than just the knowledge that careful handling represents their bread and butter; there's a high degree of pride in their ability as professionals."

Burt Sawyer admits that while the new radar represents the best of technology and tools, it's people committed to an idea that make things happen. Project Soft Touch is remarkable, not for a new application of technology, but because it represents a new spirit of cooperation between railroad management and labor.

It just may be something new under the sun.

The radar has a direct digital readout screen enabling the operator to clock the speed of cars being switched right up to the instant of impact. At right, Sawyer watches as Brakeman Jack MacLeod rides a car at the Northern Maine Junction Classification yard. In the work he's done with the device Sawyer says he's found a high degree of pride among train crews in their ability as professionals and calls it one of the best assets in the careful handling program.



The Russian ship Novomoskovsk, pictured at the railroad's Searsport dock, right, was the first Russian ship to call there within memory. The NEW MOSCOW is a modern, 495-foot cargo ship built in Finland and is one of a fleet of 200 Russian merchant ships engaged in trading between Russia, Europe and the United States.



Pictured in the spacious quarters of the Captain, Nicolay Ivanov, 37, (extreme right) are, from left, BAR Vice President-Marketing Howard L. Cousins, Jr., AVP-Marketing J. Charles Hickson, Anatoli Sazonoy, chief of cadets, and Chief Engineer Michail Nikolaw.

The Russians Were Here!

The Russian captain, a great bear of a man with a neatly-trimmed Lenin beard and cold eyes, literally dwarfed the restaurant chair. He might have weighed 250 pounds...none of which appeared to be fat...and I estimated his height at close to 6'2". Another companion, described by his companions in the manner of those sharing an inside joke as "the schoolteacher", was tall and fair. The third man, the chief engineer, was small and wiry with the kind of strong Slavic face that the Russians are so fond of picturing on their medals.

They were the first Russians I had ever seen and their ship, the NOVOMOSKOVSK, was the first Soviet ship to dock at the BAR's pier at Searsport.

When we had met a few minutes earlier, I was prepared to accept as true all the stories one hears about Soviets outside of their own country... that they only move in groups, that they are spied on by their own, that they are suspicious to a degree that approaches paranoia. I had, in fact, already cast the "schoolteacher" in the role

of the political commissar and saw among the others a certain tension which, I reasoned, could only be fear.

Now, in the warmth of the dining room with its white napery and silver, the captain had become almost expansive. He smiled under the barrage of questions put to him by curious railroad people, the shipping agent, Harry Broderick, and ITO manager, Capt. Hartley Fraser, and responded in clipped, heavily accented English. Still, I reflected, his English was a whole lot better than my Russian and he was a ship's master at the age of 37. Not a mean achievement.

As the talk and the food warmed the group, separate personalities began to emerge from those public faces all of us wear when we are insecure.

The captain was Nicolay Ivanov, 37, ship's master in the Soviet maritime service who had been studying English since the fifth grade and also speaks German and French. He is a native of Leningrad and was nine years old when the Nazis swarmed across the steppes and blockaded the city, starving a million people.

"I was young, but I remember," he said with a bleak expression. "25,000 people died every day. In all, we lost a million people."

The "schoolteacher", Anatoli Sazonoy, really was a kind of teacher. At least it was a close approximation of his role in terms of the complexities of English for the Russians. The Russian maritime service, like those of several Scandinavian countries, train their cadets under actual working conditions at sea and the tall Russian was in charge of the six cadets assigned to the NOVOMOSKOVSK.

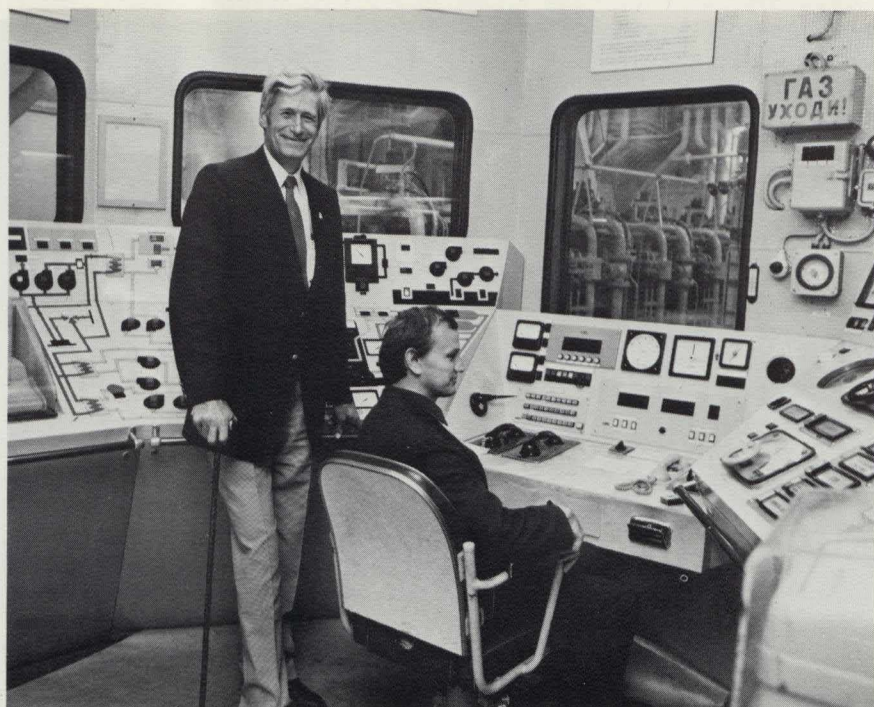
Like any other professional, the chief engineer, Michail Nikolaw, became animated when he spoke of his engines and the ship. He later showed us the computerized engine room, explaining that the ship had been built in Finland and was powered by Swiss engines.

As the reserve of the three Russians melted away, it became obvious to all of us that the notion of unfriendliness and political commissars had been an amusing fantasy. The strangeness of speaking English, coupled with the foreign land, had caused the same kind of reserve that

it might produce in an American visiting Leningrad and struggling to speak Russian. And for a few brief hours, we were not capitalists and communists, but merely fellow human beings sharing the same small piece of earth.

After lunch, the captain insisted that we visit his ship. The NEW MOSCOW is 495 feet of modern cargo ship with a dead weight of 12,522 tons and shows unmistakable Scandinavian lines. She's one of a fleet of 200 Russian ships engaged in shipping between the United States and ports in Holland, France, Germany and Russia. The NEW MOSCOW was picking up a cargo of Great Northern Paper Company newsprint at Searsport destined for Europe.

I'm not sure what we expected to see on a Russian ship. The Swedish and Norwegian ships that call at Searsport are trim and shipshape with a smattering of women in their crews. The people are fair and vigorous. The Russian ship was no different. The housekeeping was excellent and the crew curious and pleasant. There was an unmistakable air of efficiency about the ship and the thought occurred to me that these people



The captain, top left, is a native of Leningrad and remembers the Nazi siege of the city which left a million Russians dead of starvation. The Russians, at first stiff and formal, were excellent hosts and proved to be warm and outgoing. The youthful chief engineer and chief of cadets are pictured with the dock in the background at left. Pictured with the Chief at the console of the modern engine room is Howard Cousins. The engine room area was a computerized operation. Like many Scandinavian ships the crew included a smattering of women. The NEW MOSCOW exuded an air of distinct efficiency.

were competing successfully with western nations in their own arena.

In his quarters the captain became an urbane host summoning a woman steward who brought heavy Russian bread and caviar, which was unbelievably good. The captain left the table and brought back from a refrigerator in the cabin a bottle of iced Russian vodka which he poured with great ceremony into cut crystal glasses.

Each glass must have held at least four ounces.

After he had extracted the moment of drama from the situation, the captain raised his glass and the company stood with as much decorum as if it had been an assemblage of the diplomatic corps.

I had fleeting thoughts of Rule G, glanced at my watch and mentally shrugged. There was, after all, no potted palm about and national honor appeared to be at stake.

"Nosdrovia," the captain roared and the ship's officers all tossed off the entire glass. A liberal translation of the phrase would be "cheers" or "bottoms up".

The Americans took a ceremonial sip which brought a chorus of disapproval from our hosts. "No, no! All of it."

With a startled glance at each other, we obeyed the injunction. Now Russian vodka is not much relation to the American variety and the expressions on the faces of the Americans were in-

credulous. It was like the effect I would imagine swallowing rocket fuel would produce. There is a moment of breathlessness, then a great warmth that quickly becomes a conflagration.

There were several more toasts, each accompanied by shouts of "Nosdrovia", and great fellowship. The succeeding toasts were less painful and brought a startling rubberiness in the knees. If I were ever to sign a treaty with the Russians, I thought, I would surely do my thinking first and my toasting later.

As we filed down the gangplank into the rainy night, amidst clapping of shoulders and avowals of enduring friendship, an irrelevant memory flitted across my mind.

The wise old man, whose seamed face and lively eyes looked across the years, was a philosopher who appreciated the civility of good food and drink and the conversation of witty people. He was a clamdigger by trade and he'd have snorted with derision to be described as a philosopher. The memory of this long departed friend I carry is of a particular habit he had. After sharing food and drink and camaraderie, he'd tilt his chair, fold his hands across an ample paunch and remark, "You know, sonny, there are days when life ain't just all hunger and pain."

RWS

Moving Up

Five railroaders have just accepted new appointments.

Marvin J. McBreairty becomes assistant engineer at Houlton. Richard B. Gray, Bangor, becomes manager of business services. Rodney J. Cyr, Brewer, becomes programmer at the computer center. Helen Brissette succeeds Cyr as computer operator and George Mossey becomes assistant to the treasurer in Bangor.

McBreairty, a native of Washburn, comes to the railroad from the New Hampshire Department of Public Works where he had been employed since 1970. He attended local schools in Washburn and the University of Maine at Orono. McBreairty is married and has one son.

Richard Gray, formerly assistant treasurer, is a Brewer native. His new position, manager of business services, was created to coordinate service functions common to all departments that will occupy the new building. Gray is a graduate of the University of Maine and is married. The couple has one son.

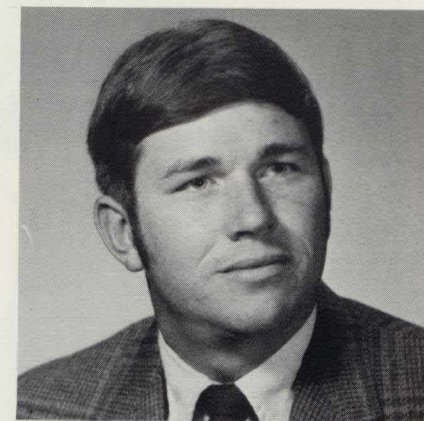
Rodney Cyr, a native of Caribou, was formerly assistant manager data processing and becomes a programmer. He has

been with the railroad since 1963 as machine operator and lead clerk. Cyr was educated in Caribou schools and served in the USAF. He has also attended IBM training school. He is married and has two children.

Helen Brissette succeeds Cyr as computer operator at the Brewer computer center. She's a native of Old Town and has been with the railroad since 1955 as a keypunch operator. Mrs. Brissette attended Old Town schools and was employed by Penobscot Shoe Company in Old Town and Fairbanks Morse Co., Beloit, Wisconsin, before coming to the railroad. She is married and has two children.

George Mossey, formerly clerk in the freight audit section of the Accounting Department, has been appointed assistant to the treasurer in Bangor. He's a native of Old Town and attended local schools and Husson College. Mossey entered railroad service in 1957 and has been special assistant to the manager of the Highway Division and damage prevention agent. He's married and has one daughter.

Pictured, from top, are: Marvin McBreairty, Richard Gray and Rod Cyr.



Mile Posts

45 YEARS SERVICE

Waverley M. Alexander

30 YEARS SERVICE

William H. Bruns, Jr.
Earl W. Capen
Emerald E. Duplisea

Wayne E. Duplisea

Edith M. Jordan

George K. Merrithew

Richard C. Stanhope

Harold L. Woodard

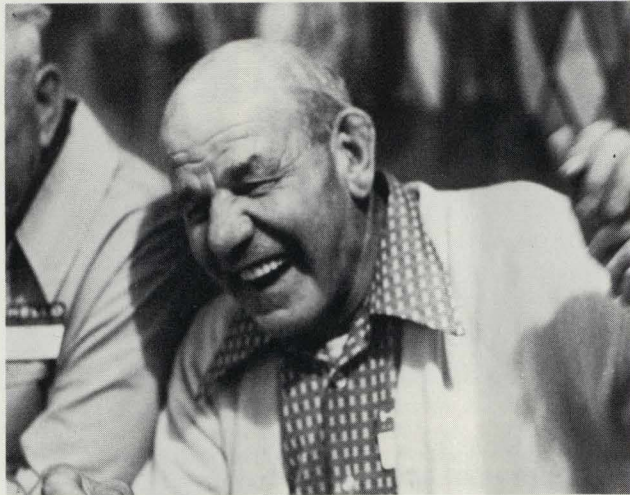
25 YEARS SERVICE

Adrian L. LaPointe
Beecher R. Rowell
James E. Young

20 YEARS SERVICE

Ronald G. Browne
Gordon A. Morton

Living It Up at Millinocket



The retired veterans of the Bangor and Aroostook met for their 10th yearly get-together in Millinocket Oct. 9. The railroad hosts the dinner for the retirees each year as a gesture of appreciation for the contributions these men and women have made to the railroad.

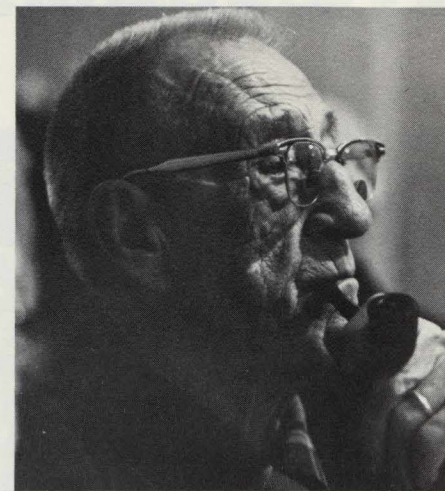
The active employees who plan the dinner and the program really needn't have been concerned. It wouldn't have mattered whether there was a program or not, as one officer pointed out, watching the vets renew acquaintances during the social hour, or really whether any but the retirees attended. They were there to see friends they hadn't seen for a year... and sometimes a lot longer... and they made good use of the time.

Walter Travis, attending his first dinner, as executive vice president, told the group that an important part of the reason the road has been able to survive a five-year industry crisis has been the caliber of people who have been part of the company.

"You can take a lot of credit for the good health of this company," he said. "We will not forget it and I don't want you to forget it either."

It was a low-key evening with no formal speeches. But seeing all those familiar faces and listening to the shop talk, the recollection of long-ago events gave one a comforting sense of continuity.

Pictured from top are Relland Jones, Ben Edwards, center, and a trio including Bob Clark and Charles Higgins.



Walter Travis, above, spoke to the group for the first time as executive vice president. Retired Conductor Wynn Kelley, top left, listens thoughtfully to Travis' remarks. Sharing a glass and a few memories, left, are retired station agent Ray Sweeney, Fredrickton, N.B., Thelma Kelley, Hampden, Calvin Cole, Millinocket, and Mary Hall, Winterport. Below, from left, are Oscar Porter and Lloyd Connors, Conrad Ekholm and Ralph Stockwell, and Liston Lewis.



The Berrys Take 'The Road Less Traveled'



Pictured before the rolling acres of their Brownville farm are Sylvia and Ed Berry, a couple who "have taken the road less traveled by" in a quite literal sense and are doing nicely, thank you.

In a world that often appears to be going completely mad, a young railroader and his wife have discovered a slice of the good life on a back-country Maine farm. Ed Berry, 40, general foreman at the Bangor and Aroostook's Derby Shops, and his wife, Sylvia, have "taken the road less traveled by" and are doing quite nicely, thank you. But when the young couple decided to sell their comfortable suburban home and buy a 170-acre farm, it meant a dramatic change in lifestyle for them and their three children.

No member of this close-knit family has had a moment of regret since they drove by the farm one Sunday afternoon four years ago, noticed that the hay had not been cut and bought the property. Problems, yes. Regrets, no.

Besides maintaining a herd of eight polled herefords on the 35 acres of cleared land, the Berrys have taken a leaf from the book of some early New Englanders and have created a traditional cottage industry on their homestead. Cottage industries flourished in coastal Maine during the 19th century and some, including net-making, have lingered into this century. The cottage industries usually involved a group effort in fabricating some product but were not a production line kind of thing.

The Berry Cap Company, which will be a year old in January, though modest, is a vigorous business enterprise that ships railroad caps as far north as Alaska and as far west as Minnesota. Sylvia Berry and one full-time worker, Mrs. Bea Larson, a widow whose husband was a Canadian Pacific employee, together make about six dozen summer hats a day or three dozen winter caps. Production is slower on the winter caps because they have eartabs.

There's a distinct division of labor in the making of caps; Mrs. Larson does all the crowns and Sylvia Berry does the visors. The two women exchange an occasional pleasantry above the click of their machines, but there is the unmistakable hum of industry in the farmhouse workroom.

Prior to the sewing operations, either Mrs. Larson or Sylvia Berry or one of the two Berry



Mrs. Bea Larson, foreground, was one of the vital assets that came with the business. She's been making railroad caps for 24 years and is teaching Sylvia Berry, background, the business.

girls precut patterns from the various bolts of materials offered. Because they sell 19 different colors and several patterns, a lot of planning goes into material supply. Of course, being able to walk into the next room and cut additional material is one of the advantages of a two-woman shop. They're also obliging, Sylvia explains, about changing patterns and altering designs on a standard cap when a customer requests something different.

When the Berrys made the decision to buy the company from R. W. Rollins of Brownville Junction, who had operated it for many years, one of the most important conditions of the transaction was the agreement that Bea Larson came with the sewing machines, the cutters, inventory and customer lists. It's from Mrs. Larson, who's been making caps for the past 24



Sylvia Berry holds a few of the styles of caps made by the Berry Cap Company in the workroom at the farm. Railroad men, and others, from Maine to Alaska, are likely to be found wearing caps made by this tiny Maine company.



Bea Larson's skilled hands finish the crown of a cap and fit it to the visor that's been fabricated by Sylvia Berry. Below, Mrs. Berry cuts patterns from a large bolt of cloth. The Berry Cap Company is very much a family proposition, with the youngsters doing household chores and tasks about the shop to help.



years, that Sylvia Berry is learning the skills of her new business. The two women work a four or five-day week depending on the season. The slack periods come during the lull after the winter season and after the summer season.

The acquisition of the cap company probably came at a very logical time for the Berry family. The move to the farm meant more than coping with school buses, crops and cattle. It meant sharing of tasks for the children as well as adults. When the decision was made to start the enterprise, the two girls, Jo Ann and Ellen, were already skilled in the arts of cooking and other housekeeping tasks. And Steven was used to helping with the farm chores. In fact, say the Berrys, the closeness of the family group and the discovery that each has made about the joys of basic tasks have made the change from life in Derby to country living seem very worthwhile.

"The girls are fascinated with the cap-making," Sylvia explains, "and I've started teaching them. The more they can do, the happier they seem to be."

Besides the cap business, the Herefords and an extensive vegetable garden, the Berrys also grew an acre of corn and an acre of beans this year as cash crops. The bean venture was so good that Ed hopes to plant five acres next season.

There isn't much leisure time in their lives. At least leisure in the context that it has come to mean in 1973. But the Ed Berrys are discovering some fundamental truths about the joy of useful work and independence from a pre-packaged, throw-away culture that an earlier generation found self-sustaining. Nor do they have the same worries that parents in the suburbs and cities have about drug use, unsupervised leisure time and destructive competition.

Perhaps the most cogent comment about the Berrys' new way of life came from their friend and co-worker, Bea Larson.

"You know what I think of these young people?" she asked.

"I think they're awfully ambitious.

And I think they're having a lot of fun!"

In the Family

Marketing & Traffic

A party and dinner were held at Pilots Grill, Bangor Aug. 31, on the retirement of Frederick B. Lunt, vice president-staff, after 39 years of service with the Bangor and Aroostook Railroad.

Mr. Lunt came to work for the BAR in November 1934, and served in various capacities in the Bangor offices. From Jan. 1, 1955 through January 31, 1973 he was regional vice president-sales at Presque Isle and on February 1, 1973 became vice president-staff with headquarters in Bangor.

Gifts presented to Mr. Lunt on Friday evening were a pool table and accessories from the company, a money-purse from the BAR employees and a portable bar set from the Marketing Department personnel.

Those attending the event at Pilots Grill were Guests of Honor Mr. & Mrs. Fred B. Lunt and friends, Mr. & Mrs. Howard L. Cousins, Jr., Mr. & Mrs. J. Charles Hickson, Miss Gloria F. Cyr, Mr. Norman J. Tardif, Mr. Stanley Greaves, Mr. & Mrs. Armand Duplessis, Mr. & Mrs. Hugh G. Goodness, Mr. & Mrs. Waverley M. Alexander, Mr. Earle F. Kimball, Mr. & Mrs. Garrett J. Lovett, Mr. George E. Deshane, Mr. & Mrs. Walter E. Travis, Mr. Owen H. Bridgham, Miss Mary C. Wood, Mr. & Mrs. Shirley F. Corey, Mr. & Mrs. William M. Houston, Mr. & Mrs. Linwood W. Littlefield, Mr. & Mrs. Robert P. Groves, Mr. & Mrs. Liston F. Lewis, Mr. & Mrs. Richard W. Sprague, Mr. & Mrs. Vinal J. Welch, Mr. & Mrs. Herschel P. Lee, Mr. & Mrs. Owen J. Gould, Mr. & Mrs. Ronald L. Condon, Mr. & Mrs. Donald B. Annis, Mr. & Mrs. Harold F. Bell, Mr. & Mrs. Byron A. Ryan, Mr. & Mrs. Gordon S. Duncan, Mr. & Mrs. O. Dale Anthony, Mr. Burt A. Sawyer, Mr. & Mrs. Kenneth S. Ludden, Mr. & Mrs. W. Jerome Strout, Mr. & Mrs. Gus B. Nadeau, Mr. Roy D. Plumley, Mr. Frank D. O'Brien, Mr. & Mrs. Les Wentworth, Mr. & Mrs. Curtis M. Hutchins and Mr. & Mrs. Thomas E. Houghton, Jr.

Mr. and Mrs. Lunt moved to their new home at 51 Barton Street, Presque Isle, Maine Oct. 1.

Transportation Department

AMN Daniel J. Carroll, son of Ass't. Chief Dispatcher and Mrs. P. A. Carroll, Houlton, has arrived in Thailand, after spending a 30-day leave with his parents.

Miss Glenna M. Rines, secretary, Houlton, and Miss Polly Merrill, of Arlington, Va., spent their vacation in September touring Mexico.

Leanna Leone Hersey, daughter of Conductor and Mrs. Carroll C. Hersey,



Executive Vice President Walter E. Travis, center, presents Frederick B. Lunt, Vice President-staff, with a gift from the railroad on his retirement, as Howard Cousins, Vice President-marketing, right was master of ceremonies. Mr. Lunt retired August 31, after 39 years of service with the railroad.

of Merrill, became the bride of Eric Roy Burpee, son of Perley and Rita Burpee of Smyrna Mills, Aug. 21 at the Bethel Pentecostal Church in Oakfield with the Rev. Marvin Lawrence performing the ceremony.

The church altar was decorated with "handmade" autumn arrangements by Mrs. Carolee Slauenwhite and Virgie Burpee.

Mrs. Marvin Lawrence served as organist and accompanied Virgie Burpee who sang "True Love" and Mimi Stewart who sang "More".

Miss Amber Hersey, twin sister of the bride, was maid of honor. Virgie Burpee, Carolee Slauenwhite, Sherry Emery and Carlene Nelson were the bridesmaids.



Mrs. Larry C. Allen

Dennis Burpee was the best man. Ushers were Billy Cyr, Perry Burpee, Melvin Morrison and Dale Pratt.

The reception followed at the Oakfield gymnasium.

A double-ring wedding service Aug. 11 united Miss Joyce Ann Larsson and Larry C. Allen, both of Presque Isle. Officiating was the Rev. Michael McDonald at St. Mary's Catholic Church.

The bride is the daughter of Chief Clerk and Mrs. Louis P. Larsson. The bridegroom is the son of Mrs. Sadie Allen and the late Rellon Allen.

Mrs. Gerald Dow was the matron of honor with Mrs. Frederick B. Lunt, Jr. and Miss Norma Larsson, sisters of the bride, bridesmaids. Michele Allen, niece of the bridegroom was flower girl.

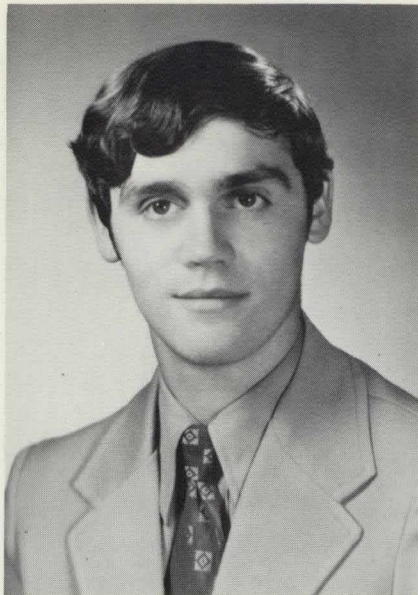
The bridegroom's attendant was Gerald Dow. Ushers included P. John Powers and Camille Voisine, Jr. F. Bradley Lunt III, nephew of the bride, was ring bearer.

Following a wedding trip to Quebec, the couple will reside on Centerline Road, Presque Isle.

The bride is a graduate of Presque Isle High School and Husson College; the bridegroom graduated from Presque Isle High School and is self-employed as a farmer.

Ray W. Stinson, 76, retired locomotive engineer, of Bangor, died Sept. 16 at a Bangor hospital. He was born in Deer Isle, Sept. 3, 1897 son of Charles and Ida Stinson. His railroad service was from Nov. 29, 1920 until he retired Sept. 1, 1963.

Mr. Stinson was a member of the Mariners Lodge, AF&AM of Searsport. He is survived by his wife, Adelaide (Studley) Stinson of Bangor; one daughter, Mrs. John (Jacqueline) Dwyer of



Brian L. Lajoie, son of Pulpwood Inspector and Mrs. J. A. Lajoie, is a student at the University of Maine at Presque Isle. Brian is a June graduate of Van Buren High School.

Houston, Texas; one son, *Gerald D.* of Guilford, Conn.; two sisters, Mrs. *Beatrice Robbins* of Florida and Mrs. *Ethel Monroe*, Deer Isle; one brother, *Maurice Stinson* of Florida; five grandchildren; one great-granddaughter, nieces and nephews.

Stanley J. Loftus, 76, retired clerk, died unexpectedly Aug. 21 at a Bangor hospital. He was born in Bangor Oct. 1, 1896, the son of the late *Charles A.* and *Margaret (Curran) Loftus*. He attended schools of Bangor, and was a communicant of St. John's Church. His railroad service was from Feb. 7, 1946 until retirement Jan. 1, 1968. He was a member of the Brotherhood of Railway, Airline and Steamship Clerks.

He is survived by wife *Evelyn (Nadeau) Loftus* of Bangor, one son, *Paul H.* of Virginia, two daughters, *M. Genevieve Bowser* and *Barbara A. Loftus* of Bangor, one brother, *Charles*, three sisters, *Elfreda*, *Margaret* and *Ruth Loftus*, all of Bangor.

Funeral services were held at St. John's Catholic Church with Mass of Christian Burial Aug. 29. Burial was in Mt. Pleasant Cemetery, Bangor.

Miss *Susan Marie Milton* became the bride of *George Carlton Garnett* Aug. 18 at the United Methodist Church, Houlton. The Rev. *Philip Palmer* officiated at the double ring ceremony.

The bride is the daughter of Assistant Supt. of Transportation and Mrs. *Leigh S. Milton* of Hodgdon. The bridegroom is the son of Mr. and Mrs. *Leon Hogan* of Houlton.

The matron of honor was Mrs. *Linda Mayer* of Oakfield, cousin of the bride, and the best man was *Danny Milton*, brother of the bride, of Hodgdon.

The bride is a 1973 graduate of Hodgdon High School. The bridegroom is employed by Houlton International.

The couple are residing at 61 North Street, Houlton.

Linda Gerard, daughter of Ass't. Agent and Mrs. *E. J. Gerard*, Madawaska, who graduated from the UMO in June, has accepted a teaching position with the School District No. 24 of Van Buren.

Gail Gerard of Portland, spent a week's vacation with her parents Ass't. Agent and Mrs. *E. J. Gerard* recently. Gail is a beautician in Portland.

Daniel Gerard and wife, *Mary*, of Fresh Meadows, N.Y., recently spent a weeks vacation with his parents, Ass't. Agent and Mrs. *E. J. Gerard*. Daniel is a buyer for Bloomingdale's of New York.

Mr. and Mrs. *Darrell K. Bragg* are the parents of a son, *Darren K.* born Aug. 20. Darrell is a brakeman in the Southern Division. The Braggs have a daughter, *Sherry Lynn*, 3. Maternal Grandparents are Mr. and Mrs. *Amos Coty*. Paternal Grandparents are the late *Ralph Bragg* and Mrs. Bragg. Mr. Bragg was a car inspector for the BAR.

Accounting Department

Keypunch Operator *Alice Titus* has returned to work following a two-month leave due to illness.

Sergeant and Mrs. *Clifford Johnston* returned to Jacksonville, Arkansas Oct. 1 after spending three weeks camping along the Maine Coast and New Hampshire with Clifford's parents, *Mervyn* and *Pearl Johnston*, and a week visiting Mrs. Johnston's parents in Fox River Grove, Illinois.

Bryce Johnston, son of Clerks *Mervyn* and *Pearl Johnston*, is recuperating from surgery after receiving a broken collarbone while employed at the airport during summer vacation. He hopes to enter the University of Maine in the spring.

Mr. and Mrs. *Lawrence Titus* are the grandparents of *Tiffany Alice Titus*, born August 10, 1973 to *David* and *Trenna Titus* of Fort Wayne, Indiana.



Mr. and Mrs. *George C. Garnett*



Jean M. Lebel, daughter of Station Agent and Mrs. *Albert J. Lebel*, Fort Kent, is a student at Quinnipiac College, Hamden, Conn. She's a June graduate of Fort Kent Community High School where she was a member of the National Honor Society and Drama Club.



Superintendent of Track *Graden Swett*, right, congratulates Trackman *Sylvio W. Cyr*, Fort Fairfield, on his retirement. A native of Caribou, Mr. Cyr entered service in 1945. He is married and has three children, *Gary*, *Nancy Williams* and *Linda Sirois*.

Clerk and Mrs. *Seth W. Gilman* celebrated their 40th Wedding Anniversary September 30. A reception was held in their honor at Footman's Hall in Brewer given by their seven children. They were presented with a dishwasher from their children and received a moneytree and gifts from their many friends. More than 150 guests attended the celebration.

Deborah Lee Goodwin, daughter of Clerk and Mrs. *Wayne Goodwin* of Bangor, became the bride of *Ronald R. Kaulfers* of Davisville, R. I. Oct. 12 at St.



Mrs. *Ronald R. Kaulfers*

John's Episcopal Church, Bangor with the Rev. *Samuel Hartman* officiating. The bridegroom is the son of Mrs. *Alice Mary Francis* of Bangor.

The matron of honor was Mrs. *Linda Spratt*, sister of the bride and bridesmaid was *Sandra Kaulfers*, sister of the bridegroom. Best man was *Jeff Jordan*, Dover, and ushers were *Gary Rollins*, Atkinson, and *Peter Rowe*, New York. Ring bearer was *Tyrone Spratt II*, nephew of the bride.

The bride was graduated from Bangor High School and is attending Beal's College, Bangor. The bridegroom graduated from Bangor High School and is employed at the U. S. Naval Construction Battalion.

A reception was held at the church following the ceremony.

Engineering Department



Mrs. *Andrew W. Garrett*

Miss *Wendy Lou Beaulieu*, daughter of Mechanic and Mrs. *Frank Beaulieu* of Houlton, and *Andrew W. Gavett III*, son of Mr. and Mrs. *Andrew Gavett* of Orono, exchanged wedding vows at St. Mary of the Visitation, Houlton, recently with the Rev. Paul Cote performing the double ring ceremony. A reception followed at the Parkview Terrace.

Mrs. *Dana Rydberg* of Danvers, Mass., cousin of the bride, was the matron of honor. The bridesmaids were Mrs. *Charles Allen* of Bangor, cousin of the bride, Miss *Ann Madigan*, Miss *Elizabeth Gavett*, sister of the groom, Mrs. *John Danato*. Junior bridesmaid was *Mary Louise Scott*, cousin of the bride.

Peter Gavett was his brother's best man and serving as ushers were *Stephen Gavett*, brother of the bridegroom, *David Donnelly*, brother-in-law of the groom, *David Willette* and *Ronald Soucie*.

The bride graduated from Houlton High School in 1969 and the University of Maine at Orono in 1973.

The bridegroom was a 1967 graduate of Orono High School, attended Husson College and was graduated this year from the University of Maine. He is employed as a teacher in the Old Town School Department.

Our sympathy to the family of *James J. Richards*, Oakfield, distributing foreman, who died Aug. 17. He was born in Weeksboro July 20, 1914, the son of *George Adelbert* and *Margaret (Pratt) Richards*. Mr. Richards' railroad service began May 13, 1937 as a laborer at Oakfield. He came on as trackman at Dyer Brook July 13, 1937, and worked as trackman at Dyer Brook and Oakfield until his death except for seasonal work as flangerman, distributing foreman, ditcher engineer and pit foreman. He was a World War II veteran and a member of the Frank B. Holden post, American Legion 2nd, and the Masonic Lodge of Island Falls. He is survived by his wife, *Doris (Malone) Richards*; a son, *Dennis J.*, Millinocket; his mother of Oakfield; seven sisters and five brothers and two grandchildren.

Mechanical Department

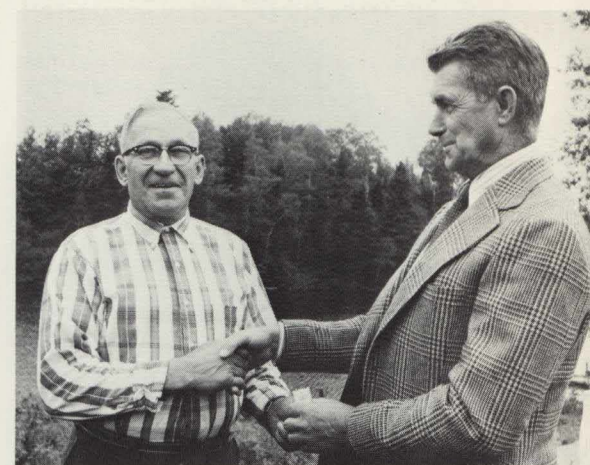
Rodney J. Bushway, son of Sheetmetal Worker and Mrs. *Alfred J. Bushway* of Derby, has been awarded his master's degree in biochemistry from Texas A&M University, College Station, Texas.

While at Texas Rodney was elected to *Phi Lambda Upsilon*, a Biochemistry and Chemistry honor society. Mr. Bushway and his wife, *Ann*, will remain in College Station while he completes his PhD degree.

Rodney is a 1971 graduate of the University of Maine at Orono.

Retired car inspector *Harvey R. Moran* died Sept. 2, at a Bangor hospital. He was born at Littleton, Nov. 30, 1896, the son of *John* and *Abigail Tingley Moran*.

He retired from the Bangor and Aroostook in 1961 with 40 years service.



Superintendent of Track *Graden L. Swett*, right, congratulates Trackman *Albert W. Bouchard*, Wallagrass, on his retirement. A native of Van Buren, Mr. Bouchard entered service in 1949. He is married and lives at Soldier Pond.



Chief Engineer *Vinal J. Welch*, left, presents retirement pin to Section Foreman *Harold A. Nice*, Millinocket, who has retired after 45 years of service. Mr. Nice is a native of St. John, N.B. He is married and has three sons, *Gary*, *Wayne* and *Gene*.

He was a past commander of the American Legion, Joseph P. Chaisson Post, Penquis Barracks, World War I, and Pleasant River Grange, Milo. He attended the Methodist Church at Milo.

He is survived by one son, *Eldred Moran* of Dayton, Ohio; three daughters, Mrs. *Josephine Byther*, Millinocket, Mrs. *William (Roberta) Conley*, Orlando, Florida, and Mrs. *Clarence (Mary) Santerre*, Millinocket. He is also survived by four brothers, two sisters, and eight grandchildren.

Stephen B. Sinclair, son of Carpenter and Mrs. *Harry G. Sinclair* of Milo received a Bachelor of Science Degree in Education at the University of Maine, Orono, August 17.

He is continuing his studies at the University.

Miss *Joan Vettraino*, daughter of Car Repairer Helper and Mrs. *Joseph Vettraino*, of Hermon, became the bride of *Richard England, Jr.*, son of Mr. and Mrs.



Miss Brenda Pratt, daughter of Hostler and Mrs. Paul Pratt of Oakfield attended the Maine Music Camp at Farmington for two weeks.



Miss Marjorie Adams, daughter of Car Inspector and Mrs. Carl Adams, of Oakfield, attended the Maine Music Camp at Farmington for two weeks this summer.

Richard England, Sr., of Brewer, Sept. 14. The ceremony was performed by the Rev. Clyde Booker at his home.

The attendants were Janet Peavey of Hermon and Randy England of Brewer.

The bride is a graduate from Hermon High School and attended Husson College. She is employed by Sears, Roebuck and Co.

The bridegroom is a graduate of Brewer High School and Eastern Maine Vocational Technical Institute. He is employed by the Bangor Hydro Electric Company.

Following a wedding trip to the White Mountains, the couple will reside at 68 Fifth St., Bangor.

Stores Department

Our sympathy to the family of Ernest H. King, retired acetylene cutter, who died at a local hospital in Milo, Sept. 22. He was born in Carroll, Maine April 11, 1901, the son of Herbert and Susie Hall King. He is survived by two sons, Robert, of Seymour, Conn., and Herbert, Winn, Maine, one daughter, Mrs. Marilyn Flagg, Brownville Jct., Maine, 19 grandchildren and 2 great grandchildren.

Miss Judy Kay Bradstreet, daughter of retired carman and Mrs. Ralph Bradstreet of Milo, became the bride of Donald W. Morrison of Milo on Aug. 25.

The wedding ceremony was performed at St. Joseph's Episcopal Church with the Rev. Samuel Hartman officiating.

The bridegroom is the son of the late Mr. and Mrs. Linscott Morrison.

Given in marriage by her father, the bride chose Miss Carol Jean Bradstreet of Milo as maid of honor. Flower girl was Eve Lyn Bradstreet of Milo. Best man was Perl Morrison and ushers were Morris Ford and Murrel Haris, all of Milo.

The bride is a graduate of Milo High School and attended the Eastern Maine School of Nursing in Bangor. She is employed by Milo Community Hospital as an X-ray Technician.

The bridegroom received his education in the Milo schools and is a crane operator at Derby.

A reception was at the Milo Town Hall following the wedding. They now reside at their home on Elm Street, in Milo.



Mr. and Mrs. Bernard Webb, Jr.

Highway Division

Miss Jody Crandall, daughter of Mr. & Mrs. Guy Crandall of Houlton, was married to Bernard Webb, Jr., son of Mr. & Mrs. Bernard Webb, at the First Baptist Church in Houlton June 30. The Reverend J. Ashton Nickerson officiated.



Mr. and Mrs. Donald W. Morrison

The bride, given in marriage by her father, was attended by Miss Julie Rush, maid of honor. Bridesmaids were Miss Debra Moran and Mrs. Peggy Nelson.

David Harbison, Jr., was best man. Ushers were Malcolm Dow, Al Cowperthwaite, and David Gordon.

A lawn reception was held at the home of the bridegroom's parents. The bride is a 1973 graduate of Houlton High School and is employed at Sampson's Supermarket.

The bridegroom is a 1972 graduate of Houlton High School and is employed by Webb Heating Service.

The couple is at home at 39 River Street, Houlton.

Treasury Department

Patricia Louise Wetmore, daughter of Mr. and Mrs. John H. Wetmore, Jr. of Cape Elizabeth, became the bride of David H. Annis, son of Treasurer and Mrs. Donald B. Annis of Bangor, on Aug. 18 at the Spurwink Congregational Church in Cape Elizabeth.

Judy H. Horne, Berwick, was maid of honor. Bridesmaids were Michelle M. Fecteau, Cape Elizabeth; Patricia A. Poulin, Skowhegan, and Jane K. Oliver, Calais. Best man was Robert F. Leeman, Jr., Bangor. Ushers were Donald R. Annis, Bruce Epstein, both of Bangor, and Steven Wetmore, Cape Elizabeth.

Following the reception at Crescent Beach Inn, the couple left on a trip through New England and New York to Montreal.

The bride is a 1970 graduate of Cape Elizabeth High School and is a student on the University of Maine-Orono, campus. The bridegroom, a 1969 graduate of Bangor High School, was graduated last spring from the University of Maine with a BS in electrical engineering. He

is now in the university's graduate school and is resident director of Cumberland Hall.



Mr. and Mrs. David H. Annis

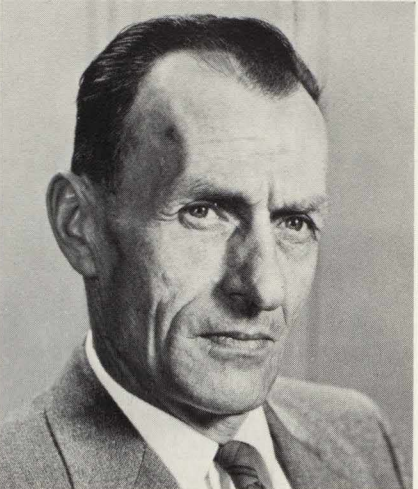
Our sympathy to the family of Carl L. Parker, retired trackman, who died recently at a Hartland nursing home. He was born at Frankfort June 25, 1898, the son of George and Lizzie Bishop Parker.

He worked for the Railroad Company on the Searsport Branch from 1939 until December 1961. He is survived by three brothers and one sister.

Murdock J. Spencer, retired section foreman, died recently at Jamesburg, New Jersey. He was born in Canada June 2, 1894, son of Mr. and Mrs. Miles Spencer. He was a longtime resident of Washburn and Easton and worked for the Bangor and Aroostook Railroad Company from 1926 to 1961 when he retired. He is survived by two daughters, Mrs. Diona Collings, Jamesburg, N.J., and Mrs. Mickey Finch, East Windsor, N.J.; two sons, Malcolm of Atlanta, Ga., and Darrell of Tampa, Fla.

Pulpwood Inspector A. B. Nadeau, Oakfield, has retired after 17 years as sales representative and pulpwood inspector. He entered service in 1934 as a fireman.

He was also a field representative for Oxford Paper. Mr. Nadeau is married and has two children, James and Mrs. William Conaway.



Mr. A. B. Nadeau

Facts and Figures

	September 1973	1972	Nine Months Ended 9/30 1973	1972
We received from:				
Hauling freight	\$1,036,848	\$ 894,360	\$ 9,929,107	\$ 9,645,546
Carrying passengers & express on our busses	24,614	22,966	223,963	211,022
Other transportation services	36,488	35,511	362,233	282,483
Net rental from freight cars and other equipment	443,587	406,846	3,540,683	3,462,688
A total of	\$1,541,537	\$1,359,683	\$14,055,986	\$13,601,739
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	309,479	274,724	2,836,585	2,749,746
Keeping locomotives, cars and other equipment in repair	438,214	425,359	3,918,390	3,884,410
Running trains, station and yard expenses	378,605	331,866	3,747,297	3,301,036
Pricing and sales of our services	27,944	27,575	267,363	247,087
Managing the business and keeping records	79,180	75,984	751,203	774,531
Payroll taxes	82,387	70,581	763,609	654,819
State and local taxes	30,654	32,787	275,692	290,390
Interest on borrowed money	127,885	122,526	1,101,933	1,063,995
Other miscellaneous charges—net	(16,569)	(19,288)	(163,050)	(60,287)
A total of	\$1,457,779	\$1,342,114	\$13,499,022	\$12,905,727
Our Pre-Tax Net Income was	83,758	17,569	556,964	696,012
Add—Dividends received from our subsidiaries (excluded above)	—	—	—	555,000
—Gains realized from reacquisition of the First Mortgage 4-1/4%, Series A Bonds (excluded above)	—	—	—	76,840
Pre-Tax Net Income reported to the ICC	\$ 83,758	\$ 17,569	\$ 556,964	\$ 1,327,852

Bangor and Aroostook Railroad
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"A study by Batelle Laboratories for the Association of American Railroads indicates that railroads use 4.2 gallons of fuel for every 1,000 ton miles compared with 15.5 for trucks."

—Ken Ross
Chicago TRIBUNE

We've been talking about the contribution that railroads can make toward cleaning up the environment (we pollute less) and about the fact that railroads can increase their capacity by seven times without building another foot of track.

Now the energy crisis underscores another point that we've been talking about for a long time.

Railroads move goods more efficiently than any other mode of overland transportation.

To put the matter in a little closer perspective, Aroostook County could save enough fuel to heat 5,000 average homes by shipping its potatoes by Bangor and Aroostook Railroad instead of by private trucks.

That's about enough fuel to heat the city of Presque Isle if you want to look at it that way.

Shipping by rail not only means saving scarce fuel, it means significant dollar savings, too.

This may not be enough reason to ship by rail, of course.

But it sure is something to think about.