

MAINE LINE

fall / nineteen seventy four



BANGOR AND AROOSTOOK RAILROAD





Talking It Over

To My Fellow Employees:

Since I last wrote you from this corner you have, through your extraordinary efforts, played a major role in bringing to referendum a very bad law that greatly increases truck weights on Maine highways. Thanks to you, the voters will have a chance in November to sit in judgment of this ill-conceived law. Together, you were responsible for gathering more than 12,000 certified signatures. You did this in the face of harassment and intimidation. It is a superb achievement and I want you to know how proud I am of each of you who worked on the petition effort.

What's at stake, in addition to matters of safety, accelerated highway deterioration and increased taxes for each of us, is the competitive position of railroads and trucks. What the haulers of wood fiber are asking is a license to increase their payload considerably beyond what the Maine DOT says the highways and bridges will bear. That makes it the concern of every taxpayer because we're the ones who have to pick up the check for the few people who want to use the highways for greater profit.

As a comparison, consider that the railroad owns and maintains its own right of way. This costs us about 25 cents out of every revenue dollar. Yet the trucks pay only about 5 cents out of every revenue dollar for the use of taxpayer-owned and built highways.

This seems to us a great bargain for the competition. And anything that lessens that 5

cents...which has to be considered a token payment only...paid for the use of public facilities weakens the position of the railroad. It is a proposition that must be considered in terms of dollars and railroad jobs. We will continue to oppose any law that jeopardizes the welfare of the railroad and its people.

To those of you who worked gathering signatures during those hectic weeks prior to the June 27 deadline, I'd like to pass on a remark of an Orono lady to one of our people manning a booth in a Bangor shopping center. The locomotive engineer thanked the woman for her signature as she started away.

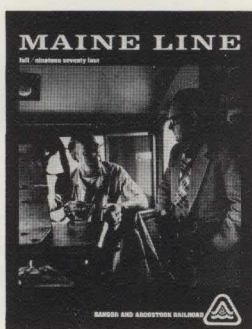
"You know," she said, "it's all the people in this shopping center and in the state of Maine who should thank you for what you're doing."

I think she was quite right. You have performed a valuable public service. The legislation was pushed through at the eleventh hour in the special session in a way calculated to nullify opposition. It was hasty and not in the best interests of the people of Maine, to say nothing of those of us who work for railroads.

I hope all of you will talk to your families and friends about the need to vote to repeal this law in November.

Sincerely,

Walter E. Francis



NEWS BRIEFS

About the Cover

Engineer Jack Porter, Jr. and Freight Claim Agent Burton A. Sawyer discuss the techniques of clocking freight cars during switching operations with the new radar device. The radar is being used as a training device in Project Soft Touch (see story page 10). Project Soft Touch has the backing of union leadership and is being actively promoted within labor ranks.

In This Issue

Outfit Cars With Pizzazz	4
SAFETY —	
Good Because We Care	6
Passing Along Railroad Skills	9
Project Soft Touch.....	
Making Some Waves	10
Sounds That Summon	
The Faithful	13

Departments

In The Family	16
Mileposts	22
Facts and Figures	23

Volume 22, Number 2
Fall, 1974

Address all communications to

RICHARD W. SPRAGUE
VICE PRESIDENT-PUBLIC RELATIONS

Associate Editors

HENRY G. WHITE
MRS. MARGARET PATTERSON
HAROLD I. GRINNELL
GARRETT J. LOVETT
SANFORD C. GENTHNER, JR.
ANNELI MCDOWELL
FAYE ALBERT

FRED L. PUTNAM, 1880-1974

The Bangor and Aroostook Railroad lost a staunch friend and its oldest director with the passing of Fred L. Putnam Sept. 12. He had been a director of the railroad for 35 years and was one of the road's most effective salesmen. As a boy, he rode on a flatcar of the first Bangor and Aroostook train to enter Houlton on ties and rail laid over the snow. He was also aboard the last passenger in 1961. His passing leaves an empty space, not only in the railroad's management, but also in the leadership of the northern Maine community. Mr. Putnam was 93.



MOVING DAY

Bangor and Aroostook people began moving into the new office building at Northern Maine Junction Sept. 3. Engineering and Transportation employees from Houlton moved Sept. 9. Last to arrive were Mechanical Department Personnel from Derby Oct. 7. It is the first time in the history of the railroad that all departments have been under one roof.

BAR ACQUIRES NEW COMPUTER

The railroad has acquired a new, larger Honeywell computer for installation in the new office building. BAR has also developed a new concept of 'real time' car location, car status and repetitive waybill system. Repetitive waybilling is a method of producing waybills by computer. The new system will be called BARTIS (Bangor and Aroostook Railroad Train Information System). It's expected to be operational in 18 months.

TRACK UPGRADE INCREASED

Ballast crews were scheduled to install six miles of crushed rock ballast this year. The amount has been increased by 10 additional miles for a total of 16 miles. In addition to the 16 miles of main line ballast, engineering crews are installing five miles of crushed rock in a major rehabilitation of Madawaska Yard. The yard work will continue until freezeup and snow force a halt when the project is expected to be 50% finished. The remainder of the work will be completed in the spring.

Outfit Cars With Pizzazz.....



Crews at Derby Shops work on one of three 80-foot CP Rail baggage cars that will be used by the BAR as outfit cars. The baggage and express cars were built during the 40s and 50s and cost an estimated \$50,000 to convert.

Derby Shops had never seen anything like the 80-foot monsters that were moved inside for the first phase of a rebuild program last month. The three cars were former CP Rail baggage and express cars built in the 1940s and early 50s. When the crews at Derby are finished with them they'll be the latest thing in outfit cars on the Bangor and Aroostook.

The cars will be larger than any outfit cars the railroad has ever had and they'll be the first to have a regular hot-water domestic heating system with baseboard radiation. The traditional source of heat in camp cars has been the oil space heater. Mechanical Department people say that the hot-water heat will permit use of the cars into November.

The outside cars are being converted partly to comply with the state's new camp law that spells out space, sanitary and other requirements for housing men. But the ambitious \$50,000 rebuild was undertaken mostly as part of the railroad's own program of upgrading accommodations for its people.

Two of the cars will house 12 men each while the third will provide kitchen and dining facilities as well as rooms for the foreman and cook. The cars have been stripped and a polyurethane insulating coating poured on the floor. It will be covered in turn by a one-piece vinyl floor. The cars will incorporate the aerobic toilet systems that utilize a principle of sanitation that produces an essentially pure effluent and require no servicing. Showers and other refinements, of course, are standard.

When the cars are completed they will replace three wooden cars of similar type.

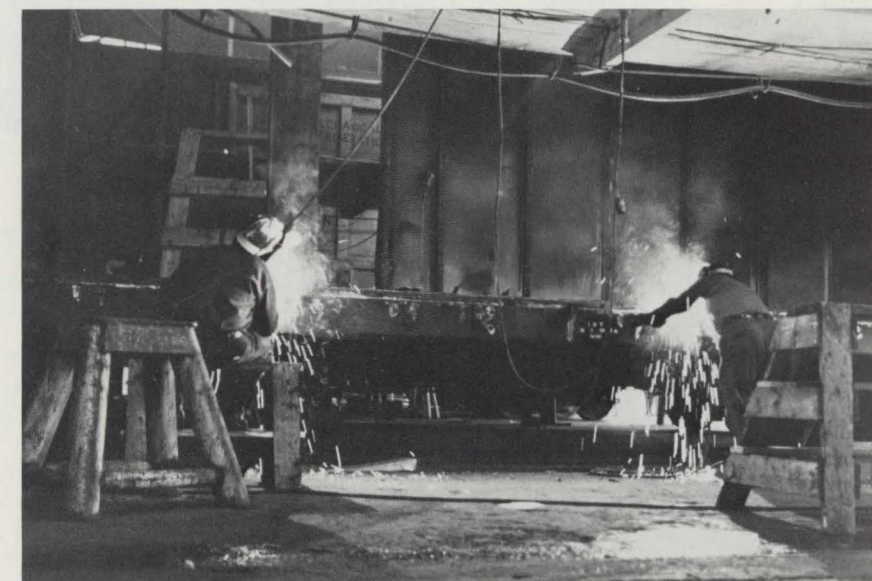
Derby crews are also converting 10 50-foot, 50-ton boxcars built in 1957 to all-door cars for the movement of stockade fencing and cedar shingles. (See MAINE LINE, March-April, 1974). Each car to be converted at a cost of \$5,000 per car will have the side removed and a steep post installed in the middle. Lading is secured with 17 adjustable loadbrake chains.



Electrician Paul Lewis installs a ceiling fixture in one of the new cars (top photograph). The cars will be the first outfit cars to have hot-water baseboard heating.

Two welders work on a 50-foot, 50-ton boxcar, one of 10 that are being converted to all-door cars for the movement of stockade fencing and cedar shingles (center).

Interior of the 80-foot baggage cars has the cavernous illusion of an indoor football field before work starts on partitions and inside conversion. Two of the cars will accommodate 12 men each while the third will be used for kitchen and dining facilities.



SAFETY—Good Because We Care



Superintendent of Transportation Herschel P. Lee, left, accepts an E. H. Harriman bronze medal for safety from another Maine man, former Governor John H. Reed, now chairman of the National Transportation Safety Board in Washington. It is the BAR's 11th Harriman medal since 1951.

Bangor and Aroostook employees have again distinguished themselves in safety performance.

They have been awarded the E. H. Harriman Bronze Medal for their safety performance among Group C railroads (line-haul roads reporting less than 5 million man-hours a year). A Harriman medal is considered an "Oscar" of the industry in the field of safety. The Bronze medal is the 11th Harriman medal won by BAR people since 1951. Bangor and Aroostook men and women also received...for the eighth time and for the fourth consecutive year...the Railroad Employees Award for Group E railroads from the National Safety Council.

The E. H. Harriman awards were made at a luncheon at the Madison Hotel in Washington by John H. Reed, chairman of the National Transportation Safety Board and former Maine governor. The medal was accepted

for railroad employees by Herschel P. Lee, superintendent of transportation. F. C. Dumaine, president of Amoskeag Company and chief executive officer of the railroad, also attended the luncheon.

The National Safety Council has also made individual awards to several Bangor and Aroostook departments. Both the Signals & Communications and the Bridges & Buildings sections of the Engineering Department received a President's Letter for an injury-free year. Certificates of Commendation went to the Purchases and Stores Department and to the Highway Division. Purchases and Stores has worked from May 27, 1965, through Dec. 31, 1973, without a disabling injury... a total of 282,158 man-hours. The Highway Division, operated 498,844 man-hours from Jan. 1, 1956, to Dec. 31, 1973, without a disabling injury.

And the Northern Maine Junction Car Department received an

Award of Merit for the operation of 830,721 man-hours without a disabling injury between Sept. 7, 1965, and Dec. 31, 1973.

"It may seem that we put a lot of emphasis on the hardware and paper we win by our excellent safety performance," Executive Vice President Walter E. Travis says, "but I'm sure that all of us understand that the really important victory in employee safety isn't the award we hang on the wall, but the welfare of our people."

"Our performance has been good because our people care. Safety is a personal thing and all the slogans anyone can think of don't mean anything without people who feel responsible... not only for their own safety but also for the safety of their fellow workers. Of course the same qualities that make a person a safe worker also make him a productive one. I think our continued safety performance says a great deal about the quality of our men and women."

Bangor and Aroostook people have a reputation for being good neighbors in their communities. When help is needed they give it quietly and without fanfare. It's usually accepted in the same spirit because that's mostly the way Maine people do things. The following letter from Vaughn Currier, northern district manager of Maine Public Service Company, is such a nice tribute to our Fort Kent employees we couldn't resist sharing it with you: "During our recent flood, the road was impassable to St. Francis due to the high water. The ice jam had toppled several of our poles with the result that most of St. Francis and all of Allagash were without lights. We were unable to get equipment across the road break until Hercules Roy's boys came along with a motorcar. They transported much of our equipment and made it possible to restore service to the two towns. Without their help the towns would have been without power much longer. Our sincere thanks and appreciation for their help."



Clair Cain, a veteran section foreman, is one of a large number of skilled Engineering Department employees who retired in July. The photograph above was made on the Ashland Branch in the early 60s when he was foreman there. The train roaring out of the early morning mist is 211.

Passing Along Railroad Skills

Anyone who's ever watched a veteran section foreman drop to his knees and put his eye next to the rail to check level and alignment knows that there's as much art as there is science to this railroad business. The foreman utilizes a lot of knowledge that he's soaked up through his pores from working with other experienced men. He passes it along to younger men the same way he himself received it. Most other railroaders...engineers, trainmen, mechanical people...learn their craft in the same traditional way. It's a good system and makes for skilled and interested people because it instills a sense of pride in craftsmanship and responsibility.

But if it's effective, it's also slow. And when an older man retires, he leaves a considerable space to be filled by another master railroader.

When a new Railroad Retirement Board regulation allowing retirement with full pension at 60 became effective in July, the Engineering Department lost an unbelievable 8% of its track forces within a 2-week period.

"We're geared to an annual attrition rate that stays at about 10%," Chief Engineer Vinal J. Welch explains, "but to lose more men in a single month than we normally lose in a year creates a serious problem in finding and training new people. We have a strong cadre of skilled people who'll be moving up, of course, but it still leaves a large hole at the apprentice level where new

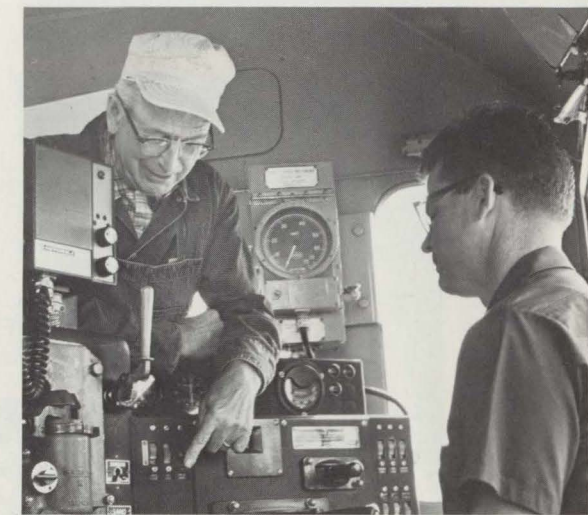
men must be trained in the very basics of the craft."

Other departments have felt the impact, although none so much as Engineering. Impact in the Mechanical Department is lessened because cutbacks in program work during the time of retrenchment have created a backlog of furloughed employees. Vacancies will be filled from this pool of skilled people.

Except during the war years, it's never been much of a problem to find and keep good people. (Railroading on the BAR is traditionally a long-term career with many employees retiring with more than 40 years service.) It's a vigorous life, to say the least, but the pay is attractive and the fringe benefits rate among the best anywhere. Probationary trackmen, for example, earn \$4.48 an hour and a skilled equipment operator earns as much as \$5.47 an hour.

The difficulty is that the department's work is seasonal with unavoidable bulges in the work force. It's several years before a new worker can expect year-round employment. The seasonal nature of the work and the rigors of the life now make recruiting a challenge.

But there is a continuity in the railroad business that defies facts. Even in the years of adversity, the railroad has been able to attract good young people. If you listen to the old timers, today's employee isn't willing to give of himself what an earlier generation did. Even if the thesis



In railroading, the skilled older worker has traditionally passed his knowledge along to younger men in work situations. Engineer Fred Parent (now retired) explains the complexities of diesel operation to trainee Lionel Madore during such a training program.

is correct, today's Bangor and Aroostook worker is a productive, interested employee with a high degree of individual responsibility.

No one in Engineering is minimizing the empty space left by the veteran people who retired last month. But there's no long-range concern about the railroad's ability to attract good young people. And the knowledge and skills will continue to be passed along on the same one-to-one basis that has created such an effective and responsible work force.

That's what makes railroading such a people business.

Project Soft Touch.... Making Some Waves



Conductor Calvin Cole, right, and Brakeman George Kelley examine the radar used as a training device in Project Soft Touch with Freight Claim Agent Burton A. Sawyer.

Some people who have never heard of Project Soft Touch, the Bangor and Aroostook's new car-handling program, are getting the word. RAILWAY AGE ran a two-page feature on the program in the March issue. Burton A. Sawyer, architect of the program, has spoken to railroad audiences about it in Denver, Baltimore, Montreal and Fairlee, Vt. In fact, the concept has attracted such widespread attention that people who have never heard of Bangor and Aroostook now know us because of the unique approach to the perennial loss and damage problem.

Project Soft Touch belongs to all of the employees of the railroad; it was not conceived as just another management program. From the beginning, the new concept had input from labor leadership and from labor rank and file in the field.

But if one man had more to do with the birth of the project than others it was veteran Freight Claim Agent Burton Sawyer. For at least a decade, Sawyer has carried on a one-man missionary effort to breathe life into some kind of workable damage prevention program that would attract broad industry support. Not that anyone in the business is against damage prevention...it's like motherhood and apple pie...but the industry effort is by no means uniform. And, until there's a rank-and-file commitment, reasoned Sawyer, prevention efforts will remain at a kind of lowest common denominator of effectiveness.

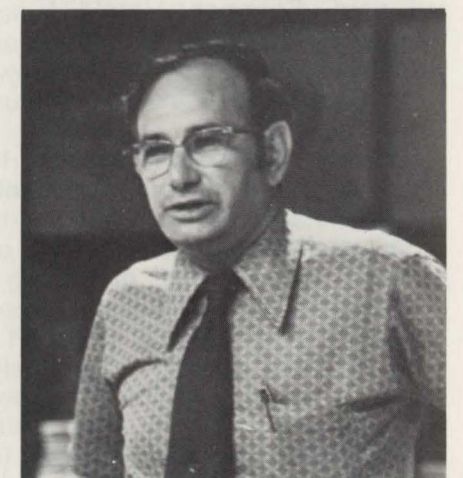
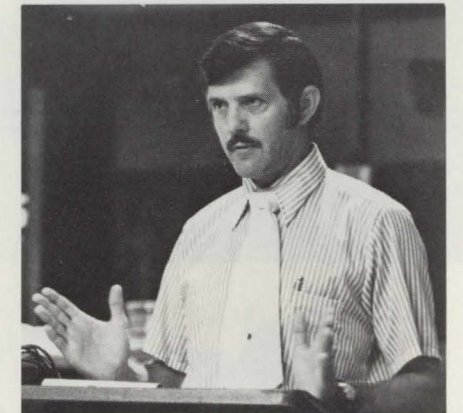
The big thaw in rail labor-management relations provided the kind of sounding board Sawyer

was looking for in employee participation. The heart of Soft Touch, as he envisioned it, was a body of interested and motivated employees. The end of the long blood feud between the industry's labor and management offered a starting point on which to build together. For hardware, Sawyer wanted more than the traditional impact recorder with its limited potential for training. The road acquired a radar device that measures car speed to the fraction of a second.

The committee, which included representatives from management and labor, decreed that the radar should be used as a training device only and never as a disciplinary tool. Since the project got off the ground in the third quarter of 1973, Sawyer and his people have visited nearly every rail yard on the system talking about car speed and impact. The radar, with its potential for tracking the speed of a moving car right up to the second of impact, has been a revelation for even seasoned hands among switching crews.

"Because employees have had a hand in designing Project Soft Touch...even the name came from Gary Karam, UTU general chairman...there has been a great amount of employee interest," Sawyer explains.

Speaking at a Project Soft Touch seminar, top to bottom, were Freight Claim Agent Sawyer, UTU General Chairman, Gary Karam, Engineer Wayne Duplisea, UTU Vice Chairman, and Chief Claim Adjuster Tom Mercier.





Brakeman Phil Sherman keeps one eye on the radar as he switches cars in a Millinocket yard, upper left. Above, Conductor Chester J. Bragg, Jr. discusses the radar with Sawyer at Millinocket. Project Soft Touch has aroused considerable industry interest. Pictured with Sawyer and Conductor Enoch Trafton at left are D & H Freight Claim Agent Tom Lawrence and his assistant Mark Mastro.

During a demonstration at one rail yard, Foreman Harold L. Woodard, Jr. mentioned to Sawyer that a type of load from a customer had been causing problems.

"Have you considered opening one of the cars before it leaves the yard?" he asked.

Sawyer hadn't but expressed concern at the risk of opening the car in a busy yard.

"Don't worry about that," Woodard told him. "The switcher will be in the south end and I'll go with you and open the car."

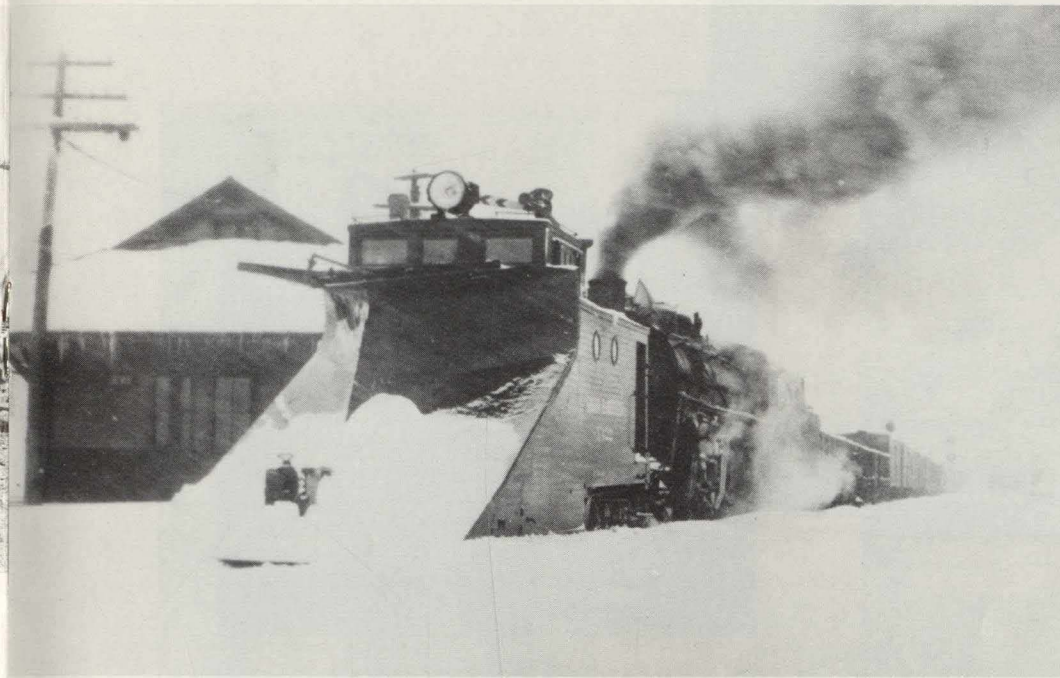
When the car was opened, they found what proved to be a loading problem which was later discussed with the shipper and resolved. It was, as Sawyer likes to point out, one of the benefits of employees who are involved.

In fact, Sawyer thinks most railroad people he's talked with have a genuine interest in doing a good job and are concerned about handling a customer's shipment with care.

As a result of Soft Touch, even road crews have become more aware of prevention. When Engineer Wayne Duplisea experienced a jolt as a result of a frost heave on the tracks while he was moving a heavy load of paper last spring, he immediately reported it and the loads were inspected for damage. It's instances like these, Sawyer says, that build the kind of prevention program that really works. Another example of employee concern came last spring when Conductor Carvell O. Booker noticed a damaged farm imple-

ment being shipped on a flatcar. He notified the dispatcher who arranged for inspection and provided advance notice to the consignee of the damage.

There is considerable industry interest in Project Soft Touch, which is exactly what the BAR's freight claim people were hoping for when they launched the project. An August conference in Bangor drew representatives from D&H who came to learn more about what Soft Touch has done on the BAR. If the concept catches on, a good part of the reason will be because men of good will of both management and labor have settled some important differences between them and are ready to build a new railroad system for tomorrow.



The photograph of the steam plow train from the collection of Wayne Duplisea was made at Millinocket in 1946. Cleaves, who's a railroader's railroader, is a student of railroad history and a long-time Bangor and Aroostook researcher.

Sounds That Summon The Faithful

Herb Cleaves is a third generation railroader turned journalist who cut his teeth on his father's switchkey. He was born at Portage on the Ashland Branch in 1939 when his father, Sandy, was stationed there. The family lived in the BAR station at Wallagrass from 1944 to 1948 and since then Cleaves has managed to live within earshot of a railroad. His grandfather was James Prosser. His brother, Arthur, was a BAR employee. And before he became a Bangor DAILY NEWS reporter, Herb worked for both the BAR and MEC. His railroad yarns reflect his affection for the railroad and railroad people.

By Herb Cleaves

There is a mystique about the high iron: an intangible something that draws railroaders together the same way the yard lights at Millinocket draw moths on an early summer evening. It may be the squeal of flanged wheels on steel rails that transmits the beckoning message or perhaps it's the rattle of adjusting slack in a rumbling night freight that quickens the pulse and summons the faithful.

Railroading has always contained more than a touch of the unusual. Railroaders thrive on dramatic moments that can be relived again and again when conversation becomes animated and the cigarette smoke thickens in a yard office or car house setting somewhere between Searsport and St. Francis.

Although a modern era has been ushered in with trains adapted to keep pace with the times, railroading's rich past still colors its daily activities. From a heritage of coal smoke and

cinders a tradition has grown and employer-employee relations have become more a family kinship than a strict management-labor situation.

The railroad family was working together at 2:15 A.M. on December 23, 1966 when the night trick operator at Millinocket took this message:

Sectionmen and Linemen:

Conductor Duffy on No. 57 lost his mitten at Quakish this A.M. If found, please leave it with the operator so it can be returned.

Where else would a 24-hour-a-day multi-million dollar business stop to look for someone's lost mitten?

Being part of the team is more than drawing a paycheck Wednesday evenings. It's taking part in the action of the day and then watching from the sidelines to see the mission carried to completion by others.

Engineer Bruce Trafton made his last run on Train #161 on February 29, 1969. At 11:15 A.M. he received this message through the East Millinocket agency.

B. B. Trafton:

Will put man in your place tomorrow so you can retire under the retirement act. Answer C-6.

H.P.L.

The message was duly answered. "Bunzo" Trafton was part of the working Bangor and Aroostook team to the end. Had he not received



Cleaves made the photograph of his father, Foreman Sandy Cleaves, lining track in Houlton yard during the summer of 1966. Sandy Cleaves made the photograph at left during the hand 'pede days in the late 1920s. Pictured are Foreman William Gilpatrick and Wallace Bolstridge near Buffalo on the Ashland Branch.

the message he probably would have reported for work the next day because he was all "railroad."

The team effort goes on every day. A brakeman's bobbing lantern may start it off in the pre-dawn hours of an Aroostook morning at Madawaska or it may begin when a shop foreman at Derby lines up his daily work. Perhaps the trackman battling blackflies begins the whole cycle when he spikes a tie north of Presque Isle Yard just after 7 A.M.

The effort culminates each evening as the minutes tick toward midnight and a lighted Centralized Traffic Control Board at Northern Maine Junction takes center stage. Railroaders of the day's last shift intently watch the white lights which mark the progress of a heavily-loaded southbound freight as it passes South Lagrange twenty-five miles away.

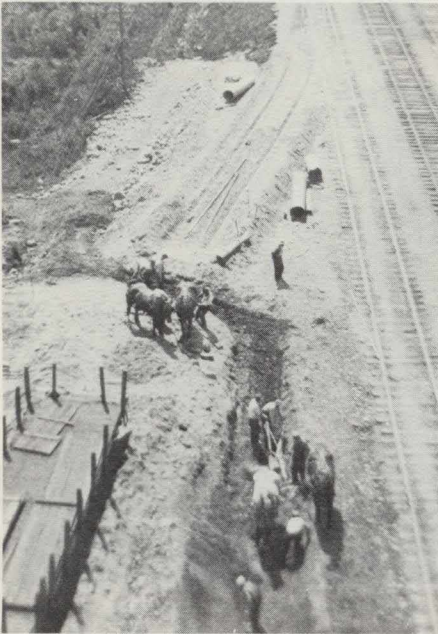
When ON-28's headlight finally breaks out of the darkness south of Tower #1 and six diesel electric locomotives surge past the yard office

to deliver their train to the Maine Central a few minutes before twelve, crewmen are probably too busy with the frantic last minute details of the interchange to note the successful completion of another day's railroading on the B & A.

The drama that concludes each night as the last train glides down Northern Maine's #7 track onto the scales, #2 and #2 Gap and finally into Maine Central custody is a moving epic involving every member of the B & A team.

Railroaders may not admit it but a special kinship, a camaraderie, or unique esprit de corps exists within their ranks. It's sometimes easier seen by the outsider looking in than by the active railroader himself.

Take the off-duty employee who lingers near a railroad crossing to watch a train go by. Don't try to engage him in conversation until the caboose is safely past because he's counting cars, checking loads, searching for tell-tale signs of dragging brakes or hot journals and until he gives the conductor in the cupola an approving



The photograph above from the Henry White Collection was made from the coal tower at Oakfield and shows how roadway work was accomplished in the days before heavy machinery.



Above, trackmen try to keep ahead of a severe spring run-off. Left, a Sandy Cleaves photograph of sectionhouse near Buffalo on the Ashland Branch in the late 20s. There was considerable rivalry among crews to be awarded a prize (displayed above) for the best section in a district.

wave, you will be rudely ignored. It's part of the makeup of the individual who works eight hours but railroads twenty-four. More than a few citations have been handed out by management personnel to employees who took a moment of their own time to warn a fellow worker of impending danger.

The railroad's Rule L states clearly that "in case of danger to the Company's property, employees must unite to protect it." It's a superfluous bit of scripture; a waste of printer's ink. The team members of B & A who keep the trains rolling through some of the hardest conditions nature can possibly deal out don't need to be cautioned as to the value of their Company's property. They protect it well all the time.

Pride in workmanship has long been a trademark of B & A railroaders. Never was it better expressed than when an annual inspection train operated over the system and rewarded section crews' efforts with prizes for top quality track work. Each year when all the tamping, mowing,

lining and tie replacing was done to each foreman's satisfaction, the crew applied a final manicure by raking the shoulders of the gravel roadbed and shaping the ditches with a classic finesse. It is certain that many foremen slipped out on a quiet Sunday morning the day before inspection to touch up the footprints of a moose or deer which wandered aimlessly across the track to mar the crew's final spit-and-polish effort.

In the upper right hand corner of Mount Hope cemetery in Bangor a marble stone marks the resting place of Louis Z. Groves (1876-1953). Carved in his marker is a detailed likeness of BAR steam locomotive 251. For the railroaders who have paused in the quiet spot under the elms, the meaning of pride takes on a special significance.

Railroading, I believe, is an incurable disease. Some of us catch it when we cut our first teeth on our fathers' switch key. It's more or less a lifetime affliction for most of us. If we're lucky,

In the Family

Transportation Department

Dispatcher and Mrs. G. M. Dionne, Houlton, are announcing the engagement of their daughter, *Louise*, to *Raymond A. Berg*, son of Mr. and Mrs. *Eugene Berg* of Westbrook.

Miss Dionne is a graduate of Houlton High School and D'Lor Beauty School of Brewer. She is employed by Hair Fashions by Paul of Portland.

Mr. Berg is a graduate of Westbrook High School and Southern Maine Vocational Technical Institute. He is employed with the Gray Precision Products, Inc., of Gray.

A July 13 wedding is planned.

They are also announcing the engagement of their daughter, *Nicole*, to Cpl *Wayne A. Tapley*, son of Mr. and Mrs. *James Tapley* of Littleton.

Miss Dionne attends Houlton High School.

Cpl Tapley was graduated from Houlton High School in 1972 and is serving three years in the United States Army, now stationed at Fort Dix, N. J.

No date has been set for the wedding.

Victoria Heather Howard, daughter of Mr. and Mrs. *Thomas S. Howard*, became the bride of *H. Russell Carey*, son of Engineer and Mrs. *Herbert R. Carey*, all of Milo, June 22. The wedding took place at the United Methodist Church, Milo, with the Rev. *Kwan Y. Lee* performing the ceremony.

Miss *Valerie L. Howard*, sister of the bride, was maid of honor; bridesmaids were Mrs. *Stephanie Maciejewski* of Highgate Falls, Vt., and *Lexie Thames* of Millinocket. Junior bridesmaid was *Susan Leonard*, and flower girl was *Michelle Richardson* of Bangor.

Best man was *Michael Carey*, brother of the bridegroom. Ushers were *David Sharrow* and *Thomas Howard, Jr.*, both of Milo, junior usher was *David Leonard* of Milo, and the ring bearer was *Paul Richardson* of Bangor.

The bride is a graduate of Penquis Valley High School and the University of Maine, Orono. She is an elementary school teacher with MSAD 41.

The bridegroom is a graduate of Penquis Valley High School and Tufts University. He is a social studies teacher of MSAD 41.

Following a reception held at the Derby Community Hall, the couple left for a wedding trip to St. Croix, Virgin Islands.

They were at home at 24 Pleasant St. after June 30.

Miss *Bonnie R. Mitchell*, daughter of Mr. and Mrs. *Joseph Mitchell*, of Merrill, became the bride of *Jerome O. Collier*, son of Conductor and Mrs. *Olin Collier Jr.* of Oakfield at 7 P.M. May 18 at the Bethel Pentecostal Church in Oakfield,

with the Rev. *Marvin Lawrence* performing the double ring ceremony.

The church was decorated with baskets of spring flowers and candelabras.

The organist, Mrs. *Geraldine Lawrence*, accompanied *Jerri Russell*, cousin of the bride.

Mrs. *Natalie Batchelder*, sister of the bride, was matron of honor. Bridesmaids were Miss *Debbie Collier*, sister of the groom, and Miss *Jeanette Harrison*, classmate of the bride.

Julie Collier, sister of the groom, was flower girl.

Shawn Batchelder, nephew of the bride, was ring bearer.

Richard Bishop, cousin of the bridegroom was the best man and serving as ushers were *David Collier*, brother of the groom, and *Kevin Brannen* and *Roy Brisley*, cousins of the groom.

A reception followed at the Oakfield Grange Hall which was decorated with green, yellow and white streamers and pink and white wedding bells.

The bride graduated from Oakfield High School and is a senior at the University of Maine at Presque Isle.

The bridegroom graduated from Oakfield High School and is stationed with the United States Navy at Norfolk, Va.

The couple will be at home in Norfolk.

Melanie Beth Duplisea, daughter of *Robert Duplisea*, Chicopee, Mass. and Mrs. *Cintra Hopper* of Hampden Highlands, Me. was in the graduating class of 1974 at Chicopee, Mass. High School. She also is the granddaughter of Engineer and Mrs. *E. E. Duplisea* of Hermon and Retired Conductor and Mrs. *Harold Woodard* of Levant. Mrs. Duplisea and daughter, *Marlene*, and Mrs. *Gladys Pomeroy* attended the graduating services.

We were sorry to learn of the death of *Patrick J. Dube*, 65, June 28 at his residence at Fort Kent. He was born in St. Leonard N.B., Feb. 3, 1909. He was the son of *Mamee* and *Annie (Ouellette) Dube*.

He began his railroad career in 1926 as a relief operator for the Canadian National Railroad coming to the Bangor and Aroostook Railroad in 1929. He held positions at Oakfield, Howe Brook, Van Buren, Jemtland, Stockholm, Grand Isle and Fort Kent, retiring as Sup. Agent at Fort Kent Jan. 16, 1971.

He attended Bathurst College and St. Dunstons University Business School, P.E.I., and was graduated in 1926. Mr. Dube was a member of the Union of St. Jean the Baptist of Fort Kent, a member of the Knights of Columbus, third degree of Fort Kent.

He is survived by his foster father *Patrick Cyr*, St. Leonard, N.B.; his wife,



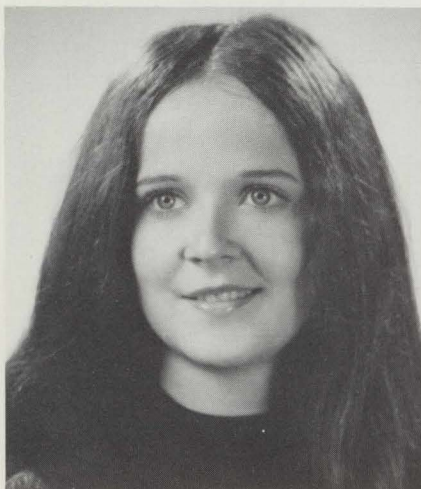
Engineer *Richard C. Stanhope*, Bangor, has retired after 30 years with the railroad. He was born at South Lincoln and entered service as a fireman in 1943. He is married and has two children, *Rodney W.*, of Hampden, and *Faustine Clark*, of Bangor.



Melanie Beth Duplisea

Bernadette (Charette) Dube of Fort Kent; one daughter, *Michele* of Fort Kent; three brothers, *John*, *Herby* and *Abel* of St. Leonard, N.B.; two sisters, Sister *Andirna Dube*, Order of the Assumption Sisters in Yarmouth, N.S. and Mrs. *Charles (Ida) Ayotte* of Van Buren; several nieces and nephews.

Funeral services were held July 1 at the St. Louis Catholic Church in Fort Kent with the Rev. *Zenon Charette*, pas-



Karen Gerard, daughter of Operator and Mrs. Everett Gerard of Van Buren, was graduated from Van Buren District High School in June and is studying nursing at UMPG this fall.

tor of the St. Luce Catholic Church in Upper Frenchville, officiating. Burial was in the St. Luce Cemetery.

Retired Conductor *Horace A. Howe*, 71, of Oakfield, died July 6 at a Houlton rest home after a brief illness. He was born in Island Falls April 15, 1903, son of *Joshua* and *Mary (Wilson) Howe*. He was a member of the Island Falls Masonic Lodge, a member of the Brotherhood of Railroad Trainmen, attended the Oakfield Baptist Church. His railroad service was from Oct. 15, 1926 until his retirement May 1, 1968.

He is survived by his wife, Mrs. *Lulu (McFarland) Howe*, Oakfield; two daughters, Mrs. *Norman (Elma) Clark*, Oakfield; Mrs. *Vinal (Lona) Friel*, Smyrna Mills; two sons, the Rev. *Alvie Howe*, Northhead Grand Manan, N.B.; *Donald Hall*, Mount Rainier, Md; two sisters, Mrs. *Dorothy Malone*, Oakfield; Mrs. *Erman Lloyd*, Caribou; seven grandchildren; one great-grandchild, several nieces and nephews. Funeral services were held at the Oakfield Baptist Church with the Rev. Albert McMickle officiating. Burial was in the family lot in the Island Falls Cemetery.

Engineering Department

Retired Trackman *Charles W. F. Hussey* died June 21 at a Bangor hospital after a long illness. He was born December 5, 1902, in Hudson, the son of *George* and *Mittie (Chapels) Hussey*. He retired from the railroad in 1967 after 40 years of service. Surviving are one son, *Richard*, of Hudson; one daughter, Mrs. *Norman (Jean) Philbrick*, of Enfield; one sister, Mrs. *Dorothy DeWitt*, New York City; 12 grandchildren and one great grandson. Our sincere sympathy to the family.

Laurie Ann Ireland and *Shari Alice Ireland*, daughters of Equipment Operator and Mrs. *R. E. Ireland*, Presque Isle,

were both honor students in the Presque Isle schools. Laurie Ann was graduated from Presque Isle High School in June and was a member of the National Honor Society. Shari was graduated from Skyway Junior High School in June. Her scholastic standing was in the top ten students. She will enter Presque Isle High School in the fall.

Mr. and Mrs. *Warren Cain, Sr.*, of Caribou are announcing the birth of a son, *Michael Ora*, born recently at the Cary Memorial Hospital, Caribou. Grandparents are Equipment Operator and Mrs. *John Cain* of Masardis and Mr. *George Fitzpatrick* of Littleton.

Retired Mechanic *James H. Daly* of Houlton died March 11 at a Bangor hospital. He was born in Houlton, November 28, 1906, the son of *Wilbur* and *Sadie (Monahan) Daly*. He was employed by the Bangor and Aroostook Railroad for 41 years and was a member of the Brotherhood of Maintenance of Way and was general chairman for several years. His father, *Wilbur*, also worked for the railroad some 40 years starting work as a painter in 1915 and retiring as a clerk in 1955. Mr. Daly was a member of the Church of the Good Shepherd Episcopal and held various offices in the church.

He is survived by his widow, *Laura (Bishop) Daly*, of Houlton and a daughter, Mrs. *Andrew (Dawn) Harvey* of Halifax, N.S.; two grandchildren, *Kathryn* and *Heida Harvey*, Halifax, N.S., and two nieces.

He was a member of the Monument Lodge of Masons; member and past high priest of Aroostook Chapter No. 20, Royal Arch Masons; member and past commander of St. Aldemar Commandery; member and past patron of Fidelity Chapter OES and a former member of the advisory board of the Houlton Assembly of Rainbow for Girls.

In 1946 when Linwood Jackins of Derby was a young lad of 16 and a sophomore at Houlton High School, one of his teachers asked that each student of her class choose a pen pal from the list which she had and write a letter to that person.

Linwood chose to write to Alice McShane of Scotland. When Alice re-



Carpenter *Charles B. DeWitt*, Derby, has retired after 37 years with the railroad. A native of Island Falls, he attended local schools. During WW II he served in the Armored Calvary in Normandy, northern France, Rhineland, Ardennes and central Europe. He is married and makes his home in Hudson.



First Foreman *Clair S. Cain*, Millinocket, has retired after 44 years with the BAR. He became a trackman in 1930. Mr. Cain was a selectman of Council in Ashland for nine years and served in the Army in Europe during WW II. He is married and has two daughters, *Alice Piper*, and *Penni Cullins*, both of Mapleton.



Pictured with Painter *Linwood Jackins*, second from left, are *Michael Stakim, Jr.*, *Alice* and *Michael Stakim*. The Stakims visited the Jackins family from Scotland this summer after a correspondence of nearly 20 years.



plied, he found she was 16 years of age, out of school and working in an office. The two struck up a lasting friendship and the correspondence continued over the years. Pictures, gifts and current news were regularly exchanged.

Last year, Alice, now married and the mother of 10 children, started making plans for a trip to Ontario, Canada, to visit her brother whom she hadn't seen for 17 years.

June 1 found *Alice*, husband *Michael*, and son, *Michael, Jr.*, 18, airborne and on their way.

Included in their plans was a trip to Derby, Maine, to see the man in person with whom Alice had been corresponding all these many years.

They arrived at Brownville Junction by Canadian Pacific Rail on June 5 and were met by Linwood.

These natives of Scotland, with their native accent, good humor and deep knowledge of their country, had a wonderful time with their host and his children.

Jackins took time off to show his guests a bit of Maine. This included a trip to Houlton to meet his parents and also one of his sons who is a student at Ricker College.

The family returned to Scotland on June 23.

Jackins is planning a trip to visit the family in Scotland in July of 1975 when their eldest daughter plans to marry.

Mr. and Mrs. *Dale Pratt* of Oakfield are receiving congratulations on the birth of a daughter, *April Kara*, born recently at Houlton Regional Hospital. Maternal grandparents are Mr. and Mrs. *Carl Bustard* of Smyrna Mills and paternal grandparents are Signalman and Mrs. *Robert Pratt* of Oakfield. Great grandparents are Retired Trackman and Mrs. *Joseph Pratt* of Oakfield, and great grandmothers are Mrs. *Effie Bustard*, Smyrna Mills; Mrs. *Vietta Hudson* of Woodstock, N.B. and Mrs. *Vanessa Morton*, Houlton, widow of the late *Moses Morton*, inspector of scales and water supply.

Congratulations to Assistant Engineer and Mrs. *Marvin McBreaity* of Houlton on the birth of a daughter, *Leah Karin*, born June 7 at the Houlton Regional Hospital.



Pictured, top to bottom, are Engineering Department retirees Equipment Operator *Wilfred W. Bell*, Lincoln, (with *Graden Swett*); Section Foreman *Norman K. Dixon*, Houlton, (with *V. J. Welch*); Carpenter *Sylvio J. St. Pierre*, Houlton, (with *Garold Wiggins*); and Foreman *Elmer Ryder*, Presque Isle (with *Graden Swett*). Between them, these men have 163 years of service with the BAR.



Mr. and Mrs. *George Grant*

Accounting Department

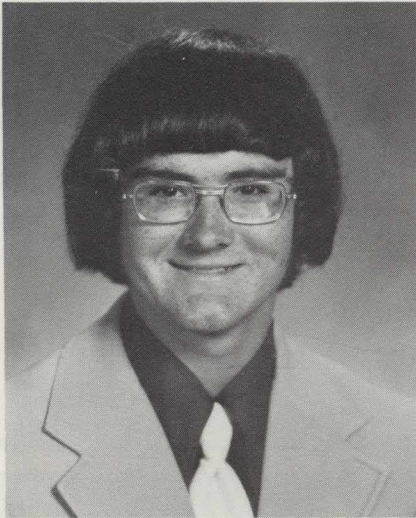
Richard Thompson, Jr., son of Rate and Division Clerk and Mrs. *Richard Thompson, Sr.*, has been chosen by the merit selection committee to receive honorary award recognition and to have his biography published in the Eighth Annual Edition of WHO'S WHO AMONG AMERICAN HIGH SCHOOL STUDENTS for juniors and seniors for the 1973-74 school year. Richard, a junior at Brewer High School, was one of three students chosen for this award and these students are among 3% of the juniors and seniors on a national basis to receive this award. Richard is also a letterman of the basketball team.

Assistant Manager of Data Processing and Mrs. *Rodney J. Cyr* are the parents of an 8 lb. 2 oz. boy, *Michael James*, born April 30, 1974 at St. Joseph Hospital in Bangor.

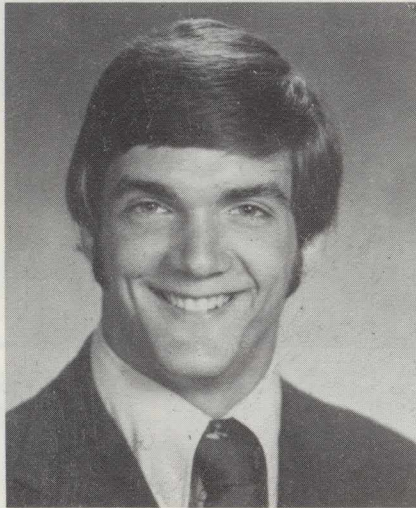
Retired Clerk and Mrs. *George N. Grant* were honored at a reception on their 50th wedding anniversary, June 21, at Pilot's Grill in Bangor. *Doris L. Nelson* of North Brewer and *George N. Grant* of Eddington were married June 21, 1924, by the Rev. *C. F. Butterfield*, pastor of the First Methodist Church in Brewer. The couple was attended by the former *Mildred L. Nelson*, sister of the bride, and by the late *Vernon McFadden*, friend of the bridegroom. Guests at the anniversary reception included their three children, three of their grandchildren, friends and former co-workers from the local area as well as from Idaho, Virginia, Massachusetts and New York. The Grants are grandparents of nine children and one great-grandchild. George retired from the BAR Accounting Department in 1966.

Dana M. Breen, son of Lead Clerk and Mrs. *Donald Breen*, was graduated from Brewer High School in June and will be furthering his education this fall at the University of Maine - Orono.

Jeffrey Porter, son of Invoice Clerk and Mrs. *Cecil Porter*, was graduated from Hampden Academy in June. Jeff



Dana M. Breen



Jeffrey Porter

has been accepted at Boston's Berklee College of Music where he will major in Music Education. His curriculum will include courses in arranging, composition, improvisation and solo and orchestral performance.

July guests of *Roberta and Liston Lewis* have been their son, *Gary*; his wife, *Brenda*; and daughter, *Shari*, of Tampa, Florida.

Mechanical Department

We were sorry to hear of the death of retired Mechanical Superintendent *Orris L. Dean, Sr.*, 83, who died in a Bangor hospital June 3. He was born in Medford, Dec. 2, 1890, son of *Ansel* and *Emma (Patter) Dean*. He had been retired since Oct. 31, 1951.

He was a member of the Piscataquis Lodge of Masons, The Aldworth Chapter, OES, the Milo Masonic Club, Rabboni Chapter, and was a former member of the Commandery and the Anah Temple, Order of the Shrine.

He is survived by his widow, *Stella (Day) Dean*, Milo; two sons, *Orris L., Jr.*

or Naperville, Ill., and *George*, of Milo; one daughter, *Mrs. Helen Lanpher* of Saginaw, Mich.; one brother, *Guy Dean* of Saugus, Mass; as well as grandchildren, nieces and nephews.

Machinist *Gerald C. Goodall*, Northern Maine Junction, retired June 28. Chief Mechanical Officer *H. W. Hanson*, right, congratulates *Gerald* on his retirement. He was born May 2, 1910 at Oakfield, and attended local schools. He started work for the BAR in May 1926 on a steel outfit, and worked summers for the MoW Department on the section. He started work in the Mechanical Department May 1, 1940 as an engine cleaner. Subsequent positions held were inside hostler, coalman, foreman, machinist helper and machinist. He is married and has five children, *Mrs. Davis (Mildred) Speck*, Concord, Calif; *MSGT Vaughn Goodall*, Ft. Rucker, Ala.; *Verne Goodall*, Littleton, Pa.; *Oakley C. Goodall*, Denver, Pa.; and *Quinton Goodall*, Hampden, Me.

Mr. Goodall and his wife *Beulah* live in Bangor.

Machinist *Thomas D. Barker*, Northern Maine Junction, retired May 29. Chief Mechanical Officer, *H. W. Hanson*, is pictured with *Doug* as he presents him with his retirement pin. He was born April 11, 1909, at New Haven, Conn. and attended Milo High School, and Farmington State Normal School. He started work for the railroad June 25, 1925 as a laborer, and since that time has worked as a machinist apprentice, boilermaker helper, machinist helper, swing job, watchman and machinist.

He is a member of the Masons, Chapter and Masonic Club. Mr. Barker is married and has three children, *Mrs. Winifred Murphy*, Holden, Me.; *Mrs. Sandra Haley*, Derby, and *Mrs. Betty Robinson*, Hornsby, N. Y.

Statistician *Chester E. Heath*, Derby, retired June 5, after 40 years of service with the railroad.

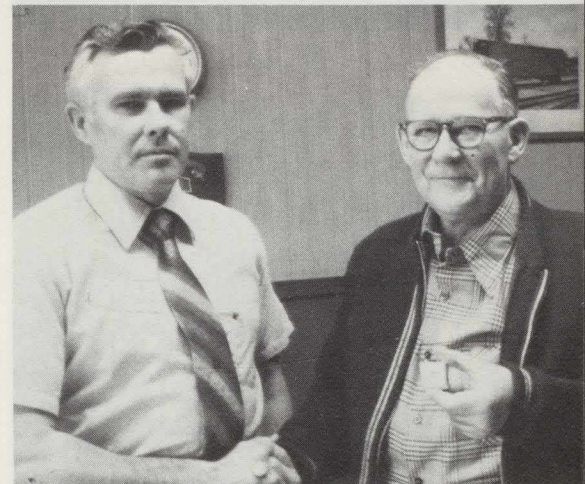
Chief Mechanical Officer *H. W. Hanson*, pictured at right, presents Mr. Heath with a purse of money at an office party honoring his retirement. He was born June 1, 1909 at Millinocket, and attended Millinocket High School. Prior to working for the railroad, he worked for the Great Northern Paper Company, Millinocket, as 5th, 4th, and 3rd hand on #10 paper machine July 1928 to September 1930. He came to work for the railroad September 18, 1930 as a laborer, and since that time he has worked as a car cleaner, clerk, car repairer, shop accountant, asst. AAR accountant and statistician. He is married and has two daughters, *Betty Heath Clement*, of Rocky Hill, Conn., and *Mary Jane Halpin*, of Keene, New Hampshire.

Alfred A. Bushway, son of Sheetmetal Worker and *Mrs. Alfred J. Bushway* of Derby, has been selected as the first recipient of the *Alan D. Belfort* Memorial Award at Purdue University, West Lafayette, Indiana.

The one thousand dollar award is given



Gerald C. Goodall



Thomas D. Barker



Chester E. Heath

in memory of *Dr. Alan D. Belfort* who received his PHD in Biochemistry from Purdue, by his wife *Dr. Anna D. Belfort* of Harvard University. The award is given to a student in the department of biochemistry at Purdue. Mr. Bushway is a graduate student in the Department of



Elwood D. Bamford



Stanton K. Andrews



Trackman *Josephel Picard*, Fort Kent, is congratulated on his retirement by Assistant Spt. of Track *Lee Fournier*. Mr. Picard entered service in 1936. He is a native of Daigle and attended local schools. He is a member of the Knights of Columbus and the AFL-CIO M of W organization. Mr. Picard is married to the former *Cecile Michaud*. The couple have eight children.

Biochemistry, pursuing a PhD degree. While at Purdue, Mrs. Bushway has been elected to Phi Lambda Upsilon, a biochemistry and chemistry honor society. Mr. Bushway is a 1968 graduate of the University of Maine at Orono. His wife, the former *Esther McClain*, daughter of Mrs. *Barbara Doble* of Milo, also attends Purdue University. They have one son, *Christopher*.

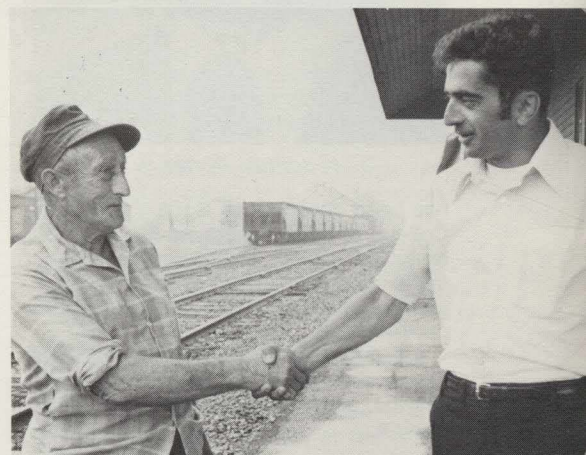
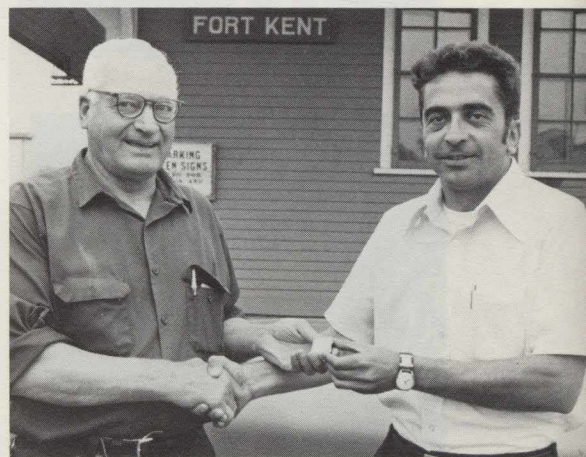
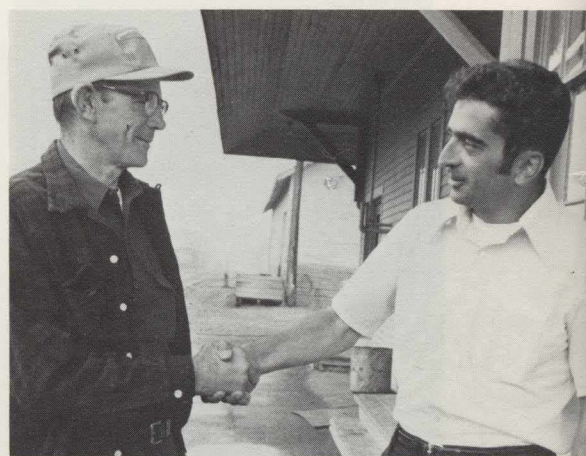
Painter *Elwood D. Bamford*, Derby, retired June 28. Chief Mechanical Officer *H. W. Hanson*, left, congratulates Elwood on his retirement. He was born September 28, 1912 at Houlton and attended Houlton High School, graduating in 1930. He started work for the B&A May 1, 1934 as a painter helper, and since that time has worked for the Stores Department as a laborer, a sectionman, M. of W. painter, and a painter for the Mechanical Department.

Elwood is married and has four children; Mrs. *Georgia Chaffin*, Miami, Fla., *Francis W. Bamford*, Miami, Fla., *Terrence L. Bamford*, USAF, Texas and *Peter A. Bamford*, Miami, Fla.

His brother is *W. A. Bamford*, retired purchasing agent, who resides in Rondo Beach, Calif.

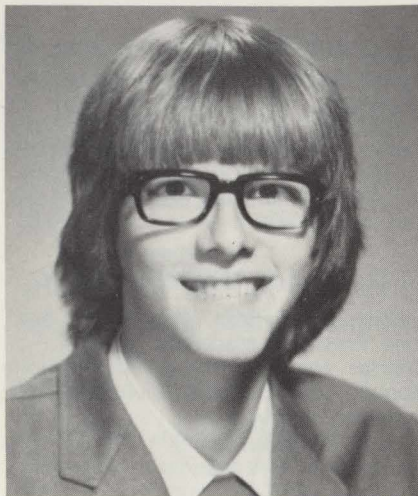
Car Foreman *Stanton K. Andrews*, Northern Maine Junction, retired July 3. Stan was born March 13, 1912 at Hermon, and was graduated from Hermon High School in 1930. He worked for C. H. Savage from 1928 to 1930, and McLaughn's Warehouse 1930 to 1938. He started work for the railroad November 28, 1938 as a laborer. Since that time he has been a car repairer helper, carman helper apprentice, car inspector, carman gangleader, chief car inspector, acting car foreman, and car foreman. He has been in the latter position since May 1960. He is a member of the Masonic Order.

From top to bottom: *Raymond A. Holmes*, Portage, has retired after 31 years with the railroad. He's a native of Portage and attended local schools. Mr. Holmes is married and has six children. Section Foreman *Lionel Pelletier*, Fort Kent, has retired with 40 years service. He was born in Wallagrass and attended schools there. Mr. Pelletier is married and has three children. A son, *Delmar*, is a BAR equipment operator. Trackman *Arthur Beaulier* has retired with 30 years service. He attended Sheridan schools and has been a trackman at various locations. He is married and lives in Ashland. Section Foreman *Alva Jones*, bottom, of Blaine, has retired after 38 years with the railroad. Mr. Jones, a native of Mars Hill, is married and makes his home there. He has also worked as foreman of the welding crew.





Mrs. William L. Brooks, III



Donald R. Annis, son of Treasurer and Mrs. Donald B. Annis, was graduated from Bangor High School in June. He was awarded the *Raymond O. Torrey* Memorial Scholarship and was also the runner-up for the senior essay. He will attend the University of Maine this fall and plans to major in civil engineering.

Stan is married and has four children, Mrs. J. Lawrence (*Judith*) Smith, Bangor; Mrs. Wayne (*Sandra*) Hillier, Corunna, Indiana; Mrs. Jack (*Carmelita*) Johnson, Lanham, Maryland and Sidney D. Andrews, Hermon, Maine. Sid is a clerk at Northern Maine Junction Car Department.

Miss Rebecca Ann Meservey, step-daughter and daughter of Clerk and Mrs. Kenneth C. Foster became the bride of William Lester Brooks III, son of Mr. and Mrs. William L. Brooks, Jr. of Brewer, June 29 in St. Teresa's Catholic Church, Brewer, with the Rev. Harold Moreshead officiating.

Miss Meservey is also the daughter of the late Donald F. Meservey, Jr. of Bangor. The bride was given in marriage by her stepfather, Kenneth Foster. Her maid

of honor was Susan Whitten and her bridesmaids were Cindy Thompson, Cathy Mayo and Jean Peterson, all of Brewer. David Brooks was best man and Scott Erickson, Bob Morse and Jack Libby, Brewer, were ushers. A reception followed at the V.F.W. Hall in Brewer. Miss Meservey attended Milo Schools and graduated this June from Brewer High School. Brooks attended Brewer schools and was graduated in the Class of 1972 from Brewer High School. He is employed at Eastern Fine Paper Co. The couple will reside at 12 Margaret Lane, Brewer.

Penquis Valley High School listed the following honor students for the year: Seniors, high honors: Susan Carey, daughter of Welder and Mrs. Galen C. Carey of Milo; honors: Karen Hanson, daughter of Chief Mechanical Officer and Mrs. Harold W. Hanson; Nancy Smith, daughter of Machinist and Mrs. Robert Smith of Derby;

Juniors, high honors: Kim Lewis, daughter of Electrician and Mrs. Paul Lewis of Milo; honors: Lynn Grinnell, daughter of Budget Clerk and Mrs. Harold I. Grinnell; Jeanine Hamlin, daughter of Machinist and Mrs. Frank Hamlin of Milo, and Judy Speed, daughter of Painter and Mrs. Philip Speed of Atkinson;

Sophomores, honors: Gordon Smith, son of Machinist and Mrs. Robert Smith of Derby and Sharon Wiley, daughter of Electrician and Mrs. E. T. Wiley of Derby;

Freshmen, honors: Michael Grinnell, son of Budget Clerk and Mrs. Harold I. Grinnell; Russell Lewis, son of Electrician and Mrs. Paul Lewis of Milo.

Section Foreman Norman K. Dixon, Linneus retired recently from the Railroad Company after 44 years of service. A surprise retirement party hosted by his family was held on July 13 at his home. A buffet lunch was served and a social evening enjoyed by the many relatives and friends in attendance.

Mr. Dixon received many gifts including a plaque presented to him by Allison Ewings on behalf of the men who worked under his supervision on Section No. 211, Houlton; they were Donald Doherty, Harold Ewings, Thomas Skidgel and Gerald Theriault.

Roadmaster Leo E. Russell, left, congratulates Trackman Levi R. Boutilier (top) on his retirement. Mr. Boutilier, a native of Oakfield, was employed by the railroad for 44 years. He is married to the former Alta E. Race. They have two children.

Ass't Supt. Track Leo Fournier, left, congratulates Equipment Operator Daniel H. Brayson on his retirement. Mr. Brayson, a native of New Brunswick, served in the Engineering Dept. for 37 years. He is married and has four children. The Braysons make their home in Fort Fairfield.

Roadmaster L. D. McMannus, left, congratulates Trackman Perley R. Strout, Derby, on his retirement from the



Levi R. Boutilier



Daniel H. Brayson



Perley R. Strout

road after 33 years service. A native of Glenburn, Mr. Strout served in the U.S. Army in the Pacific during WW II. He was awarded two Bronze Stars. He is married and has two children.



Kenneth C. Greenlaw



Gordon W. Young

Attending this occasion were Mr. & Mrs. Dixon's two daughters, Miss *Becky Dixon* of Saugus, Mass. and Mrs. *William Lento* and family of Blaine. Their son, *Gerald*, in the U.S. Air Force and stationed at Bellevue, Nebraska, was unable to attend.

General Offices

Brakeman and Mrs. *Robert L. Adams* (*Gloria Tozier*) are the parents of a son, *Jason Andrew*, born July 6, 1974. Jason is the first child for the Adams family. Mrs. Adams is on leave of absence from her job as secretary in the Car Service Department.

Our sympathy to Mrs. *Phyllis Leen*, secretary in the Operating Department, whose father, *Clarence Carpenter*, 99, of Houlton (Hammond Plantation) died June 5.

Mr. and Mrs. *John A. Brimmer* attended the spring business conference of the Plumbing & Heating Wholesalers of New England, Inc. at Hyannis, Mass. June 20-23. Mrs. Brimmer (*Lucille*) is a secretary in the Executive Department.

Our sympathy to the family of *Wallace S. Houston, Jr.* of Brewer who died June 24. Mr. Houston was born in Milo, Maine; he was the brother of *William M. Houston*, vice president and general counsel.

Christopher Scott Sprague, son of *Richard W. Sprague*, VP-PR, and Mrs. *Phillip Chase*, South Freeport, was graduated from Freeport High School in June. He is employed as a machinist apprentice at Bath Iron Works in Bath, Me.

Section Foreman *Kenneth C. Greenlaw*, right, (top photograph) is congratulated by Roadmaster *L. D. McMannus* on his retirement. A native of Princeton, Mr. Greenlaw served 26 years as trackman, equipment operator, extra gang foreman and section foreman. He and his wife, *Dorothy*, make their home in Milo.

Leading Signalman *Gordon W. Young*, left, (bottom photograph), is congratulated by S & C Supt. *Hiram Childers* on his retirement. Mr. Young, a native of Milo, worked for the BAR for 33 years as signalman, signal maintainer and leading signalman. During WW II he served in the USAF in Europe. He was discharged a sergeant with six battle stars on his theatre medal.

Operator *J. Claude Chasse*, right,



J. Claude Chasse

above, is congratulated by Supv. Agent *Byron A. Ryan*, No. Me. Jct., on his retirement. Mr. Chasse, a native of Frenchville, was station agent for the BAR for 40 years working every station on the Northern Division except Limestone and Madawaska. He is married and has one daughter.

Traffic and Marketing Dept.

Elizabeth Hickson, daughter of Asst. Vice President Marketing and Mrs. *J. Charles Hickson*, has graduated from Bangor High. Elizabeth is enrolled as a freshman at U.M.O.

Terry Deshane, daughter of A.G.F.A. *George and Mrs. Deshane*, was graduated from Old Town High in June. Terry will study radiologic technology at E.M.-V.T.I. and Eastern Maine Medical Center at Bangor.

Elaine and Ellen Lovett, twin daughters of A.G.F.A. *Garrett Lovett*, have graduated from University of Maine at Orono.

Mile Posts

45 YEARS SERVICE

Herschel P. Lee

30 YEARS SERVICE

H. Fred Armstrong
Elmer K. Cunningham
Harold D. Kelley
Ouida M. Long
Marshall S. Lundin
Philip G. Pratt
Raymond J. Violette

Charles F. Wilson

25 YEARS SERVICE

Harold F. Bell
Albert W. Bouchard
Gilmond P. Guimond
Treffle Jandreau
Joseph J. Mitchell
Donald J. Morton
Patrick G. Ouellette
Edmund G. Pelletier
Conrad W. Perry

20 YEARS SERVICE

Richard Michaud
Ronald T. Stairs
Gerald E. Theriault

15 YEARS SERVICE

Roland Fournier
Owen P. Goodine
Lauris M. Hodsdon

10 YEARS SERVICE

Ruth A. Preble
Errol J. Swett

Facts and Figures

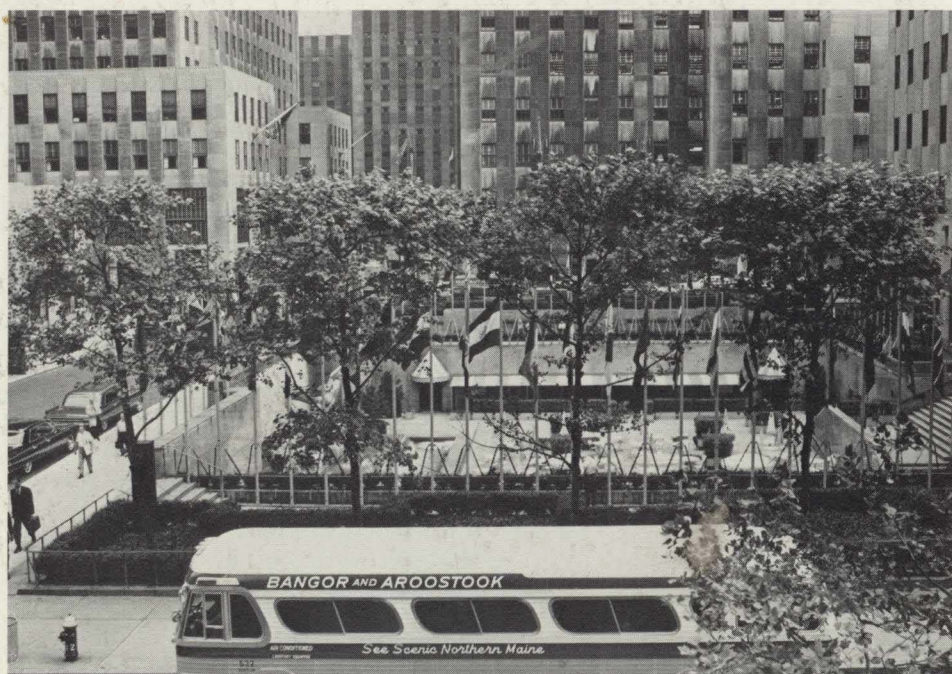
	August		Eight Months Ended 8/31,	
	1974	1973	1974	1973
We received from:				
Hauling freight	\$1,281,390	\$1,085,573	\$9,926,407	\$8,892,259
Carrying passengers & express on our buses	27,194	30,070	221,089	199,349
Other transportation services	11,047	27,062	207,498	325,745
Net rental from freight cars and other equipment	279,752	328,511	3,001,954	3,094,500
A total of	1,599,383	1,471,216	13,356,948	12,511,853
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	388,188	314,621	2,955,029	2,527,106
Keeping locomotives, cars and other equipment in repair	432,305	446,179	3,692,779	3,480,176
Running trains, station and yard expenses	430,326	380,069	3,620,635	3,368,692
Pricing and sales of our services	30,001	36,185	234,035	239,419
Managing the business and keeping records	88,214	83,634	723,315	672,023
Payroll taxes	123,451	90,076	1,006,093	681,222
State and local taxes	24,902	31,065	194,418	245,038
Interest on borrowed money	121,829	123,707	937,891	974,049
Other miscellaneous charges - net	(32,976)	(24,532)	(288,561)	(149,077)
A total of	1,606,240	1,481,004	13,075,634	12,038,648
Pre-Tax Net Income Reported to the ICC	\$ (6,857)	\$ (9,788)	\$ 281,314	\$ 473,205

Bangor and Aroostook Railroad
Route 2, Box 14
Bangor, Maine 04401

Addresss Correction Requested
Forwarded to Addressee
Return Postage Guaranteed

BULK RATE
U. S. POSTAGE
PAID
Bangor, Maine
Permit No. 466

we run the largest car pool in northern Maine



There are still a few people who think that we're out of the passenger business just because we don't run passenger trains anymore. Well, we're alive and well and still in the passenger business with our highway division.

We operate two busses a day in each direction between Bangor and Northern Maine. We even have an equipment exchange with Greyhound so that you can ride the same bus from Fort Kent to New York City if you want.

We're pretty big in the charter business, too. If your organization is planning a trip it'll pay you to talk with us before you make your plans. For the businessman there's bus express for those smallish rush shipments that you need yesterday.

If you haven't tried Bangor and Aroostook highway services, you should.

And if you have any questions, call us at 848-3324. Ask for Slip.