

MAINE LINE



JULY - AUGUST - SEPTEMBER, 1975

BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

You have probably seen references to the "deregulation" concept that's gaining currency in the Congress and among some transportation people. Secretary of Agriculture Earl Butz, a man with a touch of foot-in-mouth disease, is the most recent public figure to advocate changes in the laws to permit trucks to carry full loads both ways. He also added, gratuitously, that "Maine is on the end of a defunct transportation system" and called for rail improvements, a recommendation one could hardly fault.

Politicians have a penchant for saying what their audience wants to hear and Butz was speaking to farmers and agricultural officials who have a vested interest in cheap, unrestricted transportation for their products. It should be pointed out, however, that the farmers have long enjoyed agricultural exemption from rate regulation on their commodities. As a consequence, agriculture is a segment of the economy that is served mostly by private carriage. It must also be noted that it represents a relatively small segment of the people who use transportation.

If deregulation means what Secretary Butz and those who support his view intend, the notion will cut the heart out of the concept of common carriage. Assuming that all modes of transportation were to have this freedom...and, therefore, the common carrier truck and railroad are released from the obligation of serving the small, uneconomic areas...the predictable result will be a mad scramble for the lucrative traffic in the population centers and neglect of remote places that need the obligatory service of a common carrier whether truck or rail.

What this kind of deregulation means is that all carriers will be competing for the most profitable traffic from larger shippers while the smalls will take their chances since no one will any longer be obligated to serve them. So it becomes a matter of those with economic power getting their share of the pie while the smaller industries and companies scramble for what's left.

That's the scenario if all carriers are treated alike. Our government, however, is not noted for even-handed treatment of the various modes, as anyone knows who has taken even a cursory look at what government has done to the railroad industry in the past 40 years. It's more than likely that common carriers, particularly highway carriers, will be left out of any such scheme, which means that their traffic is up for grabs by private carriers who have no responsibility to serve. The result, I believe, would be chaotic and we'd see a further erosion of the transportation industry. The pressing need is to simplify it rather than muddy the waters further with temporary solutions that add to the tottering structure of artificial solutions.

If the government were honest about conserving energy, it would decree rail transportation for any commodity moving more than a certain distance be shipped by the most fuel-efficient means rather than proliferating the horde of privately-owned trucks.

There are a great many reforms that could be made in transportation regulation...like the freedom to change rates within a reasonable time frame...but we should safeguard the concept of common carriage. It is, after all, the segment of the transportation industry that has the responsibility and obligation to provide transportation service. The rest of transportation provide service at will or convenience or just for the top dollar. The little man would surely be the ultimate loser.

Transportation has long been the stepchild of the political world, a fact that accounts for the chaotic state of the railroads and the dependence of other modes on the government dole. But the future of the transportation industry, beset as it is with energy problems and a creaky structure of makeshift "solutions" built over a half century, is too important to be left to politicians. I hope you'll let your voice be heard when the decisions are being made.

Sincerely,

Walter E. Francis
President



NEWS BRIEFS

About the Cover

Little Deanna Stewart, one of the winners of Pleasant Hill Dairy's "Climb aboard the milk train" contest, felt a little awed by her first train ride. It didn't take long, though, to forget the strangeness and to savor the new experience. (See story page 10).

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RICHARD W. SPRAGUE
VICE PRESIDENT-PUBLIC RELATIONS

Associate Editors

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



The BAR's newest piece of highway equipment, a 46-passenger general motors bus, is pictured on Interstate 95 with Salmon Stream flowage in the background.

Travis Elected Ninth BAR President

Walter E. Travis was elected the ninth president of the Bangor and Aroostook at a meeting of the board of directors September 18. He had been executive vice president of the road since July of 1973.

Travis, 52, came with the railroad in 1971 as assistant executive vice president. He is also assistant to the president of Amoskeag Company which owns Bangor and Aroostook. He began his railroad career as a diesel foreman on the Delaware, Lackawanna & Western in 1948. In 1960 and 1961 he was superintendent diesel and diesel maintenance of the Erie Lackawanna Railroad.

He left the Erie Lackawanna in 1961 to become chief mechanical officer of the Delaware and Hudson Railroad, a position he held until he became assistant to the president of Amoskeag Company Dec. 15, 1970.

Highway Division Acquires New Bus

The railroad's Highway Division has acquired a new 46-passenger GMC bus. Manager S.F. Corey said that the new bus cost approximately \$75,000, or \$14,000 more than the last bus purchased in 1973. The Highway Division sold a 12-year-old bus when the new vehicle was bought, keeping the number of units at six.

Bangor and Aroostook buses log about 70,000 miles a year each. Corey said that the division continues to operate at slightly over 30% capacity, despite rising fuel prices.

Materials Shortage Delays Rebuild Program

Work on the railroad's \$1.5 million car rebuilding program at Derby shops has been slowed because of material shortages. Mechanical Department officials said steel needed for the program has been delayed and that the 50 cars are not expected to be completed until the spring. Chief Mechanical Officer Harold Hanson said that crews are continuing to strip cars and do preliminary work until the steel arrives.

"...There are now too many small railroads with the attitude that they have a God-given right to be in the business..."

—John P. Fishwick, President
Norfolk & Western

Small Is Beautiful

Almost since the dawning of the 19th century there has been a growing conviction by the American people that bigger is better. And why not? There was every reason to believe that the riches in the new continent's earth, its forests and waters were infinite. With all those forests to be harvested, all that land to be farmed and mined, all those rivers to be harnessed, the concept of bigness has become a kind of religion.

But in the past two decades there has been some frightening evidence that permanent, limitless expansionism in a finite environment is a bankrupt idea. The American obsession with bigness has created cities ringed with poverty and overcrowded to the point of being unlivable. It has helped make the countryside a place from which to escape to industrial jobs in the swelling population centers.

The recent financial debacle of New York City, overcome by problems of sheer size and complexity, and, in our own industry, the collapse of Penn Central (again, with size and complexity a major factor) tells us something about the diminishing returns of sheer size.

Any third-rate engineer or researcher can increase complexity, as British economist E.F. Schumacher observes, but it takes a certain flair to make things simple again.

And if there ever was a time when Americans had a desperate need to simplify their problems into manageable components, it is now. The experience of Penn Central and New York City, while over-simplified, are only two of many examples of unmanageable size and complexity of our institutions.

Bangor and Aroostook is one of the small railroads to which the Norfolk & Western president referred, (with a touch of hyperbole), which thinks it has a God-given right to be in the business. However, the BAR philosophy has been that the right to be in the business is earned, by providing a needed service with integrity, rather than by divine right. While Mr. Fishwick is a knowledgeable and articulate railroad executive whose views reflect innovative thinking, the idea that a small, solvent railroad must disappear into the woodwork to make room for four super railroads that will serve all these United States requires a response.

This is not to suggest that Bangor and Aroostook should never become part, say, of a New England system if conditions are right; a New England system isn't really that big. But to imply that smaller roads are merely an impediment to creation of a super national system seems a step toward the same kind of bland (and unachievable) uniformity that government bureaucrats strive for.



Section Foreman and Mrs. Arnold Dyer look back over 40 years of railroading "without a regret." By his own account, Arnold Dyer's attractive wife has contributed as much to his job as he has. It was she, he points out, who had a hot meal waiting when he returned from a middle-of-the-night emergency, who shared his irregular hours. She also shared his friendships with other railroaders in towns the length of the railroad, a bond — made possible by smallness — that helped give this vigorous couple an unshakeable sense of identity and stability.

In a small company like Bangor and Aroostook, every individual counts. Often, there's a continuity from father to son that reinforces the inherent stability of the railroad. Or brother to brother. And when a railroader retires, he leaves an empty place against the sky.

When Arnold Dyer completed 40 years last summer and decided to retire he noted in his letter to the chief engineer "...Guess I'm the last of the Dyer clan to leave the BAR as my Dad, Burns L. Dyer, was section foreman at Van Buren at the time of his death, June 23, 1927."

Arnold Dyer, a section foreman, also had three brothers who were BAR employees. Millage was section foreman at Caribou when he died in 1954 after 37 years with the railroad. His older brother, Wilbert, was a trackman at Presque Isle at the time of his death. And his brother, Ellsworth, retired as section foreman at Presque Isle nine years ago after 40 years service.

One uncle, Clint Dyer, was a locomotive engineer and another, Harvey Dyer, was an engine cleaner at Presque Isle.

When Arnold Dyer went railroading he began his apprenticeship under an old master, Dick Sutton who was construction foreman and one of the original builders of the road. He was later to become construction foreman himself...as well as fence foreman, steel sub-foreman, and lift sub-foreman. It is a work record that teaches a man much about his craft.

Arnold Dyer is one of those vital men who give all their energy, all their attention to whatever they're doing at the moment. Railroading was fun for him...even the discomforts and the hardships.

"I've never regretted a minute of the last 40 years," he says. "I've never seen any pasture I thought was any greener than the one I was on. I've had a wonderful time and worked with a wonderful bunch of men. That I'm going to miss."

If there is grace and strength in "smallness", then this sturdy man's life is a reflection of it.

Like many other railroads in 1975, Bangor and Aroostook is experiencing difficulties. But its difficulties stem, not from an inability to manage its affairs but the inability of those sprawling northeast carriers to deliver goods with any consistency and economy. Fast service, for example, was less a factor in the loss of the railroad's profitable potato traffic than the lack of a consistent transit time by the large carriers who delivered the traffic. Certainly part of that problem was one of sheer size. Second-morning delivery to Harlem River was the norm 20 years ago. Now it can't be accomplished in much less than five days.

The example of small, healthy companies with a tradition of excellence being swallowed by the monolithic corporation is a familiar fact of recent business life. But the larger unit isn't always better for it nor is the delivery of goods and services inevitably improved.

Smaller, more manageable companies, particularly railroads, have some assets going for them that are often overlooked by advocates of centralization. It's a lot simpler to translate decision into action in a small company like BAR than in a large one. And the decision-making process itself is simpler, often because managers are quickly accessible to each other and to their people. It's doubtful, in fact, if the Bangor and Aroostook could have survived the trauma of the late 1960's service breakdown in the northeast without the ability to respond to changing situations quickly.

Just the business of talking to each other without inhibiting creativity is easier in the small company. Communication has become a popular buzz word for nearly everyone concerned with motivating and managing...from politician to educator, to union leader, to businessman. But stripped of the gobbledygook, communication is the ability to hear and be heard...quickly...by diverse parties. That's a whole lot easier to do on a small railroad the size of BAR than on a super railroad. When Agent Albert Lebel in Fort Kent has a problem he can't handle, for example, and can't reach Trainmaster Keith Greenlaw, he has no inhibitions about calling Superintendent Transportation Herschel Lee directly.

Then, there's the stereotype of the impersonal corporation perpetuated by large companies which must follow the letter of company manual of procedure just because they are large. There's a certain healthy casualness about organization charts in small companies that cuts through barriers imposed, necessarily, by the larger organization. The discipline may improve efficiency in the large organization but it tends to inhibit initiative.

It's difficult to consider a 544-mile railroad with 700 employees a faceless corporation. It is, in fact, a very personal kind of organization because nearly everybody knows each other. The inter-

personal relationships of the small company tend to encourage personal initiative because one knows who he's dealing with and his capabilities. When a Bangor and Aroostook employee retires, he leaves a space and he's missed.

And the individual customer becomes a lot more important to a company with limited potential than to a larger railroad with many thousands of customers. "When you're No. 2," as the Avis slogan points out, "you have to try harder." And when you're a small railroad, you have to be just a shade better, just a bit more responsive than if you're a large company with a broad base of customers.

In the small company work environment where a person feels needed, there's a greater likelihood that his job becomes more than something he does in order to acquire a certain amount of leisure. Rather, his job is more likely to become a way of life in which he makes perhaps less distinction between work and leisure than, say, his counterpart in a large, national organization. All of this leads to an attitude that's as important as cash flow to the success of a company.

In too many instances, traditional management wisdom has substituted technology for the skill of human hands and the creativity of the human brain. One effect has been worker alienation that results in shoddy goods and third-rate services. There's less of this in the railroad industry than in the rest of American industry, probably because railroad technology is more established and when one's physical plant is strung out over several thousand miles, there really isn't any substitute for human skills and judgment. But a Bangor and Aroostook size railroad has to depend, by virtue of its limitations, more on a technology that makes human hands and minds more productive than on one that simply substitutes machines for people.

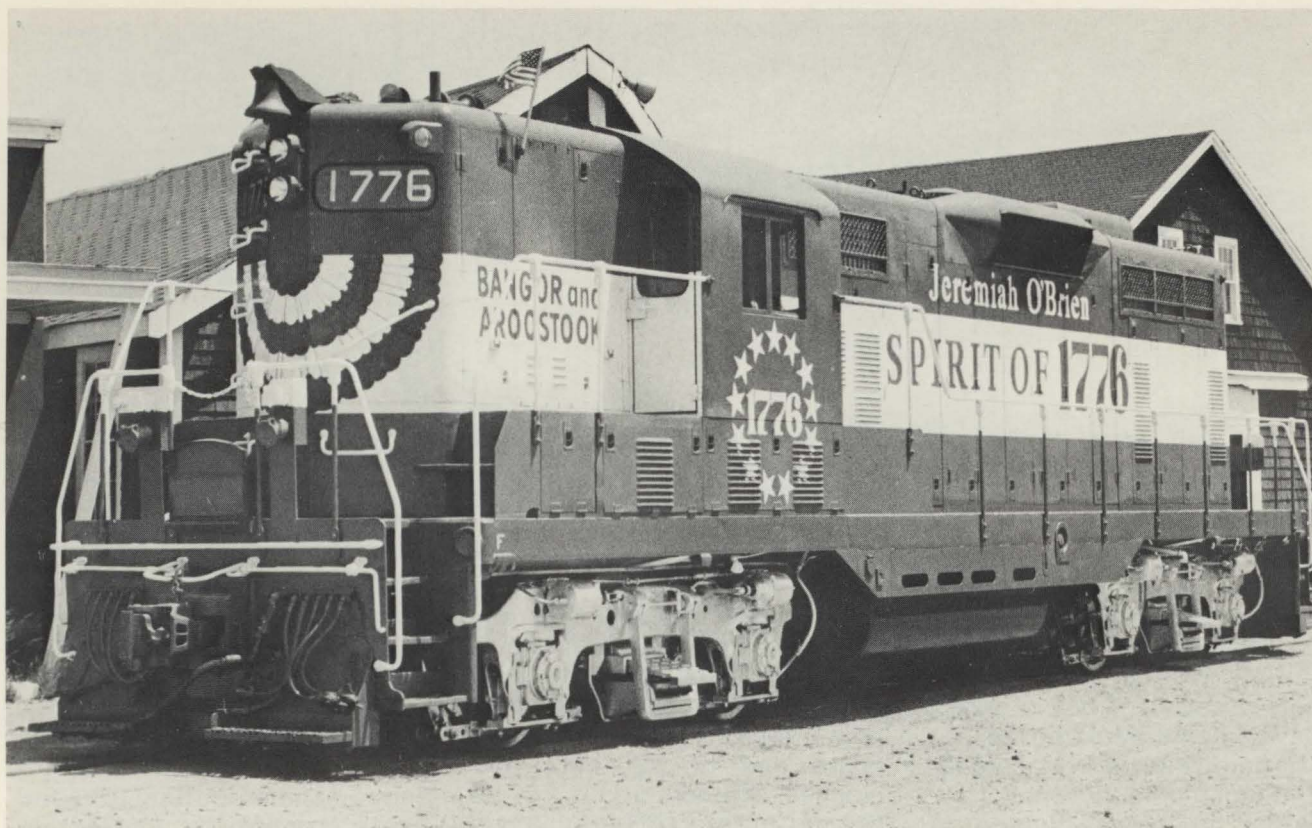
It would be foolish to argue against optimum size in a situation that demands an organization with great resources and great muscle. But there seems to be an awesome kind of arithmetic at work when one suggests that responsive, viable railroads that are meeting the needs of certain environments be absorbed into four national units. The move might serve the ends of great concentrations of people and industry. But it could well mean less, rather than better, rail service for those industries and people away from the centers of industry and population.

And to suggest more monolithic railroad systems at a time when major institutions lie in the shadow of public distrust because they are impersonal and unresponsive because they do not meet social needs seems to be a step backward. It smacks of the same mindless chant that leads to more highways for more and more automobiles and trucks for which we have an ever-decreasing and costly supply of fossil fuel.

Big isn't always bad.

But it isn't always better either.

— RWS



The JEREMIAH O'BRIEN, pictured in Machias, was moved to that Washington County community, the home of Revolutionary hero Jeremiah O'Brien, through the courtesy of Maine Central Railroad. The locomotive was on display for the week-long celebration. Photograph by Herb Cleaves.

The JEREMIAH O'BRIEN Goes Home

By Herb Cleaves
Bureau Chief
Bangor Daily News

Wisps of fog rose from the tidal basin at Machias early on the morning of June 11, 1975 when the Bangor and Aroostook Railroad's JEREMIAH O'BRIEN was nudged onto a private siding near the heart of the community where the 200th anniversary of the first naval battle of the American Revolution was about to be commemorated.

The crew of Maine Central Railroad's tri-weekly Calais freight train, BC-3, did the switching honors, cutting the colorful bicentennial locomotive from their consist as Machias slumbered in the pre-dawn hours. JEREMIAH O'BRIEN had worked her passage on the Maine Central train as the trailing engine of the four unit eastbound freight.

By dawn (Downeasters are notoriously early risers) the first spectators had already gathered around the bicentennial showpiece named for one of the heroes of the famous sea battle in Machias Bay. For the next six days the locomotive drew a steady stream of visitors and became a major attraction during the festive commemoration planned and executed by the Washington County Bicentennial Commission.

June 11 was unofficially Locomotive Day at Machias. A few hours after JEREMIAH O'BRIEN assumed a determined stance near the river where her namesake commandeered a lumber sloop to initiate the Battle of the Margarettia in 1775, New England's oldest extant locomotive rumbled into town on a lowbed trailer. The 129-year-old LION, on a two-year loan from the

University of Maine at Orono, was placed at a display site on the University's Machias campus.

The locomotives played prominent roles in the Washington County Bicentennial. The little LION engendered memories of the Whitneyville and Machiasport Railroad and a booming lumber industry of the last century, while the JEREMIAH O'BRIEN, dedicated to the memory of a fighting Machias patriot, focused attention on the theme of the 200th Anniversary Celebration.

Two years of planning went into the four day Washington County Bicentennial program. In addition to prominent displays recalling the Machias Valley's rich historic past, a series of commemorative events enlivened the celebration and drew national attention to the locale where American naval history really began.

'JEREMIAH O'BRIEN was the first guest to arrive at the County Bicentennial and the last to leave'

The visit of a Navy mine-sweeper, a documentary radio play, the laying of wreaths, numerous dinners and suppers, guest speakers, church services, cannon fire, a bridge dedication and the longest parade in Down-east history made the Washington County Bicentennial a memorable occasion. A pair of modern daysailboats recreated the Unity-Margaretta Battle in Machias Bay and bloodied survivors marched British prisoners through Machias streets to Burnham Tavern, a venerable American landmark dating back to the days of Benjamin Foster and Jeremiah O'Brien.

Individual contributions to the 200th Anniversary Celebration at Machias were numerous. Because the daring deeds of men like O'Brien served to change the course of history 200 years ago, interest in the 1975 commemoration was widespread. The dedication of New England's first bicentennial locomotive, BAR's JEREMIAH O'BRIEN, at Northern Maine Junction, in December 1974 helped instill the bicentennial fever that reached

a climax on the banks of the Machias six months later.

In terms of good will BAR's bicentennial locomotive was an unqualified success during its six day stay on Dr. Karl Larson's private track in the Washington County shiretown. When JEREMIAH O'BRIEN mysteriously slipped her mooring one night and drifted 70 feet to the starboard end of the track and blocked the exit route of the Rotary Club's Liberty Pole parade float, a passerby was quick to observe that the incident had been caused by a Tory.

"Who else would cause a JEREMIAH O'BRIEN to block the display of a liberty pole?" he asked.

Robert Wright, a Machias realtor whose Lower Main Street office overlooked the bicentennial display site said he could not remember when a display had attracted as much attention in the community. "People have been stopping day and night to take a look," he said during the bicentennial. JEREMIAH O'BRIEN was illuminated with special lights during her stay in Machias.

Town Manager Lincoln Stackpole said we wished the JEREMIAH O'BRIEN could have stayed at Machias "for the rest of the summer" because of her immense popularity. Mrs. Robert Crane, Sr., bicentennial chairman who christened the 22-year old GP-7 at Northern Maine Junction, said the JEREMIAH O'BRIEN was a "perfectly delightful addition" to the festive occasion. She complimented both BAR and Maine Central for making arrangements to have the locomotive at Machias.

JEREMIAH O'BRIEN was the first guest to arrive at the Washington County Bicentennial celebration and the last to leave. The Downeast event was officially closed at 5:15 PM on June 16 when Maine Central's CB-4 freight train coupled the red, white and blue showpiece into its Bangor-bound freight. The bicentennial locomotive, one of only 19 in the United States, performed well and proved that the Maine railroads are still very much in the mainstream of American life.

Photography By Peter Betts

Lt. Comdr. C.W. Jauss, USN, left, commanding officer of the Cutler Naval Radio Station welcomes Comdr. Tyrone G. Martin, the 53rd commanding officer of the USS CONSTITUTION to historic Fort O'Brien on June 12. Comdr. Martin was the featured speaker at the commemoration of the first naval battle of the American Revolution.



Some 1500 spectators lined the ramparts of Fort O'Brien June 12 when the Bicentennial anniversary of the first naval battle of the Revolution was observed. Modern sailboats — the DELIVERANCE and the PISCES — reenacted the battle in Machias Bay. At left, the MARGARETTA attempts to outrun the UNITY.

A portion of the longest parade in Washington County history — 80 units — works its way up Main Street in Machias. The winning float, entered by the town of Lubec, is shown in the foreground.





Above, an exhibit of winning posters and the JEREMIAH O'BRIEN, which helped power the special train for contest winners, offer nearly equal attraction for the crowd that came to see the train off. To many railroaders, the scene was reminiscent of the late 50's when the railroad was still operating passenger trains.

At far right, the young contest winners compare notes on their winning entries while waiting for the Special to depart. Below, Conductor C.E. Carroll, Pleasant Hill owner Carroll Pickard and BAR President Walter E. Travis greet the youngsters as they board the Special for Millinocket.

We Make Good On A Promise

The morning of August 12 broke with anything but the promise of a bright day. The rain fell with that rhythm that presages a day-long downpour and tendrils of mist clung to the trees. The rain had stopped by 8:30, though, and at 9, when the first passengers began to gather, the mist was lifting.

It was almost like a scene from the 50s. The crowd milled about the station and the waiting train, pausing occasionally to inspect the shining equipment. It was a passenger train, to be sure, but the clientele was quite special and very small.

The passengers were winners of a coloring contest sponsored by Pleasant Hill Dairy, a company which has woven railroad lore into its "Climb Aboard the Milk Train" advertising theme, and the adult chaperones. The young winners ranged in age from 4 to 14, and few of them had ever been on a train.

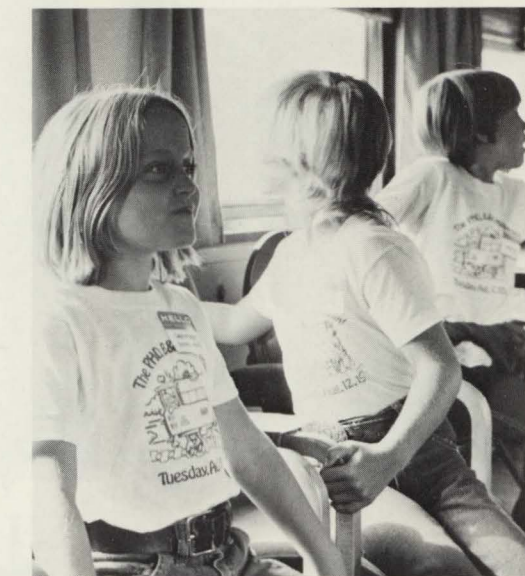
The chances of the excursion

ever taking place were remote. Almost since the railroad went out of the rail side of its passenger business there has been a persistent interest in rail excursions. But, of course, the railroad's own passenger coaches were sold when there was no further use for them. And insurance for rail passengers on a trip basis is prohibitively expensive...on the order of \$6,000.

So when a Pleasant Hill Dairy representative inquired about the possibility of an excursion, he was told about the problems...no suitable equipment and the high cost of insurance.

But if Pleasant Hill Dairy could somehow acquire the million-dollar plus insurance coverage, he asked, was there some way around the equipment problem? The railroad operating people responded that the road's two business cars could be used. But they would accommodate only a small group.

No one on the railroad took



Veteran Engineer Wayne Duplisea, who was at the throttle for the trip, chats with visitors and employees before train time, left. Nine-year-old Cindy McGinley, above, overall winner of the contest reflects the wonder and excitement of her first train ride. The excursion included a stop on the shores of North Twin lake for a noon picnic.

the dairy's query very seriously until one day in early spring a telephone call brought the news that the insurance coverage was arranged. The railroad people who had blandly assured Pleasant Hill that insurance was an all-but-insurmountable obstacle were nonplussed but determined to live up to their bargain.

So on August 12, BAR crewmen, wearing unaccustomed uniforms, mingled with railroad devotees and contest winners until the Special pulled out for Millinocket at 9:30. By noon the sun had broken through the clouds and the passengers enjoyed a lakeside picnic at North Twin lake. For the youngsters, it was a day of new sights and sounds. For the chaperones, it was a time of nostalgic remembrance.

It was the railroad's own people, though, who seemed the most impressed by the resplendent Special.

As one off-duty engineer remarked: "It's good to see a passenger train again!"

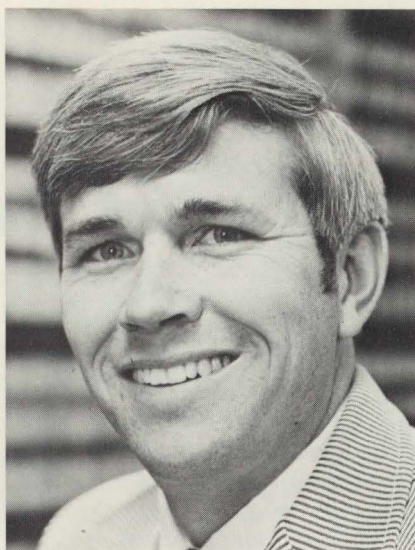




Deanna Stewart, who's pictured on the front cover, listens in rapt attention as Mrs. Walter E. Travis (top right), talks about trains and railroads with a group of the young passengers. Mrs. Travis was one of several chaperones, including railroad officials, who accompanied the winners. Patty Adams, Bangor (left center), made friends quickly on the Special. Railroad officials spent much of the trip answering questions. Above (center), Chief Engineer Vinal J. Welch is kept busy by children who have never been on a train. Alvin DeLong, director of safety and security, above, takes advantage of the opportunity to do a little safety missionary work with these boys. Hein Brutsaert (bottom left), can't resist the chance to mug for the camera.



Charles S. Burgess



Marvin J. McBreairty



William H. Bruns, Jr.

Moving Up

The Bangor and Aroostook Railroad has announced the promotion of three men and the appointment of a Fort Fairfield man to a new position as mechanical engineer. Receiving promotions were Charles S. Burgess and Marvin J. McBreairty, both of Hampden; and William H. Bruns, Jr., of Bangor. Kim B. Thompson was appointed mechanical engineer.

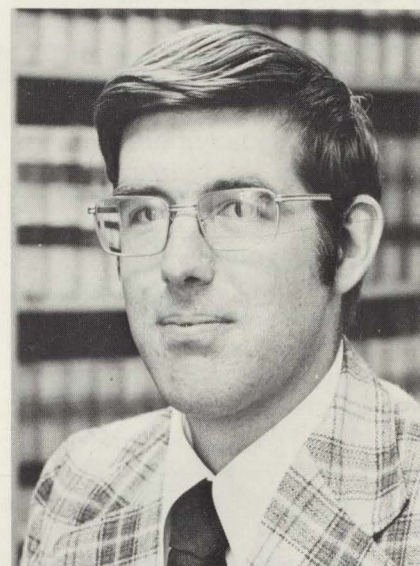
Burgess, a native of Bangor, was named general car foreman at Northern Maine Junction. He has held positions as general foreman and master mechanic-system. He began his railroad career in 1946 after service with the U.S. Army Air Corps. Burgess attended schools in Bangor and Hermon.

McBreairty, a native of Wash-

burn, became supervisor of maintenance and structures. He joined the BAR as assistant engineer at Houlton in 1973. Prior to his railroad affiliation he was an engineer for the New Hampshire Department of Public Works and Highways. He attended Washburn High School and received his degree from the University of Maine at Orono.

Bruns, a native of Bangor, was named general yardmaster at Northern Maine Junction. He entered service as a brakeman in 1943 and was conductor and yardmaster before his promotion. He was graduated from Bangor High School and served with the U.S. Navy in the Pacific Theatre in WW II.

Thompson, a native of Fort Fairfield, attended schools there and received both bachelor and



Kim B. Thompson

masters degrees from the University of Maine at Orono. He will be headquartered at the road's general offices at Northern Maine Junction Park. Thompson has served in the U.S. Army.

When Persistence Paid Off

The alertness of Brakeman C.H. Cole on Train No. 28 and the persistence of Conductor Ted Bostock and Brakeman R.L. Adams on Train No. 57 averted a serious derailment the night of August 14. No. 28 was hauling by No. 57 when Cole noticed sparks flying from one of 57's cars. He radioed Conductor Bostock who stopped his train twice in an attempt to locate the trouble. Nothing could be found. He then asked the engineer to proceed at 40 MPH while he and Adams tried to pinpoint the defective car. When the train was stopped the third time Brakeman Adams found a broken centerpin on the 24th car from the rear. When the train was on tangent track there was no fire. But on curves one side of the car rode on the wheels causing them to cut into the cross member. Supt. H.P. Lee said that their action almost certainly prevented a serious derailment.

Soft Touch...The Secret Word is Labor

We must be doing something right.

At least that's the conclusion the 35 members of the Prevention of Rough Handling Committee of the Eastern Claim Conference reached when they met here in June to observe Project Soft Touch at first hand. The Committee was here at the invitation of BAR Freight Claim Agent Burton A. Sawyer.

Project Soft Touch is the railroad's careful car handling concept. It's the creation of both labor and management and, to the surprise of practically nobody who was involved with its birth, it's working.

The secret word is labor.

Without the active participation of engineers and firemen and trainmen — and everyone else involved in moving freight — Soft Touch would be just another slick slogan. To railroad watchers, the reassuring thing about Soft Touch is that what's taking place

couldn't have happened five years ago. The labor-management climate simply wouldn't have allowed it to take root. Now, it can. And those who have watched it grow hope it's the beginning of a lot more creative efforts that will help everyone who takes home a railroad paycheck.

The message that railroads aren't just management — or labor — is sinking in.

"One of the things we can do on a national level," observed Ralph Grover, Director of Freight Loss and Damage Prevention, Association of American Railroads, "is to try for the kind of cooperation the BAR is getting between union people and management."

Jack Porter, BAR locomotive engineer and general UTU chairman, spoke and told the group he had noticed "surprise at the feeling between labor and management on the BAR. I would

like to convey the thought that there should be closer cooperation on the national level between labor and management."

Wayne Duplisea and Gary Karam, both locomotive engineers and original contributors to the Soft Touch program, echoed the theme of labor involvement. J.P. Jamieson, traffic analyst for Great Northern Paper Company who presented a shipper's view of prevention, pledged support for carrier prevention programs and mentioned the pride he had noticed among BAR train crews in their skill in handling cars properly.

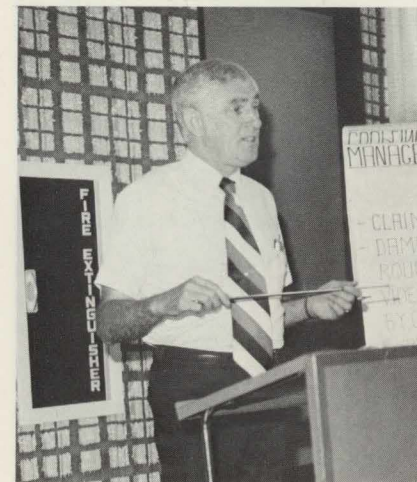
But it was Superintendent of Transportation Herschel P. Lee who put the whole subject of prevention in perspective just before the conference ended:

"Careful car handling, damage to property and safety are directly related," he said. "Experience shows that if one is under control, the others are, too."



The 35-member Prevention of Rough Handling Committee of the Eastern Claim Conference appear in this photograph, along with guests, made when the committee held a regular meeting at BAR's general offices at Northern Maine Junction Park.

Freight Claim Agent Burton A. Sawyer, right, whose brainchild Project Soft Touch is, describes BAR's experience with its novel approach to damage prevention. Pictured between Sawyer and Owen Bridgham, BAR vice president-finance (right), is Penn Central Manager-Damage Prevention E.M. Rush, chairman of the committee. James D. Hodgins, below, senior analyst, loss and damage prevention R & D, Canadian National, outlines his company's successful programs.



"One of the things we can do on a national level," said AAR Director of Freight Loss and Damage Prevention Ralph Grover (right), "is to try for the kind of cooperation the BAR is getting between labor and management."



J.P. Jamieson (above center), traffic analyst for Great Northern Paper Company, presented a shipper's view of prevention to the committee. Jamieson also pledged Great Northern support of carrier prevention programs. John F. Braesch (above), manager of freight damage prevention, Chessie System, explains his company's use of radar in damage prevention activities. Railroad watchers, who have watched Soft Touch grow, hope it's the beginning of a lot more creative efforts that will help everyone who takes home a railroad paycheck.



Lawrence Dow's 10-year Pipe Dream Comes True



Lawrence Dow railroaded on the Bangor and Aroostook for 42 years. His timetable called for retirement at 60. It also called for his crew to complete 10 years without a lost-time accident. Last summer he had realized both ambitions.

Lawrence Dow is very much a man who has planned his life to accomplish certain things on a specific timetable. In 1965, for instance, he told his crew at the Northern Maine Junction Car Repair Facility that one of his goals was to retire at age 60. But, he added, he wanted to see them finish a million man-hours without a lost-time accident before he left.

Well, considering the vagaries of life, Lawrence Dow has pretty much done what he set out to accomplish. He did retire at 60. His crew did complete those 10 years without a lost-time injury. And if the man-hour total was only 925,000 instead of a million...well, it was a near thing and close enough to say so.

But if you ask any of the crew at the rip track about their extraordinary safety performance they'll tell you...with a grin...that they didn't have accidents simply because "Lawrence wouldn't let us."

As for Dow, whose face is darkened to permanent mahogany from 42 years outdoors, he dismisses the achievement with the observation that he had "a pretty good crew."

There isn't any "secret", of course, in the sense of an easy undiscovered technique any more than there's a secret to any difficult task. It's been a matter of careful attention and

staying power. What secret there is consists of a high degree of loyalty between the gruff Dow and his men and a common commitment to working safely.

It's tempting to say that the 10 years without a lost-time accident is a matter of the right chemistry...a blending of all the elements of attitude and leadership. If it is chemistry, it goes back to 1933 when Dow, then a 16-year-old high school student at Houlton, went to work part time shoveling snow for Bangor and Aroostook section foreman John Turner.

Three years later, at 19, he became a fulltime employee cleaning cars at Van Buren. During the next 36 years he did all the jobs of a career railroader in the car department. He was a laborer, an apprentice, car inspector, car repairer, gang leader, chief car inspector, general car inspector, and, in 1960, general car foreman with responsibility for all inbound interchange traffic and light repairs to all types of rolling stock.

He began soaking up railroading through his pores when he was five years old. By the time he was ten, he was adept at escaping his grandfather's watchful eye and sneaking rides on the Canadian Pacific freight from Houlton to Debec Junction. His grandfather, James, was the CP agent at Houlton and it's highly

likely that the veteran railroad man knew exactly what his grandson was about and that the train crews would look after him.

His father, Ray, worked as a chainman at 17 on the BAR's Allagash Extension survey and later became assistant vice president-operations and maintenance for the railroad. An uncle, Fred, was a long-time employee in the BAR engineering department. By the time he was 19, there was no other way Lawrence Dow wanted to spend his life.

When he'd reached a position in which he was responsible for other men, Lawrence Dow had a healthy respect for the hazards of working on a car repair track; he'd also refined a natural instinct for working with people.

When the men on the rip track say, "Lawrence won't let us have an accident" what they're really saying is that there's a lot of mutual confidence and loyalty; and the result is a good safe operation.

Whatever the elements of this success story were, they didn't disappear when L.B. Dow retired in July. The people at the Northern Maine rip track vow they'll reach that million man-hour milestone they all started toward in 1965.

If you think about it, that's a nice exclamation point at the end of 42 years of railroading.

In the Family

Engineering Department

Howard R. Gessner, retired trackman, Stockholm, died July 15 at a Caribou hospital after a brief illness. Mr. Gessner went to work for the railroad on Stockholm Section in 1933 and retired April 28, 1972. He is survived by his wife, *Rilla Gagnon Gessner*, Stockholm; two daughters, *Mrs. Paul (Sandra) Plourde* of New Britain, Conn., *Mrs. John (Beverly) Plourde* of Plainfield, Conn. and six grandchildren.

Mr. and Mrs. *Sveinn Thorgrimsson* of Reykjavik, Iceland, have announced the marriage of their daughter, *Asa Sigridur*, to *Brian E. MacIlroy*, son of Statistical Clerk and Mrs. *Robert A. MacIlroy* of Houlton. The ceremony was performed by the Rev. *Bjorn Jonsson* at the Lutheran Church in Keflavik. The bride is a graduate of Neskaupstad High School, Berea, Ohio, and is employed by Bifreidastod Keflavik. Mr. MacIlroy, a graduate of Houlton High School, is serving in the U.S. Navy, currently stationed at Keflavik, Iceland.

Retired Trackman *Leland L. Blake*, Stockton Springs, died at a Belfast nursing home July 19. He was born in Rockland, Oct. 16, 1896. Leland retired from the railroad Oct. 18, 1961 with over 40 years service. He is survived by one sister, Mrs. *Nancy Proctor*, Rockland, and several nieces and nephews.

B&B Painter Foreman and Mrs. *Linwood Jackins* and son, *Ashley*, returned in June from a 22-day trip to Scotland where they visited with Mr. and Mrs. *Michael Stakim* and family. Mr. Jackins and Mrs. Stakim have been pen pals since their early teens and corresponded



Clerk *Seth Gilman*, left, Operator *Claude Chasse* (Ret.) and Engineer *Brydon Blakely*, right, were honored at a dinner in Bangor Sept. 4. The three men have all completed 40 years with the railroad and were presented plaques commemorating their service.

for 28 years before they finally met when Mr. and Mrs. Stakim and one of their sons, *Michael Jr.*, came to Maine last year. When Mr. and Mrs. Jackins received a wedding invitation in April to attend the wedding of the Stakim's eldest daughter, *Elizabeth*, in Auchinleck, Scotland, June 5, they began making plans. According to the Jackins, you've never seen anything like a Scottish wedding.

While in Scotland the family took a side trip to London where they spent three days and nights. Later they took a three day trip to the Scottish highlands where they visited such landmarks as Loch Lomond, Loch Ness, and Fort Augustus. They also spent an entire day in the City of Edinburgh, Scotland, where they visited castles and historic sites.

Daniel Powell, a 1974 graduate of the University of Maine at Presque Isle with a BA in literature, is now attending the School of Architecture at Nova Scotia Technical College in Halifax. Dan is the son of *Flora Powell*, stenographer in the operating department.

Accounting Department

Keypunch Operator *Alice Titus* and husband, *Lawrence*, spent their vacation in August visiting with their son, *David*, and family in Cromwell, Indiana.

Jeffrey Thomson, 12, son of Clerk and Mrs. *Richard Thompson*, was a member of the Brewer Little League All Star Team who won the State of Maine Little League Championship and represented Maine in the New England tournament



When the railroad ran passenger trains a gold pass was traditionally given for 40 years service. But with their passing the award became meaningless. With the men pictured below, the railroad began awarding service plaques to recognize the contribution. Pictured at a Mapleton banquet are, left to right; Section Foreman *Harry L. Ewings*, Houlton; Section Foreman *Lionel Pelletier*, Fort Kent; Track Patrol Foreman *Charles F. Wilson*, Mapleton; Engineer *R. Eldon Stiles*, Oakfield; Supervisor B & B *Gerald E. Wiggins*, Houlton; and Section Foreman *Arnold L. Dyer*, Presque Isle.



Linwood, Connie and Ashley Jackins pictured in the Scottish highlands with the ruins of Urquhart castle in the background. The Jackins spent 22 days in Scotland in June.

held at New London, Connecticut in August. Maine lost the opening game to Vermont.

Clerk and Mrs. *Ward L. Shaw* along with son, *Bruce*, and wife, vacationed at Cape Cod, Martha's Vineyard, and Edgartown, Mass.

Operating Department

Phyllis Leen, secretary in the Operating Department, retired Aug. 29 after more than 25 years with the BAR. She was guest of honor at a luncheon in the general office building and presented an electric typewriter as a retirement gift from the company. On Aug. 29 the BAR women held a retirement party for Phyllis at Pilots Grill. Joining them in wishing her a wonderful retirement were the following former employees: *Mildred White, Winnie Condon, Hilda Dakin, Gloria Adams, Merle Spaulding, Julia Laffey, Gaynor Reynolds, Shirley Strout, Miriam Rounds, Margaret Billings,*



Mr. and Mrs. John J. Schact

Thelma Kelly and Marion Foster. Phyllis was presented with a gift from her co-workers and former co-workers, plus an assortment of fun items from her desk. *Sigrid Skoog*, of Boston, who was unable to attend the party, sent Phyllis an arrangement of flowers and her best wishes.

Karen K. Littlefield, daughter of Vice President-Operations and Mrs. *Linwood W. Littlefield*, became the wife of *John J. Schact*, son of Mrs. *Grace Macera* of Catskill, N.Y. at the All Souls Congregational Church on Aug. 2. *Maria LeBreton*, Bradley, was matron of honor. Also attending the bride were *Gaynor Reynolds* and *Gail Sinclair*, Hermon, sisters of the bride, *Angela Schact*, sister of the bridegroom, New York City, and *Deborah Verrill*, Bangor. *Michael Salazzo*, Peekskill, N.Y. stood with the groom. The bride is a 1969 graduate of Hermon High School, and a 1973 graduate of Husson College. She works at the Dead River Company, Bangor. The bridegroom graduated from Ossining High School, N.Y. in 1965 and Husson College in 1975. He is employed by the Bangor and Aroostook Railroad.

Traffic and Marketing Departments



Mr. and Mrs. Richard Duplessis

Lauri Tardif, daughter of Vice President-Intermodal Services and Mrs. *Norman Tardif*, has entered the University of Maine at Gorham. Lauri is a junior in the School of Nursing.

Mary Ellen Michaud, daughter of Mr. and Mrs. *Harry J. Michaud* of Presque Isle and *Richard Duplessis*, son of Asst. General Freight Agent-Sales and Mrs. *Armand Duplessis*, were married in St. Mary's Catholic Church in Presque Isle July 11. The double ring ceremony was performed by the Rev. *Michael McDonald* and the Rev. *Reginald Brissette*. The bride was given in marriage by her father. She wore a gown of ivory satin and carried an arrangement of red roses and poms. *Michael Duplessis* was best man. Ushers were *Peter Duplessis, Russ Gardiner* and *Donald Gardiner*. The bride is a registered nurse at the Gould Me-



Vice President-Operations *Linwood W. Littlefield*, right, was MC at the retirement party for *Phyllis Leen*.

morial Hospital in Presque Isle. The bridegroom is employed as math teacher at Presque Isle High School.

Tim and *Tom Deshane*, twin sons of Asst. General Freight Agent and Mrs. *George Deshane*, have started their freshman year in college. Tim is enrolled at Eastern Maine Vocational Technical Institute at Bangor and Tom at Northern Maine Vocational Technical Institute at Presque Isle.

Peter Duplessis, son of Asst. General Freight Agent-Sales and Mrs. *Armand Duplessis*, has enrolled as a freshman at U. of M. Presque Isle. Peter is in the School of Life Sciences and plans to become a dentist.

Treasury Department

Treasurer *Donald B. Annis* and family spent their vacation visiting their son, *David*, in Minneapolis, Minn. Dave is a system engineer for Electronic Data Systems. Don took his camper and leisurely toured across country visiting Niagara Falls and other points of interest.

Executive Department

Our sympathy to *Owen H. Bridgham*, vice president-finance, on the death of his mother, *Florence Bridgham*, at Bar Harbor on June 26.

Secretaries in the Executive Department, *Mary C. Wood* and *Ouida Long* flew to California for a vacation in June. While there they visited Disneyland, Knott's Berry Farm, Magic Mountain, where they heard a Jim Nabors concert, and toured Universal Studios. They also drove to San Diego, Santa Barbara and spent a day in Tijuana, Mexico. Joining them were *Ann* and *Denise Long*, sister-in-law and niece of *Ouida Long*, and in California they visited *Ouida's* sister and family, Mr. and Mrs. *Val LeBrun* in Oxnard.



Roadmaster J.A. Snow, congratulates Trackman Carl H. Bondeson, left, on his retirement. He is a native of Perham and attended local schools. Mr. Bondeson entered service in 1936 and was trackman at Stockholm when he retired.



Harold Bell, right, presents a gift of money from fellow employees to Lester G. Cochrane on his retirement.



Section Foreman Hayward Haley, Frankfort, has retired. He entered service in 1934 as a laborer. Mr. Haley is married and has two children; Barbara Tilley, Prospect; and Harold, Bucksport. Pictured with him is G.S. Duncan.

Continued from Page 19

Barbara Dungan of the Amoskeag office in Boston spent a few days in Bangor as guest of Mary Wood and Ouida Long.

Stores Department

Best wishes to Messenger Lester G. Cochrane on his retirement June 13. He was born June 21, 1911 in Presque Isle and attended Milo schools. Mr. Cochrane entered BAR service July 1, 1942 as a laborer and since then worked as a plumber, tin knocker, machine operator. He is married and has two sons, Gary, Los Angeles, Cal., and Frank, Bristol, Conn. Mr. and Mrs. Cochrane will reside in Milo.

We wish Earl M. Rhoda, night watchman and janitor, a speedy recovery from his recent illness and hope to see him back at work soon.

Shipping and Receiving Clerk and Mrs. Alasco Carey are announcing the birth of a grandson, Ryan Andrew, on Aug. 5, 1975 to Mr. and Mrs. Alasco Carey, Jr. of Bangor.

We wish Acetylene Cutter Donald R. Sinclair a speedy recovery from his recent injury and return to work.

Mechanical Department

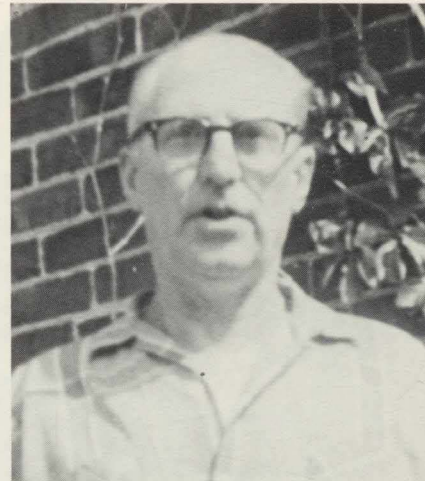
We were sorry to hear of the death of retired Car Inspector James W. Swallow of Oakfield. He had been retired since June 1963. He was born at Oakfield May 2, 1896. Mr. Swallow served in the U.S. Army during World War I and was a life member of the Frank B. Holden Post of The American Legion. He is survived by his wife, Helen G. (Sherman) Swallow of Oakfield; three daughters, Mrs. Ronald Boutilier, Mrs. Robert Fisher and Mrs. Paul Shields, all of Oakfield; one brother, John, of Oakfield; two sisters, Mrs. Evelyn Nickerson of Smyrna and Mrs. Edna Lord of Oakfield; and one son, Paul, of Oakfield.

We were sorry to hear of the death of Mrs. Della G. DeWitt, wife of retired Blacksmith Fred DeWitt of Milo.

She was born in Milo, Feb. 25, 1894, the daughter of Frank and Nellie (Cross) Gould. She was a member of The Aldworth Chapter, Order of Eastern Star and a member of the American Legion.

She is survived by her husband, Fred, of Milo, one son, Eben, of Milo, and one daughter, Mrs. Charles (Marilyn) Dolan, of Lincoln.

Machinist Wilbur R. Nichols, Derby, resigned from active service of the railroad Sept. 8, 1975, to take his pension. Mr. Nichols was born at Millinocket, Sept. 20, 1910. He attended schools at Brownville and graduated from Brownville Village High School. He came to work with the railroad Jan. 16, 1951 as a laborer. Subsequently he worked as a car repairer helper, gas house attendant, car repairer and machinist. He served with the U.S. Navy 1943 to 1945.



Wilbur R. Nichols



Elgin E. Stevenson



Station Agent Cecil A. Hall, Bridgewater, has retired after 45 years with the railroad. He was born in Bridgewater and educated in local schools. Mr. Hall entered service as a clerk in 1929. He is married and has five children.



Annie W. Morris



Supervisory Agent B.A. Ryan, left, is congratulated on his retirement by Assist. Supt. L.S. Milton. A native of Fredericton, Ryan served for nearly 45 years with the railroad. He is married and has two children; Carole, Fredericton; and Allen, Millis, Mass.



Supervisor of B & B Gerald E. Wiggins, Houlton, has retired after 40 years service. He is a member of the Masonic orders and the Shrine. Mr. Wiggins is married and has two children; Mrs. Alvin DeLong, Hampden; and Robert, Bangor. Pictured with him is O.D. Anthony.

Continued from Page 20

He has been a member of the Milo Fire Department for 35 years and a member of The Odd Fellows for 35 years. Prior to working for the railroad he was employed with M.M. Knowles, 1940 to 1948, Artus Hardware 1950 to 1951. Mr. Nichols is married and has one son, W.R. Nichols, Jr., of Brownville Jct.

Our sympathy to the family of retired Carman Holman D. Clark of Oakfield, who died Sept. 12 at the Houlton Regional Hospital. He was born in Oakfield, March 26, 1903, the son of Stanley and Lillian Clark and has been retired since Dec. 1, 1971. He is survived by his wife Harriette Nixon Clark of Oakfield; one son, George N. Clark, of Oakfield; three daughters, Mrs. Lillian Lenentine, South Windsor, Conn., Mrs. Sandra Estes, Dover, New Hampshire, Mrs. Alca Bechard, Jr., Hallowell; one sister, Mrs. Ora Gerrish, San Jose, Calif.; two brothers, Robert, of Oakfield and Carpenter Hollis Clark of Derby.

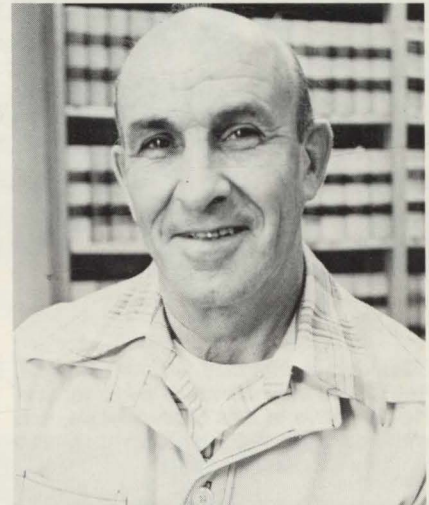
Machinist Maurice E. Richardson, Derby, retired Sept. 16 after 46 years service with the railroad. Mr. Richardson was born Sept. 14, 1911 at Medford and attended schools in Medford, Derby, Atkinson, Sebec, Milo and Hinkley. He started work for the railroad Sept. 5, 1929, as a machinist apprentice, and subsequently worked as a machinist helper, engine cleaner, laborer, gas engine machinist, sheetmetal worker helper, blacksmith helper, air brake repairer, engine inspector and machinist. He is a member of the Masonic Lodge, Piscataquis #44, Milo, Past Rabboni #62 R.A.M., Milo, Ancient Accepted Scottish Rite of Bangor, Consistory S.P.R.S. 32nd degree of Portland, and a member of the International Assoc. of Machinists. He is married and resides with his wife, Violet, on the Dover Road, Milo.

Car Inspector Elgin E. Stevenson, No. Me. Jct., retired July 14. He was born Aug. 24, 1913, at Newburgh, Maine and attended Hannibal Hamlin School, Bangor. Mr. Stevenson came to work for the BAR Jan. 1, 1952 as a car repairer, and for several years has been working as a car inspector. Prior to his BAR employment, he was employed with Merchants Despatch Transportation, 1939 thru 1951. He is married and has two daughters, Carol Wasson, Brewer, and Judith Blanchard, Bangor. A brother, Tyler V. Stevenson, No. Me. Jct., works for the railroad as a car inspector.

Shop Clerk, Annie W. Morris, Derby, retired July 30 after 30 years service. She was born Oct. 22, 1911 at Milo, Maine, and attended Milo High School. She started work for the railroad April 30, 1945 as a clerk, and since then has worked as a payroll clerk and shop clerk. She is a member of Aldworth Chapter #39 O.E.S., Milo, Aldworth Past Matrons Club, New Idea Club (M.F.W.C.), American Legion Auxiliary and The Brotherhood of Railway Clerks. Her husband



General Yardmaster James H. Steeves, Bangor, has retired. He entered service as a brakeman in 1941 after attending Caribou schools. He is married and has three children: Helen Hall, Alma, Ark.; Charles, Meriden, Ct.; and David, Groton, Ct. Congratulating him is L.S. Milton.

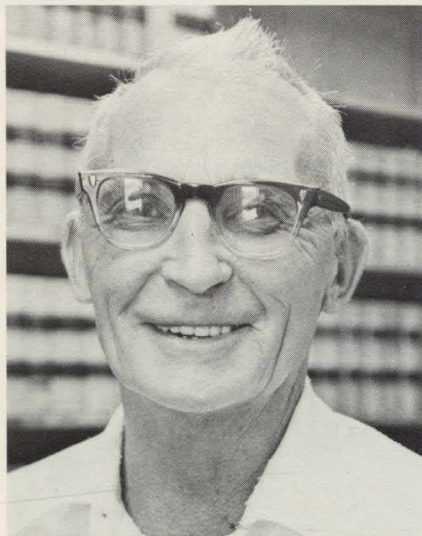


Conductor William D. Sawtell (above), Bangor, has retired after 27 years with the railroad. He is a native of Peabody, Mass., and served in the U.S. Army in WW II. Conductor L.J. Howard (below), Bangor has retired after 32 years service. He is a native of Camden.





Mr. and Mrs. Wayne A. Tapley



Conductor Almon E. Arnold, Bangor, has retired after 30 years BAR service. He's a native of Des Moines, Iowa, and was educated at Bradford schools and Higgins Classical Institute.



Asst. Supt. L.S. Milton, left, congratulates Conductor Robert W. Patterson, Frankfort, on his retirement. Mr. Patterson is a native of Frankfort and entered service as a brakeman in 1942.

(Frank) is a retired sheetmetal worker from Derby.

An office party was held at Derby in honor of Mrs. Morris' retirement July 30, and she was presented a purse of money from her fellow workers. She was also given a purse of money from the employees in the shops at Derby. Several retired employees attended the party.

Transportation Department

Howard and Martha Kelley of Calgary, Alberta, Canada, spent three weeks recently with brother Winn (retired conductor) and Thelma (retired secretary) Kelley. Howard is retired Supt. of Winnipeg Yards, CPR.

Chief Dispatcher and Mrs. Earl C. Shields of Levant are announcing the engagement of their daughter, Libby, to Kenneth Wyman, son of Mr. and Mrs. Ralph Wyman of Auburn. Both Miss Shields and Mr. Wyman are employed in Lewiston. An October wedding is planned.

Operator-clerk and Mrs. John Logie of Linneus are announcing the engagement of their daughter, Rhonda, to William Lorom, son of Mr. and Mrs. Cecil Lorom, Sr., of Littleton. Miss Logie is a 1975 graduate of Hodgdon High School. Mr. Lorom attended Houlton High School and is presently employed by Peter Fitzpatrick.

Supv. Agent and Mrs. Oden Gradie of Searsport have announced the marriage of their daughter, Sue, to Richard Alan Calvert, son of Mr. and Mrs. Oscar Calvert of Morehead, Ky. The marriage was performed May 23 by the Rev. David Fuller at Christ Church United Methodist of Fort Lauderdale, Fla. The bride is a graduate of Searsport District High School and Patricia Stevens Career and Finishing School of Boston, Mass. The bridegroom is a graduate of the University Breckenridge School and Morehead State University, Morehead, Ky. He served four years in the army. The couple are employed by United Federal Savings in Fort Lauderdale, Fla. They reside in Lauderdale, Fla.

Sharon Raye Nickerson, daughter of Operator-Clerk and Mrs. Raymond J. Nickerson of Houlton, became the bride of Timothy Francis O'Donnell, son of Mr. and Mrs. Francis O'Donnell of Houlton, at St. Mary's Catholic Church, Houlton, on July 26. The Rev. John Bellefontaine officiated.

Matron of honor was Judy Sewell, Houlton, while Michael O'Donnell was his brother's best man.

The couple are 1973 graduates of Houlton High School. The bride was graduated from the Northern Maine Vocational Technical Institute in 1975. The bridegroom is a graduate of the Eastern Maine Vocational Technical Institute, Bangor. Following a wedding trip to Massachusetts, the couple are residing in Houlton.

Shasta Lee Benn, daughter of retired

Train Dispatcher Robert P. Benn of Oakfield and Mrs. Thelma Benn of Dyer Brook, exchanged wedding vows with David Willard Fox, son of Mr. and Mrs. Willard Fox, Dyer Brook, on July 4 at the Bethel Pentecostal Church, Oakfield. The double ring ceremony was performed by Rev. Marvin Lawrence.

Ann Carton was maid of honor and bridesmaids were Susan Swallow, Susan Benn and Hilary Benn. Bernard Haines was best man and serving as ushers were Duane Hersey, Steve McNally and Sterling Lawrence. The couple is at home at 22 George Street, Portland.

Wedding vows were exchanged by Teri-Ann Smith, daughter of Engineer and Mrs. Charles R. Smith of Houlton, and Dana Stewart Miller of New Limerick on June 14 at the United Methodist Church, Houlton. The Rev. Kwan Y. Lee performed the double ring ceremony.

Miss Charle Smith, sister of the bride, was the maid of honor. The best man was Terrance Beals of Ludlow and serving as ushers were John and Stephen Smith, brothers of the bride.

The bride is a 1973 graduate of Houlton High School and a 1974 graduate of Northern Maine Vocational Technical Institute. She is presently employed as an LPN at the Houlton Regional Hospital. The bridegroom is a 1970 graduate of Houlton High School and a 1972 graduate of Unity College. He is employed at Houlton Water Company.

Nicole D. Dionne, daughter of Dispatcher and Mrs. Gedeon Dionne of Bangor, became the bride of Wayne A. Tapley, son of Mr. and Mrs. James A. Tapley of Littleton, on July 12 at St. Mary's Church in Houlton. The ceremony was performed by the Rev. George Hickey. The matron of honor was the bride's sister, Louise Berg, Westbrook. Gerald Wiley of Houlton was the best man. Bridesmaids were Mary Callnan of Houlton and Debbie Stevens of Bangor. Ushers were David Dionne of Bangor and Reggie Tapley of Fort Sill, Okla. After their wedding trip, the couple will reside in New Jersey. The bride is a 1975 graduate of Bangor High School. The bridegroom is a 1972 graduate of Houlton High School and is now serving in the U.S. Army at Fort Dix, N.J.

Retired Locomotive Engineer, Murray D. Palmer, 70, died suddenly Aug. 21 at a local hospital in Fort Fairfield.

He was born at Millville, N.B. Canada, on Aug. 2, 1905 the son of Sandy and Sophronia (Flemming) Palmer. He attended the local schools and was graduated from Fort Fairfield High School class of 1923. He retired in 1971, having served as an engineer for the Bangor and Aroostook Railroad for 39 years. He was a member of the Eastern Frontier Lodge No. 112 A.F. & A.M.

Survivors are: his wife, Virginia Haines Palmer of Fort Fairfield; one daughter, Mrs. Gary (Martha) Bell, Fort Fairfield; two sons, Sandy of Fort Fairfield, David of Presque Isle; and seven grandchildren.

Facts and Figures

	JULY		SEVEN MONTHS ENDED 7/31,	
	1975	1974	1975	1974
We received from:				
Hauling freight	\$ 944,317	\$1,154,704	\$7,970,526	\$8,645,017
Carrying passengers & express on our buses	30,932	30,868	187,844	193,895
Other transportation services	27,841	15,629	224,773	196,451
Net rental from freight cars and other equipment	349,252	350,479	2,217,859	2,725,305
A total of	1,352,342	1,551,680	10,601,002	11,760,668
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	260,276	361,289	2,242,024	2,566,841
Keeping locomotives, cars and other equipment in repair	397,529	489,238	3,038,473	3,260,474
Running trains, station and yard expenses	378,297	409,023	3,221,362	3,190,309
Pricing and sales of our services	26,130	28,068	193,561	204,034
Managing the business and keeping records	103,484	93,336	727,156	635,101
Payroll taxes	131,151	138,751	852,384	882,642
State and local taxes	24,858	23,199	153,250	179,316
Interest on borrowed money	87,759	121,205	665,010	816,062
Other miscellaneous charges - net	(17,842)	(31,327)	(150,315)	(252,482)
A total of	1,391,642	1,632,782	10,942,905	11,482,297
Pre-Tax Net Income Reported to ICC	\$ (39,300)	\$ (81,102)	\$ (341,903)	\$ 278,371

Mile Posts

40 YEARS SERVICE

Garald E. Wiggins

35 YEARS SERVICE

Ronald H. Boutilier
Stanley N. Clark
Lloyd G. Currie
Liston F. Lewis

30 YEARS SERVICE

Theodore Bostock
Joseph C. Boucher
Clyde O. Boutilier
Thomas G. Collins

Gilbert Doucette
Clarence W. Giberson
Donald V. Lundin
William E. Martin
Francis W. McDonald
Francis E. Michaud
Eugene D. O'Brien

25 YEARS SERVICE

Walter E. Campbell
Galen C. Carey
Oliver W. Dwelley
Richard F. Harmon
James R. Hatt
John T. McLean

W. Reid Morrill
Henry R. Rhoda

20 YEARS SERVICE

Helen F. Brissette
William M. Houston

15 YEARS SERVICE

Robert L. Green
Roland O. Lyford
Donald J. Savoy
Brian W. Stubbs

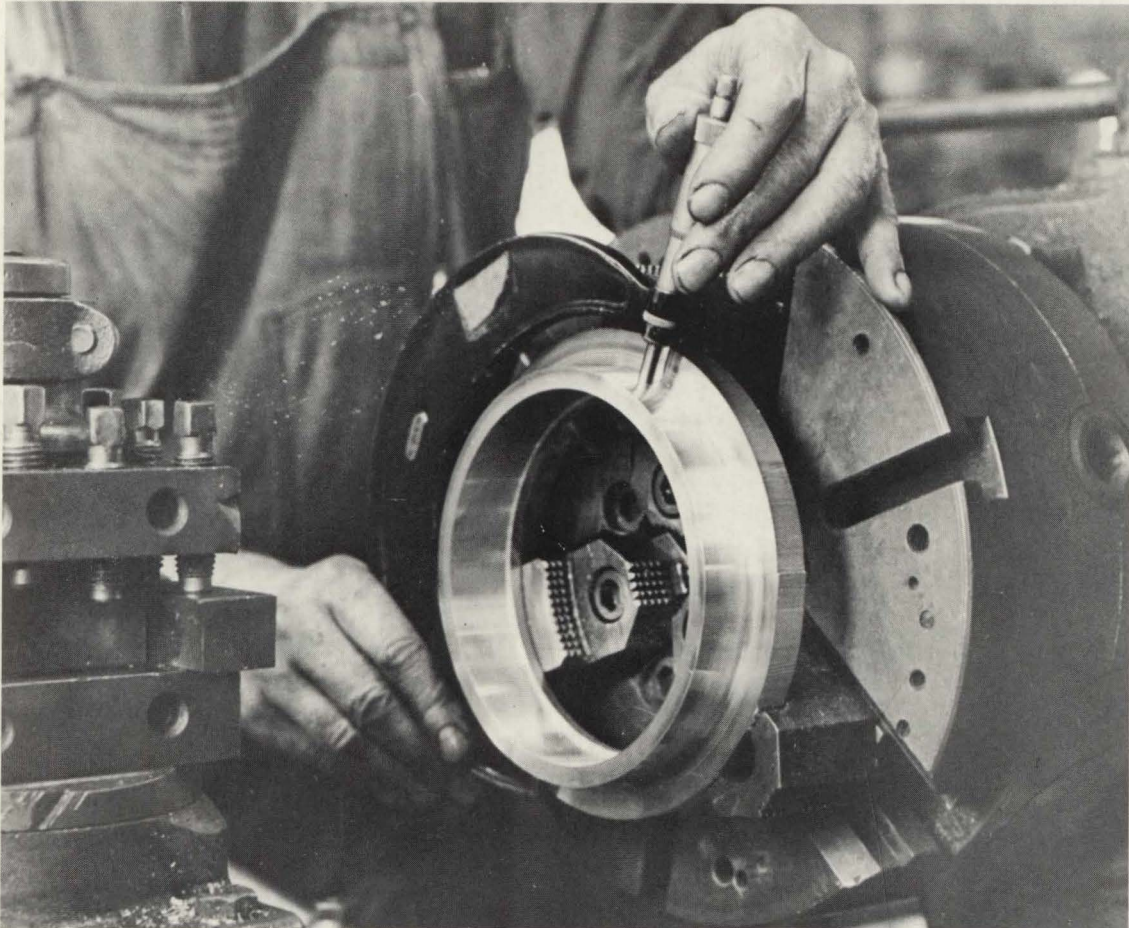
10 YEARS SERVICE

Richard B. Gray

Bangor and Aroostook Railroad
Northern Maine Junction Park
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Contract Division, Derby, Maine 04425

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