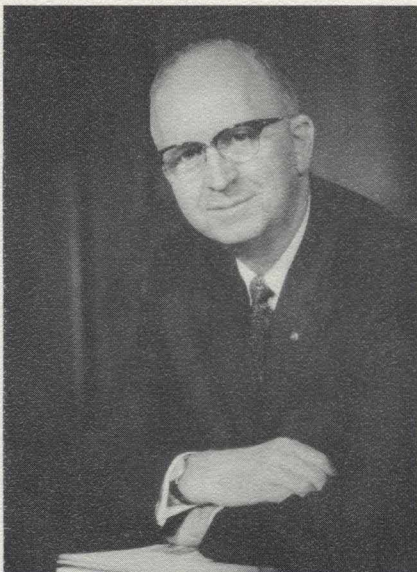


MAINE LINE

NOVEMBER - DECEMBER, 1967



Bangor and Aroostook Railroad



Talking It Over

To My Fellow Employees:

You will read in this issue of MAINE LINE of the E. H. Harri-man Certificate of Commendation that we received October 20 for excellence in safety. It is the most coveted symbol of achievement in safety in our industry. We have also won a top award from the National Safety Council and one from the Associated Industries of Maine during the past seven months.

I am proud of the showing we have made, as I know all of you are. Every member of the railroad family can feel that he had a part in these achievements; safety is that kind of a cooperative venture. And anytime a company makes this kind of a record it means an extraordinary effort on the part of the people who move trains, maintain the tracks, the rolling stock and all the dozens of specialized jobs it takes to run a railroad.

Making all the different functions of a railroad operate so that all

mesh smoothly into one primary task of moving freight is not an easy job, nor a task without hazards. Preoccupied as we are with time and deadlines there's a natural tendency to cut corners with safety when we're under pressure. An engineer with a schedule to meet, a foreman with a track to repair . . . all of these are setups with potential danger. When we are successful in performing these difficult tasks safely under pressure we have an achievement that we can all be proud of.

But we shouldn't lose sight of the only real significance of a good safety record; a good job of preventing human suffering and keeping sound, whole bodies. Even the most superficial of industrial accidents can be painful and irritating and interfere with both our jobs and our personal life. The serious ones have far more tragic overtones.

Safety isn't management's special province any more than it's the province of any other particular group. It costs money, to be sure, to keep reminding all of us that safety must be practiced all the time. We spend a significant sum of money and time on this important task each year.

Money cannot, of course, buy an effective safety program. Safety isn't a commodity that one can purchase any more than loyalty or friendship can be bought. I think safety is more an act of faith. It's something we have to believe in to make it work for us and all of us have to practice it.

So when I consider a safety award, the meaning it has for me is not the acclamation and recognition it brings our company. I think of the self-discipline and the human effort it took to acquire this handsome object of walnut and polished brass. I think of the people, many of whom I would know, who might have been hurt and were not. And, sometimes, we have to think of those who were hurt and ask ourselves if our best efforts were really enough.

We New Englanders have a tradition of restraint and self-discipline. The recognition we have received is a measure of these qualities and I am proud of you all.

Sincerely yours,

W. Jerome Strout

BAR NEWS BRIEFS



Pictured with three new diesel locomotives are, left to right: Robert M. Janicki, field instructor for Electro-motive Division of General Motors; Nels Skoog, diesel supervisor for the Bangor and Aroostook; V. D. Vanni, district engineer, EMD; and David G. Merrill, assistant vice president-operations and maintenance.

The Bangor and Aroostook took delivery of three new GP-38 diesel locomotives at Northern Maine Junction Oct. 10. The three units represent an investment of about \$607,000. President W. Jerome Strout said that the road has purchased eight new locomotives during the past 20 months.

The eight diesels are part of the road's replacement cycle. The railroad owns 45 diesel units and replaced its last steam locomotives in 1952.

The new units are general purpose locomotives, Strout said, suited to both yard and road service. The 2000 HP GP-38s replace less powerful locomotives and incorporate refinements not found on earlier

models. Such a unit has a useful life of 25 years and is operated approximately 50,000 miles a year.

George W. Burpee, a consulting partner in the New York engineering firm of Coverdale & Colpitts, died in Bronxville this month. He was the son of Moses Burpee, the Bangor and Aroostook's first chief engineer, and Caroline Alexander Burpee. Mr. Burpee had been associated with the firm 46 years.

He was a former president of the American Institute of Consulting engineers and in 1966 won that organization's Award of Merit pre-

sented to an outstanding figure in engineering or science. He was a life member of the American Railway Engineering Association and had supervised for Coverdale & Colpitts studies of the old Manhattan Railway and the Los Angeles Metropolitan Transit Authority. He was also a civil engineer with the Louisville and Nashville Railroad in 1906-07.

Mr. Burpee was a director of several companies at the time of his death. He is survived by his wife, the former Katherine Kellam; a son, George A., Rye, N. Y.; two daughters, Mrs. James B. Landreth, Atherton, Calif., and Elizabeth H.; and a sister, Miss Mary Burpee, of Houlton, and nine grandchildren.

Clinton D. Baldwin, 93, died in Bangor Nov. 20. He was purchasing agent for the Bangor and Aroostook from 1912 until his retirement in 1946 and was the first to occupy this position with the road.

He was born in Verona, N. J., May 23, 1874, the son of DeWitt and Anna F. Baldwin. He was active in church work, a member and past president of the New England Railroad Club and the Masonic orders.

He is survived by two daughters, Mrs. Gordon Cates and Mrs. Gerald L. Kinney, Bangor; a son, the Rev. DeWitt Baldwin, Ann Arbor, Mich.; eight grandchildren and 20 great grandchildren.

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ON THE COVER

Sugar beets were news among Aroostook County growers this fall as the County reaped its largest harvest. Heavy rains plagued the harvest but growers towed trucks with tractors and took the beets out of the fields successfully. Pictured on the cover is the harvesting of a field grown by Ronald McCluskey and Lawrence Good of Monticello. See story page 8.

VOL. 15 MAINE LINE NEWS No. 6

BANGOR AND AROOSTOOK RAILROAD COMPANY

84 HARLOW STREET — BANGOR, MAINE

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President W. Jerome Strout presents National Safety Council award to Safety Supervisor C. E. Garcelon.

We Win A Harriman Award

The Bangor and Aroostook was one of 12 U. S. Railroads to receive E. H. Harriman Memorial Awards for excellence in safety in Washington, October 20. The Harriman Award is the Oscar of safety honors in the railroad industry. It marked the third time this year that the railroad has received a major safety award; the road received awards from both the National Safety Council and the Associated Industries of Maine.

The Harriman awards are presented annually by the American Museum of Safety through its Harriman Memorial Awards Committee to railroads with the best overall safety records based on statistics compiled by the Interstate Commerce Commission. The BAR received a Certificate of Commendation in Group C which includes

those railroads handling freight traffic only.

The Harriman Memorial Awards were originally set up in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, a pioneer in railroading. The awards have been continued under the sponsorship of two sons, W. Averill Harriman, U. S. Ambassador-at-Large, and E. Roland Harriman, New York investment banker and chairman of the American Red Cross.

Palmer H. Swales, vice president-operations and maintenance accepted the award from U. S. Secretary of Transportation Alan S. Boyd. Also attending the awards luncheon in Washington were safety supervisor Cecil E. Garcelon, James H. Fraser, assistant general chairman, Brotherhood of Maintenance of Way Employees, and Lawrence B. Dow, general car foreman.

It was not the first time that the Bangor and Aroostook has received a Harriman Award. The road received gold medals for safety in 1956 and 1961 and certificates of commendation in 1963 and 1965.

In May, the railroad was one of 18 U. S. and Canadian roads named by the National Safety Council to receive awards in its Railroad Employees' National Safety Award. The Bangor and Aroostook had the best injury record for lines working under 5 million manhours a year. The railroad had won the award in 1958 and again in 1963.

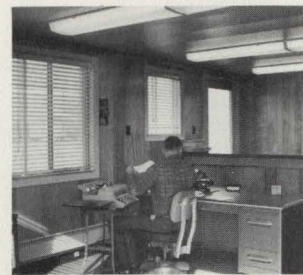
In September the railroad received one of three safety awards given by the Associated Industries of Maine for the greatest improvement in the industrial group working one million manhours.

The railroad also won a safety award from the Associated Industries of Maine at their Bretton Woods, N. H., meeting in September. Pictured from left to right are: Dana Swett, Maine Public Service Company; Lloyd Cutting, Keyes Fibre Company, chairman, of the A.I.M. Safety Committee; Charles F. Cummings, C. B. Cummings & Sons, who presented the awards; C. E. Garcelon, Bangor and Aroostook; and Maurice Roux, industrial relations director, Westpoint-Pepperell, Inc.

Secretary of Transportation Alan S. Boyd presents a Certificate of Merit for the Harriman Memorial Safety Award to P. H. Swales, vice president - maintenance and operations for the railroad.



New Look In Railroad Buildings



Both Easton and Derby stations, pictured above and left, were replaced with metal buildings in 1967. Interiors are light and neat and buildings require little maintenance. Even a car house, below, has a pleasant interior. The structure at lower left is a large metal car house at Stockholm.



The old, grey depot is going the way of the little red box car. It, and other frame railroad structures like it, belong to the age of the pot-bellied stove and the steam locomotive. . . great days, but mourned only by railroad buffs and sentimentalists, not the men who worked on them. In its place is the bright, metal building often faced attractively with brick, easy to build, and inexpensive to maintain.

The railroad built its first metal building, a small storage shed, in 1949. Since then, it has built 47 more metal structures ranging from section houses to a \$100,000 facility for servicing the road's growing fleet of mechanical refrigerator cars. Most of the buildings, representing a total investment of more than half a million dollars, replace obsolete frame buildings. But some, including the mechanical refrigerator car repair facilities at Northern Maine Junction and the grit blast-paint spray installation at Derby, are new structures.

The Engineering Department Repair Shop at Houlton, built to keep the road's roster of mechanized maintenance of way equipment in repair, replaced a small frame struc-

ture. But the 60 x 160 foot structure was very different from the one it replaced. Steel structures have the advantage of eliminating interior posts and permitting maximum utilization of floor area in buildings like the Houlton shop where large equipment must be housed.

Most of the new metal buildings are section houses and storage buildings, although three new stations built this year at Easton, Derby and Packards are metal buildings. And the railroad has three metal bunk-houses.

MAINTENANCE IS MINIMAL

The advantage of metal over frame construction is considerable. The building material itself is less costly. Maintenance with metal is minimal, there is no outside painting, no decayed wood to replace. Metal buildings are too new to predict their useful life, but Engineering Department people say that they will outlast by a wide margin any frame construction. Metal structures are less expensive to erect and they are more efficient in space

utilization because they need no supporting members between spans.

The steel building is easier on people, too, as any station agent who's oiled floors and fussed with an oil space heater can tell you so. So will a section foreman or trackman who has spent many a lunch hour in a drafty frame section house.

Because it's stretched out over 500-odd miles of real estate in eastern and northern Maine it's hard to believe how many buildings are required in railroad operations. There's no timetable for replacing frame structures and many wooden buildings are obsolete and will not be replaced. But those that become uneconomical to repair will be replaced by metal structures.

If the idea of metal stations and other railroad buildings seems like a Tinkertoy concept, the men who are responsible for maintenance and construction of the railroad's buildings don't think so. The steel building comes very close to meeting the ideal for them; it's easy and less expensive to build and maintain; it's relatively portable. And, if aesthetics count for anything, it makes a neat, attractive structure.

A new, metal lumber storage shed was built at Derby Shops in 1967.



Sugar Beets ---- A Touch Of Green



Lewis Cote, a sugar beet grower and potato grower from St. David, holds two beets picked from his fields. His largest beet weighed 12¾ pounds and measured 24 inches around.

Aroostook County has just finished harvesting its first commercial crop of sugar beets in 89 years. The results, in the view of many growers, are impressive. It appears that the yield has at least doubled over last year's harvest and the acreage has tripled.

The initial shipments received at Maine Sugar Industries have indicated a yield of 12 tons of clean beets after the tare has been deducted. Such a crop would yield farmers a net profit in the area of \$80 an acre on beets. It is too soon to know whether the yield is typical, but even if it is not, it appears that it will be high enough in most cases so that a grower will make money on his beet crop.

It is a significant year for Maine's fledgling sugar beet industry for it is the first season that the crop has been grown on such a large scale. Some growers have as much as four years' experience on small plots. But 1967 saw individual acreage as high as 180 produced. Acreage tripled this year with 345 farmers growing 9,555 acres of beets. As might be expected, Aroostook growers accounted for the bulk of the acreage with 295 growers planting 7,719 acres, or 80% of the crop. The remaining 1,836 acres were planted by growers in central, western and southern Maine.

SHADES OF '79

Curiously, the logistics of the 1967 crop recall the circumstances of the first short lived venture in sugar beets during the season of 1879. The Maine Sugar Beet Company had built a refinery in Portland and a drying kiln at Presque Isle the previous year and the results were mildly successful. In '79 Maine farmers grew 1,000 acres of beets. The Sugar Company paid \$5.00 a ton delivered to the railhead and \$6.00 delivered to the factory or a freight cost of \$1.00 a ton.

Eighty-nine years later transportation for sugar beets can be considered a spectacular bargain. Considering how much less the 1967

dollar is worth in terms of an 1879 dollar, it is an eloquent commentary on value received for rail transportation that the average cost per ton of beets moved from Aroostook County points to the refinery, as of mid-November, was \$.85 a ton.

The original sugar beet project was abandoned after the first commercial production largely because of transportation costs.

If Aroostook sugar beet growers are optimistic after this year's crop, there are some substantial reasons for it. Stanley P. Greaves, manager of the Maine Sugar Beet Grower's Association, says that growers "will conservatively double last year's yields. We're figuring that eight tons to the acre will make a man a profit, which means that this year growers should make money on their crop."

"It must be remembered," he adds, "that the season was shortened appreciably, there was a great deal of rain and the harvest season weather was difficult. And, while potato yields are considered to be down, beet yields are up spectacularly."

SOME SIGNIFICANT FACTS

In talking with sugar beet growers about the past season several significant facts emerge. Growers have added greatly to their store of knowledge of beet culture. There is a feeling that the problem of hand labor can be licked with proper cultivation and chemical weed control. The rotational benefits of the crop hold considerable potential for potato production. And the people who are growing beets have acquired a degree of skill that has whet their appetite to try it again. . . . if the price is right.

Alban Bouchard, of Fort Kent, was in the process of harvesting his crop when asked about his experience this year. He grows 140 acres of potatoes, planted 15 acres of beets, and is objective in his outlook.

"I'm getting about 17," he says. "I leased a harvester. With what acreage I had, hand labor was no



A harvester works on the sugar beet fields of the S. Nightingale Company in Fort Fairfield, above. Right, Ronald McCluskey examines the spacing of beets on the plot he grew with Lawrence Good in Monticello. Below, cars are loaded with sugar beets at Van Buren.





Trucks are unloaded onto a beetpiler at Maine Sugar Industries plant at Easton.

problem; my children did most of it. My biggest problem was weed control. But I learned a lot from it. What I do next year will depend on the return for this year's crop."

Farther down the St. John River Valley at Lille, Wilfred Cyr, a competent, wiry man with lines etched about his eyes from long hours in the sun was harvesting his beet fields alone, tending the harvester with one hand and steering the huge tractor with a busy left hand. Is it possible that he'd consider cutting down his potato acre in favor of beet acreage at some future date?

"Yes, Sir!," he shouted over the roar of the tractor. "Just as soon as we can make a good profit out of beets I'm going to cut my potato acreage."

Not if . . . when.

TOO MUCH HAND LABOR

"This year I have \$2,000 in hand labor in 48 acres of beets. I think that's too much. But I also think we have the answer to it. I found this year that if I cultivated the beets . . . really get into the soil and stir it up. . . that it does a good job on weeds when used with chemical. It took me three years to discover it, but I'm convinced this is the answer, at least for me."

Wilfred Cyr owns mechanized equipment to care for and harvest his beets with two other growers. Between them they grow about 85 acres. He has planted potatoes on land formerly planted to beets but

found no spectacular benefits as a rotational crop. He does feel that beets have long term benefits as rotational crops.

"I've learned this year," he explained, "I know, too, that what's true here isn't necessarily someplace else. But look at me. I'm harvesting a crop all by myself this afternoon. If it was potatoes, I'd need a small army with me. I like that."

Lewis H. Cote, of St. David, grew some of the largest beets on the St. John Valley. One weighed 12¾ pounds and measured 24 inches around. He approached his first year of beet growing with scientific precision, varying conditions from plot to plot carefully noting the results.

Lewis Cote, in the time-honored custom of agriculturists of all ages, even used manure from his hen house on one plot. He invested \$400 in hand labor on his 28 acres, mostly in thinning. His yield was about 20 tons to the acre. The beets were so regular they might have been illustrations in a seed catalog.

He owns the machinery with two other growers. Hand labor could prevent him from increasing his beet acreage beyond a certain point if he couldn't find a way to eliminate it. One has the feeling, talking to this energetic man, that he will find a way.

Rudolph Blier, Van Buren, is one of the largest sugar beet growers with 180 acres in addition to 550 acres of potatoes. He found that

hand labor in weeding was not excessive, but, like Lewis Cote, found that he used more hand labor in thinning. Blier feels that beets hold great promise for Aroostook growers.

Herbert Cyr, a potato grower of considerable stature, grew beets this year and feels that with the investment in machinery, beets promise only modest profits. As he points out, no one has any hard and fast answers at this point.

Joseph Lapointe, a large potato grower and a Bangor and Aroostook director feels that Aroostook growers are learning and that there is a lot to learn.

"I hesitate to invest heavily in equipment until the profitability has been proven," he says, "But I have talked with potato growers who also grow beets in Colorado and Idaho who find that it's often as profitable to grow beets as potatoes."

Vaughn Ayotte, Van Buren, grew 20 acres of sugar beets this year along with 130 acres of potatoes. He is concerned about the hand labor involved but is quite sure that he'll be growing another year.

Glen Wathen, of the S. Nightingale Company in Fort Fairfield is optimistic about beets. His company grows 100 acres.

A NOTE OF CONFIDENCE

"If we can straighten out our weed control and the thinning of our beets," he says, "we'll be all right. I think we can. We learned a lot about growing beets this year that will help another season. I will increase beet acreage if we find that we can make money at it."

Ronald McCluskey and Lawrence Good grew 18 acres of beets in Monticello as a joint venture. At harvest, the field was producing a yield of highly uniform beets, due, McCluskey thinks, to the care with which the beets were thinned.

"If we get a decent yield and a profit, beets would be good for us," he says. "But I think we have to realize that we have to grow beets along with potatoes, and not think of the beets after the potatoes are taken care of."

Lawrence Good grew 13 acres last year.

"We did everything wrong," he says. "We planted too late, and didn't thin properly. The weather kept us from planting at the right time this year but we did thin them properly and it has made a big difference."

One of the most enthusiastic boosters of sugar beets is Arnold Blackstone, of Caribou, who grew 140 acres.

"Sugar beets have given me a new outlook," he says. "I was so discouraged with potatoes I was ready to quit farming. The experience I've had with beets has revived my enthusiasm and my morale."

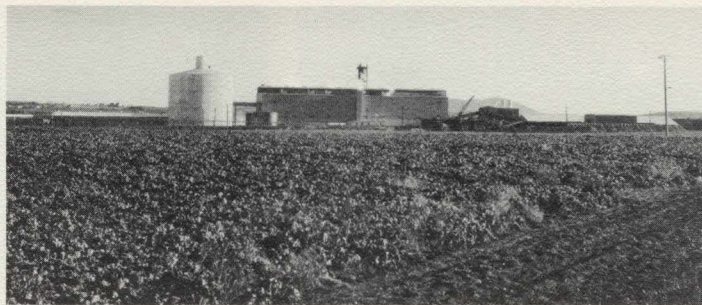
Blackstone has been planting beets since the first experimental plots were introduced four years ago. This year he planted russet potato fields that had been planted to sugar beets.

"You never saw such beautiful potatoes," he says. "We got a good 20-30 more barrels an acre from the fields that had been planted to sugar beets than with our other russets. The potatoes were well shaped, without knobs, and the quality was excellent. Even with the wet season, we didn't have the problems with water on this land that we did on the rest of our fields. If we don't make a cent on beets, we'd make it up in the improved quality of the potatoes. This sugar beet deal is the best thing that ever happened to us and I believe the day will come when potatoes will become a secondary crop."

There can be no question that Aroostook growers have learned much about the culture of sugar beets nor that they will soon have the same expertise with beets that three-quarters of a century of potato culture has given them with that crop. The problems of weed control and thinning will be solved in the same way that blight and the various potato viruses were brought under control.

As Stan Greaves, manager of Grower's Association, put it, "The answers to growing sugar beets will come from the growers themselves. They won't come from outside."

The only reservation most growers have after a season that threw a good many obstacles in their way is the question of return. After taking the risks that nature imposes on all tillers of the earth, the natural hazards of wind and weather, a man who has risked his fortunes and labor on a crop has a right to expect a reasonable return. It has occasionally been so with potatoes, but not often enough to provide stability. Beets hold this promise for Aroostook growers. If the crop provides a net return of \$100 per acre, and this appears a reasonable prospect, there



Fields of sugar beets grow almost to the gates of M. S. I. refinery at Easton, above. Right, Charles Parsons, Northern National Bank, and Stanley Greaves, manager of the growers association, hold a 13 lb. 10 oz. beet grown by Harry Prout, Bowdoinham. Below, rail cars of beets are unloaded into a mechanized car unloader at Easton.



will be more beets planted and fewer potatoes.

A surprising number of growers take seriously the prospect of growing beets as a primary crop. And, considering the average return on potatoes for a 10-year period, their reasoning is understandable. The estimated 119,460 tons of sugar beets that will be produced this year should net a tidy profit for Maine growers and, perhaps, settle for good speculation about the ability of Maine growers to produce a satisfactory crop at a profit.

The Bangor and Aroostook expects to handle 800 cars of beets during this first large-scale harvest. There were no regular piledown areas this year, but M.S.I. is considering building them for the next season to relieve the pressure for cars during the rush of the harvest. Since the 204 hopper cars used for

the beets would only be used for a month of the year for beets it would be uneconomical to purchase more to take care of peaks. The future rail transportation of sugar beets is tied to piledown areas located throughout the County.

The ultimate effect of sugar beet culture and the refining of beet and cane sugar at Easton will be to broaden the revenue base of the railroad. For the growers it should be a hedge against the erratic influences of a one-crop economy. Physically, the great fields of unharvested sugar beets have spattered Aroostook's drab November landscape with unaccustomed splashes of bright green.

And nearly 300 Aroostook growers are betting their time and treasure that the only green will not be in the landscape.



Harold W. Hanson

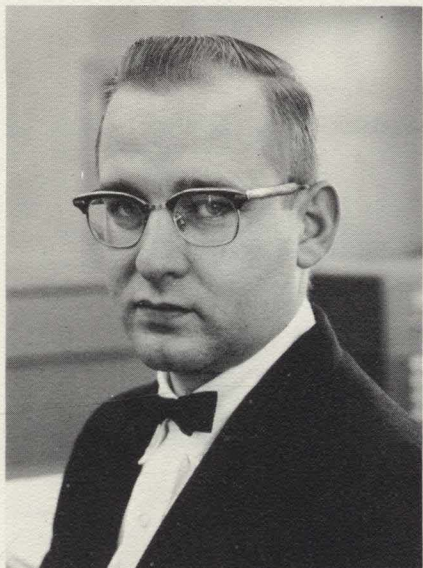


David G. Merrill



J. Charles Hickson

Moving Up On The BAR



Owen F. Allen



Erwin P. Wiley

J. Charles Hickson has been appointed assistant vice president-marketing for the railroad. He will make his headquarters in Bangor.

Hickson, 41, attended Bangor schools and Hampden Academy. He was graduated from Maine Maritime Academy in 1946 and received his BA degree in business administration from the University of Maine in 1951. Following his graduation from Maine Maritime Academy, Hickson was a third officer for American Export Lines. He served in the U. S. Navy during the Korean conflict and was discharged a lieutenant in 1953.

He was employed by the Bangor and Aroostook in 1953 as traveling car service agent and was later made sales supervisor in Houlton and Presque Isle. He was named assistant regional vice president-sales in 1959 when his headquarters was moved to Hampton, N. H. In 1964 he became assistant to the vice president-marketing.

Hickson is married to the former Madonna Healy of Bangor. The couple has four daughters. He is the son of Mr. and Mrs. Joseph C. Hickson, 86 Ohio Street, Bangor.

The railroad has also announced the promotion of four Milo men to positions in the Mechanical and Operating departments. David G. Merrill, formerly division master mechanic, becomes assistant vice president-operations and maintenance with headquarters in Bangor. Harold W. Hanson, formerly mechanical engineer, becomes assistant chief mechanical officer at Derby. Owen F. Allen, formerly assistant engineer, becomes mechanical engineer at Derby. And Erwin P. Wiley, an electrician, becomes chief electrician at Derby. He succeeds Vernon J. Perry, who has retired.

Merrill, a native of Swampscott, Mass., was educated at Falmouth High School and the University of Maine where he received his BS degree in mechanical engineering in

1952. He became an assistant engineer for the railroad at its Derby Shops following his graduation. He was division master mechanic at Oakfield prior to his appointment.

Merrill served in the U. S. Navy from 1946-1948. He is a member of the Masonic bodies and the New England Railroad Club. Merrill is married and has four children.

Hanson is a native of Bradford and was graduated from Higgins Classical Institute and received his BS degree in mechanical engineering from the University of Maine in 1953. He became an assistant engineer for the railroad at Derby in 1953. At the time of his appointment, he was mechanical engineer.

Hanson is a member of Tau Beta Pi and Phi Kappa Phi, honorary scholastic societies, the Masonic or-

der and the New England Railroad Club. During WW II he served with the U. S. Navy.

Hanson is married and has four children.

Allen, who succeeds Hanson as mechanical engineer, is a native of Fitchburg, Mass., and received his BS degree in mechanical engineering from Worcester Polytechnic Institute in 1954. He also received a BD degree from Drew University in 1960. He entered service with the Bangor and Aroostook Railroad in 1966.

Prior to his Bangor and Aroostook association, he was employed by the Methodist Church as a minister on the Great Barrington Circuit in Massachusetts and by Foster Wheeler Corporation. He was

employed by the New York Central Railroad from 1960-62 and by Union Carbide Corp. from 1962-66.

He is a member of Tau Beta Pi, honorary engineering society, and Alpha Tau Omega. Allen is married and has two children.

Wiley is a native of Milo and first worked for the railroad in 1923. He has subsequently been an electrician's helper, electrician and lead man. He attended Milo schools and was graduated from Milo High School.

During WW II, he served with the U. S. Army in the Military Railway Service, Transportation Corps, in North Africa, Italy and France. He was discharged with the rank of major.

Wiley is married and has one son.

Mileposts . . .

FIFTY YEARS

Raymond S. McDonald

Charles H. Douglass

Thomas Morin

Owen J. Gould

Keith D. Greenlaw

Hilton L. Hersey

Philip E. Howard

William P. Landry

Carl L. Nickerson

Fleetwood W. Palmer

Edwin L. Roberts, Jr.

Edmond J. Ross

Thomas E. Skidgel

Paul A. Swallow

Conrade Voisine

Allen J. White

Harold L. Woodard

FORTY-FIVE YEARS

Raymond A. Dugas

Norman C. Foster

Julian L. Perry

TWENTY YEARS

Patrick A. Carroll

James R. Clement

Malcolm J. Leonard

Charles R. Smith

Gordon E. Somers

Joseph A. Voisine

Carleton L. Whittaker

Gerard A. York

FORTY YEARS

Harold E. Gray

Harry G. McCue

Walter J. Ouellette

THIRTY YEARS

Sylvio J. St. Pierre

FIFTEEN YEARS

Earle R. Adair

Kenneth D. Chaney

Wilfred J. Deane

TEN YEARS

O. Dale Anthony

Alice K. Titus

TWENTY-FIVE YEARS

M. Lucille Dougherty



Retirees Banquet

Retired Bangor and Aroostook men and women came from as far away as St. Louis, Mo., to attend the Bangor and Aroostook fourth Annual Retired Employees Banquet Oct. 7 in Millinocket. If talk and fellowship were any index then the gathering was a huge success.

The highlight of the affair was the social hour that precedes the banquet. It's a time for remembering, for catching up on news of old friends. . . for making the past live again. This year 100 railroaders, most of them retired—attended the Banquet at the VFW hall at Millinocket. The lobby was a babble of talk as the veterans moved trains again, perhaps adding a little bit in the telling, and shook their heads gravely at the changes that had taken place in the craft.

The popular gathering is mostly the work of conductor Calvin Cole, of Millinocket, and a committee of Millinocket railroad men. Others are L. L. Welch, C. S. Burgess, and Irvin Foster. They get out information to the veterans, arrange for the banquet and all the dozens of details necessary for such an event. And if it seems like a lot of work, Cole and his group feel that their effort is worth it; they think it provides a sense of continuity.



Top, B. W. Smith, Houlton, and Harold Marble, former agent at Patten, chuckle over a remembered incident at Retirees Party. Middle, retired Conductor Archie Virgie, Houlton, and Ernest Chase renew acquaintances. The trio, pictured at the bottom, seem lost in their own thoughts. They are L. Forrest Deane, Percy Hinckley and Granville McMillan.

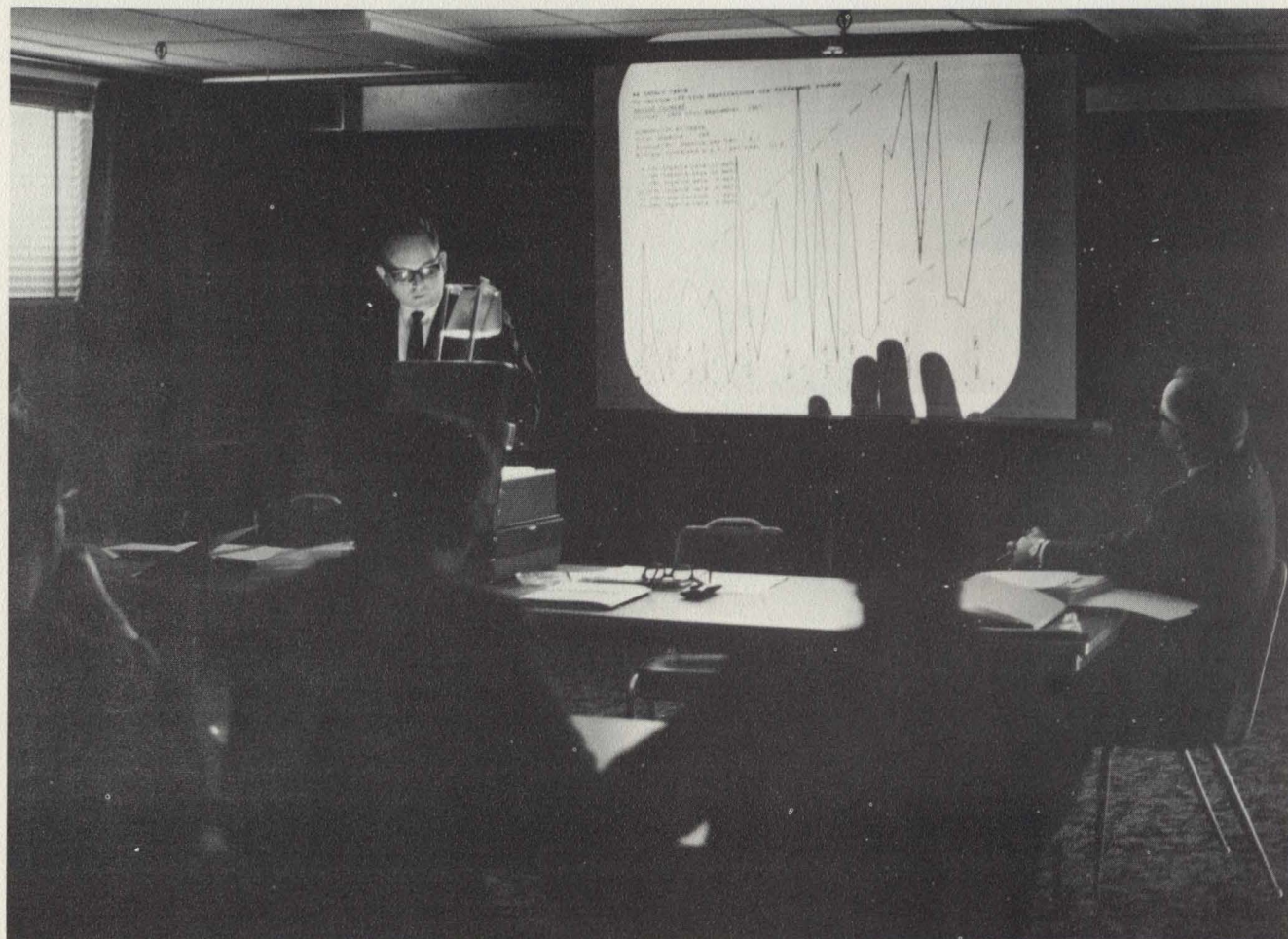
--- Where Old Friends Meet



Retired Bangor and Aroostook women occupied a place of honor at the banquet, above. Right, Bradford Staples greets an old friend at the social hour. Below, right, David Merrill, standing, and Charles Burgess, left, chat with Frank Baker after the banquet. Pictured below, left, are Calvin Cole, organizer of the dinner, and Conductor Mahlon Adams. Pictured at left is Sam Wright, retired freight foreman at Houlton.



Newsprint Committee Holds First Maine Meeting



Freight Claim Agent Burton A. Sawyer presided at a meeting of the Newsprint Committee of the Eastern Claim Conference in Brewer, October 17. Following the meeting in Brewer the group toured Great Northern facilities in Millinocket and were dinner guests of the Northern. The two-day conference was a working session for the committee members.



"No one likes to talk about unpleasant facts," BAR President W. Jerome Strout told the Newsprint Committee of the Eastern Claim Conference in Brewer, October 17, "but it is true that for all Class 1 railroads in the United States the freight loss and damage bill last year was \$167,000,000 or the equivalent of the net earnings from 73 billion ton miles of freight."

It was the first Maine meeting for the committee and the comment set the tone for the meeting . . . that American railroads pay dearly for damaged freight. Eighteen damage prevention representatives took part in the sessions that were chaired by the Bangor and Aroostook's Burton A. Sawyer, who heads the committee. For two days the best damage prevention talent in the east discussed ways and means to lessen the bill for damage to newsprint. The group talked about such technical aspects of their craft as types of strapping used to secure loads, loading diagrams, inspections at destination and, of course, the continuing education of operating people in the handling of the valuable commodity.

The Bangor and Aroostook has something more than the usual concern about newsprint damage. The railroad moved newsprint last year valued at more than \$90 million.

Representatives of the Great Northern Paper Company attended part of the two day session and contributed to a gloves-off discussion of newsprint damage problem.

Top, Frank Keenan, transportation consultant for the Great Northern, was honored by the committee with an inscribed silver bowl for his work with the group over the years. Center, BAR President W. Jerome Strout addressed the group at a noon luncheon. From left to right are: Roland Keefer, AAR, Strout, Sawyer and C. R. Grantland, assistant traffic manager, GNP. Bottom, E. J. Burrell, CPR, and C. R. Wentz, C&O-B&O.





Top left, George Mossey talks about various types of strapping used to secure newsprint in shipping. Top right, L. R. Hughes, system coordinator, L&D prevention for the CNR, makes a point during the morning session. Pictured above are M. N. Dyer, left, and J. D. Nicholson, both foremen of finishing for the GNP, who took part in the sessions. Right, C. N. Austin, damage prevention supervisor for the GNP, addresses the group. Seated at left is C. R. Grantland, GNP.

Frank R. Keenan, transportation consultant for the Great Northern pointed out that the concern about newsprint damage dates back 50 years. Because of slower presses, he added, damage to rolls was not as critical as it is with today's high speed presses when a starred roll can foul a press and lose costly down time.

But because the problem is not new, does not mean that the railroads have not been able to make progress on the problem. The fact is, Mr. Keenan pointed out, there is far more potential for newsprint damage now than in the past. In many cases loads are double that of 50 years ago with the potential for 50% more destructive power because of the heavier weight. Longer trains and closer schedules have also added to the damage potential.

The railroads have made significant strides in damage prevention, not the least of which a determina-

tion to make all railroad employees aware of the far-reaching effects of freight damage. The Bangor and Aroostook, alone, has in the past years, purchased 785 cushion underframe boxcars for the movement of newsprint at a cost of about \$12.5 million.

The cushion underframe boxcar is equipped with shock-absorbing devices that protect the lading from impacts that would normally cause damage in a regular boxcar. Track has been upgraded and the railroad has improved the techniques and equipment to handle volume freight.

The search for new technical aids in the effort to eliminate freight damage continues. Under top priority consideration is the development of an impact register for cushion underframe boxcars and the number of cars equipped with shock-absorbing devices continues to grow.

But the underlying factor in the problem of freight damage con-

tinues to be people. And much of the time and energy of the loss and damage executives on the committee is spent in the educational process that never quite stops. On every railroad it's necessary to talk regularly with the men who actually handle freight and remind them how vital it is that it be delivered to the customer in good condition.

As one participant in the conference remarked, "three railroads can do a magnificent job of moving newsprint to a customer but it doesn't amount to much if it is damaged by a careless switch and an overspeed impact at destination."

Freight damage payments represent money that really doesn't help anybody. It doesn't help the railroad because instead of making money on a shipment, it is losing money. And it doesn't help the customer. He wanted a car of newsprint, in good condition, not compensation for the paper he didn't receive.

In The Family



Sheetmetal Worker **F. E. Morris** receives his gold pass from Chief Mechanical Officer **V. L. Ladd**, right.

Mechanical Department

Chief Mechanical Officer **V. L. Ladd** presented Sheetmetal Worker **F. E. Morris** with a Gold Pass for 40 years' service. Mr. Morris entered service as a laborer at Derby, October 22, 1927. He has worked since that time as a car repairer helper, car repairer, boilermaker helper, engine cleaner, machinist helper, blacksmith helper, sheetmetal worker helper, welder and a sheetmetal worker. He has been employed as a sheetmetal worker since May 1948. His wife, **Annie W. Morris**, is a clerk in the Mechanical Department at Derby. They have one daughter, Mrs. **Betty Brown**, of Hampden.

Blacksmith **F. T. DeWitt**, Derby, retired to take his pension September 15. Mr. DeWitt started work for the Bangor and Aroostook 48 years ago, as a Trackman. On September 17, 1923 he came to work for the Mechanical Department as a laborer, and since that time had worked as a blacksmith helper, blacksmith, and as acting blacksmith foreman. He has worked as a blacksmith since November 1958.

He attended local schools and is a member of the Masonic Lodge, Chapter, Commandery and Anah Temple.

Mr. DeWitt has a son, **Eben**, of Dover-Foxcroft, and a daughter, Mrs. **Marilyn Dolan** of Lincoln, Maine.

Cadet **Dwight E. Clark**, son of Gas House Attendant and Mrs. **M. R. Clark** of Milo, is one of more than 800 cadets

who have started their junior year at the U. S. Air Force Academy.

As he began his third year at the Academy, Cadet Clark was named to the dean's list in recognition of his outstanding academic achievement. He will be granted special privileges and wear a silver star designating the honor.

Cadet Clark will serve during the fall term as an element sergeant with the rank of cadet technical sergeant.

During the past summer, he completed three weeks of special duty at Blytheville AFB, Ark., in Operation "Third Lieutenant," a program which gives cadets a firsthand look at Air Force Operations and gives them an opportunity to perform as junior officers.

Cadet Clark will be commissioned a second lieutenant and awarded a B. S. degree upon his graduation from the academy. He is a 1965 graduate of Milo High School.

Chief Electrician **V. J. Perry** retired September 29 to take his pension after 45 years of service. Mr. Perry started work as a machinist apprentice August 17, 1922. In June, 1923, he transferred to an electrician apprentice, and became an electrician in October, 1926. He became Chief Electrician May 1937 and worked in that capacity until his retirement. Mr. Perry was born in Alton, Maine, and attended Alton Schools and I. C. S. Electrical Engineering. He is a member of the LaGrange Baptist Church and the Masons.



Chief Electrician **V. J. Perry** examines a gitt at his retirement party September 29.

A retirement party was held in his honor in the Main Office at Derby and he was presented with a gift by Chief Mechanical Officer, **V. L. Ladd**. The gift was a machine used for cutting and grinding stones. He also received a purse of money from his fellow employees in the Shop. He is married and has three sons, **Lewis E.** of **Milo**, **Conrad W.**, **R. F.D.**, **Bangor**, and **Wendell E.**, of **Charleston**, **South Carolina**. **Lewis** is a painter at **Northern Maine Diesel Shop** and **Conrad** is day foreman at the **Diesel Shop**.

Foreman **A. J. Dube**, **Van Buren**, retired October 31, after 43 years with the railroad. Attending his retirement party were **V. L. Ladd**, chief mechanical officer; **D. G. Merrill**, assistant vice president-operations and maintenance; **A. Dumond**, foreman, **Fort Kent**; **H. W. Hanson**, assistant chief mechanical officer; and **W. J. Warner**, foreman, **Caribou**.

Mr. Dube started work November, 1924, as an engine cleaner. He also had worked as a helper, hostler, machinist and in February, 1957, became General Foreman. He had formerly worked for the **St. John Lumber Co.**, **St. Mary's College** and **Western Union Telegraph Co.**

He attended **Van Buren Public School** and **St. Mary's High School**. Mr. Dube belongs to the **Knights of Columbus** and is **Grand Knight** of the **Madawaska Council**.

He is married and resides in **Van Buren**. The couple has three children, **Mrs. Ronald (Thelma) Brigilla**, of **Carmichael, Calif.**; **Mrs. Thomas (Ellen) Campbell**, **Santa Ana, Calif.**; and **Francis Dube**, **Long Island, N. Y.**

Operating Department

Vice President-Operations and Maintenance **P. H. Swales** spent a week hunting in the **Moosehead Lake** area.

Friends of **Mrs. Virginia Bartlett**, secretary to **Manager Highway Division**, are



Trackman Edwin R. Landeen, **New Sweden**, receives his gold pass for 40 years' service from **Chief Engineer V. J. Welch**. Mr. Landeen entered service **Mar. 3, 1947** as a trackman. He was born at **Woodland** and attended schools there. He is married and has one son, **Elvin**, **Forestville, Conn.**; and one daughter, **Ellen**.

sorry to learn she is confined to the **Dow Base Hospital, Bangor**, for treatment.

Mr. and Mrs. **Frank Leen** are enjoying a visit from Mrs. Leen's brother, **John Carpenter**, a former resident of **Maine** and who now resides in **Elko, Nevada**.

recently promoted to **Sergeant** in the **U. S. Army**. He is on active duty in **Vietnam** in the artillery.

Assistant Supervisor of Stores and Mrs. **H. A. Thies** received word that their son, **Larry**, was promoted to staff sergeant in the **Air Force**. He is stationed in **Berlin, Germany**.

Walter Chase, Jr., son of Storekeeper and Mrs. **W. S. Chase** is a patient in the **Eastern Maine General Hospital** at **Bangor, Maine**.

Lester G. Cochrane, oil house attendant, has returned to work after an illness of several weeks.

Purchases and Stores

Guy L. Dow, order clerk, has returned from a vacation in **St. Petersburg, Florida**.

Arnold F. Willinski, son of Supervisor of Stores and Mrs. **Vernon Willinski** was



Pictured with Foreman **A. J. Dube**, **Van Buren**, at his retirement party are: **V. L. Ladd**, **D. G. Merrill**, **A. Dumond**, **H. W. Hanson**, **W. J. Warner** and **Dube**.

W. A. Canney, machine operator; S. C. Genthner, receiving clerk; V. F. Wilinski, supervisor of stores; and R. N. Richardson, machine operator, have moved into new homes in the Milo area.

Accounting Department

Interline Transit and Receiving Clerk and Mrs. David Fessenden are receiving congratulations on the birth of a daughter, Cheri Ann, born September 29, at the Eastern Maine General Hospital in Bangor.

Freight Audit Clerk and Mrs. Ward Shaw and family enjoyed vacationing at Expo '67.

Variation and Adjustment Clerk and Mrs. Walt Shanley have purchased a home in Bangor.

Bus Accounts Clerk Ronald Faunce and family enjoyed a vacation in Connecticut visiting with Ron's parents who are moving to Arizona.

Interline Difference Clerk Lee Barrett and family had a very enjoyable time visiting Expo '67.

Treasury Department

Treasurer and Mrs. Donald B. Annis attended the annual meeting of the AAR Treasury Division at Boca Raton, Florida, Oct. 25-28.

Harold C. Moses, Jr., has been assigned to the position of payroll clerk formerly held by John McGuff. Howard L. Dunn has been assigned to the position of mail messenger vacated by Moses. Mr. Dunn is married to the former Dawn Andrews, daughter of Chief Clerk Donald E. Andrews. The couple has one child.

Transportation Department



Gary Labbe

Gary Labbe, son of Mr. and Mrs. Herbert Labbe, Fort Kent, is attending U. S. Navy boot camp at the Great

Lakes Training Center in Illinois. Gary was a summer employee of the railroad. He was graduated from Fort Kent High School with honors in 1965. He was a member of the National Honor Society, and a delegate to the Dirigo Boys' State at the University of Maine. He also attended Fort Kent State College.



Miss Sue Elayne Gradie

Terminal Agent and Mrs. Oden Gradie, Union Street, Searsport, are announcing the engagement of their daughter, Sue Elayne, to Norman L. Bowden, son of Mr. and Mrs. Luther A. Bowden, of Bucksport. Miss Gradie is a 1967 graduate of Searsport District High School and is employed in the office of Truitt Bros., Inc., Belfast. Mr. Bowden graduated from Bucksport High School in 1964. He served two years in the U. S. Navy and is a veteran of Vietnam. He is employed at the St. Regis Paper Company, Bucksport.

Plans are being made for a spring wedding.

Recent guests at the home of Thelma and Wynne Kelley, East Hampden, were Wynne's brother and sister-in-law, Mr. and Mrs. Howard Kelley. Howard is retired from the CPR and was formerly Superintendent of the CPR Winnipeg Terminal, now residing in Calgary, Alberta, Canada.

Miss Sue West was hostess at a dinner party recently at the Parkview Restaurant, Houlton, honoring her parents, Mr. and Mrs. Joseph T. West on their 40th wedding anniversary.

The tables were decorated with French roses and lovely fall flowers. The anniversary cake was served after the first slice was cut by Mr. and Mrs. West. Music for the occasion was furnished by Rodney Palmer at the electric organ.

Guests were Mr. and Mrs. Elery C. Wilson, Mr. and Mrs. Dean McCarthy, Mr. and Mrs. Albert Callnan, Mr. and Mrs. Clement Carroll, Miss Sharon Callnan, Mr. and Mrs. Robinson Mann, of Presque Isle; Mr. and Mrs. Shirley Weston, Mr. and Mrs. Douglas Lowery, and Mr. and Mrs. Albert Cameron. Also, Mr. and Mrs. Ronald Craigs, Mr. and Mrs. Eugene Brown, Mr. and Mrs. Obed

Smith, Mr. and Mrs. Ronald Suttter, Mr. and Mrs. Virgil Farrar, Mrs. Horace Ingraham, Mrs. Beatrice Palmer, Miss Edna Cunliffe and Miss Glenna Sperrey.

Mr. and Mrs. Albert Sparrow, Mr. and Mrs. Eldon Campbell, Mr. and Mrs. Robert Folsom, Mr. and Mrs. Earl Stonton, Mr. and Mrs. Donald Scott, Mr. and Mrs. Galand Farrar, Mrs. Betty McLean and Mrs. Mary Maguson.

Those unable to attend but contributed to the gifts were Senator Margaret Chase Smith, the office staff of the Senator, Miss Winnifred Abernethy, Miss Ann Poulin of Auburn, Mr. and Mrs. Alphonse Shields of Manchester, Conn., and Mr. and Mrs. Sylvio Raymond.

Station Agent John A. Lajoie, Stockholm, has been selected to serve on the November Traverse Jury in Houlton, November 20th.

Mrs. Phyllis Lajoie, wife of Agent J. A. Lajoie, Stockholm, spent a few days at the Van Buren Community Hospital after suffering a broken arm in a potato harvester accident.

Section Foreman and Mrs. Norman K. Dixon recently spent a week of vacation hunting at Griswold Siding. Norman got a nice deer at Mile A-25 on the Ashland Branch October 25.

Station Agent and Mrs. Harold Labbe, Mars Hill, and daughter, Trudy, took a week of vacation in October to visit with their son, Eugene, and family at Brunswick, Maine, and their daughter, Brenda, and family at Palisades Park, N. J.

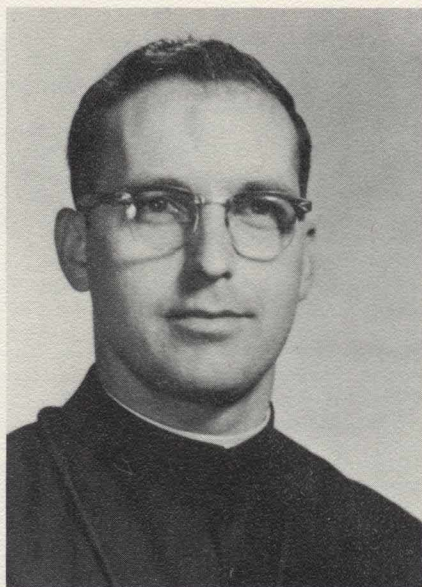
Mrs. Daniel Labbe, widow of former Supervisory Agent Daniel Labbe, Fort Kent, left Oct. 8 for Miami, Florida, to spend the winter with her daughter, Joan, and granddaughter, Linda.

Dana Jewell, clerk in the office of Superintendent of Transportation, is in the process of building a new home in Monticello.

In September Sigrid Skoog, secretary in the office of the vice president-operations and maintenance, traveled in several countries in Europe, including an extended tour through Spain. She writes, "I found Spain to be a beautiful country and the Spanish people hard-working, honest and congenial. In addition to the lovely landscape and scenery of the country, there is much entertainment to be enjoyed, such as Flamenco dancers, guitar music and, of course, the bullfights.

"I visited the cities of Madrid, Toledo, Seville, Granada, Valencia and Barcelona. They were all fascinating, but the one I was most impressed with was the City of Toledo, with its narrow cobblestone streets and the huge market under one roof where you can buy everything from fish and meat to shoes and hair ribbons. While in Toledo I visited the factory where the famous Toledo jewelry is made. To be able to watch the skill of these craftsmen is worth the trip to Toledo. They use strands of 24 karat gold, which resembles thread on a spool, and by hand weave the gold into a design. Marvelous!

"I thoroughly enjoyed Spain. The natives are proud of their country, and most friendly and helpful to its visitors. I left Spain with a great deal of understanding, admiration and respect for its people and its culture."



The Rev. Roger T. Cyr

Traffic and Marketing

Bridge is the word in Traffic Analyst **Tom Scanlin's** household. His son, **Michael**, was one of two University of Maine students who took top honors in the state-wide bridge tournament held in Bangor Nov. 4 and Tom's wife, **Connie**, was one of the foursome who racked up a 30-septillion-to-1 bridge hand at the home of Mrs. **Jacqueline Maillet** in Brewer. Others in that game were Mrs. **Dolores Cross** and Mrs. **Catharine Wood**.

Lois Wentworth, daughter of General Freight Traffic Manager **L. W. Wentworth**, is a student at Westbrook Junior College in Portland. Lois is in the School of Nursing.

Word has been received by Mr. and Mrs. **Francis J. Cyr**, 51 Fifth Street, Old Town, of the new assignment of their youngest son, the Rev. **Roger T. Cyr**, OMI.

Father Cyr has been assistant pastor at St. Louis Church, Fond du Lac, Wisconsin for the past four years and is being temporarily assigned to St. Joseph's Church in Lowell, Mass.

Previous to entering the Oblate Missionary Order, Father Cyr worked for the Bangor and Aroostook Railroad as substitute mail messenger in Bangor.

His sister, **Gloria**, is secretary to the Vice President-Marketing.

Engineering Department

St. Peter's Roman Catholic Church in East Millinocket, was the scene of a lovely wedding on September 30, when Miss **Bernadette Pelletier**, daughter of Mr. and Mrs. **Joseph Pelletier** of East Millinocket, became the bride of **Gary Leigh Nice**, son of Section Foreman and Mrs. **Harold A. Nice** of Millinocket.

The Rev. **Antoine Fortier** celebrated the nuptial Mass.

Miss **Theresa Pelletier**, sister of the bride, was maid of honor.

Junior bridesmaids were **Claudette** and **Linda Pelletier**, sisters of the bride, who wore green gowns similar to the maid of honor's, with each attendant carrying single chrysanthemums.

Flower girls were Miss **Patsy Pelletier**, also sister of the bride, and Miss **Rhonda Bagley** of Millinocket, both of whom wore gowns of green and carried baskets of mixed poms.

The ring bearer was **James Pelletier**, brother of the bride.

The best man was **David Oliver** of Millinocket.

The ushers were **Daniel Morrison** and **Kenneth Eaton**, of Millinocket, cousins of the groom.

Mrs. **Nice** is a graduate from Schenck High School, East Millinocket.

Mr. **Nice** is a graduate from Stearns High School, Millinocket, and is employed by the Great Northern Paper Co.

Following the ceremony a reception was held in the Elks Hall, Millinocket.

Our sympathy to the family of Trackman **George D. Faulkner** (Ret.), who died Sept. 11 in a Houlton hospital.

He was born at New Limerick, July 2, 1900, the son of **Arthur** and **Margaret (McKee) Faulkner**.

Mr. **Faulkner** entered BAR service on April 23, 1929 as trackman at New Limerick. He transferred to the Houlton section in March 1936, which position he held until his retirement on June 8, 1966.

He was a member of the Brotherhood of Maintenance of Way Employees.

Surviving are his widow, Mrs. **Annie (McCluskey) Faulkner** of Houlton; three brothers, Trackman **Harley Faulk-**

ner of New Limerick, **Earl** of Houlton and **Donald** of Orient; four sisters, Mrs. **Virginia Michaud** of Presque Isle, Mrs. **Edna Winham** of Milo, N. H., and Mrs. **Lois Day** and Mrs. **Lorette Stewart**, both of Linneus; several nieces and nephews.

Funeral services were held at the Dunn Funeral Home in Houlton, on September 13, with the Rev. **John Ruth** officiating. Burial was in Evergreen Cemetery in Houlton.

Our sympathy is extended to the family of Machinist **Abner F. Robinson** (Ret.), who died Sept. 26 at a Houlton hospital.

He was born at Littleton, Sept. 12, 1893, the son of **Jared** and **Sadie (Lorrom) Robinson**.

He had been a resident of Houlton for most of his life and was a member of the First Baptist Church and Brotherhood of Maintenance of Way Employees.

Mr. **Robinson** entered BAR service as a pumpman at Houlton, March 10, 1920. Later, he worked as helper at Houlton and on March 14, 1939 was promoted to a mechanic in Bridges and Buildings. He became a machinist, with headquarters at Houlton, Dec. 6, 1948, a position he held until his retirement on Oct. 10, 1958.

Surviving are his widow, Mrs. **Mary McCain Robinson** of Houlton; one son, **Ernest**, of Summit, N. J.; one daughter, Mrs. **Dorothy Hannigan** of Houlton; one step-son, **George McCain** of New Limerick; one step-daughter, Mrs. **Marjorie Downie** of Waterville; two brothers, **Robert** of Bangor and **Wilbur** of Bucksport; one sister, Mrs. **Delpha Monypeny** of Miami, Florida; ten grandchildren and eight great-grandchildren.



Trackman **Albert J. Plourde**, Stockholm, receives his gold pass from Chief Engineer **V. J. Welch**. A native of Frenchville, he attended schools there and entered service May 4, 1927 as a trackman. He is married and has three daughters, Mrs. **James George**, Mrs. **Della Anderson** and Mrs. **Rachel Roper**, Plainville, Conn.; and two sons, **Paul**, of Plainville, Conn., and **John**, serving in the U. S. Navy.

Funeral services were conducted at the Dunn Funeral Home, Houlton, on Sept. 28, with the Rev. **Alton Maxell** officiating. Burial was in Evergreen Cemetery at Houlton.

Superintendent of B. & B. and Mrs. **R. E. Trickey** of Houlton, have returned from a visit with their daughter and son-in-law, Mr. and Mrs. **Ignazio Friscia** in Staten Island, N. Y. While away, they also visited his sisters and brothers-in-law, Mr. and Mrs. **G. H. Olson** in Keene, N. H., and Mr. and Mrs. **Richard Bradt** in Rochester, N. H.

Mr. and Mrs. **Joseph H. Lewis** of South Williamsport, Pa., have announced the engagement of their daughter, **Joette M.** to **John T. Lake**, son of Mechanic and Mrs. **Asa Lake** of Houlton.

Miss **Lewis** is a graduate of South Williamsport High School and Harrisburg Polyclinic School of Nursing.

Mr. **Lake** is serving in the Army stationed in Kansas, after his return from Vietnam.

Friends of Section Foreman **Harold A. Nice** on the West Seboois section, who has been absent from his duties following a knee operation on Sept. 5, will be glad to know he will be able to return to work in the near future.

Our sympathy is extended to the family of Sect. Foreman **Henry W. Curtis** (Ret.), who died Nov. 2 at his home in Medway.

He was born in Stacyville, Oct. 27, 1889, the son of **Henry** and **Georgie** (Call) **Curtis**.

Mr. **Curtis** entered BAR service as a Trackman at Davidson, on April 28, 1923, which position he held until October 1930. In November 1930 he was appointed section foreman and served in this capacity at Adams, East Millinocket and Millinocket, until his retirement on Nov. 30, 1959.

Surviving are two sons, Sect. Foreman **Merle Curtis** of Hudson, and **Harold**, of Millinocket; five daughters, Mrs. **Nadine Strout** of Milo, Mrs. **Phyllis Tibbetts** of Milo, Mrs. **Dorothy Leet** and Mrs. **Pauline Boyer**, both of Millinocket, and Mrs. **Betty Ouellette** of Medway; one brother, **Charles** of Island Falls; two sisters, Mrs. **Georgie Cullens** and Mrs. **Mabel Perry**, both of Sherman Mills; several nieces and nephews.

Funeral services were held at the First Congregational Church in East Millinocket, on Nov. 5, with the Rev. **Wallace Harris** officiating. Burial was in the East Millinocket Cemetery.

Our sympathy to Trackman **Orace Porter** of Millinocket, and other members of the family, in the death of his mother, Mrs. **Sadie Porter**, which occurred at a Howland convalescent home on Sept. 20, following a long illness.

Mrs. **Porter** was born in Sherman Mills, October 4, 1890, the daughter of **James** and **Laura** (Nason) **Scudder**.

Funeral services were held at the Bowers Funeral Home in Sherman Mills, on Sept. 23, with the Rev. **Orville White** officiating. Burial was in the family lot in the Sherman Mills Cemetery.

Miss **Harolyn Carole Robinson** of Masardis, Maine and **Ronald William McKee** of Pelham, N. H., were married on

Oct. 7 in the Advent Church at Ashland.

The bride is the daughter of Track Liner Foreman and Mrs. **Harold Robinson** of Masardis.

The bridegroom is the son of Mrs. **Sam Arivilla** of Pelham, N. H., and the late Mr. **Ronald McKee**.

The Rev. **Willis J. Jones** officiated.

Given in marriage by her father, the bride wore a street length princess gown of lace over taffeta, long pointed sleeves and a satin train.

Mrs. **Joan Marie Whipple** of Presque Isle, sister of the bride, was matron of honor.

Donald George Whipple of Presque Isle was best man.

Geoffery George Snow of Masardis was usher.

Following the ceremony a reception was held at the Fish and Game Club in Ashland.

Mrs. **Judy Murray** and Mrs. **Joan Marie Whipple** were at the gift table while Miss **Marion Craig** was in charge of the guest book.

The bride is a graduate from Ashland Community High School and was employed by the Aroostook Shoe Company in Presque Isle.

The bridegroom is a graduate from Lawrence High School, Lawrence, Mass. He served with the U. S. Army in United States and France. He is now employed by Sears, Roebuck and Company in Lowell, Mass.

The couple will reside in Lowell, Mass.

Mr. and Mrs. **Robert L. Davis** of Caribou are receiving congratulations on the birth of a daughter, **Wendy Doris**, born at the Arthur R. Gould Memorial Hospital in Presque Isle on Oct. 9. The new citizen is the granddaughter of Roadmaster and Mrs. **Herman L. Wright, Sr.**, of Houlton.

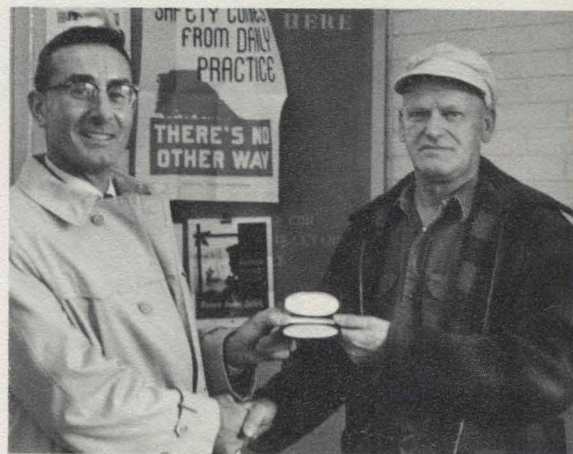
Regina Rebekah Lodge of Oakfield held its second nomination and election of officers at its meeting held in September. Installation took place on Oct. 3 with refreshments. Among those installed were: Mrs. **Geraldine Bickmore**, wife of Signalman **H. E. Bickmore**, as secretary and Mrs. **June Tweedie**, wife of Roadmaster **R. H. Tweedie**, as trustee for three years. Both are from Oakfield.

Our sympathy to Trackman **Vincent Giggey**, and members of the family, in the death of his sister, Mrs. **Dorothy Parks**, which occurred Oct. 9, in a veterans hospital in Meriden, Conn.

Mrs. **Parks** was born in Presque Isle, June 2, 1922, the daughter of **Ferd** and **Lucy Giggey**. She had lived in Meriden for the past fourteen years and was employed at the Masonic Home and hospital in Wallingford, Conn.

Funeral services were held Oct. 12 at the Flatow Home, Meriden, with the Rev. **Marvin D. Nixon**, pastor of the Calvary Baptist Church officiating. Burial was in Walnut Grove Cemetery.

St. Mary's Catholic Church in Houlton, was the scene of a lovely wedding recently when Miss **Cheryl Marie Carr**, daughter of Carpenter and Mrs. **Edmond Ross** of Cary, became the bride of **William G. Cameron**, son of Mr. and Mrs. **Percy Cameron** of Houlton. The Rev. **Antonio Amato** officiated at the



double ring ceremony. Baskets of white gladioli decorated the altar for the occasion and the traditional wedding music was played by Mrs. **Kurt Woetzel**.

Miss **Carol Carr** was her sister's maid of honor.

Miss **Judy Ross**, sister of the bride, was the flower girl. The ring bearer was **Donnie McGary**. **Larry Ross** served as best man and the ushers were **Tyrone Emery** and **Harry Howe**.

A reception was held at St. Anthony's Hall. Assisting were Mrs. **Shelbie Hoyt** and **Laura McGary**, refreshments; Mrs. **Laureen Vose** and Mrs. **Norma London**, gift table; Mrs. **Wallace Getchell**, wedding cake; and Miss **Janeen Stewart** circulated the guest book.

The bride was graduated from Hodgdon High School in the class of 1966 and is employed by the Houlton Trust Company.

The bridegroom is a 1962 graduate from Houlton High School, has served with the U. S. Navy and is employed by the Houlton Water Company.

Following a wedding trip to Massachusetts and Connecticut, the couple will reside at Williams Trailer Park in Houlton. Our best wishes go forth to this couple.

Assistant Engineer and Mrs. **Aldid Du-mais**, Houlton, are receiving congratulations on the birth of a son, **Robert Mark**, born at the Aroostook General Hospital in Houlton Nov. 14.

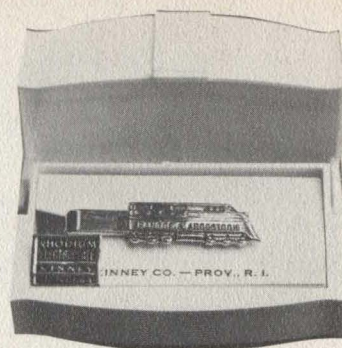
Daniel G. Lilley, son of Retired Superintendent of Transportation and Mrs. **D. K. Lilley**, Bangor, was admitted to the Maine Bar recently. He was sponsored before a special session of the Maine Supreme Court in Augusta. He was graduated from the University of Maine in 1964 and received his law degree from Boston University school of law in 1967. He has accepted a position as an assistant attorney general for Maine in the Criminal Investigation Division.



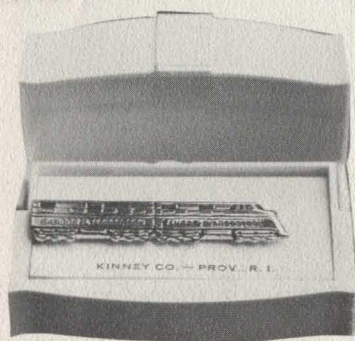
B & A Emblem

Christmas Gifts

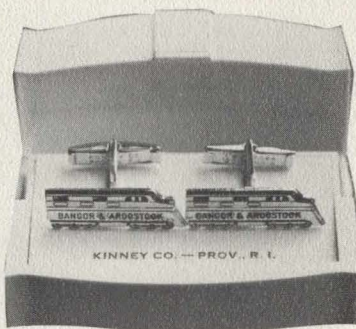
for
the B & A Family
and Friends



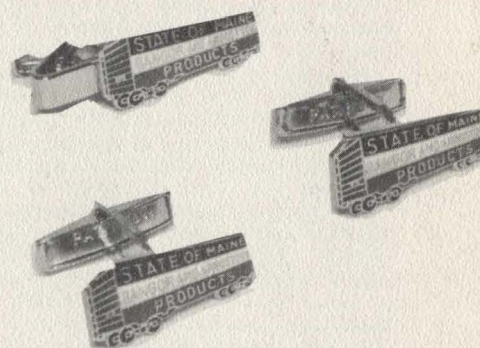
Single Diesel Tie Clasp
\$1.00



Double Diesel Tie Clasp
\$1.00



Diesel Cuff Links
\$1.50



Tie Pin and Cuff Links
(Cars)
Clasp and Link Set \$4.25
Tie Clasp \$1.75
Cuff Links \$2.50



Double Old Fashioned
Glasses
Set of 6 \$3.90



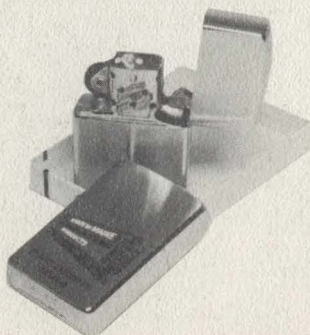
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Single Pack \$1.00
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in plastic case \$2.25



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Overnight Bag
Canvas, Zipper \$1.50



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Windproof, Chrome \$2.60

Sales tax is included in all prices. No mail orders on glasses. All other items mailed postpaid.

Order from Bangor and Aroostook Railroad, Northern Maine Sales Office, Presque Isle; Marketing Department, 84 Harlow St., Bangor.