



J. F. K. Receives The Report of Rail Commission

The long-awaited report of the Presidential Railroad Commission has been submitted to the President. The 15-man Commission was named by President Eisenhower Nov. 1, 1960 and is made up of five public members, five representatives of the railroad operating brotherhoods and five representing the carriers. It was created by voluntary agreement between the parties to study certain specific disputes over work and compensation rules. Chairman of the Commission is Judge Simon H. Rifkind, New York.

Express "Shock"

The labor leaders of the Commission refused to sign the Commission report and expressed "shock and disappointment" at the committee's findings. The carrier representatives on the Commission expressed disappointment at the findings, particularly some recommendations in financial areas without due regard for the industry's ability to pay. All five signed the report, however.

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Kennedy Seeks Less Carrier Regulation

President John F. Kennedy urged equal opportunity for all carriers in his April 5 message on transportation to the Congress. The President also urged greater reliance on competition and less on the restraints of regulation.

Kennedy also made the following recommendation:

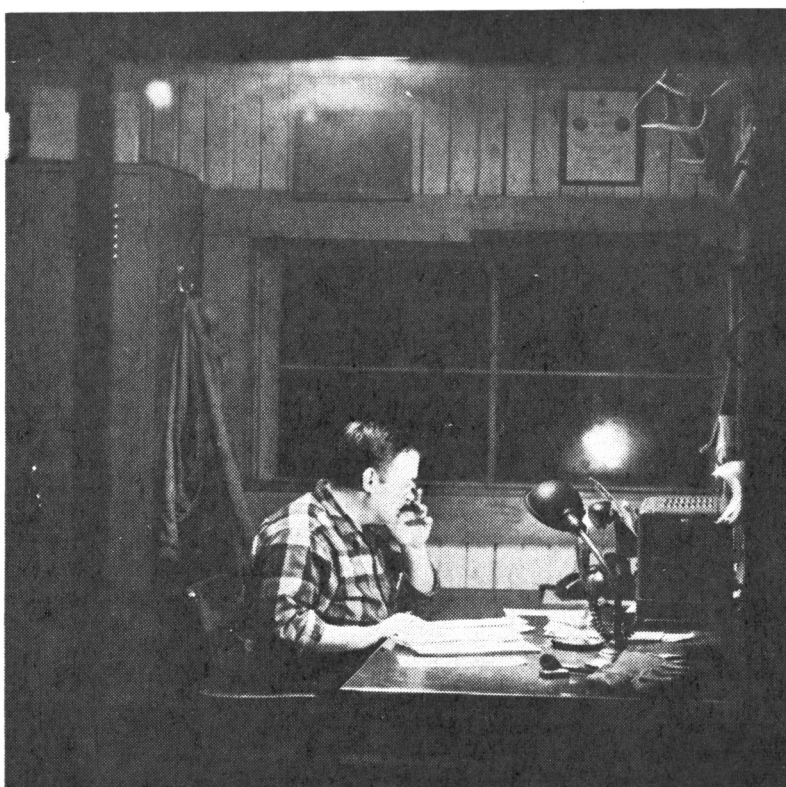
- The extension of exemption of minimum rates to all carriers of bulk commodities. Only water carriers now enjoy this privilege.
- Exemption from minimum rates for agricultural and fishery products for all carriers. Only motor carriers and freight forwarders are

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BAR Produces Motion Picture On New Roadway Methods

The Bangor and Aroostook's Maintenance of Way Department has produced a 22-minute, 16 mm. color motion picture, "Big Muscle", that tells the story of today's mechanized roadway maintenance techniques on the BAR. The film was more than a year in production and was filmed by the Public Relations staff. It covers a complete, 12-month cycle of roadway maintenance.

The film was shown for the first time to service clubs in Caribou and Island Falls this month.



Acting Yardmaster Clem Hatt rubs his eyes wearily during a break in the busy night shift at Northern Maine Junction yards. Yard clerks and yardmasters play an important role in preventing rough handling and freight loss.

Yard Clerks Play Vital Role In Keeping Freight on the Rails

Railroading is probably the most specialized of all types of overland transportation. Every railroader—from the man who helps maintain the right-of-way to the engineer with his hand on the diesel's throttle—is a specialist in his own right. And each contributes his own special skill to the careful handling of the freight that's the basis of his paycheck.

Second only to the men who actually handle the freight, an alert yard clerk probably plays the most vital role in careful handling of freight. As the man on the spot where trains are made

up, an alert yard clerk can spot a load that's shifting, or a car with mechanical defects or help keep a load of fast freight moving . . . all of which makes for satisfied customers. He knows which cars have delicate lading and can mark them on the consist for the switching crews. He can make a quick check on a mechanical refrigerator car or a heater car for proper operation and frequently nip damage in the bud.

Yard clerk Clem Hatt is such a man. He knows that a satisfied shipper means more security for him and

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Three Agents Win L.c.l. Cash Awards

Supervisory Agent Mel Arnold, Northern Maine Junction, was the first winner of the BAR's l.c.l. contest. He received a check from Howard L. Cousins, Jr., vice president - marketing, which he divided with his clerk P. E. Hayes. Arnold won a second award in January.

Other winners in January were Supervisory Agent Ronald T. Clark, Fort Fairfield, and Supervisory Agent Pat Dube, Fort Kent. There were no winners for February.

Bangor revenue l.c.l. was higher than in February, 1960, and Cousins called the outlook for l.c.l. promising, with Fox & Ginn traffic growing steadily. Application has been made to the New England Motor Rate Bureau to extend the present joint rail-truck l.c.l. rates with Fox & Ginn to Boston.



Supervisory Agent Mel Arnold, Northern Maine Junction, receives check as the first winner in the railroad's l.c.l. contest from Vice President Howard L. Cousins, Jr.

BAC Issues Annual Report For Its First Complete Year; New Growth Seen in '62

Bangor & Aroostook Corporation has issued its annual report for its first full year of operation. The Corporation was organized to provide stability in the ups and downs of railroad operations that result from fluctuations in the potato markets, and to permit owners of the railroad to diversify their interests. The Corporation earned %1.49 per share in 1961. Net income was \$579,613. During the first year of operation, the Corporation acquired Goal Credit Corporation, an industrial loan company, and is in the process of acquiring a New Jersey boat-building firm, Luhr Sea-Skiffs, Inc., of Morgan. The Corporation also own 98.1% of the stock of the Bangor and Aroostook railroad.

Sound Contribution

In his report to the stockholders, BAC President W. Gordon Robertson predicted that "with the upturn in the economy, the completion of the Luhrs acquisition could make rapid and profitable progress and a sound contribution to our overall activities."

"Our railroad subsidiary still will be the backbone of the Corporation and 1962 should at least compare favorably with 1961," he added. "With a continued tight rein on expenses and with the excellent condition of the property, any significant improvement in traffic would result in a sharp rise in earnings."

Better Performance

Robertson also predicted an even better performance than 1961 for Goal Credit Corp. and its subsidiary, Goal Western Hemisphere Corp. who make industrial loans in the United States and in the growth markets outside, particularly in Canada, South America and Australia.

Of the 1961 Corporation income dollar, 85¢ came from transportation, 8¢ from rent income of equipment and

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BAR Will Furnish Pre-Cooled Reefers Beginning May 1

The Bangor and Aroostook will again furnish pre-cooled refrigerator cars for the warm weather movement of Aroostook potatoes. The National Perishable Freight Committee has approved the BAR's proposal to furnish up to 5,000 pounds of free ice from May 1 until July 15. The current season marks the fifth year that the railroad has supplied free, pre-cooled cars for its potato customers.

To obtain a pre-cooled car, a shipper should specifically request pre-cooling. The request is made to the local Bangor and Aroostook agent before 2 p.m. the day before the car is to be set.

"If the present weather trend continues," says How-

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New Low Rates For Local Potato Traffic

Aroostook potato shippers who supply the Bangor markets can now move their potatoes to market under a new, low-cost BAR potato rate and use the car as a warehouse to distribute the potatoes to markets throughout the city. The new rates apply between Aroostook County points and North Bangor and are designed to encourage local rail shipment of potatoes to the Bangor area. The new rates are six cents less per hundredweight than established rates.

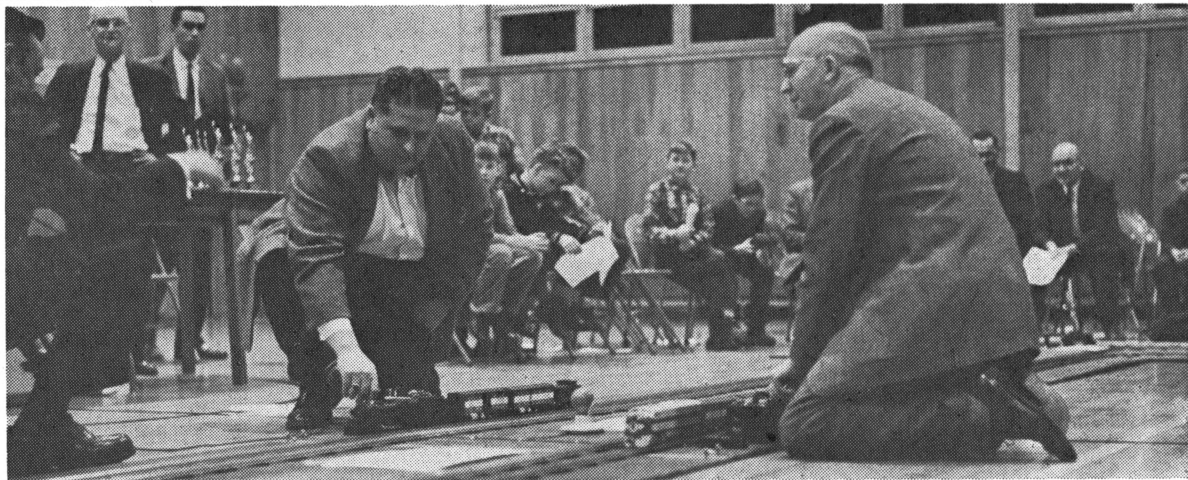
The first shipment under the new rates was made by Harold Carmichael, of Littleton, and arrived at North Bangor March 19.

The new rates are 22½¢ per cwt. from Houlton, Patten, and Smyrna Mills, 24¢ from Monticello, 25¢ from central Aroostook points which include Ashland, Caribou, Fort Fairfield, Limestone, Presque Isle, Spaulding and Washburn, and 27¢ from Fort Kent, Madawaska and St. Francis.

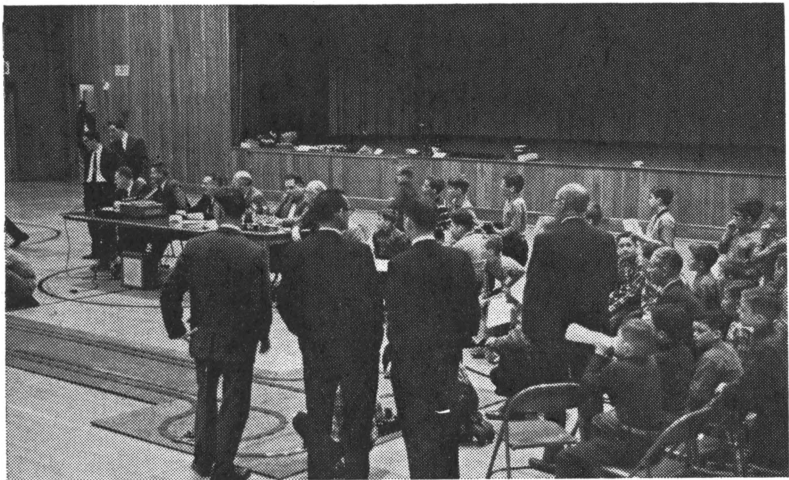
BULK RATE U. S. POSTAGE PAID BANGOR, MAINE PERMIT NO. 466



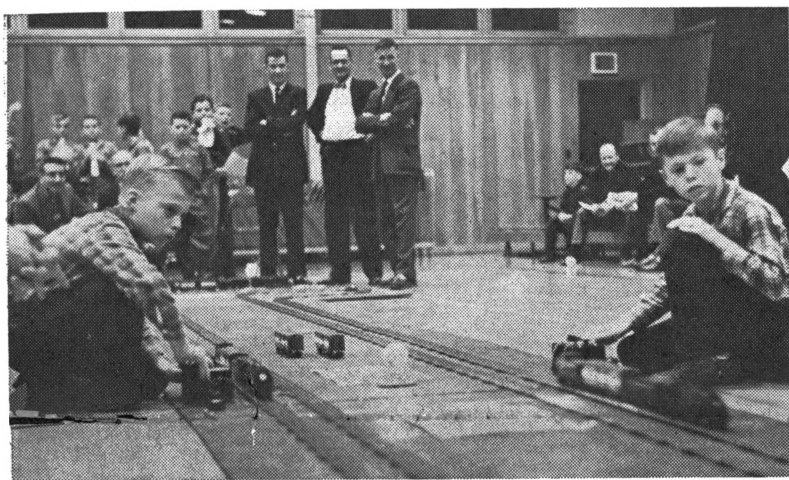
A contestant eyes trophies.



One of the highlights of the evening was a grudge race between Executive Vice President W. Jerome Strout and F. B. Lunt, regional vice president-sales. Strout won.



Train races always draw a full gallery of spectators.



Tense moment comes as two youngsters square off at the starting line.



Executive Vice President W. Jerome Strout poses with trophy winners Gregg Thompson, Gary Byron, Dennis Guy, Mike Lizotte, Robert Cumming and David Rush.



Races are supervised by railroaders and Parks and Recreation Department staff.

Houlton Youngsters Turn Out For Annual Model Train Races

It was hard to decide who enjoyed the model train races most—the youngsters with the trains or the Bangor and Aroostook people supervising the races. The March 7 races at Houlton's Gentle Memorial Building marked the fifth year that the Bangor and Aroostook and the Houlton Parks and Recreation Department have sponsored the event. It has grown from an unusual stunt into a yearly highlight of the town's winter recreation program and this year attracted some 52 entrants starting at age six.

Looking Back

Looking back on those magic years when an electric train from the mail order catalogue was second to no ambition, the only limitations, when one reached this fantastic goal, was the length of the track which was usually a circle a few feet across. You couldn't really open her up. The young engineers who compete in the model train races have no such problems. The layout is 85 feet long with enough straight track to tie down the safety valve.

Sportsmanship is of the highest order, although the will to win is very evident. To make the contest as equal as possible the categories are decided by type and make of engine. The rules permit entrants between 6 and 16 and, while most entrants are from the lower age group, some older youngsters do enter. After qualifying for a division, the races are largely a matter of personal skill. There are occasional dark horses and upsets as happened this year when one small six-year-old very nearly walked away with the top honors.

The event always attracts a gallery of highly partisan spectators, mostly vocal brothers and sisters of the contestants. Probably few athletic contests generate more enthusiasm among the fans. Some 350 of them gathered this year to watch the running of the races.

Also on hand, in addition to the Bangor and Aroostook regulars who have been helping with the races for the past five years, were W. Jerome Strout, executive vice president; Harold C. Duffy, manager-operations; H. L. Cousins, Jr., vice president-marketing and F. B. Lunt, regional vice president-sales. One of the highlights of the evening was a grudge race between Strout and Lunt. Strout won.

Trophies

First and second place trophies are given winners in each division and each entrant receives a felt shoulder patch for competing. This year's winners were: Gregg Thompson, Gary Byron, Dennis Guy, Mike Lizotte, Robert Cumming and David Rush.

Superintendent of Parks and Recreation Walter Burlock calls the event "an important part of our winter recreation program."

Hickson Speaks at Purdue

J. C. Hickson, assistant regional vice president-sales, spoke at a panel at the 16th National Conference on Handling Perishable Agricultural Commodities on the bulk handling of potatoes. The conference was held at Purdue University March 19-22.

BAR Annual Report Sees Growth in '62

Continued from page 1

other sources, 2¢ from commercial loans, 1¢ from dividends and other interest, and 4¢ from miscellaneous sources. The largest single portion of the revenue dollar—46¢—went for salaries and wages. Some 24¢ went for transportation expense and allied expenditures, 10¢ for depreciation and amortization, 9¢ for taxes, 7¢ for interest and fixed charges and 4¢ for all other corporate purposes.

Net revenue from railroad operations was down from 1960 by \$321,758, due principally to lower pulpwood and potato shipments. The four key commodities of the railroad's freight revenues were potatoes, which accounted for \$3,862,000; paper, \$2,974,000; pulpwood, \$1,315,000; and petroleum, \$1,551,000. The four commodities accounted for 78% of the Bangor and Aroostook's gross freight revenues.

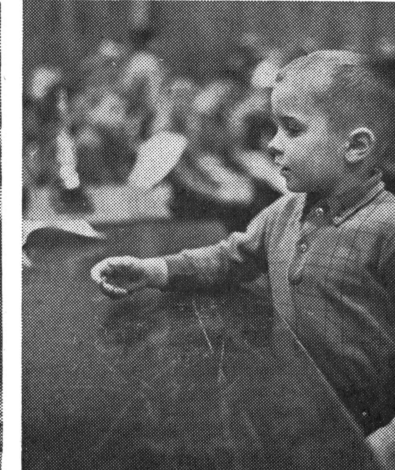
The cover of the Corporation's annual report featured a watercolor—"Birches-New Snow"—by Harry Greaver, a teacher at the University of Maine Art Department. Other covers by prominent Maine artists have also been featured on covers of Bangor and Aroostook Railroad annual reports for the past six years. Flat copies without lettering, and suitable for framing, are available on request from the Public Relations Department, 84 Harlow Street, Bangor, Maine.

Maine railroads paid more than \$2 million in town, city and state taxes in 1960. The state received \$1,660,189 and local tax collectors \$494,625.

Maine's five railroads paid \$3,845,314 in 1960 to Maine concerns for purchases.



Vinal J. Welch and Leo Downie assemble trains



Contestant waits for patch

Railroad Commission Submits Findings To President Kennedy

Continued from page 1
The report of the Commission was more than a year in the making and included 96 days of public hearings, expert studies by the Commission's staff and outside experts in the area of wages, manpower, collective bargaining agreements and practices outside the railroad industry, extensive observation trips covering actual field operations, and many private discussions between Commission members and key representatives of the parties involved. The employee groups involved are principally engineers, firemen-helpers, conductors, brakemen and switchtenders. In 1959, they numbered 211,000 out of an industry total of 815,000. The industry total dropped to 781,000 in 1960.

Broad Conclusions

The broad conclusions reached by the public members of the Commission are that many fundamentals of the present system of work rules are outmoded; that the work relations between employees and the railroads are governed by a system of rules, regulations and practices that came into being before modern technology and that the system of work rules fails to achieve a fair or reasonable apportionment of work or compensation.

The public members also concluded that the necessary changes can and should be achieved by collective bargaining; that collective bargaining is firmly established in the industry, has solved many problems and has impressive qualities of strength, maturity and responsibility; that what is needed are essentially reforms in procedures in the collective bargaining framework; and that these reforms affect the administration of rules and the disposition of grievances.

Policy Adopted

The policy adopted by the public members is that the nation is entitled to a safe and efficient railroad transportation system; that management should be accorded reasonable opportunity to install technological improvements; that employees are entitled to work under a sound and equitable pay structure and under conditions which promote efficiency, safety and security; and that where improvements in technology leading to greater productivity adversely affect employees, adequate provision must be made for their welfare.

Some recommendations included earlier retirement, shorter hours of work, more liberal overtime payment, and modernization of pay structure and greater protection of long-service employees by broadening seniority districts.

The Commission rejected proposals by the carriers for power to assign workers, to determine crew size, to extend runs and to abolish roadway demarcations. Also rejected were proposals by the brotherhood representatives for night work pay differen-

tials, pay in lieu of meal expense at away from home terminals, annual employment guarantees and a job freeze.

Agreement of 1960

Under the agreement of 1960 by which the Commission was established, the next steps call for collective bargaining between railroads and the operating brotherhoods to be resumed immediately. Collective bargaining must deal both with the issues at stake and the machinery to be used in the administration of the new rules.

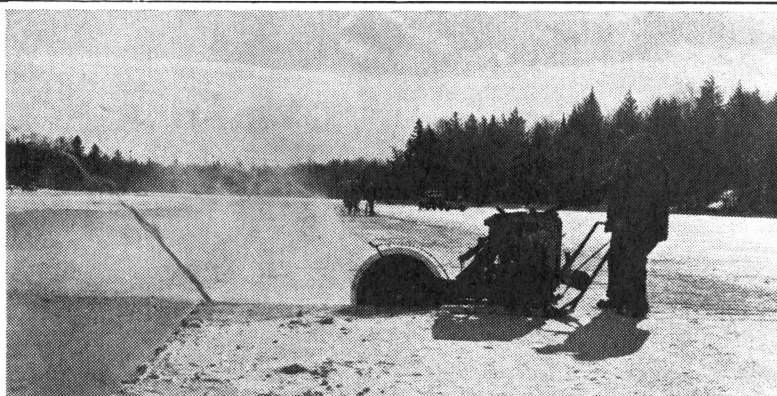
"The railroad industry is a conspicuous illustration of the problem of changing technology," President Kennedy said, commenting on the report. "While seeking ways in which to reap the benefits of advancing technology, it is necessary at the same time to preserve basic human interests."

"These Demands"

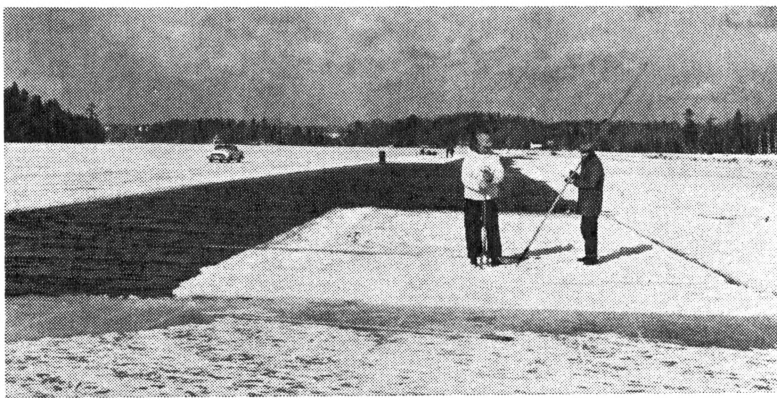
"These demands — service to the public, modernization of the industry, protection of the legitimate rights of the workers—are the basic issues that lie on the bargaining table. I am sure that the mature wisdom of both parties, experienced as they are through many years of labor-management relations, can resolve these issues sensibly and amicably."

BAR Sponsors Bud Leavitt Show

The Bangor and Aroostook is now sponsoring "The Bud Leavitt Show", a half-hour television program on the outdoors. The Bud Leavitt show is carried on Channel 8, Presque Isle at 6:30 p. m. on Saturdays.



Huge circular saw throws rooster tail of ice dust in the air as it whips through thick, blue lake ice that will be used to cool Aroostook potatoes.



Wind whips across Nickerson Lake, Houlton, as crew pushes ice toward loading conveyors. The ice will be used in the BAR's spring pre-cooling program.

BAR Pre-Cooling Begins May 1

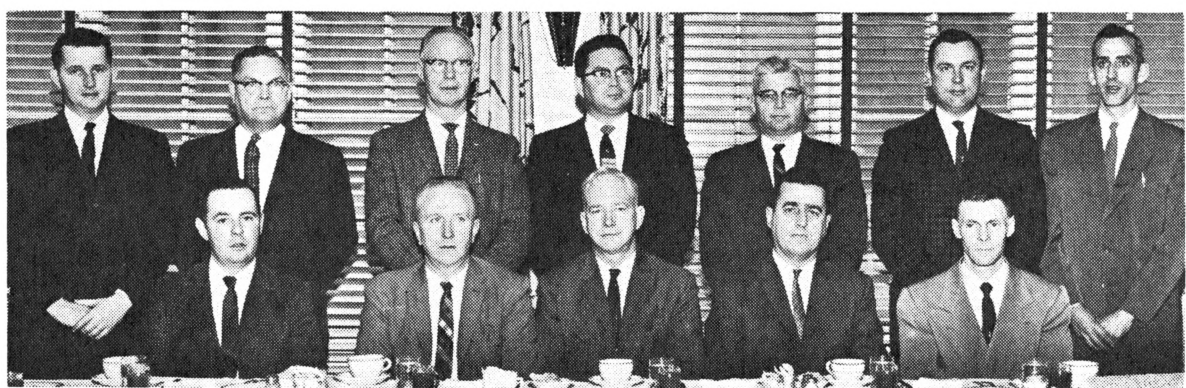
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ard L. Cousins, Jr., vice president-marketing, "pre-cooling are exposed to sudden temperature changes." Cousins added that the free pre-cooling will have the effect of extending the shipping season and will help Maine growers in winning a place in the late spring market.

New AAR Film Available From BAR

The Association of American Railroads has released a new motion picture, "Science Rides the High Iron," depicting dramatically the technological and scientific development of the nation's railroads.

The 16 mm, color film, narrated by news commentator Chet Huntley, shows how new ideas and designs for modernizing and improving railroad operations and services have resulted from teamwork between railroads and scientists and engineers.



Members of the new BAR Advisory Council (top photograph) are, seated from left to right: Edwin J. Berry, Roger R. Randall, Byron A. Ryan, Richard P. Shaughnessy and Oden C. Gradie. Standing are: Owen J. Gould, Lewis B. Neal, Millard A. Fairley, Hugh G. Goodness, Joel F. Mills, L. S. Milton, and Arno H. Shepardson. Out going members receiving BAR stock certificates from President Robertson are: (bottom photograph) R. E. McDonald, William Park, Owen Bridgham, F. A. Bowen, Harold W. Hanson and M. E. Walls.



Credit Union Raises Limits On Some Loans

The BARCO Federal Credit Union voted to raise the unsecured limit on loans from two to four hundred dollars at a special meeting in March. The limit on secured loans was raised from \$750 to \$1,000.

By March 10, membership in the Credit Union had grown to 250 members. The February financial report indicated that \$8,389 has been made in small loans to members since the organization of the Credit Union. Some \$6,389 was loaned in January and February of 1962. The Credit Union is receiving approximately \$1,000 a week in payroll deduction and pass books according to George Willette, treasurer.

Officers elected at the first annual meeting of the organization are: Lynwood S. Welch, president; Walter S. Cook, vice president; Walter J. Ouelette, secretary; George A. Willette, treasurer; and Kenneth A. Sloat, Eugene A. Rideout and John S. Porter, Jr. as directors.

The credit committee is: Irvin L. Foster, Joseph E. Tinkham, and Addison G. Matthews. Supervisory committee is: Lewis B. Neal, Owen J. Gould and Earle H. Kelley.

Credit Union representatives are: Gilbert Jameson, Bangor; Neil MacNickol, Northern Maine Junction; Walter Chase, Derby; George Willette, Millinocket; John Rowe, Houlton and Earle Dow, Presque Isle.

Aroostook Maple To Be Used By German Industry

Aroostook County birdseye maple is now being used to make furniture. The 3,000-mile voyage to market for this beautiful and relatively rare wood is the result of a contact between the Bangor and Aroostook's A. B. Nadeau, the road's specialist in lumber, and a German businessman, W. D. Daus, who operates a veneer manufacturing plant in Frankfort.

Daus arrived recently in search of a source of birdseye. Nadeau took the German manufacturer on a tour of several lumber operations throughout Aroostook and several orders were placed for an initial shipment of 10 cars of logs for Germany. Suppliers include firms in Presque Isle, Eagle Lake, Smyrna Mills and Patten.

The logs vary from 7 to 16 feet in length and from 12 inches in diameter. They are shipped by rail to Searsport and loaded on ship at the Bangor and Aroostook facilities there. Daus said that if the first shipment is satisfactory, his firm will purchase birdseye in volume in Aroostook County.

He added that birdseye graining is practically unobtainable in Europe. It is estimated that 15% of Aroostook's maple runs to birdseye graining.

Talking It Over by W. Gordon Robertson

TO MY FELLOW EMPLOYEES,

You will read on page 1 of this issue of MAINE LINE NEWS of the release of the Presidential Railroad Commission's report. The Commission was created by President Eisenhower in 1960 by voluntary agreement between the carriers and the five operating brotherhoods to consider specific disputes over work and compensation rules. It is a 15 man commission composed of five public members, five carrier members and five union members. The report was more than a year in the making.

The report is now in the hands of the President. The broad conclusions reached by the commission are: (1) that the present system of rules is outmoded; (2) that the work relations between employees and the railroads are governed by rules, regulations and practices that came into being before modern technology; and (3) that the necessary changes can and should be achieved by collective bargaining.

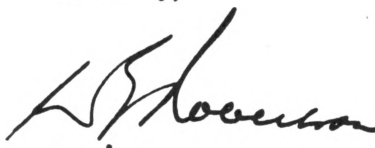
The report represents the unanimous opinion of the public, or neutral, members of the commission. All five of the labor representatives refused to sign the report and the five railroad representatives expressed disappointment at some of its recommendations, although all five signed it. In short, it was not a report that pleased everybody, which probably means that it is a worthwhile report.

The Presidential Commission said the things that had to be said. The findings were not always popular with either side. But that is often the way with the truth; it has little regard for sacred cows of any denomination. What now becomes important is that both parties recognize the findings of the Commission and work out solutions by collective bargaining. It is significant that railroads have been leaders in this field.

The railroad industry is not just railroad management, nor is it just railroad labor; it is a marriage of these interests to the broad goal of public interest. We must think beyond our secular, or group, interests to the broad interests of the industry. For a full 100 years, American productivity has stood unchallenged. It is the keystone to our greatness. Now, for the first time in a century, our productivity is being challenged, not only by our enemies, but by our friends as well. The dramatic prospect of progress presented by the European Common Market poses great rewards for the free world, but it also poses the challenge to measure up. To meet the challenge, we will need efficiency on every industrial front, but nowhere so much as in transportation.

All of us in the railroad industry have a part to play in this great era that is dawning. We can start by deciding our differences on the basis of common interest. We must also accept the fact that change is part of the life cycle, part of growth; and that we must cast off obsolescence. It is a luxury that none of us can any longer afford.

Sincerely,



MAINE LINE NEWS

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MAINE LINE NEWS is edited by employees of the Bangor and Aroostook Railroad Company for their fellow employees and for friends of the railroad. It is published bi-monthly by the Public Relation Department.

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Duncan, Corey Moved Up In Eng. Dept.



G. S. Duncan



W. E. Corey

Two Engineering Department men have moved up to new positions. Gordon S. Duncan, formerly assistant engineer, has been named assistant superintendent of track and W. E. Corey, formerly B. and B. mechanic, has been named supervisor of roadway machines.

Duncan is a native of Fort Fairfield and was graduated from Norwich University, Vermont, with B.S. degree in electrical engineering. He was employed by Westinghouse as an engineer from 1955 until 1957. He became an assistant engineer in methods and cost control in 1957. Duncan served in the U. S. Army as first lieutenant. He is married and has one child.

Corey entered Bangor and Aroostook service as a B. and B. helper in 1946. He is a native of Houlton and attended Littleton schools and

for every other railroader. A stocky, likeable man with 10 years' experience behind him, Clem Hatt is perhaps typical of the new generation of railroaders. He believes that it's the job of every railroader to make safe handling his personal business and he puts this belief into practice in his own work.

Hatt works the second trick—the 11 to 7 graveyard shift—at the Bangor and Aroostook's sprawling Northern Maine Junction yards while the nearby city sleeps. The three shifts handle as many as 1,000 cars during a single 24-hour period at the Junction. As one train departs, another is already being made up; the process is unending.

The Rumble

The pounding and rumble of heavy diesels passing shakes the tiny yard office where Clem Hatt bends over his work. He is hardly conscious of the din. As the shift changes and new hands continue the vital work of classifying cars and making up trains, the switcher foreman, and his crew fill the small structure. Hatt and the foreman plan their moves where they will break the blocks of cars that have come in from the north and west. Hatt points out the location of a car loaded with easily-damaged l. c. l. freight.

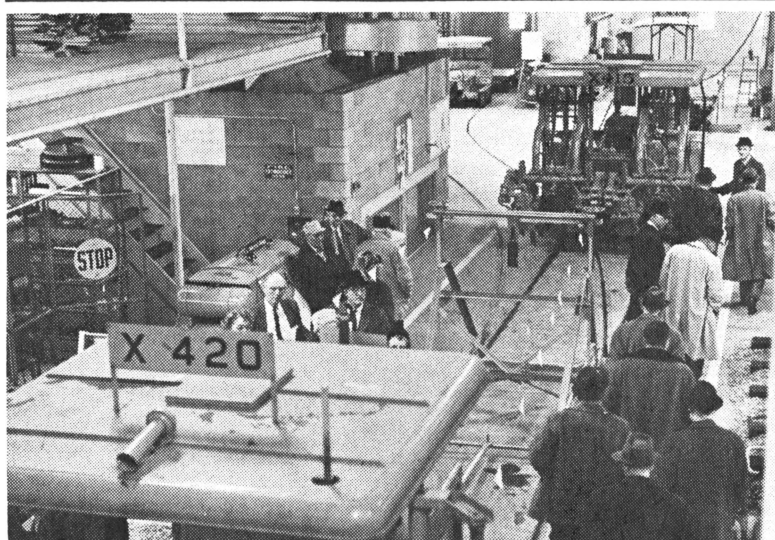
"We take special care of l. c. l. cars," he explains. "Much of it includes things like televisions and other appliances that are delicate to handle."

Switcher Crew

The switcher crew files out to begin their night's work of sorting and classifying several hundred cars that will soon be outbound on freight trains. The room seems silent now after their talk. Only a thin haze of tobacco smoke indicates the rebirth of the

Ricker Classical Institute. Corey served in the U. S. Navy in the Pacific during W.W. II.

He is married and has six children.



The BAR Maintenance of Way Department held open house at its new maintenance shop Feb. 28 as part of Houlton's Industry Appreciation Day. Visitors saw maintenance of way machinery set up on dummy tracks in the new shop.

Yard Clerks Are Important In Keeping Traffic On The Rails

cycle of arrival and departure of trains.

"We're always on the lookout for defective equipment out here," Hatt explains, looking up from the car consist on his desk. "The switcher crews know how important careful handling is so we don't have any problems with hard hitches. But we do have to be careful about defective brakes that could make for an excessive impact when a man is using the hand brake to control the hitch."

Outside, the crew has started cutting the blocks of cars apart and goes about the business of putting them in the correct slots on the classification tracks.

A Good Crew

"This is a darned good crew," Hatt says, indicating the diesel lumbering past with a nod of his head. "They all know their business. The only time a car ever rolls without a man on it to handle the brake is when it's an empty car. Every loaded car that goes past this office has a man on it to brake it for proper coupling speed. That's why we're so concerned about keeping handbrakes in good repair and spotting defective ones before freight gets roughed up."

The switcher foreman returns for instructions and the two men converse in the specialized jargon of their business.

"When we handle newspaper, we never let go of the car," Hatt adds, looking up. "The coupling is done with the engine connected to the car, not by gravity and a man at the handbrake."

Lumber a Hazard

"Lumber is something we have to watch," a crewman says, becoming interested in the subject. "It's a commodity that shifts, so we don't cut it. We handle it with the engine as we do newspaper. The same thing applies to telephone poles from the west or tractors and trucks. It pays off."

After spending the wee hours of the morning watching the teamwork of the switching crews and the yard office, there is no doubt that they consider the matter of careful handling of great importance.

Clem Hatt sums it up succinctly.

"The business of handling freight carefully is important to all of us and every man who works here knows that," he says. "All you have to do is look at the trucks rolling past on the highway to realize how big a hole they've made in railroad traffic. All of us are determined not to lose a pound of freight to the highways because of rough handling."

"Shipments that arrive on time and in good condition mean satisfied customers. It's as important to me to have the customer happy with the service as it is for the Marketing Department. The satisfied customer is the guy behind my paycheck."

News of the BAR Family

Purchases and Stores Dept.

Manager Purchases and Stores *Paul H. Day* and Asst. Mgr. Purchases and Stores *Harold F. Bell* recently attended the bi-monthly meeting of the Maine Purchasing Agents' Asso. in Portland. While there they visited the S. D. Warren Paper Company in Westbrook. Mr. Day also recently attended the Canadian Railroad Club meeting which was held in Montreal.

Asst. Mgr. Purchases and Stores and Mrs. *Harold F. Bell* accompanied friends to Largo, Florida, where they enjoyed two-weeks' vacation.

Mgr. Purchases and Stores *Paul H. Day*, Asst. Mgr. Purchases and Stores *Harold F. Bell* and Supervisor of Stores *W. F. Alexander* attended the Purchases and Stores night at the New England Railroad Club meeting in Boston.

Asst. Supv. of Stores and Mrs. *M. E. Littlefield* spent a week at Sugar Loaf Ski Area near Kingfield. They reported excellent skiing and perfect weather.

At a recent Safety Meeting *M. E. Littlefield*, Asst. Supv. of Stores made a presentation of Safety Award Pins ranging from one to six years for service without personal injury. There were 21 six-year pins, two five-year pins, three four-year pins, and the remainder were one, two and three-year awards.

Mrs. *Paul H. Day*, of Milo, was the speaker at the Bangor Garden Club's Audubon program at the First Methodist Church. Mr. and Mrs. Day, working under the Dept. of Fisheries and Wild Life Service, have done extensive bird banding. Among interesting facts presented by Mrs. Day was the age of some birds established through the banding process. She pointed out that approximately seven million birds have been banded in Canada and the United States during the past 60 years and represented are 800 species of North America. Mrs. Day has also spoken at the Dover and Houlton Garden Clubs.

Mrs. *F. D. Murphy, Jr.*, and Mrs. *T. N. Hopper* recently returned from St. Petersburg and Miami, Florida, where they were guests of Mrs. Hopper's sister and husband, Mr. and Mrs. *Fred Sullivan*, who are spending the winter in St. Petersburg, and of Mrs. Murphy's mother and uncle, Mrs. *Albert Pinette* and Mr. *Alfred Dugal*, who are spending the winter in Miami.

Accounting Department

Mrs. *Thresa Mossey*, wife of Clerk *George Mossey*, General Accounts Section, has been appointed a special school crossing guide at the Jefferson School in Old Town.

Cap. Exp. Clerk and Mrs. *Robert Girvan*, son *Bobby* and daughter *Barbara*, have returned to their home in Kenduskeag from a three weeks' trip to Georgia and Florida.

Janet Annis, wife of Clerk *Donald Annis*, has returned home after being a patient at the Eastern Maine General Hospital.

James Mountain, son of Clerk and Mrs. *Harold Mountain*, has returned home from the E. M. G. Hospital after being hospitalized with an eye injury.

Margaret Mossey, daughter of Clerk and Mrs. *George Mossey*, met with an accident while skating and suffered a minor skull fracture. She was hospitalized for a time but is now completely recovered.

A/3 and Mrs. *Ronald Andrews* are announcing the arrival of a son, *Ronald Wayne*, 9 lbs.-14 ozs., at the Dow Air Base Hospital in Bangor on March 24th. The father, now stationed at Thule AFB in Greenland, is the son of Chief Clerk and Mrs. *Donald Andrews* of the Rates and Revisions Division.

Clerk and Mrs. *Seth Gilman* of the Freight Audit Section, are grandparents of *Dawn Christie Hill*, who was born at the Depalo Hospital in Cheyenne, Wyoming Feb. 14. The parents are A/1 and Mrs. *Eugene B. Hill*.

At the annual meeting of Katahdin Area, Boy Scouts of America, at the Bangor House Jan. 27, *Howard L. Cousins, Jr.*, vice president marketing, was re-elected to the Executive Board of the Council. Clerk *George N. Grant* of the General Accounts Section was re-elected a Member-at-Large and a Council representative to the National Council which meets in May at Portland, Oregon.

The W. I. B. C. (Women's International Bowling Congress) Tournament was held at Bowl-Mor Lanes in Bangor March 17 and 18. Frankie

Brown of the I.B.M. Section was a member of the "Underpins" which won the City Championship over thirty-two other teams. Frankie also holds "high team average" for the season for women in the Lucky Strikers and the Friday Nites' Leagues. Team members were *Frankie Brown, Janice Blake, Betty Ogle, Martha Taylor* and *Ethel Harris*.

I.B.M. Machine Operator *Win Bracy* has returned from Washington, D.C., where he attended the National Mid-Winter Conference of the Veterans of Foreign Wars as a delegate from the Department of Maine.

Bangor High School's R.O.T.C. "Old Timers" night was held in the school's assembly room on the evening of March 28, with a fine program consisting of fancy drills, entertainment and refreshments. Gov. *John H. Reed* was a special guest. Among those eligible to attend were Asst. Treas. *Lewis B. Neal*, a Lt. Col. and Asst. Aud. *Earle H. Kelley*, Capt. of Co. "F" during 1923-24, and Clerk *George N. Grant*, 1st Lt. of Co. "A" during 1919-20.

Mechanical Department

The friends of Machinist *Harold E. Gray*, Derby, extend their sympathy in the death of his wife, *Susie*, Feb. 14, at the Eastern Maine General Hospital, Bangor, after a long period of ill health.

Sympathy also to Machinist *L. L. Severance*, Derby, on the death of his sister, Mrs. *Gladys Buzzell*, after several months of failing health.

The many friends of *Vernon J. Perry*, chief electrician, are pleased to hear he is convalescing at his home in Derby, following a stay in the Milo Community Hospital.

Also convalescing at their homes in Milo after being patients in the Milo Community Hospital are Machinist *C. H. Hoskins* and Car Repairer *R. V. Bradstreet*.



Lester Dumond

Lester Dumond, 18-year-old senior from Fort Kent, and son of Foreman and Mrs. *A. Dumond*, won his second straight State of Maine Foul Shooting Championship, March 3 at the Portland Y. M. C. A.

Dumond made 48 out of 50 shots to win and beat his nearest opponent by six shots. He is the first to ever win the Eastern Maine and State Championships for two consecutive years. He won the State last year by putting in 47 out of 50 shots. *Lester* received a watch, trophy, and a free trip for two to Boston. *Lester* was also high scorer and most valuable player on the Fort Kent High Varsity this year.

Dumond also plays baseball as shortstop and pitcher. He also plays volleyball on the high school team. Not only is he a good athlete but he holds a B-plus scholastic average and is a member of the National Honor Society.

He is a member of the Researchers' 4-H Club, High School Athletic Club and the Catholic Order of Foresters. *Lester* plans to go to college but has not decided where as yet.

We were sorry to hear of the death of *Millman E. S. Dunham (RET.)* Mar. 7 at his home in Milo.

Mr. *Dunham* entered the service of the Bangor and Aroostook July 18, 1922 as a millman and retired Feb. 26, 1958. Our sympathy to the family which includes a son *W. Herbert*, a machinist and *Eugene E.*, laborer, Derby.

The many friends of Electrician *D. W. Drinkwater*, Northern Maine Junction, and *A. L. Drinkwater*, laborer, Derby, extend sympathy in the death of their sister, Mrs. *Viola Royal* at her home in Milo after a short illness.



Bill left, and *Walter Burton* received gold passes lastmonth for 40 years' service. The two brothers began braking for the BAR within four days of each other. Presenting the passes is *D. Keith Lilley*. *Bill* was born in New Limerick, March 31, 1902 and entered service Feb. 25, 1922. He belongs to the Masonic orders and the Houlton Methodist church. *Walter Burton* was born June 15, 1900 in New Limerick and entered service Feb. 21, 1922. He is a member of Island Falls Lodge No. 206, A.F.&A.M. He is married and has two children.

Sympathy also to *Gordon S. Ellis*, laborer, Derby on the death of his brother, *Vaughn*, at Groton, Mass.

Miss *Nancy Jo Clark* of Augusta, daughter of Freight Car Foreman and Mrs. *H. E. Clark*, Derby, became the bride of *Carlton Bowley*, son of Mr. and Mrs. *Milo Bowley* of Orono, at the Park Street Methodist Church.

The double ring ceremony was performed by the Rev. *Samuel Brown*. Traditional wedding music was played by *Carroll Fletcher*.

The bride, given in marriage by her father, was attired in a suit of medium blue, complemented by accessories of velvet in a deeper shade of blue and flowers of pink shattered carnations.

Her matron of honor, Mrs. *Arlene McPherson* of Bowdoinham, chose a brown dress with beige accessories and flowers of yellow shattered carnations.

The bridegroom was attended by *Arnold McPherson* also of Bowdoinham.

The guest book was circulated by *Chauncey Hoskins*.

The bride is a graduate of Milo High School and has been studying for X-ray technician at Augusta General Hospital.

The bridegroom is a graduate of Brownville Junction High School and is employed at a shoe factory at Richmond.

The reception was held in Brownville at the home of the bridegroom's sister and brother-in-law, Mr. and Mrs. *Herschel McCormick*. The refreshments included a wedding cake made by Mrs. *Addie Williams*.

They will reside in Richmond.

The many friends of Car Repairer and Mrs. *Donald Campbell* of Dover-Foxcroft extend sympathy in the death of Mrs. *Campbell's* mother at her home in Florida. Mrs. *Campbell* has returned to her home after two weeks in Florida.

Engineering Department

During the March meeting of the Frank B. Holden Post, American Legion, at Oakfield, the following BAR members were elected: Maintainer Operator *Gerald D. Henry*, finance officer; and Leading Signalman *Wallace I. Morton*, service officer.

Pvt. *Michael Carter*, who recently completed his U. S. Army basic training at Fort Dix has returned to duty after spending a 10-day furlough with his parents, B. & B. Carpenter and Mrs. *H. R. Estabrooke* of Houlton. While in basic training, Pvt. *Carter* received a rifle marksmanship medal and is presently taking a course in radio and electronics at Fort Dix, N. J.

A Court of Honor was held March 5, by Boy Scout Troop 156, at the Court Street Baptist Church in Houlton.



The Joseph P. Chaisson Post #41 American Legion and the Milo Band Booster's Association, in a joint civic project, recently presented a new colorful banner to the Milo Senior School Band. From left to right are: Post Commander, *A. G. Weymouth, Jr.*, Music Director, *Donald Loud*, School Principal, *Dr. Paul J. Wenner*, Supt. of Schools, *R. H. Dority*, School Board Chairman, *Jos. S. Bradeen*, Band Booster, Pres., *W. S. Chase*, and Legion Project Chairman, *Neil B. Arbo*.



Mrs. *Adelia Leonard*, clerk in the Mechanical Superintendent's Office, Derby, retired January 24, after 44 years' service with the railroad. She entered the service of the railroad Oct. 6, 1917 as a telegrapher. Mrs. *Leonard* was given a retiring party by her fellow workers at Derby and refreshments of ice cream and cake were served. She was presented a beautiful bouquet of flowers, a chime clock and a purse of money. The presentation was made by Assistant to Mechanical Superintendent, *H. A. Monroe*. Among the guests present were: *Maxine Scanlon*, (Ret.) secretary and *Merle Leonard* husband of the guest of honor.

ton. At this time several advances in Scouting were announced. *Byron Powell*, son of Stenographer *Flora Powell* and *Josiah Powell, Sr.*, of Houlton, was made Star Scout.

Our sympathy is extended to the family of *Wilbur A. Daly (Ret.)* of Houlton, who died March 1.

Mr. *Daly* worked for the BAR for over 40 years. He was clerk to the superintendent of bridges and buildings in Houlton for more than 30 years, the office he held at the time of his retirement in July 1955.

He was a lifelong resident of Houlton, a member of the Knights of Columbus, and St. Mary's Catholic Church of Houlton. His son, *James H. Daly* is a BAR Mechanic in Houlton Shop.

Mrs. *Flora Powell*, stenographer in the Engineering Office at Houlton, and son, *Danny*, attended the Ice Capades held in Bangor.

Francis McLeod, former trackman on Sect. 105, No. Maine Junction, has bid in the position of Foreman Section 106 at Northern Maine Junction.

Hayward Haley, former trackman on Sect. 102, Kidders, has bid in the position of Foreman on this section. Both men have assumed their new duties.



Eloyd Connors

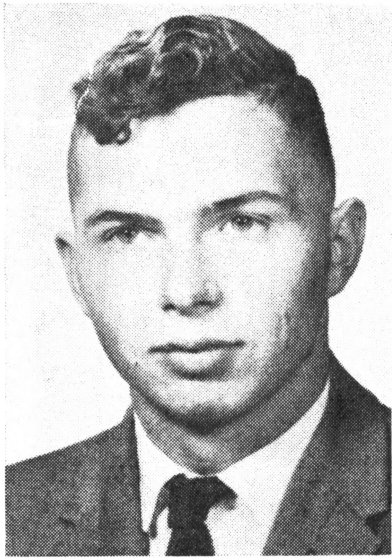
Trackman Sec. 232 and Mrs. *Lloyd Connors* of West Seboois, announce the engagement of their daughter, *Eloyd Arlene Connors*, to *Raymond K. Sproul*, YNSA U. S. Navy, son of Mrs. *Ethel Sproul*, Bangor, and *James K. Sproul*, Wassaic, N. Y.

Miss *Connors* is a graduate of Lee Academy, class of 1961, and the Eastern Academy of Beauty Culture in Bangor.

Mr. *Sproul* is a graduate of John Baptist High School, class of 1959, and attended Yeoman School in Brainbridge, Md. He is stationed at Grand Turk Island in the Bahamas.

A September wedding is planned. Congratulations to Trackman *Albert C. Prosser (Ret'd.)* of Houlton, who celebrated his 92 birthday Jan. 23, with a dinner party at the home of his daughter, Mrs. *Gary West* on Grange Street. Mr. *Prosser*, retired from the BAR in 1940 after 36 years of service.

During Houlton's Appreciation Day, Feb. 28, the seal contest winner was *David Cosman* of Houlton. The prize was a check for \$25.00. His prize winning design was the front cover of the handsome menu appearing at the banquet. Mr. *Cosman* is the son of the late *Murray O. Cosman*, former Houlton Shop Foreman and Mrs. *Cosman* of Houlton. He is a brother of Timekeeper *Kenneth G. Cosman*, Engineering Office, Houlton.



Garth C. Ewings

Garth C. Ewings, youngest son of Section Foreman and Mrs. Chas. R. Ewings of Millinocket, has enlisted in the Air Force and is now at Lackland Air Force Field, Texas, for basic training. Garth was graduated from Stearns High School, Millinocket, in June 1961, and has been employed by the Great Northern Paper Co.

A/1c Clyde L. Burton, son of Burro Crane Operator and Mrs. John L. Burton of Oakfield, has been graduated from the U. S. Air Force Training Course for Aircraft Maintenance Technicians at Sheppard Air Force Base, Texas. Following graduation, Airman and Mrs. Burton visited his parents, Mr. and Mrs. J. L. Burton in Oakfield, for a few days. They are now residing in Portsmouth, N. H., where Airman Burton has been assigned to Pease Air Force Base.

The many friends of Mrs. Donald Burton, daughter of B. & B. Mechanic and Mrs. Burns Grant of Houlton, will be pleased to know she is convalescing, following surgery, at her home at K. I. Sawyer Air Force Base, Michigan. Her mother, Mrs. Grant, has been with her during her illness since Feb. 14.

SP-4 Paul H. Beals, son of Carpenter Foreman and Mrs. Kenneth H. Beals, of Milo, has been stationed in the Army Security Agency at Okinawa for 17 months. He is a cryptographer in security.

SP-4 Venton H. Beals, son of Carpenter Foreman and Mrs. Kenneth H. Beals, of Milo, has been stationed in West Berlin in the Army Security Agency for the past 18 months. He is a former BAR employee in B. & B.

Friends of Carpenter Foreman K. H. Beals at Derby, will be pleased to learn that he has returned to work, following surgery at the Eastern Maine General Hospital in Bangor in January.

The Loyal Chapter No. 111, O.E.S. of Island Falls, met March 14, for its annual business meeting. Signaller Howard Bickmore was elected Worthy Patron at this time.

Trackman Lester G. Drew of Oakfield, was recently appointed to the Oakfield School Board for a three-year term.

The first meeting of the new season of the Houlton Garden Club was held on March 27, with a one p.m. luncheon at the Elm Room of the Northland Hotel. Mrs. Millard Fairley, wife of Chief Clerk Millard A. Fairley, Engineering Office, Houlton, presided. The speaker was Mrs. Paul H. Day of Milo, wife of Manager of Purchases and Stores Paul H. Day.

Congratulations to Supervisor of Roadway Machines and Mrs. Wendall Corey of Littleton, who are the parents of a daughter Heather Dawn, born March 9 at the Aroostook General Hospital in Houlton.

Transportation Department

Sympathy is extended to Asst. Car Distributor Herbie Curtis in the death of his sister-in-law, Mrs. March Sherman, which occurred at a local Bangor hospital, Sunday, March 11th.

Friends of Ken Burton, retired Conductor, will be glad to know that he has returned home after major orthopedic surgery performed at the James A. Taylor Osteopathic Hospital in Bangor, during February, 1962.

Frank Grover, janitor at Northern Maine Junction office building, is off on sick leave.

Transfer House Clerk Beecher Rowell is enjoying fishing in various lakes in and around the Moosehead Lake region. He reaches these fishing spots in his own plane.

Theda Stark, daughter of Frank

Stark, Yardmaster, No. Me. Jct., graduate of the University of Wyoming and formerly a Stewardess for American Air Lines out of New York City, has recently entered the women's Army Corps as a second lieutenant. She graduates from Officers' training school at Fort McClellan, Alabama about June 10. Theda has been coaching Husson College Ladies' Basketball team during the past winter while visiting at home.

Frank's son Stanley is employed by an Engineering firm in Los Angeles, Calif.

Another son, Alfred, has entered the U. S. Air Force in the missile field, and is now stationed at Cheyenne, Wyoming.

Retired Supervisory Agent, Daniel Labbe and Mrs. Labbe went to Florida to spend the winter with their daughter, Joan, in Miami. They left Maine of Feb. 5, and from all reports they are having a wonderful time. They also have a son, Roland, living in the area.

Highway Division

Bus Operator C. E. Crane was in the hospital 1 week for a severe case of mumps.

Mrs. P. E. Foss was hospitalized 11 days with the flu.



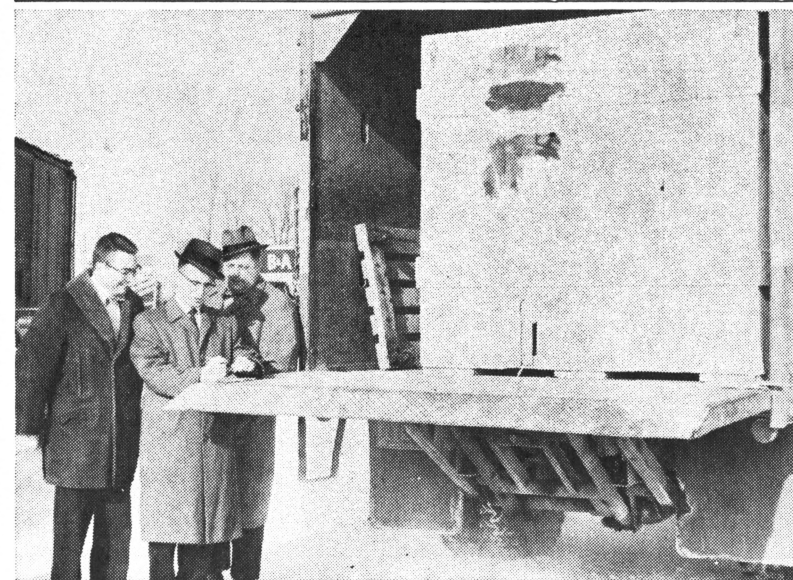
Gloria Levensailor

Mail Truck Operator Arlo Hall, son of Mr. and Mrs. Cecil Hall, of Bridgewater, is engaged to marry Gloria Jean Levensailor, daughter of Mr. and Mrs. Archie Levensailor of Houlton. The wedding will take place at the Houlton Baptist Church on Court St. on April 28. Miss Levensailor is currently employed by the First National Bank of Houlton.

The Highway Division received a commendation from its insurance representative to the effect that a substantial saving was realized due to lower accident ratio in 1961.

Bar members of "Mouse's Five" bowling team currently in third place in Farmer League Bowling at Bangor are Hugh Goodness, Bill Park and Tom Scanlin, Traffic Department, Leo Matheson, Accounting Department and Jim Wiseman, Mail Room.

Maine railroad families total some 16,000 persons and receives \$25 million in wages, most of which is spent locally.



Dr. Robert D. Wilson, Floyd Harding, president of the Arthur R. Gould Hospital and F. B. Lunt watch as \$42,000, Cobalt 60 radioisotope unit is loaded from rail car to BAR truck. The BAR furnished transportation over its lines for the unit.



The Highway Department took delivery of a new, \$45,000 GM bus last month as part of the normal replacement program. The new bus was used to transport Bangor Daily NEWS carrier boys on an April trip to Washington.

BAR Highway Dept. Acquires New Luxury-Type GM Bus

The Bangor and Aroostook's Highway Division took delivery of a new, \$45,000 intercity General Motors bus last month. Highway Division manager Arnold J. Travis said the purchase is part of the normal replacement program. The new vehicle conforms to the BAR's high

standards of passenger comfort and features air-conditioning and lavatory facilities. The unit is powered by a 235 hp. V-8 diesel engine.

Travis also said that Highway Division charter bus operations are expected to gross more than \$10,000 for the month of April. The figure compares with revenue of \$6500 for the same period of 1961. Charter mileage for April and May is expected to amount to about 24,000 miles of interstate mileage.

Travis said that scheduled BAR busses traveled 43,500 miles a month during 1961.

W. B. Hill, Former V.P., Dies In Bangor

William B. Hill, retired vice president-traffic for the Bangor and Aroostook, died in Bangor Feb. 27. He was a Bangor and Aroostook official for 30 years.

Mr. Hill was born in Redding, Conn., August 1, 1890. He attended schools in Gorham and Yarmouth and received his B.S. degree in forestry from the University of Maine in 1915. He was employed variously by the Great Northern Paper Company, the Eastern Manufacturing Company, and the American Thread Company for the BAR in 1925, a position he held until he became assistant general freight agent in 1929. He was made general freight agent in 1931. He was made freight traffic manager in 1945 and vice president-traffic in 1950.

Mr. Hill was active in Boy Scout work, and in civic organizations. He was a member of the Masonic bodies and All Souls Church in Bangor.

BAR Accidents Down 27 Percent in 1962

By C. E. GARCELON

Making safety work is like any other project; you have to plan for it and you must set up goals, or standards, to meet in order to measure your progress. Our goal for 1962, then, is to better our performance for the past year. In 1961, we showed a 27% reduction in accidents, which is a healthy step in the right direction. For 1962, we should try to improve our safety performance as much as we did in 1961.

During 1961, we had 18 lost-time (ICC) injuries. When compared with the other New England railroads, this performance put us in first place in accidents per million manhours. This is a good record and it is a poor record at the same time, for every accident that happened could have been prevented. We may never reach the point where we achieve a 100% record for a year, but that point is attainable. Accidents don't just happen; they are the result of circumstances—habits, heedlessness—that can be changed. As we have said many times, safety is a state of mind. It has to be really effective. When we all realize this, then that magic 100% figure will be within our reach.

OUR SAFETY SCOREBOARD

Two Months 1962

Employees Injuries	Total Manhours	Casualty Rate
4	374,941	10.67
4	399,971	10.00

Kennedy Asks Less Regulation

Continued from page 1

presently permitted to forgo approval of minimums;

- Assure all carriers the right to ship vehicles or containers on carriers of other branches of the transportation industry at the same rates available to non-carrier shippers;

- Repeal of the 10% excise tax on passenger transportation;

- Repeal of the Interstate Commerce Act which prevents a railroad from hauling cargo that it owns;

- And direction of the regulatory agencies to sanction experimental freight rates, modifications of existing services and new services.

Well Known Official Dies at Presque Isle

John R. Hall, special assistant to the Vice President-Marketing for the BAR, died suddenly at Presque Isle Feb. 27. He was a veteran of more than 40 years' service with the road. His first Bangor and Aroostook service was in 1914 as a call boy while he was still a student at Washburn High school. His father, Lewis E. Hall, was also a long-time BAR employee.

John Hall was born at Old Town Dec. 15, 1897 and attended Old Town, Brewer and Washburn schools. He worked as a telegrapher after his graduation and became a dispatcher in 1924 and chief dispatcher in 1930. He became assistant trainmaster in 1949 and later was division traffic agent at Presque Isle until 1955. From 1955 until his death, he was special assistant to the vice president-marketing.

He was a member of the Congregational church of Houlton, American Legion, Elks, Masonic bodies and Anah Temple Shrine. Mr. Hall is survived by a daughter, Mrs. Jacqueline Greaves, Presque Isle; two brothers, Lewis E. Hall, Jr., Belfast, and Dr. Christian B. Hall, Beeville, Tex.; two sisters, Mrs. Edith Wilson, Belfast, and Mrs. Norma Giles, Corpus Christie, Tex.; and four grandchildren.

Maine Roads Offer Rail Fact Book

Importance of prosperous, efficient railroad freight service to Maine's principal industries and to the state's entire population is stressed in a booklet issued by Maine's five principal railroads.

The booklet states that 1960 wages of railroad men and women employed in Maine totaled \$24,954,515, as compared with wages of \$14,533,750 paid to common and contract carrier trucking employees in Maine. During 1960, the booklet says, the average number of railroad employees in Maine was 4,176 as compared with 2,750 Maine people employed by common and contract highway trucking firms.