



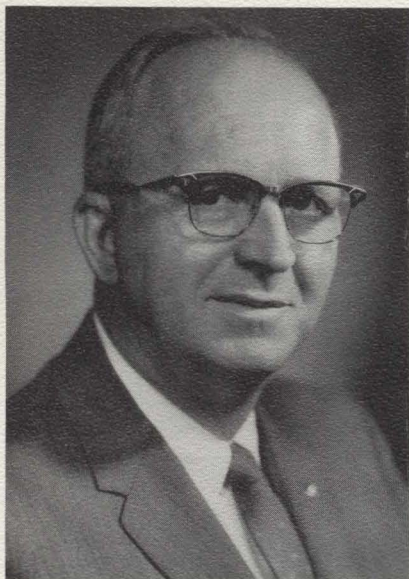
Bangor and Aroostook R.R.

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MAINE  **LINE**

NOV. - DEC., 1963





Talking It Over

To my Fellow Employees,

Very often, I take advantage of this space to tell you of the plans and goals of the railroad. New equipment to help us do our jobs better has been a frequent topic on this page. We have acquired modern boxcars, mechanical refrigerator cars (100 more have been authorized since I last wrote to you), lumber cars, and new, heavy machinery for maintenance of way. I don't have to tell you how important it is to keep the railroad's physical plant—its right-of-way and its rolling stock—in top condition.

But I would not want you to think that I consider new cars and heavy machinery the entire answer to the demands that competition places on the Bangor and Aroostook today. The fine, new cars and the efficient machinery are nothing without the men and women who give the Bangor and Aroostook heart and character. It is about the faithful and loyal service of these employees that I wish to speak.

I have asked that the month of November be observed by the railroad as a month for the recognition of those employees who have completed 25 and 40 years of railroad service respectively. As a symbol of that

recognition, every employee who has reached either milestone will be awarded a handsome lapel service pin. You will find a list of those employees honored elsewhere in this issue.

In this age of powdered food, digested information and instant communication, we hear a great deal about the company image and public relations. From what we read, it would seem that there is either a great deal of science or much black magic involved in this business. It isn't so. Our image is neither more nor less than our reputation. It depends, as does your personal reputation and mine, on how we conduct ourselves. Or rather, how you conduct yourself as individuals and as employees of the railroad. The people who judge us rarely make the distinction between the individual and his company.

Our reputation is made by the people who are the company, both on the job and in the community. Fortunately for the Bangor and Aroostook, these people spend a lifetime quietly doing a good job and meeting the responsibilities of good citizenship. They are the people who, ultimately, reflect our reputation, the "image" that the advertising people are

so fond of. And these are the ones I would recognize and honor this month for their contribution is quite beyond putting a price tag on.

They are not always the people who perform dramatic feats; there's little opportunity for the flamboyant in operating an efficient business. They are the kind of people you can count on to be on the job regularly, year after year, and when there's an emergency to respond with all their resources. You can find them bent over an accountant's desk, or inspecting brakes on a train during a blizzard, or peering into the darkness from the cab of a roaring diesel. They all have the same stamp of quiet dependability about them. Perhaps responsibility is a better word. Whatever name you call it by, you'll find it easy to recognize when you have spent half of a lifetime working among such people.

The service insignia is only a piece of jewelry, after all. But for those who wear it, it is a token of recognition by a grateful company. I hope you will wear it with the same pride I feel in the tradition you have made.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

Approval was given at the Oct. 21 directors' meeting for the Bangor and Aroostook Railroad to purchase 100 large mechanical refrigerator cars at a cost of approximately \$3,000,000. This acquisition brings the number of cars of this type which have been purchased by the road within 12 months to 150.

The railroad now serves five frozen food processing plants in Aroostook County. The Bangor and Aroostook's traffic in frozen foods has almost doubled in the past year.

These cars have a capacity of 3,839 cubic feet as compared with the standard mechanical refrigerator capacity of 2,500 cubic feet. The new cars will be equipped with cushion underframes, to protect lading from impacts, load divider gates, aluminum floor racks, and roller bearings. They are capable of maintaining a temperature of minus 10 degrees Fahrenheit at an outside temperature of 110 degrees.

Earnings for the first nine months of 1963 of \$1.54 per common share were reported by Bangor & Aroostook Corporation. This compares with 62¢ on the same number of shares for the nine months of 1962.

Included in the 1963 figure is 41¢ per share in special items.

The comparable figure in 1962 was 26¢.

In other business the directors of the corporation declared the regular quarterly dividend of 12½¢ per share payable December 31 to stockholders of record December 13.

Cecil E. Garcelon, BAR safety supervisor has been elected to serve as a member of the Executive Committee of the Railroad section of the National Safety Council.

The election was held at the time of the October National Safety Congress, annual convention of the Council.

Election to the Railroad section executive committee, representing one of the important industrial sections of the Council, was in recognition of his abilities as a safety specialist in the industry.

The National Safety Council is a federally chartered, non-profit association dedicated to safety in all fields of accident prevention.

Officers of the Maine Traffic Club, an organization of industrial transportation specialists, have announced that funds are available for the assistance of transportation students in Maine.

The funds, awarded on the basis of merit and need, may be used for either college or approved correspondence school courses in transportation.

I. W. Kelley, Portland, district sales manager of the Delaware and Hudson Railroad, and president of the Maine Traffic Club, said more than a dozen Maine students have been assisted by these funds in the past few years.

Applications for Maine Traffic Club scholarships will be received by the committee chairman, William J. Berry, assistant sales manager, Maine Central Railroad Co., 222 St. John Street, Portland, Maine.

Bangor and Aroostook people have been named to head two Maine Organizations. Howard L. Cousins, Jr., Vice President-Marketing, was elected president of the Maine World Trade Council. Kenneth S. Ludden, assistant to vice president-marketing, was elected chairman of the Searsport Port Committee.

The Maine World Trade Council is a new organization to promote overseas sale of Maine products. The Searsport Port Committee is made up of users of the port.

VOL. 11 MAINE LINE NEWS No. 6

BANGOR AND AROOSTOOK RAILROAD COMPANY

84 HARLOW STREET — BANGOR, MAINE

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ON THE COVER

Proudly cranking up his 1910 Model T on our Front Cover is Painter Lewis Perry, Derby. See story page 6.

New Look In Frozen Foods Rates



Alex Munro, cold storage warehouse manager for Birdseye in Caribou, chats with a Bangor and Aroostook salesman after inspecting new BAR jumbo reefer, in background.

In a society that's spread out over 4,000 miles of continent and ocean, transportation assumes a major importance. It means that a fair proportion of the price tag of the new washing machine, or the automobile goes to pay transportation costs. In no industry is this more of a factor than in the growing frozen foods business. It's a high volume, low-profit margin business, where transportation accounts for in the neighborhood of from 10 to 20% of the price.

In 1956, the railroads were carrying 24% of the frozen foods. By 1960, the rail portion of the frozen foods business had dropped to 13.4%.

Then the tide began to turn. At first, it was a trickle, then a steady increase. What started it was the appearance of the modern mechanical refrigerator car in the jumbo size. The reliability of these fine cars and their huge capacity of as much as 130,000 pounds, depending on the density of the product, made it possible for the frozen foods people to realize significant savings from rail shipments.

Although the trend has been national in its character, it has been strongly reflected in the Bangor and Aroostook's traffic, and there are more and more mechanical refrigerators available. In the past year, the B and A alone has purchased 50 of the newest jumbo mechanical cars and ordered 100 more at a total cost of about \$4,500,000. And its frozen foods traffic has nearly doubled.

Robert Scott, traffic manager, Potato Services, Inc., Presque Isle, says new frozen foods rates will increase his firm's rail business. George Philbrick, far right, plant manager at F. H. Vahlsing in Easton, says new rates will mean less trucking, more rail shipping by his firm.



What really got the rail frozen foods traffic off the pad, though, was the publishing in September and October of dramatically reduced rates based on the so-called "open-end incentive" basis. It used to be that railroads had 36, 40, 50, 60, 70 and 90,000 pound minimums, which led a considerable confusion. Now, the nation's rails have abolished all the minimums except two, a 40,000 pound for a standard mechanical refrigerator car and 50,000 pound minimum for the jumbo size. But the kicker is that "open-end" incentive language of the rate people. In lay language, it means that the more frozen foods a shipper loads into a car, the more dramatically his cost per pound goes down.

With the 40,000 pound minimum, about the maximum load for trucks, the shipping costs are comparable to that of trucks. It is above this point, though, that savings zoom. The incentive rate passes savings on to the customer as the loading increases.

For example, under the new rates, with a 70,000 pound load, a shipper pays \$616.00 to get his car into New York, saving \$87 a car over the old rail rate. Truck rate on 70,000 pounds to the same point is \$1,029. Now, let's see what happens when the load is increased to 130,000 pounds (the new BAR mechanical refrigerators have been loaded with as much as 133,000 pounds of frozen peas). The rate, including refrigeration charge, is \$814 into New York, as compared to the \$1,198 of the old rate, or a saving of \$384.00.

In one extreme example, it is

possible for customers to realize a savings of \$2,224 per car on a 130,000 pound shipment into Miami, Florida. The cost of trucking 130,000 pounds to Miami is \$4,095. Under the new rail rates, the cost is \$1,871, or a savings of \$2,224.00. Into Boston, the rate drops from 69.2¢ per cwt. on 70,000 pounds to 48.8¢ on 130,000. Into New York, the differential between 70,000 and 130,000 is 25.4 cents per cwt.

In Aroostook County, where the Bangor and Aroostook serves five frozen foods processing plants, the response to the new rates has been immediate and enthusiastic.

Bob Scott, traffic manager of Potato Service, Inc., in Presque Isle puts it this way: "The new rate is going to increase our rail business considerably. We'll ship by rail every place that we can. The rates are also going to be a point for our sales people. For the customer who's buying 50,000 pounds, we may be able to convince them that they should buy 60,000 by pointing out the savings. These rates are also going to make the people that are trucking take a close look at their operation."

George Philbrick, plant manager at the F. H. Vahlsing plant in Easton said, "Last week, a customer bought 180 cases. This week, we loaded a car for him. In this business, you work on a small margin of profit. Where we can save a dollar, it's important. These rates will definitely increase our rail business."

For those plants that have established central distribution

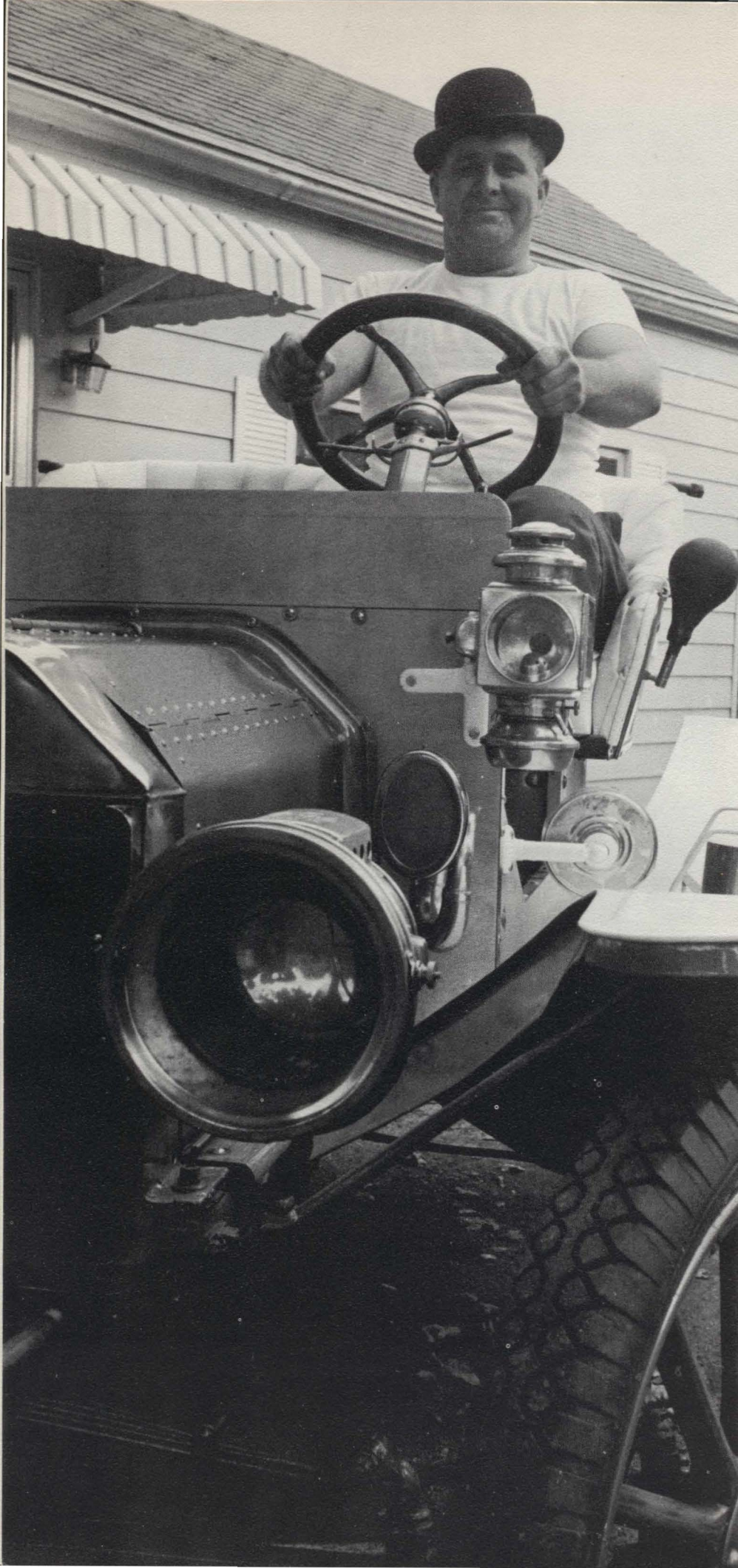
centers, the new rates mean substantial savings at no extra cost. For those who do not have central distribution centers, the savings are great enough for them to take a long-range look at establishing facilities at some central point.

The new rates are a bread and butter illustration of the inherent efficiency of a high volume rail movement, an advantage that no other form of overland transportation has. It gives the shipper of frozen foods such economical transportation that many have been able to set up warehousing facilities at some central point in their traffic pattern. Others can consolidate several 30,000 or 40,000 pound shipments for movement in a single car to take advantage of the savings.

The new rates are perhaps the best answer to the wearisome charge that railroads are obsolete in the 20th century. And these rates are just a beginning.



Donald Langley, Taterstate Frozen Foods in Washburn, says that new rates will make his firm take a long look at transportation costs.



Shades

Henry Ford once said that a customer could buy his famous Model T in any color he wished as long as it was black. That eccentric genius of American automobile making would be shocked if he could see Lewis Perry's restored 1910 Model T. It has a beautiful new paint job—in muted lavender—which reflects the high polish of the brass headlights and wind-screen frame.

But under its pastel exterior beats a heart that's all Ford.

Perry, 37, is a painter at the Bangor and Aroostook's Northern Maine Junction Diesel Shops and one of that exclusive coterie of antique car buffs who delight in restoring old cars. This group has one outstanding characteristic in common. Their automobiles, while restored, must be completely authentic. This means, for example, that a 1910 Model T could not be equipped with the transmission of a later model if there had been any modifications.

The ubiquitous Model T Ford famous the world over as the "Ford Car" is a favorite with antique car buffs. Between 1909 and 1927, when the model T was discontinued for the more advanced Model A, Ford turned out 15 million "tin lizzies", or 1.6 per minute.

They were beloved, temperamental, efficient little cars built for the multitudes. And for any American born before 1925 they still evoke a wave of nostalgia rivaled only by the memory of one's mother re-

Painter Lewis Perry, Derby, says that sitting behind the wheel of his restored 1910 Model T makes a man feel like a king.

of The Model T

moving a steaming, fragrant apple pie from the oven of the New Clarion stove. The Model T is as much a part of American history as the Winchester rifle or the cotton gin. Indeed, its contribution is more impressive, for it put wheels under a large part of the nation's people. It was at least partly responsible for the nomadic tendencies of the American public today. The man who could not afford a tin lizzie was poor indeed.

The Model T was sworn at and sworn by for two generations of Americans. It was also the butt of a whole family of affectionate jokes. One such story, alluding to the agility of the wonderful little car, said that "a Ford could go anywhere except in society."

A NOTE OF NOSTALGIA

"If the emergency brake hadn't been pulled back all the way (when being cranked at the curb)," Lee Strout White wrote nostalgically in *Farewell to the Model T*, "the car advanced on you and you would hold it back by leaning your weight against it. I can still feel my old Ford nuzzling me against the curb as though looking for an apple in my pocket."

Although Ford manufactured 15 million Model Ts, it is a difficult job to find one in condition that approaches being workable today, 36 years after production ceased. This fact, of course, just adds zest to the

sport of finding and restoring them for the true believers. This is particularly true of the earlier models like Lewis Perry's. They are sought after because of their scarcity and because they are truly handsome little beasts resplendent, with all their brass accessories.

Perry, a skilled body repair man and automobile painter in his own right, has been working on his vintage Ford for the past two years. There have been so many hours and miles of travel spent on the little car that its origins are lost in a haze of swaps of work for original parts.

The project had its beginning when he began painting restored Model Ts for several other hobbyists in the area at his part-time body shop.

His wife is patient and understanding about his quest for the Grail. His two attractive daughters, Darla and Brenda, think it's great sport to ride in Daddy's Flivver.

"You get kind of foolish about them," he grins. "I began my own when a fellow gave me a pair of brass headlights. I acquired the rest of the car, literally, piece by piece."

The original brass headlights are no longer part of the refurbished Ford, however. With the true car buff's passion for authenticity, Perry acquired a set of original John Brown carbide brass headlamps that were furnished on 1910 model. Brown was a sub contractor who furnished the lights to Ford on the early models. They are worth about \$250 per set.

SOME PARTS ARE NEW

Because so many parts of the older models were made of wood, there are parts of the car that simply must be fabricated of new materials. The engine cowl on Perry's 1910, for example, was originally made of walnut. He made his own, from birch veneer, to the

Perry's two attractive teenage daughters, Brenda and Darla, think it's great sport to ride in Dad's antique Flivver.



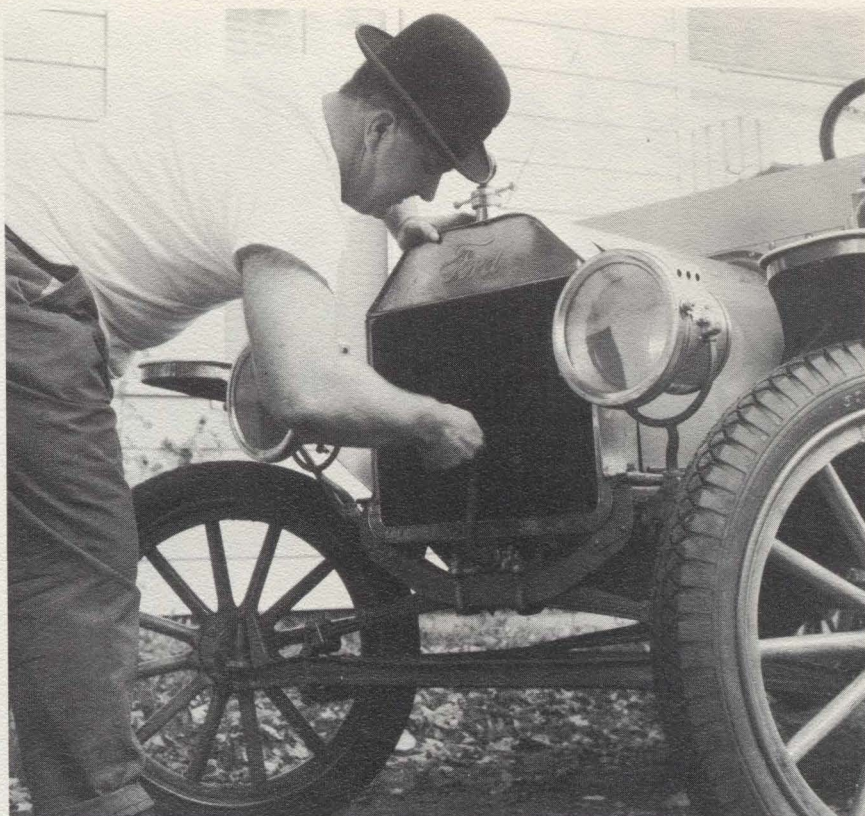
Nostalgic Ford owner recalls that the Model T sometimes nuzzled when cranked as though looking for an apple in your pocket. Below, Perry complete with hard derby hat poses proudly by shining ford.

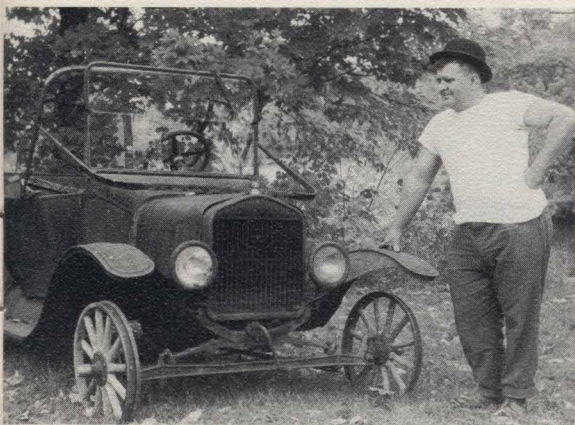
exact specifications of the original part. The metal work for the body of his car was done by a skilled workman, from an original Ford pattern that was located in an old Maine saw-mill. In return for the metal work, Perry painted the man's automobile for him. He painted another car in exchange for a set of original wheels with clincher rims, and a transmission. The brass radiator and windscreen frame came from a Belfast man in exchange for more work.

So highly specialized is the business of the car buffs that certain parts of the the old Model Ts command fantastic prices. Among these are the brass steering quadrant and the brass radiator. Practically all brass parts of the more venerable Model Ts have reached a point where the law of supply and demand has forced up the price that a prospective owner must pay. There has even developed a flourishing traffic in stolen parts. . .this by highly specialized thieves.

Of course, no dyed-in-the-wool car buff would knowingly have a stolen part in his restored vintage model, even if it weren't illegal and immoral; it simply wouldn't be sporting not to go through the correct routine of searching through junkyards and country barns hoping to strike gold, or brass, as the case may be. Nor would any true follower be caught dead with an unoriginal part in his flivver if there was an outside, 10,000-to-1 chance of finding an original.

Perry proudly points to the brasswork of his 1910 model, shined by his understanding wife, as original with the exception of its taillight. He hast-





Left, Painter Perry examines an unrestored Ford. Middle, Darla Perry indicates original 1910 Maine license plate that came off another Model T. Bottom picture, brass work on the old model is hard to come by. Perry is particularly proud of his John Brown carbide headlights.



ily explains that this will be replaced as soon as he can find another. The hard-to-find wooden coil box and master vibrator are also original, even though they are resplendent under a coat of fresh varnish.

The best source of parts for Model Ts is still the individual who may have an odd part or two tucked away in a far corner of his barn. Of course, every restorer of these horseless carriages is driven on in his searches by the vision of the little old lady who simply drove her Model T into the garage one day and there it rests, in mint condition, if one doesn't consider the cobwebs. But you can't hardly find these anymore.

There is almost no length that a restorer in the advanced stages of the disease will not go to obtain a missing part. Perry, who gets a fanatic gleam in his eyes when he speaks of a transmission that really came out of a later model and that single, tail-lamp that must be replaced, once traveled 35 miles over deep snow in a snowmobile to find just such a part.

In spite of its dazzling appearance, Lewis Perry doesn't feel that his Model T is finished as long as there's a part that wasn't designed for the original model. There is also a convertible top to be added. He has had the machine operating, he says with a glow of pride, and it worked beautifully up and down Derby hill. It had a rather comfortable speed of 30 m.p.h. with its 1919 motor.

When Perry's car was made in 1910, Henry Ford sold it for \$780. His avowed goal was to make an easily-maintained, sturdy car that would sell for \$500 or less. By 1915, he had

sold more than a million of the sturdy little automobiles and the price, had dropped to \$360. Second-hand models could be purchased from \$25 up. The year before Perry's car was made Ford, himself, won a transcontinental race from New York to Seattle over the all but unexplored route, in the breathtaking time of 22 days 55 minutes. It took 14 hours to build Perry's car on Ford's new fangled assembly line. By 1919 a continuously-moving line had cut production time to one hour 33 minutes.

In 1963 one may, if he's lucky, purchase the bare bones of a model T for slightly more than the car sold for in 1909. Of course, one may also pay a great deal more. Lewis Perry figures, when pressed, that he has about a thousand dollars in his 1910 model, counting the value of the work he's swapped for parts and the actual cash purchases, but not counting his time. Completely restored from the brass radiator to the red and white original 1910 number plate, the car will bring about \$3,000 from the antique car buff who's not a do-it-yourselfer.

The fascinating question mark surrounding the car buff is motivation. There's the fun of hunting for parts, of course, and the creative thrill of making sturdy old automotive war-horses come alive under one's fingers, but that's only part of the answer. The significant part of it is that we are old enough, as a nation, and affluent enough so that we can afford to occupy our leisure with colorful relics of our past, which is probably a pretty healthy condition.

Then, there's this other feller who has a 1931 Auburn with a 12-cylinder Lycoming . . .

Mileposts

Reached

The following employees, as of November 1, 1963, will have worked for B.A.R. an aggregate of more than 480 months. They are our 40-year veterans and this month will be receiving the attractive gold service award pin with the prominent 40 on it. They are arranged in order of service record, with maximum service at the top:

40-YEAR AWARD:

Mary A. Daily
Louis H. Levesque
Frank L. Smith
Ray D. Burton
Ralph L. Rafford
Vernon L. Terrio
Ralph D. Hills
Charles E. McCarty
Charles T. Campbell
Mildred B. Wallace
Charles I. Higgins
Doris C. Rosen
Mable M. McElwee
Charles R. Ewings, Sr.
Raymond S. McDonald
Charles C. Morris
G. Fred Dow
O. Manley Wood
Llewellyn P. McLain
Hugh W. St. Onge
Malcolm E. Willett
Edwin L. Roberts
Hugh J. Avery
Albion M. Dorr
Harris A. Porter
Harold E. Archer
William S. Derry
Ralph A. Dwyer
Fred M. McDonald
Perley A. Duplisea
Grant C. Byers
Leroy T. Howard
Ernest G. Murphy
Thomas N. Sewell
Roy L. Whittemore

Travers B. Carleton
Ashton W. Kent
William L. McCue
George W. Mullen
Forest D. Hall
John C. McDonald
Earle E. Dow
Forest A. Bragg
Sherman S. Davis
Norman C. Foster
William L. Paul
Rodney A. Perry
Levi J. Robichaud
Wendell L. Hammond
Adolph Blinn
Lewis L. Harris
Vernon J. Perry
Wilfred J. Dugas
Kenneth A. Sloat
Alfred J. Lausier
Lionel M. Pinette
Fred T. DeWitt
Harold D. Marble
Julian L. Perry
Raymond A. Dugas
Harry L. Porter
Walter E. Burton
William H. Burton
Herschel A. Oldenburg
Frank E. Shields
Walter J. Wardwell
Rene Corriveau
Melvin J. Arnold
John M. MacDonough
Linwood E. Ellis
Peter A. Hearn
Victor R. Deeves
Raymond S. Orff
Wilford Caron
Dorothy A. Prout
Harold C. Duffy
John E. Oberg
Waldo O. Milbery
Remi P. Albert
Joseph F. Coffey
Edward J. Burns

Those employees not listed above and who have had more than 300 months of B.A.R. service will be receiving a 25-year silver pin. Here again the names are listed in order of service. This means, of course, that those who have worked even as many as 39 years will get a 25-year award. In due time their service will entitle them to the 40-year pin, since it is planned to make this an annual occasion.

Harold D. Parent
John G. Salisbury
Joseph A. Kruck
D. Keith Lilley
Daniel Gilbert
Florence McBeth
Earle H. Kelley
Vaughn L. Ladd
Margaret W. Billings
Benjamin J. Edwards
Mary A. Sullivan
Elsworth E. Dyer
Warren M. Norsworthy
Herbert C. Curtis
Gerald G. Nowell
Vernon L. Hall
Mahlon T. Adams
Thomas M. White
George H. Fletcher
Allan E. Graffam
Ronald T. Clark
Wallace R. Harris
Albert J. Dube
George C. Crabtree
Lewis B. Neal
Thelma O. Kelley
Leon J. Lausier
Nathan W. Lewin
Max E. Place
Joseph W. Brown
Frederick D. Parent
Erwin P. Wiley
Edgar E. Carr
Merle E. Lyford
Bruce B. Trafton
Burt E. Webber, Jr.
Robert M. Parker
Ernest P. Arsenault
Michael J. McCue
John L. Rowe
E. Donald Ross
Julia A. Laffey
Earle W. Towne

Everett H. Adams
Harry R. Buzzell
James H. Daly
Millard A. Fairley, Sr.
Eugene H. Rice
Percy W. Hoar
John J. Willinski
Chester L. Drew
Glenn W. Johnston
Felix Michaud
Ralph W. Bragg
Cecil E. Garcelon
Irving F. Chase
Horace A. Howe
Harold E. Gray
Frank W. Morrill
Louis A. Cormier
Floyd J. Searles
Melville A. Wibberly
Kenneth D. Arnold
Sandy E. Cleaves
Malcolm G. Pickett
Ralph W. Linnell
Murray E. Littlefield
Walter J. Ouellette
Louis H. Kitchen
Harry G. McCue
Chester A. Bartlett
Currie E. Austin
Forrest E. Grey
Vaden A. Hoxie
James H. Sanborn
William W. Clark
Charles L. McPherson
Waverly M. Alexander
John L. Babcock
Cecil A. Richards
Vernie B. Francis
W. Jerome Strout
Harry W. Hamlin
Leon M. Mooers
Edgar E. Carter
Albert J. Plourde
Pat J. Dube
Frank E. Morris
Elmer W. Ryder
Ernest H. King
Charles S. Clark
Harold A. Nice
Roland H. Tweedie
Maurice E. Richardson
Stanley E. Finnemore
Archie McDonald
Ludger Lozier
Herschel P. Lee
J. Levi Burton
Cecil A. Hall

Chester E. Heath
Reginald G. Clark
Edwin R. Landeen
Vincent C. Giggey
Harry A. Lewin
Earl R. Porter
Milton P. Higgins
Irene L. Long
Melvin E. Walls
Bert J. Worster
Fred W. Albert
Francis D. Murphy, Jr.
Lynwood S. Welch
Joseph A. Allen
Herman L. Wright, Sr.
Thurston W. Cudhea
Joseph O. White
George D. Faulkner
Alfred Lebel, Jr.
Norman K. Dixon
Ralph A. Hood
Perley C. Goodall
Frank B. Duffy
Thaddie A. Lausier
Hazel M. Hopper
Ray O. Foster
Leo V. Levesque
Lawrence F. Henderson
Joseph L. Pratt
Ervin J. Barnes
Benjamin J. Sweet
Carl E. Delano
Albenie Dubois
Lyle S. Brackett
Herman J. Cota
Levi R. Boutilier
Byron A. Ryan
Gilbert J. Beaupre
Wesley N. Bell
Henry G. White
Gerald E. Buchanan
Lloyd S. Clement
Charles W. Hussey
Thomas D. Barker
Walter S. Chase
Herman J. Cota
Ray J. Sweeney
Arthur Cloukey
Ivan L. Hunt
Clifford A. Patten
Gordon W. Kitchen
Ralph R. Stockwell
Robert E. Girvan
Seth W. Gilman
Harry Swallow
Camile Lausier
Robert E. Trickey, Sr.

Erford A. McDonald
Frederick B. Lunt
J. Claude Chasse
Kenneth W. Lovely
Kenneth S. Ludden
Brydon A. Blakely
William F. Bolstridge
John C. Connors
Murray D. Palmer
William E. Miller
Lionel Pelletier
Howard R. Gessner
Clair S. Cain
Robert E. Stiles
Donald C. McNally
Robert H. Clark
Wilford W. Bell
Hollis E. Clark
Merle W. Curtis
Byron B. Black
Harry L. Ewings
Herbert S. Learnard
Leo E. Downie
Ervin J. Pinette
Guy L. Jackins
Lawrence B. Dow
Albert St. Amant
Arthur L. Richards
Lawrence M. Carr
Frank D. Larlee
Mark D. Tibbetts
MacArthur Swallow
Leo A. Simpson
George L. Newman
Garald E. Wiggins
Elizabeth M. Williams
Daniel H. Brayson
Roland J. Crandall
Robert E. Clukey
Earle F. Kimball
John W. Clark
Leslie W. Wentworth
Leland J. McMannus
Arnold L. Dyer
George E. Kearney
Herman A. Pinette
Francis M. Smith
Alva B. Jones
Paul E. Hayes
William M. Allen
James A. Rafford
Sanford C. Genthner
Russell J. Mitchell
Horace R. Estabrooke
Hercules Levesque
Romeo D. Cyr
Edwin J. Swanson

Soft



Coal In Their Blood

As a group, railroaders probably have no peers in dedication and interest in their work. Let a group of trainmen gather about a stove in a caboose to take the ache of the cold out of their bones and, in minutes, their talk will turn to the moving of trains. Nor is the characteristic confined to operating people. It seems to bind all railroad people—from superintendents to clerks, to brakemen, to engineers, into a single great fraternity that communicates in its own special jargon and lives by its own code.

It has been suggested by some that railroading is more a way of life than it is a job. And there are those who have followed it for a long time who would agree.

Bob Parker would agree. He's a clerk in the Accounting Department at the general offices in Bangor and a veteran of 37 years of Bangor and Aroostook service. He, has the quality peculiar to many railroaders that sets him apart from people who follow the more prosaic occupations. Dedication doesn't seem a proper word for it. Say that Bob Parker cares about his job, cares about railroads and the people who make them more than just a factory.

Perhaps this sort of thing doesn't germinate in one generation. Perhaps it takes more time to get into the bloodstream of a family. In Bob

Parker's case, it may have been passed on to him by his father, John, who pounded brass for the Bangor and Aroostook a half century. W. K. Hallet called him "a natural born dispatcher," high praise in a world that demanded the highest standards of effort and performance.

John Parker lived in a world when railroads held the same allure for a boy that spaceships do for today's generation. He made his first key and sounder from nails and bits of babbit metal from his father's shop in Doaktown, N.B. at the age of 16. His father disapproved and threw the homemade wetcell battery out one winter night and it froze.

DIDN'T DISCOURAGE PARKER

But it didn't stop John Parker's enthusiasm for the craft. He learned the code and two years later was working for the old Canadian Eastern as a relief operator. He worked for the Bangor and Aroostook for 53 years, wrote a rulebook that was used for 32 years and never had an accident. He passed some of his feeling for his life-work on to his son.

So that men like John Parker, who cut the forests, laid the steel and opened the country to commerce, will not be forgotten, Bob and two of his sons, Bob, Jr. and David, have carefully acquired and catalogued

upwards of 1,000 railroad relics from dozens of American railroads that are meticulously displayed in the basement of their Stillwater Avenue home. It is not a basement in the accepted sense of the word, for the walls have been covered with peg-board on which hangs the tools and records of a hundred years of railroading. Other items from brakeman's lanterns to builders plates are displayed in several large glass cases. And it is open to all lovers of railroads who are interested enough to call and make an appointment to see it.

The project began with David, now a graduate student at Rensselaer Polytechnic in New York, who started collecting Bangor and Aroostook photographs. His older brother, Bob, Jr., 34, who's not a railroader but an accountant in the trust department of the Eastern Trust and Banking Company in Bangor, is now the principal mover in the project with the enthusiastic help of the senior Parker and David, who still contributes items.

Bob, Jr. is a soft-spoken young man with his family's fascination for the craft and a scholar's zeal for accuracy and precise cataloging of the hundred of items the family has acquired. Probably the challenge of ferreting out desirable items, builder's plates, whistles and the like, that are destined for the ignominy of the scrap heap

Robert Parker, Jr. and his son Stephen work on realistic model layout in their railroad museum.



supplies some of the motivation for his weekend hunts for new items. But it doesn't tell the whole story.

"I started this project because I just couldn't bear to see so much of the railroads past thrown into the junk heap to be lost forever," he explains.

Keeping out of the junk heap items that are priceless to railroad buffs occupies most of the summer weekends for the senior Parker, Bob, Jr., and Bob's 12-year-old son, Stephen. Last

summer, the trio, sometimes accompanied by the distaff side of the family, just about covered the state, occasionally penetrating into New Hampshire and Massachusetts.

Prospecting for railroad relics, Bob, Jr., says, is something like prospecting for gold; there's always the enticing promise of paydirt around the next corner or in the next village.

Sometimes, the group gets a tip on some worthwhile piece

for their museum, but more often they select a likely looking spot, determined from experience, and cast about. That's how it was one weekend when they drove into a downeast town and noticed an uncommonly large container used for burning paper.

"Does that look like a section of locomotive boiler to you?", Parker asked his son incredulously. No one remembers what the reply was, but on investigation, that's just what the trash



Far left, Maine Line Associate Editor George Grant examines original BO&M railroad brakeman's lantern. Upper left, Parker and Grant with one of two locomotive bells in the museum. Lower left, clean-out door from BAR Engine 51 salvaged in Millinocket. Lower left, the Parker Family, Stephen, Mrs. Bob Parker, Jr., Mrs. Bob Parker, Sr., Bob, Jr., and his Dad, with several albums of their extensive collection of BAR pictures. Right, this bell once echoed along the right-of-way of the Northern Pacific Railroad.



burner turned out to be. And cracked and burned black on its scarred surface was a much sought-after item among rail buffs, the builder's plate. Permission to take it was readily obtained and it occupies an honored place in Bob Parker's museum for future students of railroading.

EXCITEMENT OF PROSPECTING

The excitement of prospecting isn't the only lure of the open road on those summer afternoons for the Parkers. Half of the fun comes from the people they meet.

There was the man they called on in the town of Wilton who had just purchased an entire railroad station there complete with station sign. He wasn't home when they called in the afternoon and they drove on. It was 9:30 P.M. by the time they passed through the town again and found him in bed. When they apologized for disturbing him and explained their project the man insisted on dressing and getting the sign for them.

Bob, Jr., carries pictures of the museum to show to people who have items he wishes to obtain. It's a rare prospect who doesn't show an interest in the venture, probably because railroads have been so much a part of the American scene for the past century.

Besides personal investigation, there is a second source of authentic railroad relics, the railroads themselves. Because of the sweeping changes that

have taken place within the industry in the past 15 years, a good many relics have gone to the scrap heaps. But many more have been salvaged by people like the Parkers. There is a technique for acquiring relics from the railroads. It is composed of equal parts of tenacity, industry and salesmanship. Understandably, it is costly and time-consuming to strip items destined for scrap of the desirable parts and fill requests. But most railroads do it as an obligation and for the good of the public relations.

During the months when icy roads and cold weather make travel undesirable, Bob, Jr., spends many evenings writing railroads across the nation in search of relics. He has a very fat file to verify it. Some of the items are given, some are purchased.

BELL DISPLAYED

The Northern Pacific Railroad has been wonderfully cooperative, he says, and a huge brass bell from a Northern Pacific steam engine is prominently displayed in the basement museum. The cost was nominal, he explains with a grin, but the freight from the West Coast put a large dent in the budget. Along side it is another whose peals echoed along the right-of-way of the Canadian National.

The collection contains 40 brakeman's lanterns from 18 different railroads, the most exotic of which is a fine specimen from the Bangor, Old Town and Milford Railroad.

The initials are beautifully etched into the glass in Old English characters and the metal work gleams under its polish. Designed to burn whale oil, this specimen calls up ghosts of New England's colorful past. The little road that used this lantern began operations November 6, 1836 and ran its last train August 19, 1867.

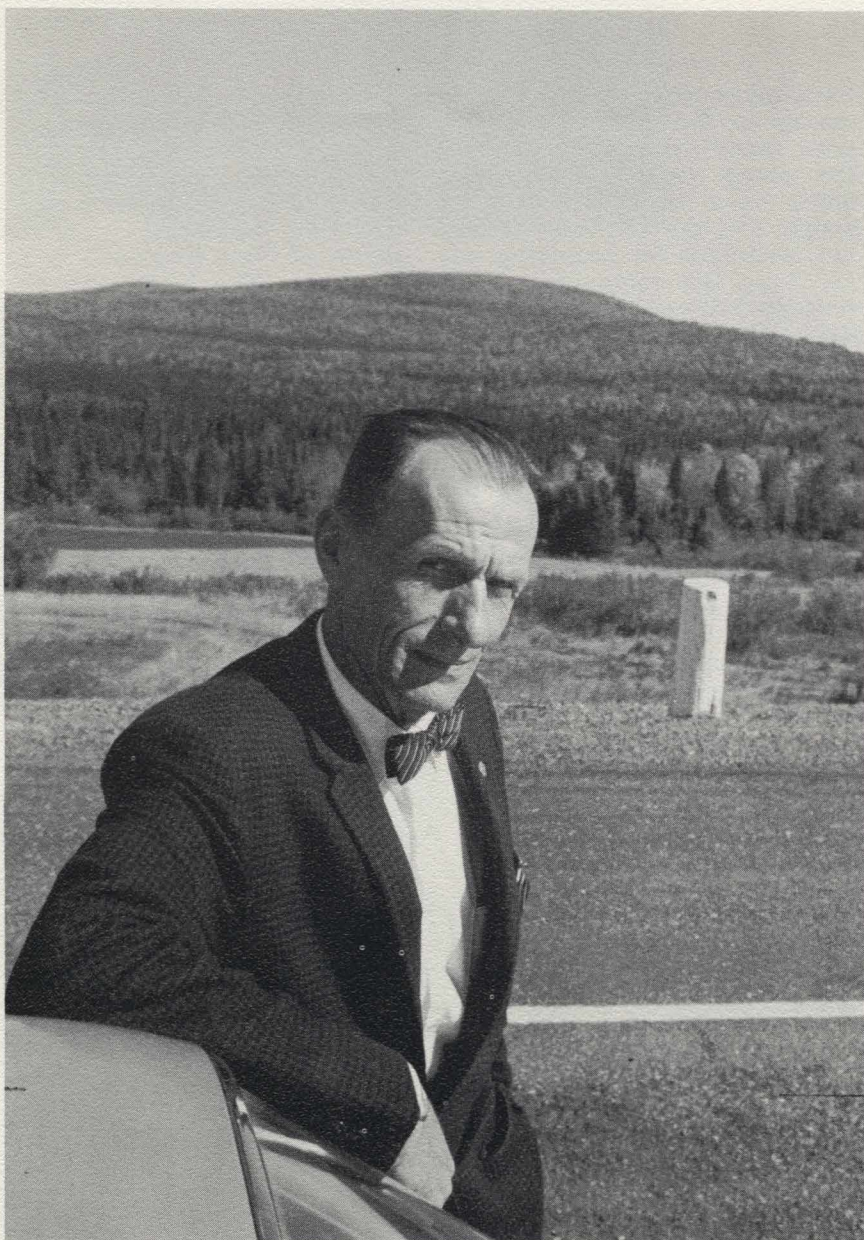
The Parkers obtained the brass grill from the ticket window at Bangor Union Station (how many times has one stood before this very framework), the handsome sign over the train arrival and departure board and the massive glass dial from the clock in the tower.

"When I climbed the narrow steps to the clock tower," young Parker grins, "I had every intention of taking the entire clock. It wasn't until I discovered that, works and all, it weighed about two tons that I reluctantly changed my mind."

Every item in the collection has been carefully tagged with pertinent information about the source, whether loaned or purchased. The neat cases of railroad impedimenta, ticket punches, brakeman's lanterns, switch lamps, watches, all reflect the considerable amount of money spent by this railroad family and the incredible amount of time. It is an altogether professional effort and a fine memorial to the John Parkers of American railroading.

There's another reason for all this. Bob Parker and his family just naturally have soft coal in their blood.

Gus Nadeau And His Country



There's a venerable axiom in sales work that says, "Salesman, know thy product!" Those who survive the front line competition in this important field are uniformly convinced of the truth of this edict. It is as true of railroad sales as of any other kind of selling. Perhaps even more so, because of the growing specialization in railroad selling.

No one on the Bangor and Aroostook's sales staff is better qualified at his specialty than Gus Nadeau. He is a craggy-faced, wiry man of 55, who has spent more than half of his lifetime either working in the Maine forests or doing business directly with those who do. It is something of an understatement to say that he is familiar with his specialty—the extensive forest products industry. Rather, he grew up with it.

Gus Nadeau was born in Oakfield at a time when Bangor and Aroostook's Ashland branch was the jumping off place for half of the lumbering operations in the vast wilderness to the northwest. There was something glorious about the tough, wiry men who shook their heads to clear the after effects of bad whiskey, shouldered their axes and saws, and headed north to harvest the wilderness crop. It was natural that a farm youngster should turn to this industry when the time came for him to earn his own livelihood.

He spent his early years learning the ways of the woods

and the men who harvested its crop, as a scaler for Madigan and Pierce Timberlands. In the meantime, he farmed a bit, but he felt more at home in lumbering. Between 1942-49, he was a field representative for the Oxford Paper Company and traveled throughout Maine and New Brunswick.

He was in business for himself in 1955, when he happened to be talking with C. C. Morris, then treasurer of the railroad, about the declining rail traffic in wood products and lumber. He had some ideas on how the railroad could win some of the traffic back and, in Morris, found an interested listener. A few days later, he received a phone call from the traffic people in Bangor. They wanted to talk with him about his suggestions and made an appointment. After the discussion, Gus Nadeau found himself working, on a trial basis only, as a special lumber sales representative. No results, no job.

It was the kind of challenge that appealed to Gus. He was working with people he had known for most of his adult life. He knew their problems and their needs well. What he didn't know about railroads, he was determined to learn.

ONE CAR OF LOGS

When he set about the task of increasing the railroad's lumber traffic in 1955, only pulpwood traffic amounted to a significant movement. During that entire year only one load of logs was shipped, although there was a sizeable movement of logs out of state. From talking with prospective customers and from his own experience, it boiled down to a matter of equipment. He asked to try a 500 series rack car, removing the cross members for top loading and using stakes and chain for tie down. It worked perfectly and the road now has 91 of these altered lumber cars in service. Its log movement had grown to 1,046 cars by last year.

His new job wasn't all as obvious and direct as the solution to the log business had been. When the business has gone to over-the-highway carriers for

several years, it requires more than a routine effort to affect a change. And some of the people he called on were not about to change their habits.

"The ones who told me they wouldn't have anything to do with rail were the ones I went after the hardest," he recalls with a wry smile.

Throughout the first, tough year, Gus evolved an effective, if direct, formula for attracting the strayed lumber customers back to the fold. He simply prepared his case with infinite care, anticipated and answered the objections, and made a call every week. It would have taken stern discipline to resist such a frontal determined assault, and most did not. A year from the time he was put on the payroll, strictly on a trial basis, he found himself a permanent employee with new goals stretching out to the horizon.

OUT FOR BUSINESS

He went about his calls with such zest that no one, from the smallest pulpwood operator to the lumber dealers in Massachusetts, Rhode Island and New York who bought Maine lumber, had the slightest doubt that the Bangor and Aroostook meant to have every stick that it could haul. People began to call him when they were looking for a spot to put a lumber mill and he hammered away at the advantage of rail siding. In the eight years he's been employed, seven new mills have located on rail sidings. He began to make regular calls on out of state buyers of Maine lumber. His familiarity with the Maine industry began to pay off. The out-of-state dealers began calling him to find odd-dimension lumber or to fill special orders not available through routine channels. Gus Nadeau's circle of acquaintances in the industry is so broad that he can normally name a supplier who can furnish the item in question. Each year, he attends the convention of the retail lumber dealers in New York, where he makes more contacts.

"I get a good part of my traffic by finding new buyers for Maine lumber," he explains.

It was the traffic in sawed lumber that offered perhaps the broadest opportunity for sales and for better equipment. When Gus Nadeau took the temporary job in 1955, such lumber as was being shipped was going on open flatcars with stakes. The shipper furnished the stakes and risers himself, which amounted to a considerable number of board feet, and it was a makeshift arrangement at best. Nadeau first convinced the railroad that it should pick up the strapping costs, then went after a better car for the lumber.

A CONVERTED CAR

The result was the conversion of one of the railroad's end rack pulpwood cars for lumber. The inclined floor was made level, the car lengthened to 54 feet and chains added for secure tie-down. The converted car will hold three 16-foot stacks of sawed lumber and has been loaded with as much as 40,000 feet. The average boxcar used for lumber has a capacity of about 20,000 feet. The biggest advantage of the car, however, is not its increased capacity, but a savings of \$38 in strapping and the ease with which it can be loaded by mechanical means. It can be loaded in about 45 minutes with a forklift as compared with six hours loading time with a regular car, or a savings of nearly \$24. Six of the cars are in use now. The new car has made it much less expensive to ship by rail than over the highway and has meant a significant increase in traffic.

Gus Nadeau sees part of his job as selling lumber shippers on the advantages of rail transportation and part of it as keeping the railroad up to date on the needs of the shipper. It's a highly specialized trade with changing markets and needs. The railroad requires the services of someone who understands it to make intelligent decisions.

For several years, one obvious need was for a lumber rate on a per thousand board feet basis. When a buyer called a dealer and asked for a price on a quantity of sawed lumber, the dealer could give him the



Top left, Sales Representative Gus Nadeau, calls on shingle manufacturer Frank Martin at Ashland. Above, he shows illustration of new full-door box car to another customer Mrs. Huldah Monfette, assistant manager of the Maine Grafton Lumber Company in Ashland. Right, he visits the site of Tom Pinkham's new lumber mill at Skerry Siding.

lumber cost to the penny, but the transportation cost was a far different matter. Because the weight of the lumber varies with the moisture content, it is almost impossible to pre-determine the shipping costs. As a consequence, many dealers turned to privately-owned trucks. The crying need was for a rate that a dealer could quote with his selling price, but it broke all precedents.

After demonstrating the need for such a rate basis to BAR and MEC rate people they instituted a tariff for shipping lumber to BAR and MEC points on a per thousand board foot rate. This made it possible for lumber buyers and sellers in this area to know their delivered costs exactly. As a result, the BAR has regained much of the sawed lumber traffic and will regain even more when railroads in other areas are persuaded to change from the old per hundred weight basis

to a per thousand board foot rate.

Rail lumber traffic into Boston also showed a sharp increase as a result of increasing the minimum per car from 36,000 to 60,000 pounds and lowering the rate from 63 $\frac{1}{4}$ to 43 $\frac{1}{4}$ cents per cwt. This provides a savings to lumber people and at the same time protects the railroad's necessary per car revenue.

Since the first day he reported at work for the railroad, a man who had to back up his claims with results, Gus Nadeau's customer list has grown to 465 pulpwood operators and about as many lumber dealers scattered throughout New England, New York, Pennsylvania, New Jersey and Washington, D. C. One of his pulpwood customers is located 65 miles in the wilderness on the American Realty road. He is also responsible for six shingle mills and 14 lumber mills, all in Aroostook County.

Nadeau's work with pulpwood operators has been of a service nature. Basically, the mode of transportation of pulpwood is determined by the large paper mills and big pulpwood operators, but there are many areas in which an alert salesman can help a pulpwood operator and keep traffic on the rails.

Gus Nadeau doesn't look like the traditional picture of the railroad solicitor with a pocketful of cigars and a bowler hat. (We don't have them any more.) He looks more like a successful lumberman with his Lincoln-esque features and outdoor complexion, and this is pretty much what he is. But he's a smashing good salesman, too.

You can ask any of his customers.

Last year, they shipped 17,395 cars of pulpwood, 1,046 cars of logs, and 1,077 of sawed lumber.



Trouble At Pride's

Somewhere in Millinocket, there are a couple of bird hunters who were spared a night of pain and discomfort by the kindness of two Bangor and Aroostook Engineering Department employees. But neither Section Foreman Clair Cain, nor his partner, Trackman Ralph Swett of Oxbow could tell you their names. They forgot to ask.

This chronicle of neighborliness all began at 4:50 p.m. the afternoon of October 14 in the railroad's dispatching office in Houlton. Dispatcher Bob Benn had just begun his trick and was busily engaged in going over the train sheets on the desk before him when a woman's voice burst over the speaker of the dispatch phone. Startled at the unfamiliar sound of a feminine voice over the dispatch system, he snapped to attention.

"Dispatcher! Dispatcher!," the voice said excitedly. "My husband has been hurt. I think his arm may be broken. Please help me."

"The woman was pretty excited," Benn says, "I told her of course we'd help her and this calmed her enough so that I was able to find out that she was at Pride's siding on the Ashland Branch. I told her

we'd have help on the way in a few minutes."

"Pride's siding is a tiny clearing in the wilderness on the Ashland Branch some 20.81 miles from Oakfield and about 13 miles from the nearest settlement at Marsardis. There are no sidetracks there any more. There is no road to it, and the handful of section houses, once used for B and A personnel, have been sold to individuals as sporting camps. The man and woman in trouble had purchased one of the small cottages.

CALLED CAIN

Benn immediately called Section Foreman Clair Cain at Masardis. The time now was 5:00 P.M. Clair Cain was on vacation at the time, but he readily agreed to put his motorcar on the tracks and get the couple out of the woods.

He called Trackman Ralph Swett of Oxbow to accompany him, because regulations forbid operation of a motorcar by one man. It was 5:30 p.m. by the time they had the car on the tracks and were on their way to Prides.

They arrived a few minutes later to find that the couple were on the first day of their

vacation. The man had taken a severe fall and injured his arm which was hanging limp.

The two railroaders wasted no time in getting the couple on the motorcar. Within minutes they were on their way back to Masardis. From beginning to end, the entire operation had taken about an hour and a half.

NOT EASY

Now, anyone who has tried to engage in conversation on a sputtering motorcar will tell you that it's no easy matter. It's mostly a matter of monosyllables, so there wasn't much communication between the four.

The couple had boarded train 211 at Smyrna Mills that morning and had been dropped off at their new camp. The car was still at Smyrna. Because of train movements, Clair Cain had decided against making the run to Smyrna on the motorcar, so Ralph Swett offered to drive them back to Smyrna and their automobile.

The emergency was all part of the job for Clair Cain and Ralph Swett, so routine that they did not ask the names of their passengers. But there are some newcomers to Pride's Siding who would agree that they have some fine railroad neighbors.

Looking At Safety

By CECIL E. GARCELON

It would be a toss up as to which is the most tragic aspect of either an industrial or a home accident, the pain and income loss, or the great waste of productive effort. When a man suffers an accident, it means discomfort, extra costs and, sometimes, loss of income. These are personal losses. For the company, it means the loss of useful production of a skilled and needed employee.

The company's loss become a personal loss to the employee, ultimately. Every day's effort lost—even by a single employee—weakens the company's competitive position, makes it just a bit less efficient. When this happens the job of every employee becomes a little less secure.

Sound far-fetched? Then consider this. In 1962, the acci-

dents to individuals—a day here and a day there—reached the staggering total of two man years in lost time. First, consider what that much lost time cost the individuals involved. Then think about what the loss of that many days, months, years means in lost efficiency to the railroad. A day here and a day there doesn't sound like much, perhaps, but two years lost time is an item to be reckoned with in anybody's language.

Average lost time by transportation employees was 30 work days; 22 days by Engineering Department employees; and 20 by Mechanical Department employees.

No one should really need any convincing to practice safety, but we all seem to. It boils down to a matter of self inter-

est. We are now approaching the snow and cold weather season. Cold numbs our reactions, makes us less alert than we would be at other times. The storms that we can expect hamper visibility and safe movement. There are more natural hazards that we must become accustomed to as we go about our work.

Use extra caution starting now.

There isn't any argument against it.

OUR SAFETY SCOREBOARD

First Nine Months 1963

Employees Injured	Total Man-hours Worked	Casualty Rate
7	1,771,553	3.95
Same Period 1962		
16	1,636,342	10.39

In The Family

Mechanical Department

The many friends of Retired Carpenter *F. J. Squirrel* extend sympathy on the death of his wife after a long period of ill health.

The many friends of Retired Air Brake Repairer, *E. P. Sawyer*, were sorry to hear of his death at his home in Sullivan after a short illness. Mr. Sawyer entered the service of the Bangor and Aroostook R.R. Co. April 22, 1913 and retired April 13, 1952.

Carpenter *C. W. Clark*, Derby, recently attended the National Convention of Brotherhood of Railway Car-men of America in Kansas City, Missouri.

Mechanical Engineer *H. W. Hanson* and Freight Car Foreman *D. D. Lovell* spent several weeks in Michigan City, Indiana, recently inspecting the building of new cars for the Bangor & Aroostook R.R. They were joined by their wives and all report a most enjoyable time.

The many friends of Retired Carman *T. J. Doyle*, Millinocket, extend sympathy on the death of his wife, *Rose*,

after a short period of ill health.

The Mechanical Department clerks and office personnel held their annual Oyster Stew party at the cottage of Mechanical Superintendent *V. L. Ladd* at Sebec Lake recently. The oyster stew was made by *Chester Heath* and *Richard Foster*. After the supper an evening of beano was enjoyed.

The following were present: Mr. and Mrs. *M. E. Place*, Mr. and Mrs. *C. E. Heath*, Mr. and Mrs. *H. I. Grinnell*, Mr. and Mrs. *J. L. Perry*, Mr. and Mrs. *F. D. Murphy, Jr.*, Mr. and Mrs. *F. E. Morris*, Mr. and Mrs. *E. J. Berry*, Mr. and Mrs. *H. W. Hanson*, Mr. and Mrs. *M. Leonard*, Mrs. *C. R. Scanlon*, *R. L. Foster* and *V. L. Ladd*.

Friends sympathize with the family of Electrician *R. A. White* on the death of his father at Topsfield.

Our sympathy also to the family of Retired Car Repairer Helper *J. C. Timoney*, who died at an Island Falls Hospital. Previous to working in the Mechanical Department, Mr. Timoney spent several years as an engineer in the Operating Department.

Hazel Brannen, wife of Car Inspector *L. A. Brannen*, *Polly Clark*, wife of

Hostler J. W. Clark and *Phyllis Crandall*, wife of Night Foreman *R. J. Crandall* enjoyed a vacation visiting relatives and friends in Connecticut recently.

Mrs. *Brenda Rogerson* and son of *Billings*, Montana, have returned to their home after spending the past few weeks with her parents, General Foreman and Mrs. *B. B. Libby*.

The many friends of Machinist *J. E. Tilley*, Northern Maine Junction Diesel Shop, extend sympathy on the death of his brother, *Donald*.

A. B. W. Paul, machinist apprentice, Northern Maine Junction, has completed his apprenticeship and is now working as a machinist. Brad is the son of General Foreman, Locomotive Department, *W. L. Paul*.

Electrician, *C. W. Perry*, Northern Maine Junction son of Chief Electrician and Mrs. *V. J. Perry*, Milo, has been appointed Chief Pilot in the Bangor C. A. P. Squadron.

Roger Howse, son of Asst. Diesel Superintendent and Mrs. *D. L. Howse*, Orrington, has entered the University of Maine.



MRS. LARRY ROBERTS

Margaret Lucia Swallow, daughter of Carman Gang Leader and Mrs. MacArthur Swallow of Oakfield, and Larry Evan Roberts, son of Mr. and Mrs. Wilbur D. Roberts of Mound, Minn. were married August 31, in a candle-light service at the First Universalist Church.

The Rev. Martin Rasmussen of Caribou performed the double ring ceremony.

The church was decorated with baskets of white gladioli and candelabra. Miss Greta White, organist, played selections from Bach.

Escorted by her father, the bride wore a floor length sheath gown of silk organza with Alencon lace and full length train. She wore a matching lace mantilla and carried a cascade bouquet of white shattered carnations centered with white orchids.

The maid of honor, Miss Marlene Stewart of Calais, and Georgetown, Mass., a college classmate of the bride, wore a dress of gold taffeta with a matching head piece and short veil and carried a colonial bouquet of lavender, yellow and white mums.

The bridegroom's father attended his son as best man. Ushers were Phillip Gallo of Alexandria, Va., and Lionel Lord of Old Town, Me.

Following the ceremony a reception was held in the church vestry.

After a honeymoon in Bar Harbor, Me., and New York City, they are now at home at 520 Washington Ave. S. E., Minneapolis, Minn. They will both attend the University of Minnesota Graduate school this Fall.

The bride is a graduate of the University of Maine and the Veteran's Administration Hospital of Hines, Ill., where she received her A.D.A. in dietetics.

The bridegroom is a graduate of the University of Minnesota.

Mr. and Mrs. Jami Najah of 517 N. Lybarger, Olympia, Washington have announced the birth of a son, Freydoon Stephen, born October 2nd at St. Peter's Hospital. Mr. Najah works for the Washington State Highway Department as a bridge designer. Mrs. Najah is the former Lorette McDonald, daughter

of Trackman and Mrs. Raymond McDonald of Milo.

Mrs. Helen McDonald is spending a few weeks in Olympia, Washington where she is visiting her daughter and son-in-law and new grandson.

Accounting Department

A son, Kevin Charles, was recently born to Mr. and Mrs. John G. Mooney of Patten, Maine. The young man's maternal grandparents are General Auditor and Treasurer and Mrs. Roy D. Plumley.

David Parker, son of Abstract Clerk Robert and Mrs. Parker, a graduate of the University of Maine in June, has entered Rensselaer Polytechnic Institute in Troy, N. Y. and is preparing for his master's degree in Engineering Physics. In addition to his studies, he is working as a part-time instructor.

Lee Barrett, transit and received clerk, with Mrs. Barrett and daughter, Callie, motored to St. Albans, Vermont during a week-end in October.

Retired Clerk Levens Whittier, formerly of the Freight Audit Section, has returned to his home after having been a patient at a Bangor hospital.

Helen Hickson, retired interline forwarded clerk, has recently been a patient at the Eastern Maine General Hospital. She has now returned to her home on Leighton Street in Bangor.

Hilda Dakin, retired interline received clerk, is a patient at the E.M.G. Hospital in Bangor.

Clerk Mildred Wallace of the Disbursements Section, accompanied by retired Clerk Gladys Goodwin, recently enjoyed a week vacation visiting Niagara Falls, Quebec and Toronto.

Clerk and Mrs. John Salisbury have returned from a vacation in the White Mountains of New Hampshire.

Mr. and Mrs. Frank J. Leen were in Boston in October where they met Mrs. Leen's brother, who arrived there by plane from his home in Nevada. He plans to spend the next two months in Maine, visiting with friends and relatives.

Mr. and Mrs. Ronald Condon are receiving congratulations on the birth of their second child, a girl, Cheryl Jane, born October 2. Ronald is invoice clerk in the Disbursement Section.

Victor Vereault, demurrage clerk in the Car Accounting Section, is convalescing at the Togus Veterans Hospital and would like to hear from his friends. Vic's address is: Veterans Hospital, Building 200, Ward 4, Togus, Maine.

Sympathy is extended to the family of Mrs. Annie Caswell, who died at a local hospital on September 24. A son Andrew, is employed as a clerk in the General Accounts Section at Bangor.

General Accountant Gilbert H. Jameson represented the BAR at a meeting of the Accounting Division of the Association of American Railroads, held in New York City on October 28-29.

E. Joseph Cross, statistician in the office of the General Tax Accountant, was elected president of the Bangor West-Side Little League for the year 1964 at a recent meeting of the board of directors.

Mrs. Roy D. Plumley, a recent patient at the Eastern Maine General Hospital



John M. MacDonough, Assistant Supervisor, Tabulation Section of the machine bureau, receives gold pass from R. D. Plumley. MacDonough is a native of Bangor and entered BAR service in 1923. He is married and has three children.

in Bangor, has returned to her home in Hampden.

Miss Judith Louise Schultz, daughter of Mrs. Leola H. Schultz of Bangor, and the late William H. Schultz, became the bride of Horace B. Clark at a candle-light ceremony August 17 at All Souls Congregational Church, Bangor. The bride was attended by Mrs. Omer Reed of Howland. Hayden L. Schultz, brother of the bride, was best man. The bridegroom is the son of Mr. and Mrs. Stanley Clark of Exeter. Following the double ring service, a dinner was held at Pilots Grill for the wedding party. The bride is a graduate of East High School, Auburn, N.Y. and Mt. Sinai Hospital of Nursing in New York City. She is presently employed at the Eastern Maine General Hospital in Bangor. The bridegroom was graduated from Howland High School, attended the University of Maine and Husson College. He is a member of the Bangor Toastmasters' Club and is clerk-stenographer in the Freight Claim Section of the Accounting Department at Bangor. The couple are at home at 62 Graham Avenue after a motor trip to the White Mountains.

Thomas Mercier, machine operator in the IBM Section and Vice General Chairman of System Board 11, attended the executive board committee meeting in Boston on October 26.

Mr. and Mrs. Lawrence Titus and sons David and John recently vacationed in North Conway, N. H. at the home of Mr. Titus' brother, Mr. Charles Titus. Mrs. Titus is a key punch operator in the Tabulating Section.

Machine Operator Rodney Cyr, of Caribou, is now employed in the Tabulating Section of the Accounting Department at Bangor.

Key Punch Operator Cora Pelkey, who recently underwent surgery, has returned to her work in the Tabulating Section.

SP-4 David Titus, who is stationed in Thule, Greenland at the U.S. Army Air Base, recently spent an 18-day leave at the home of his parents, Mr. and Mrs. Lawrence Titus of Bangor.

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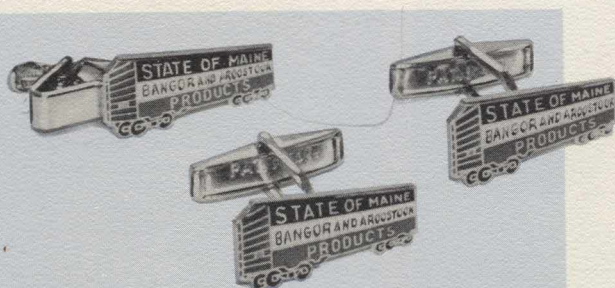
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