

Talking It Over

To My Fellow Employees:

As you all know, there is a proposal before the stockholders of Bangor and Aroostook Corporation to merge with another holding company, Punta Allegre Sugar Corporation. Because BAC was born of the railroad company and many of its officers have served the railroad in the same capacity, you will perhaps be interested in what has taken place and how it will affect us.

To refresh your memory, BAC was organized in 1960 to enable the railroad to diversify into other business. We could not do this as a railroad because the Interstate Commerce Commission doesn't permit a railroad to invest in other companies except with its own cash. While our cash was adequate for our needs as a railroad, it was not sufficient to accomplish what we felt necessary: to diversify enough to spread the risks and earning potential over a large enough area so that we wouldn't be faced with the constant feast-or-famine aspects of transporting potatoes.

The answer was the organization of a holding company and changing the financial structure so that the holding company (BAC) could acquire the other companies we needed with stock

as well as cash. That was four years ago and it has been a successful venture. In that time, four member companies besides the railroad have been added to the Corporation family — Goal Credit Corporation, a commercial loan agency in New York; Henry Luhrs Sea Skiffs, Inc., a successful New Jersey boatbuilding firm; Bartlett-Snow-Pacific, a leading designer and builder of automated equipment for production facilities and a major builder of systems for municipal garbage disposal; and Bale Pin Company of Boston, a highly successful manufacturer of school jewelry in the medium price field.

All this has permitted us to accomplish what the financial people call "the broadening of the earnings base." This simply means that we've put our eggs in more baskets; we have minimized our risks by spreading them over a broader area of our own choosing. At the same time, we have improved our opportunities for growth and profit. There is more security for all of the member companies united under a corporate roof than there would be for any of them outside of the corporate fold.

Now there appears to be a better opportunity for Bangor and Aroostook Corporation and its member companies by merging with Punta Allegre Sugar Corporation. The combined strength of the two holding

companies would provide greater avenues for growth for both groups than either would enjoy individually.

The merger proposal does not mean that the BAR and BAC have been swallowed and will lose their individual identities. W. Gordon Robertson would become president and chief executive officer of the new company.

The entire Bangor and Aroostook Corporation Board, including myself, will be members of the new board of directors and, as you know, the Bangor and Aroostook Railroad is well represented on the Corporation board.

The merger would have no effect on the railroad family. There would be no change of personnel or policy. It would not mean that the Bangor and Aroostook Railroad is to be any less of an Aroostook institution than it has been for nearly the past three-quarters of a century. We would continue to be a major subsidiary of the new corporation and the association will not change our conviction that the future of the Bangor and Aroostook is irrevocably bound to that of the County. There will be no change in our deep commitment in Aroostook, nor our basic philosophy that what's good for Aroostook County is good for the B. and A.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

The Bangor and Aroostook has won the nation's top award for railroad safety for the third time in 10 years. The railroad will receive an E. H. Harriman Memorial award for the third time in 10 years this week. The award is given for the best safety record among railroad in the eastern United States district.

The B. and A. won the Harriman gold medal in 1954 and again in 1961.

It is one of three certificates awarded in the nation to three Class I freight lines, and one of a series of several awards made for safety records in railroading under the Harriman Memorial.

It will be presented in New York City at the Hotel Roosevelt September 16 to line-haul carriers and two switching and terminal companies, the American Museum of safety announced.

The presentations will be made by Commissioner Everett Hutchins of the Interstate Commerce Commission. The event marks the 51st anniversary of the awards founded by the late Mrs. Mary W. Harriman in memory of her husband, a pioneer in the railroad industry. The award has been continued under the sponsorship of two sons, including W. Averell Harriman, undersecretary of state.

The railroad has also won top national safety honors among

Class I American Railroads in the group that works from two to five million man hours a year. C. E. Garcelon, safety supervisor, said that the American Safety Council has notified the railroad that it was a first place winner of the Council's 1964 Railway Employees' National Safety Award.

Class 1 railroads are those whose annual operating revenues exceed \$3,000,000.

The Bangor and Aroostook's safety record for 1963, the period of evaluation for the award, reached a low frequency rate of 4.85 accidents per million man hours worked. The road's safety record, according to the National Safety Council was 54% better than what it has established as par for frequency of accidents, and 100% better than its par for severity.

"Industrial accidents mean a great personal loss to employees, a loss to industry and to the community, in addition to the human suffering involved," President W. Jerome Strout said, "and we intend to spare no effort in keeping our people safely oriented. The Bangor and Aroostook's safety record is the result of 13 years of intensive effort by our people."

The road instituted a formal safety program in 1951 and has five times won national honors for its performance, including two awards from the National Safety Council.

A sure harbinger of fall and Maine's potato harvest was the shipment of the first carload of Maine potatoes from the 1964 crop. Taking the honors as first shipper was W. C. Hand Company of New Limerick, who shipped BAR 8536 on August 26 to Massachusetts. The Hand Company has been the first shipper for many years. The first railroad car signals the massive machinery of the railroads into action, which last year saw them originate about 22,500 carloads on the Bangor and Aroostook Railroad and over 3,500 carloads on other Maine railroads, President W. Jerome Strout said. "All estimates indicate a good crop, with a reasonable return to the grower which should result in heavier than normal early shipments."

The Bangor and Aroostook Railroad will spend \$3,800,000 on additions to its car fleet in 1965. An order was placed with Pullman Standard Company Aug. 4 for 200 cushion under-frame box cars at a cost of \$3,100,000. The railroad will also acquire and rebuild 100 second-hand, RS type refrigerator cars at a cost of \$700,000.

The box car purchase is the first step of a three-part program under which the railroad will acquire 600 new box cars over a three-year period.

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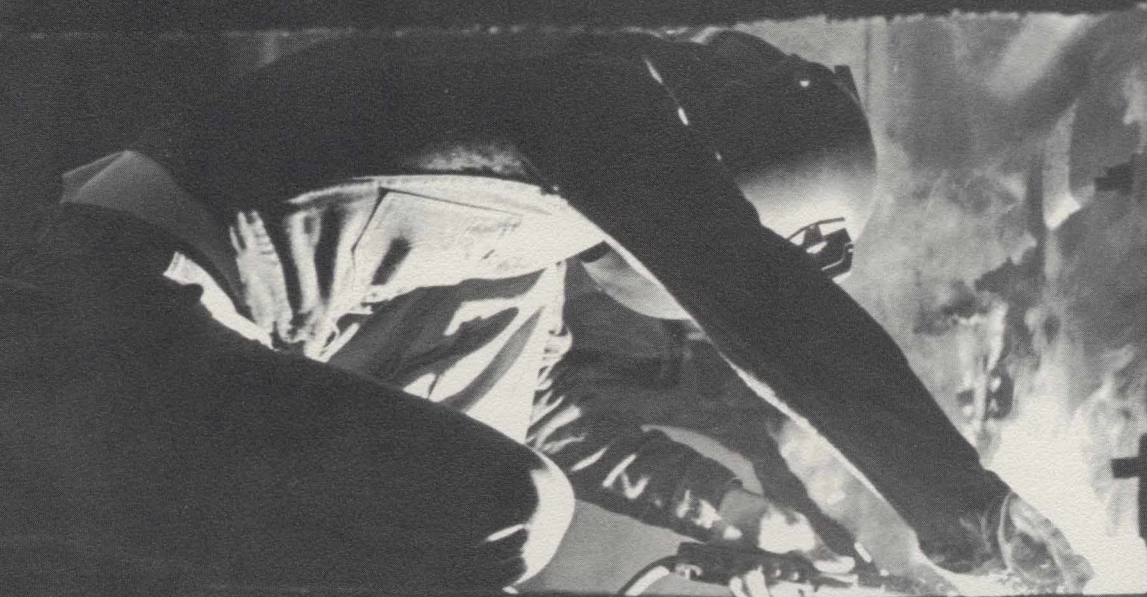
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ON THE COVER

A Bangor and Aroostook bus passes through the beautiful St. John River Valley a few miles from Fort Kent on its way to New York City. The railroad interchanges equipment with Greyhound to provide no-change service.

As The Railroad Grows



Looking for all the world like a creature from another planet through the jagged hole in the car, a Bangor and Aroostook welder at Derby works on one of the PFE refrigerator cars being reconditioned there.

It takes a lot of money to run a railroad.

By the end of 1965, the Bangor and Aroostook will have spent a tidy \$14,000,000 (plus) on car acquisitions. A lot of money? Sure. But if you're in the transportation business, good rolling stock is one of your most important tools.

The latest order for 200 cushion underframe boxcars from the Pullman-Standard company and 100 R. S. type refrigerator cars from PFE will bring the total of cars acquired

in a two-year period to 751. The list includes 150 jumbo mechanical refrigerator cars, 325 cushion underframe boxcars, 168 jumbo pulpwood cars, 100 RS type refrigerator cars to be rebuilt by Bangor and Aroostook people, and eight experimental cars.

The initial acquisition of jumbo mechanical refrigerator cars, the first purchased by the railroad, was the result of sharply increased traffic from the five Aroostook food processing plants and the new volume

incentive rates on frozen foods. The 50-foot cars have a capacity of 3,839 cu. ft., 35% greater capacity than the standard mechanical refrigerator car. They also boast such refinements as roller bearings, cushion underframes, and load dividers.

At the same time, 125 boxcars equipped with similar cushion underframes to prevent damage, and roller bearings, were ordered. The class A boxcars are used largely in the paper traffic. The tab for the initial 175-car acquisition was \$3 $\frac{1}{4}$ million.

Some six months later, the railroad purchased 168 jumbo pulpwood cars for use in traffic to the new International Paper Company plant in western Maine. The cars have a capacity of 32 cords of pulpwood, 11 more than the standard end rack cars. They have a depressed center sill to prevent shifting of the load and a center bulkhead for greater stability of the lading.

In the spring of 1964, 100 RS type refrigerator cars were acquired from Pacific Fruit Express. The cars are presently being rebuilt by Bangor and Aroostook people at Derby and Northern Maine Junction. Rebuilding of the cars by Bangor and Aroostook crews, a condition of the purchase, has been responsible for the employment of an additional 45 men in the Mechanical Department. The final bill for the finished cars will be \$620,000.



Perhaps the most nerve-wracking job, and certainly the hottest, in the assembly line reconditioning the cars is heating the rivets for the men working on the cars. The riveters depend on this man for a steady supply of glowing rivets that are tossed to them.



Besides the large acquisitions, BAR crews converted six end rack pulpwood cars to lumber cars. The cars were cut in half and lengthened 10 feet. The pitched floor was leveled and stakes and chains added.

Two experimental boxcars for lumber were also made at Derby. The 50-foot six inch cars were lengthened by seven feet so that finished lumber in 16-foot lengths could be handled by forklift. One entire side of the car opens for loading and unloading. The cars are for transportation of dry, finished lumber.

The latest acquisition of 200 cushion underframe boxcars is the first step of a three part program under which the railroad will acquire 600 new boxcars over a three-year period. The new car purchases, says BAR President W. Jerome Strout, are required to take care of the railroad's normal busi-

ness, and will result in a net increase of 100 cars after normal attrition. Some 2200 boxcars are required just for the BAR's needs and most of them are used in the paper traffic.

The new boxcars, all equipped with shock absorbing underframe devices, bring the road's ownership of cushion underframe cars to 500. The 50-foot, 70-ton cars will also be equipped with wide doors flush with the inside linings of the cars and roller bearings. They will be the highest standard boxcars that can be used without special routing.

The 100 second-hand RS refrigerator cars will be purchased from Pacific Fruit Express, the car line that uses the Bangor and Aroostook refrigerator cars for the western produce movement during the summer months. The cars will also be rebuilt at Derby Shops starting in January of 1965.

If you look closely you can see the glowing rivet in midair just as it is being caught by a workman on the scaffold. It's a job that requires considerable skill, both on the part of the man tossing the hot rivet and the man who catches it. The cars undergo a major facelifting on the Derby production line, including any necessary surgery on the metal work.

The 'attrition' of cars is an important word in the railroad's philosophy of maintaining an adequate fleet of cars. Obviously, one doesn't buy any more than can efficiently be used when the units cost as much as \$30,000 each. Generally, says Strout, as many cars are scrapped as are purchased on an annual basis. That means that some cars are changed in classification from Class A to Class B cars, some to lower classification, some to work service and, finally, a given number of the lowest class of cars are relegated to the torch

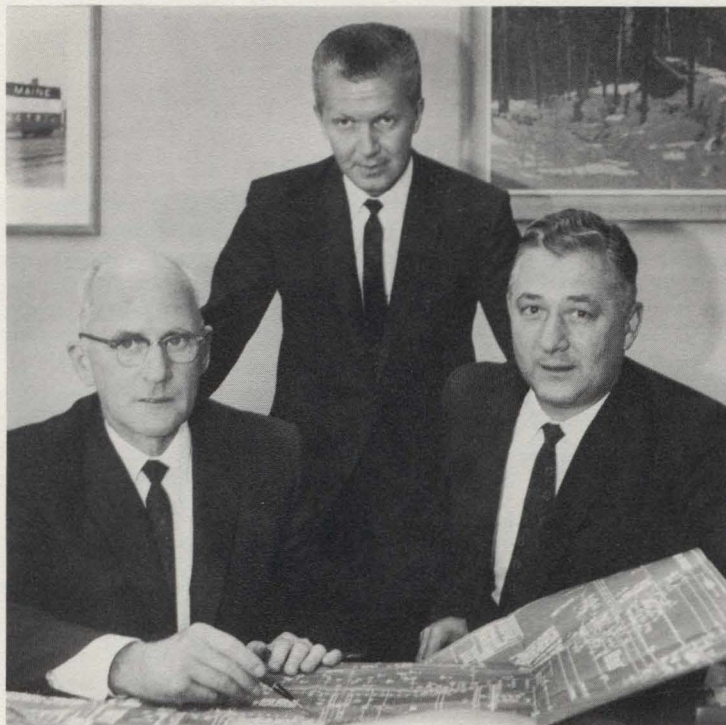
and the scrap heap. This is important because when a car reaches a certain condition, it becomes uneconomical to spend the money to make necessary repairs.

"We consider the acquisition and the maintenance of good cars absolutely vital to our business," says Strout. "Having an adequate car supply during the peak of our traffic is a great sales advantage to us and we have been able to keep these cars busy during the off season. Our car needs make an ownership of all types of cars of between 4,800 and 5,000 necessary and it does make a heavy load for the Mechanical people. While it might appear from the records on operating efficiency that the Mechanical Department spends a great deal of money without showing a return, it is a false picture. The car fleet would not, of course, be an efficient operation without the high standard of maintenance that the Mechanical Department provides."

NEED MECHANICALS

For the future, he believes, there is a need for more mechanical refrigerator cars, both nationally and on the Bangor and Aroostook. Railroads are also buying heavily of specialty cars and show a trend away from the standard boxcar of the '50s. The Bangor and Aroostook's philosophy is that it will buy specialty cars—even if it has to design them—as long as there is profitable traffic for them.

The blueprint for the BAR car fleet shows that we're in good shape, with not too many cars nor too few. Acquiring and maintaining good cars is a long-range project that never stops. It involves the talents and energy of approximately one-quarter of our people and accounts for a major share of our operating dollar. You might say that it's our stock in trade.



Chief Mechanical Officer V. L. Ladd, left, Manager Purchases and Stores Harold Bell, standing, and Pullman Vice President Tom Callahan check specifications of the 200 new boxcars ordered by the railroad. When the reconditioned refrigerator cars roll off the production line at the paint shop at Derby, bottom, it's hard to tell them from factory-new cars. The shop will do another 100 cars in 1965.

A Rose By Any Other Name

A good many of the troubles of the human race have been the result of misunderstandings, because the party of the first part used words that meant one thing to him and something else to the party of the second part.

Result: Conflict. Prejudice.

Of course, it would be too easy to blame all of man's troubles over human confrontations on semantics — A's misunderstanding of B's language even though both, ostensibly, speak the same tongue—but we would be reckoning without the pure cussedness which is perhaps man's most dominant characteristic. But with the accumulation of knowledge, the thought leaders have become concerned with semantics. Probably the first modern attempt to do something

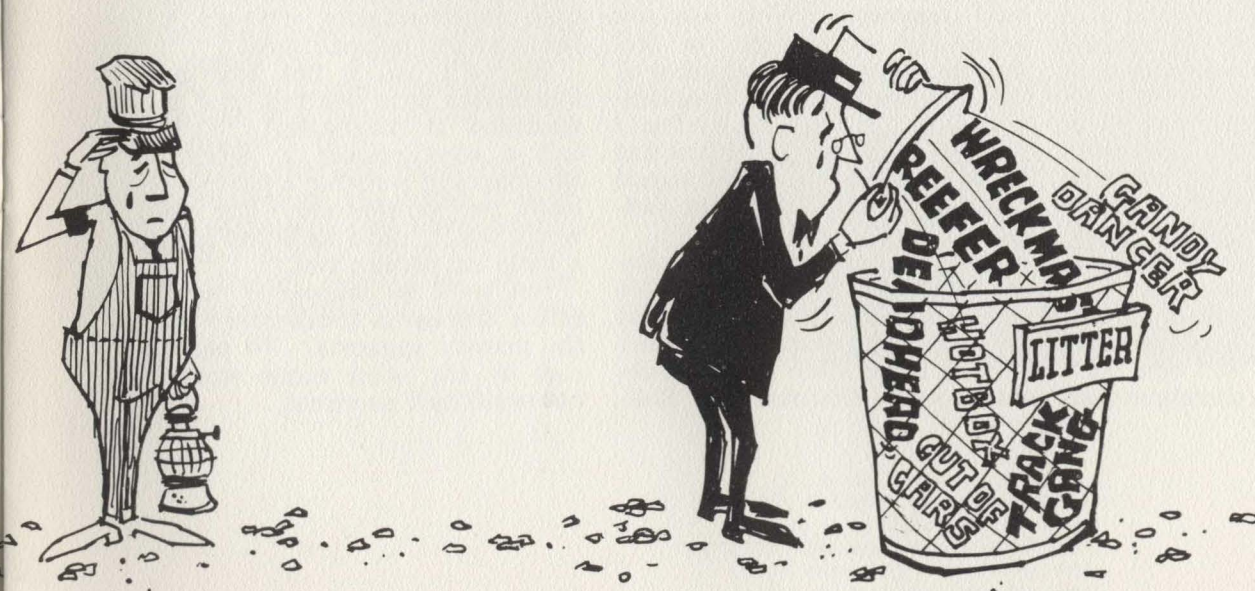
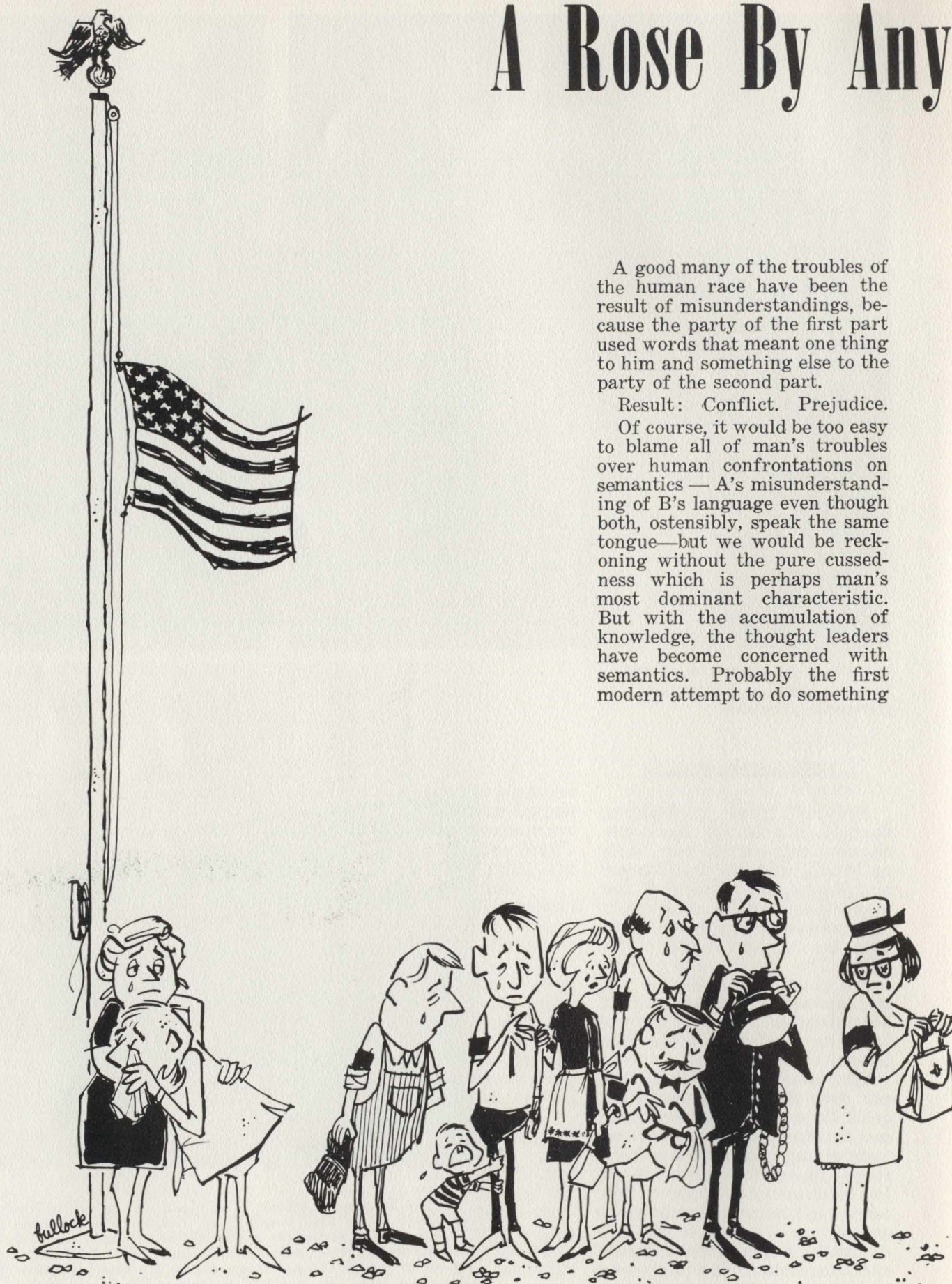
about semantics was undertaken by a Dr. Zamenhof who devised an artificial language called Esperanto in 1887. It was Dr. Zamenhof's intent that his language, based on the commonest words in the most important European languages, be used for international communication to eliminate the fuzziness of word meanings of the traditional languages. But the idea never caught on.

But the communicators of the 20th century — editors, broadcasters, public relations and advertising people, teachers—who are concerned with getting the same message to large groups of people are becoming increasingly concerned with semantics and the role it plays in communication. One of the most effective ways to do something about it,

some experts believe, is to eliminate labels that have emotional overtones and replace them with simple, more direct words that are less liable to mean different things to different people. The process is a little like painting the George Washington bridge with a tooth brush, but the battle must be joined somewhere. Substituting words means little unless one has the ear of people who use words as tools... again the editors, the broadcasters, teachers, the advertising people. But persuade the men and women who are responsible for the millions of words printed, uttered on radio, or flashed on a television screen, to use your terms and you've made a start toward changing basic word connotations.

That's pretty much what the American Railway Magazine Editors Association, the oldest industrial editor's group in the United States, has done in a booklet called "Semantics — the rail way." The group collected from its membership the most obvious examples of words that either have meanings that are not obvious or evoke in the reader's mind an unfavorable impression, substituted a simpler word and mailed the booklet to communications people last month. It is a workmanlike job that needed doing and, while the group admits that it is not intended to be a finished work on the subject, it is an ambitious start.

In this booklet, a "cut of cars" becomes "a group of cars" because "a cut implies slicing,



gashing . . . and to the general reader suggests damage either to freight cars or their contents."

An "extra gang" or "track gang" becomes an "extra crew" or "track crew" because the word gang has a connotation of street gang or chain gang and is not an appropriate word to describe a crew of railroad employees.

FALLEN EXPRESSIONS

Some other hoary railroad expressions that have become casualties of the passion for precise language are: "deadhead" (a derogatory term implying ignorance), preferred "passholder"; "private car" (suggests an image of railroad officials traveling sumptuously in much publicized private rail car of yesteryear), preferred, "business car"; "hot box", preferred "overheated axle bearing"; "wreckmaster" preferred "derrick foreman" and "reefer", preferred "refrigerator car", (more dignified and descriptive).

WE AGREE, BUT . . .

As a practitioner of the black art of public relations and as a member of ARMEA, we can't help but agree with the effectiveness of the idea. Nor can we deny in this age of scientific pre-occupation with the image the need for replacing those words in our railroad vocabulary that evoke public conception of railroaders as anything less than the alert, progressive people they are. But one can't help but shed a nostalgic tear

for some of the more colorful expressions of the craft that will be scrapped for admittedly more effective, but somehow sterile language.

It reminds us of the punch line of a railroad story that was going the rounds a few years ago. A conductor was giving instructions to the brakemen for a switching operation and concluded by saying ". . . then cut her in two, cut her head off and take it back to the roundhouse." Whereupon an old lady who had overheard swooned in a dead faint.

A COLORFUL LANGUAGE

There is hardly a craft that has evolved such a colorful language and so much legend as the railroad industry. While "crumb box" and "buggy" are admittedly not dignified words for a caboose any more than "gandy-dancer" is a flattering term for a track construction worker, they are, nonetheless, familiar terms among railroad people and mark the speaker as a member of this hardy fraternity. Indeed some railroad terms have left their impact on our "American" language. Who has not heard the expression "to pull the pin" which is an off-shoot of the railroading's early link-and-pin days or to "highball through," an expression that has its roots in the primitive signal devices on early American railroads.

In some subtle way, this living language, expresses the life and bouncy vitality of this great industry and the men and women who more often than not devote a whole lifetime to it. Rail-

roading isn't like a lot of other occupations that attract people for a few brief years. It seems to inspire the kind of dedicated service from its people that one expects from the more altruistic callings. It is not a calling for the timid, the halt, the eight-to-five people who must have the comfort of their homes every night. Railroading is a job for the adventurous, the strong and, perhaps, even the restless who revel in watching the country unfold from the cab of a diesel. It is these people who have left their mark on the language of the craft.

We have come to regard it as a kind of legacy redolent of the pungent smell of burning pine in a diamond stack locomotive, or the businesslike music of a telegraph instrument in a country station. There is a generation of Americans who understand that language and love it with a fierce devotion.

WE UNDERSTAND

We quite understand and approve the desire to present our best face to the public. We also understand that changing the language is a scientific, efficient method of going about it and that sentimentality doesn't count on the balance sheet.

So we'll call a hot box an overheated axle bearing, and a deadhead a passholder. We'll call a wreckmaster a derrick foreman and a reefer a mechanically refrigerated car. But we won't like it. And we'll feel just a little bit poorer, too.

But we'll be damned if we'll call a trucker a truckdriver as the manual suggests. To us, a rose by any other name would not smell half as sweet.

The Growingest Infant

For Bangor and Aroostook people who are traveling, there are few sights that will equal the picture of the familiar blue, white and red State of Maine Products car in a strange city. It's like seeing an old friend. Well, now you can see the same, familiar blue, white and red color scheme on the streets of Manhattan . . . if you're there on the right days. The Bangor and Aroostook interchanges equipment with Greyhound several days a week. And it's startling, for the first time, to see a B. and A. bus with "Fort Kent" on its destination board on a downtown street.

The bus that leaves Fort Kent at 9:30 every weekday morning has "New York City" emblazoned on its board, too. Neither of the signs are for eye appeal. The interchange provides no-change service between this picturesque border town in the St. John Valley and the bustling West Side Terminal in Manhattan. And more people are riding Bangor and Aroostook busses now than at any time since the service was inaugurated by the railroad in 1936.

A bus ride now bears little relationship to the same trip of 10 years ago. All seven of the B. and A.'s huge highway cruisers are air conditioned, all are equipped with rest rooms and



A pretty passenger consults Bus Operator Jack Branscombe about a schedule. Bus travel has changed dramatically in 10 years and more people are riding now than at any time since the war.

have air cushion suspension to smooth out the cobbles of city streets as well as the frost-ravaged roads of the north country in the spring.

The combination of good equipment, sharp personnel and aggressive management has made the Highway Division perhaps the lustiest infant in the B. and A. family. That doesn't mean that its revenues are going to rival the road's potato revenues, or even its fertilizer traffic. There aren't that many people who travel between northern Maine and any place else to provide the volume. But what has always been regarded as a deficit service operated for good will has now turned into a smart little money maker.

SUMMER MONTHS GOOD

The warm weather months—June, July, August and September—are the good months on the regular bus runs and there are few empty seats. The other eight months of the year are predictable and the Highway Department can plan on the fat summer months to carry the service through the lean winter season.

While the regular highway business has certainly changed in character in the past 10 years with better equipment, and through service, it is the charter business that has really blossomed. In 1956, for example, the Highway Department did \$21,900 worth of charter business. In 1963, the charter business was more than three times the 1956 figure at \$68,000. As Highway Division Manager S. E. Corey is quick to point out, costs have spiraled sharply since 1956 and the net increase has not made proportional gains with the gross business. But it is a healthy increase and has resulted from an aggressive selling

campaign by Highway people. Assistant Manager Clark Crane visits likely schools in the area during the winter to make contacts for class trips and other charter work.

"Schools account for about 90% of our charter work," he says, "with athletic and school trips. The University of Maine is our largest single customer."

Most athletic trips are pretty routine, but for those who want more, the railroad's charter service includes room arrangements, restaurant accommodations and the use of the bus and driver to tour the city at destination.

The busiest week the Highway people have had in the charter business was the week of April 19-25, 1964 when there were five Bangor and Aroostook busses at the World's Fair at the same time.

"We anticipated that the Fair would generate a good deal of regular and charter business for us," Corey says, "but thus far it has been quite a bit under our expectations."

TEN PERCENT FROM CHARTERS

The other 10% of the charter business comes from clubs and from contracts with tour companies. For the past two years, the Highway Division has had equipment and drivers in Nova Scotia under contract to Tauk Tours. This summer, two busses and drivers have been in the province driving about 1150 miles a week. The season is over the 19th of September and the equipment and people will then go back into domestic service.

The longest single charter trip was to California but there have been others that rival it. The Highway Division performs

charter work anywhere in the United States and Canada.

The newest offshoot of the Division is its Bus Express service. Bus Express is a comparatively new concept among highway passenger carriers and the Bangor and Aroostook's is just two years old. It has grown in that time so that it accounts for about five percent of the total highway revenues. It's a service performed among connecting bus companies and extends throughout most of the country carrying packages weighing up to 100 pounds.

IT'S FAST, TOO

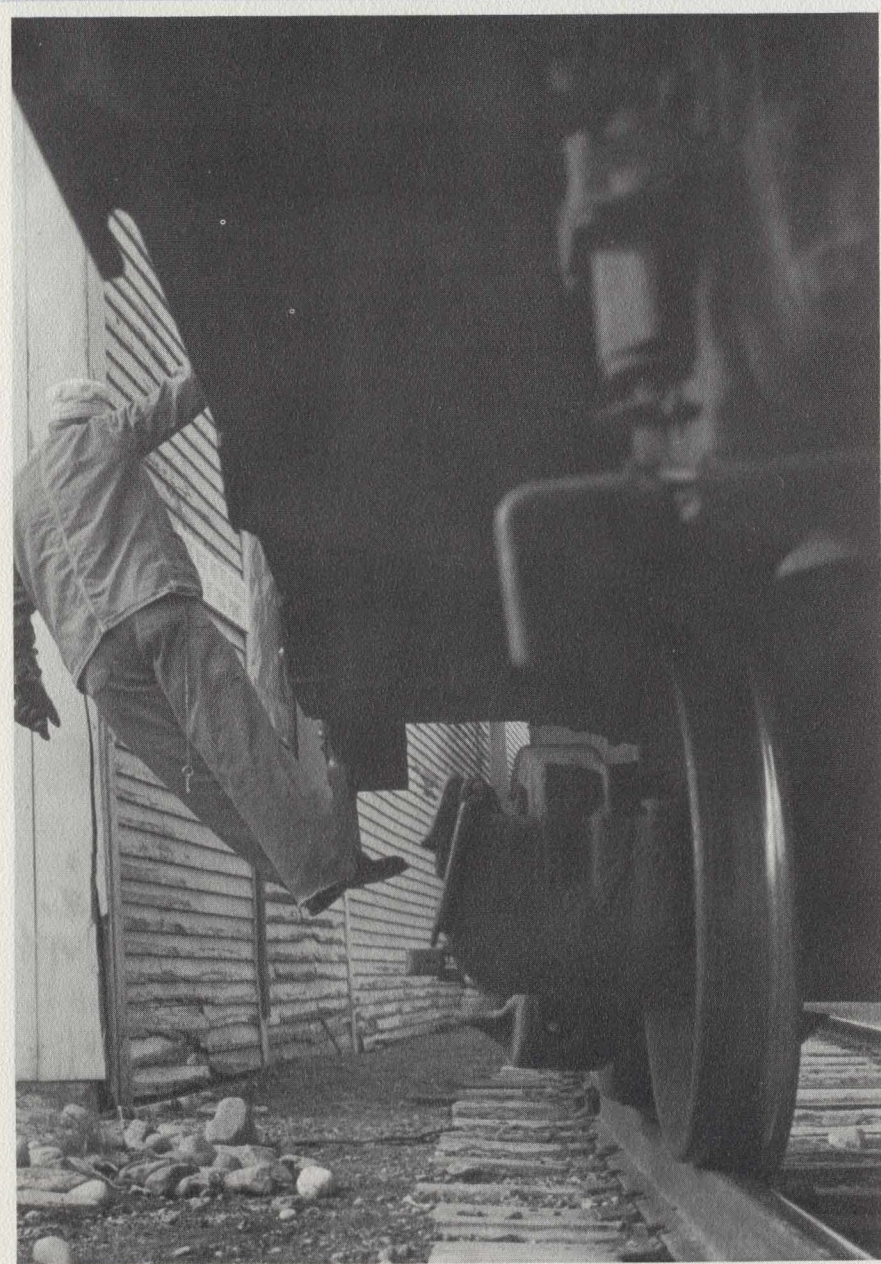
In price, Bus Express costs slightly more than Railway Express and slightly less than Air Express. Considering the vagaries of airline travel, it is usually as fast as Air Express. The biggest customers of Bus Express on Bangor and Aroostook lines are garages who need automotive parts, florists and druggists. With a fast, dependable service many garages in northern Maine have found that they do not need such an extensive inventory of parts. There are usually 8 or 10 cartons of flowers out of Bangor every day for Aroostook County florists. The service is performed, station to station, from origin to destination. Customers make arrangements with Bangor and Aroostook agents in their communities.

Nobody, least of all Highway Division Manager Corey, thinks that the Bangor and Aroostook's Highway service will ever rival the family car as a medium of personal transportation. But it keeps the company name in the public eye with good service and good people. It makes money and it's showing a healthy increase every year.



A Bangor and Aroostook bus against the metropolitan background of Rockefeller Plaza in New York City, is a friendly sight for visiting B. and A. people. The railroad interchanges equipment with Greyhound to provide no-change service from Fort Kent to New York City.

"Lord, Make Me Alert..."



By CECIL E. GARCELON

No one who has been an active participant in the craft of railroading has any illusions that it is not a hazardous business—or at least potentially hazardous. Any time that train crews switch yards in stormy weather or at night there is an element of danger involved. It means moving boxcars and locomotives totaling hundreds of tons in weight when the man at the throttle must rely on signals of the train crew to guide him.

These operations are often carried out in the black of night, an electric lantern etching the familiar signals against the black forest of an isolated siding. Or sometimes in the white-out of a howling Aroostook blizzard where visibility is confined to a few yards.

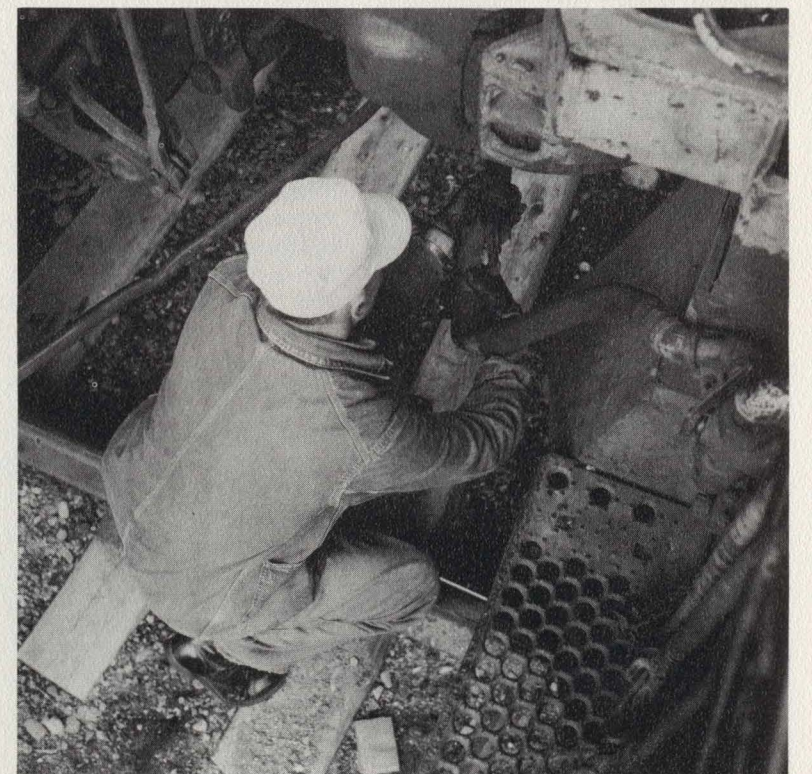
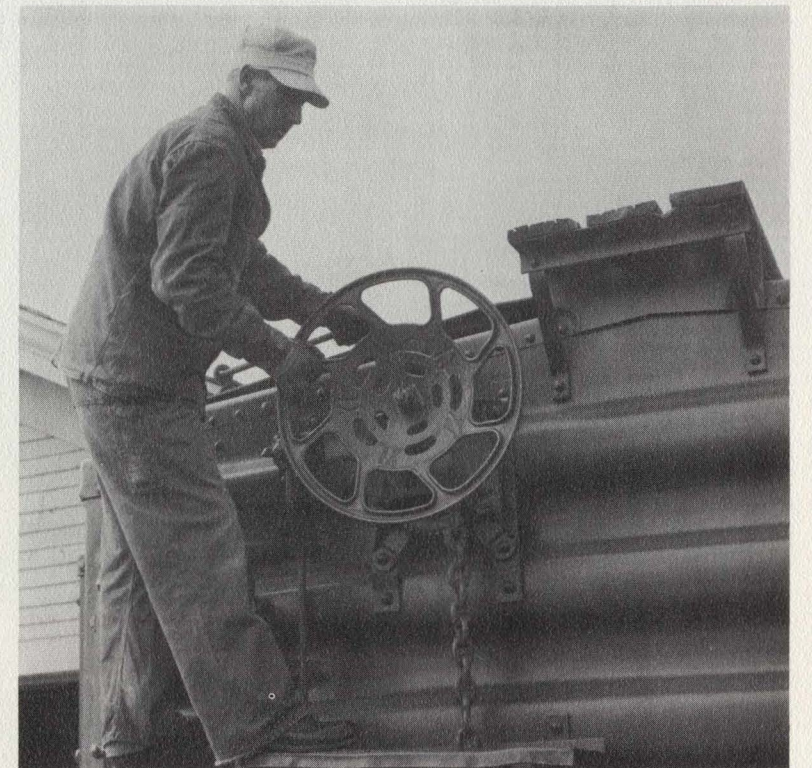
The men who actually move trains, of all the component parts of the complex railroad team—mechanical, maintenance of way and all the rest—are exposed to these potential dangers daily as they go about moving the freight that is the lifeblood of the railroad. Like men in all walks of life who are engaged in

Brakeman Clarence Giberson of Train 81's crew demonstrates the hazards of close clearance when setting cars. When in doubt, stop movement and get in a safe place before giving the signal to resume movement.

more than routinely - hazardous occupations, these men develop a certain awareness, a savoir faire, about their work that you don't find in more routine jobs. I like to think of it as safety consciousness. It's the kind of ingrained habit that makes a trainman unconsciously look for the spot to get off a moving boxcar, or instinctively brace himself as the slack runs out on a long freight train. The national accident ratio among train service people last year was 20 accidents per million man hours worked. The BAR's 1963 accident ratio among transportation employees was 8.37. And this record was largely made during the season of most unfavorable operating conditions, when the cold and snows of the northern winter combine with heavy traffic to make railroading hazardous indeed.

Brakeman Clarence Giberson, of Houlton, is typical of this hardy, self-reliant breed. He presently holds down a brakeman's job on train 81 that reports at Oakfield at 4:30 a.m. and travels 96 miles, more or less, during the shift. Along

When setting the handbrake (top) be sure and place right foot on brake platform, left foot on ladder rung, maintaining firm grip on grab iron with left hand. When uncoupling, always close the angle cocks, shutting off air pressure, (right).





When getting on a moving caboose always use the rear steps and never attempt to get on with any object in the hands except a lantern. Gloves should be in good condition and extra caution is necessary when gloves are wet and slippery. Do not attempt to get on if the speed is too great.

with four other members of 81's crew from Houlton, he's up at 2:30 a.m. and takes his turn in the car pool for the 18-mile drive to report for work six days a week.

Traditionally, switching has the highest accident ratio in train service and 81's crew spends five hours of its average eight-hour day at this work. Like most of the rest of the four-man crew, Clarence Giberson is a veteran who knows his job well. He's one of the seasoned trainmen who's developed the instinct for safety in his job. He knows, for example, that the most common accidents in train service are foot and leg injuries. He also knows that most are caused by getting on or off moving equipment improperly or from improper footing on cars.

81'S CREW SAFETY ORIENTED

In fact, all the members of 81's crew are well indoctrinated in the basics of transportation safety; their record shows it. They know that you always shut off the air pressure before uncoupling the air hose between two cars, that you always main-

tain a firm grip on the grab iron, left foot on the ladder and right foot on the brake platform, when operating the hand brakes on freight cars.

EXPERIENCE HELPS

Their sixth sense, the product of long experience, keeps them alert for close clearances when they're riding freight cars. And when getting on and off moving equipment, they pick their positions with the precision of a pole vaulter, never getting on a car until it has passed switch stands or other obstructions. Giberson and his co-workers have learned these lessons well. They accept the hazards of their craft and feel that their constant alertness is a small price to pay for safety.

But there is a baffling aspect to safety in the Transportation Department. And it suggests some interesting theories. Hazardous as train service is during the winter months when traffic is at its peak and operating conditions are at their worst, the accident ratio is dramatically lower than in, say, July when traffic is lighter, operating conditions nearly per-

fect and the crews are almost all men of long experience.

This observation is not made on the basis of one year. It is an unmistakable trend, year after year. During one particular year, for example, the B.A.R. accident ratio in Transportation was 13.04 in March, commonly acknowledged to be one of the most unfavorable months of the year for operating trains. It is characterized by violent, unpredictable, weather and heavy traffic. But in July of the same year, the accident ratio had climbed to an incredible 108.50. And it was not an exceptional year; it was typical.

WHY MORE SUMMER ACCIDENTS

Why?

Why should trainmen and enginemen suffer more accidents during light traffic months under good operating conditions with veteran crews, than in the hazardous months. There are two principal reasons, safety people believe. One is insufficient rest. The other is that unconscious letting down of the safety habit when the pressure

When getting on cars, always make sure that there are no switch stands or other obstructions ahead of you in the direction that the car is moving. In case of a fall, the chances of a more severe injury are much lessened.

When spotting cars from the top of train always use care in approaching the edge of the car. On BAR cars, this area has an abrasive mixed with the roofing for improved footing, but it is not fool-proof. When a car is covered with frost, snow or ice use extreme caution when performing this task.



of obvious hazards—snow, ice and heavy traffic—are no longer factors.

"When there's snow and ice on the ground, a trainman picks his spot to get off a moving car with great care," says Trainmaster Leigh S. Milton, "he wants to be sure that there's no object underneath the snow to trip him, and that he's on good footing. But during the summer months, when there's no snow to hide objects near the tracks, and no ice, he lets down a little, gets off without paying much attention to the place he alights. It's a human tendency, to be sure, but train service is a

job that doesn't forgive you that moment of carelessness."

And there's the matter of insufficient rest. Every man requires a certain amount of rest and sleep to operate at efficient levels. When he gets less than the minimum rest, he becomes a hazard to himself and to the men around him whose safety depends on an alert team effort.

To be sure, the northern summers are short and every man wants to spend as much time as possible during the warm weather months with his family, or doing the things that he can't do during the long winter. But it doesn't make much sense to cram so much recreation or

other outside activity into the off-duty hours that it jeopardizes your safety, the safety of your co-workers, even the future of your loved ones.

If, after watching the sad stories of accidents unfold year after year, I could suggest a preventive it would be a short supplication for every man to repeat to himself when he reports at work. It might go like this:

"Lord, make me alert enough to see the dangers that lie in the next eight hours, make me smart enough to think ahead and avoid them, and let me go home to my family sound and in one piece—Amen."



In The Family

Accounting Department

Assistant General Auditor and Mrs. *E. H. Kelley* motored to Quebec during an August vacation.

Congratulations to BAC Traveling Auditor and Mrs. *E. Joseph Cross* on the birth of son, *William Arthur*, July 24.

Clerk *George E. Mossey* and family spent a week's vacation recently at their camp on the shore of Pushaw Lake.

Valuation Accountant *Ronald Condon* visited the World's Fair in New York during his vacation.

Clerk and Mrs. *George Grant*, daughter *Roberta Zimmerman* and grandson, *Marty*, of Sun Valley, Idaho, spent two weeks visiting the Maine Coast and Cape Cod during a recent vacation.

Interline Difference Clerk *Lee Barrett* and family reported an enjoyable vacation at Lake Champlain in Vermont during the month of July.

Congratulations to Clerk and Mrs. *Richard Pendleton, Jr.* on the birth of a son, *George Peabody*, at E.M.G. Hospital in Bangor June 27.

Chief Clerk *Mervyn Johnston* and family recently spent a week's vacation tenting at Fundy National Park in New Brunswick, Canada.

Our sympathy to the family of Clerk *Ward Shaw* on the death of Mrs. Shaw's mother, who died at a nursing home in Dover-Foxcroft after a long illness.

David Parker, son of Clerk *Robert Parker* of Stillwater Avenue, has accepted a position at Hermon Junior High School as an instructor of mathematics.

Thomas Brissette of the Disbursements Section has accepted the position of Bills Collectible Clerk in place of *Harold Call*, transferred to the Rates and Revisions Section replacing *Andrew Caswell*, who resigned.

Paul Foster has accepted the position of Clerk-Typist and Mr. *P. J. McCarthy* of Brewer has become the new member of the Disbursements Section as Invoice Clerk.

Chief Clerk and Mrs. *E. L. Roberts* attended the Shrine Convention in New York and visited the World's Fair while in the area.

Capt. and Mrs. *Kenneth Eaton* and daughters *Deanna* and *Susan* of Sharps Army Dept., Lathrop, California, spent three weeks with Mrs. Eaton's mother, Key Punch Operator *Cora Pelkey*, before being transferred to Taipei, Taiwan (Formosa). Capt. Eaton and family will be stationed there two years.

Machine Operator *Rosario Michaud*, of Belfast, is working on the night shift in the Tabulating Section.

Key Punch Operator *Cora Pelkey* has recently entered the Eastern Maine General Hospital in Bangor for surgery.

Mechanical Department

We are happy to learn that *W. L. Paul*, retired Derby locomotive and blacksmith foreman, who suffered several heart attacks recently, is home from the hospital and recuperating nicely.

Everyone is glad to hear that Clerk *Wanda Bishop*, Derby, who recently underwent an operation at the St. Joseph Hospital in Bangor is now convalescing at her home at Boyd Lake.

The many friends of Chief Electrician *Vernon J. Perry* are sorry to learn he has been in the Milo Community Hospital for observation and treatment for a heart ailment.

L. B. Dow recently enjoyed a fishing trip to East Grand Lake where he found the fishing terrific compared to his regular fishing grounds.

Only words of praise are to be heard for the Community Hall at Derby. Everyone concerned with the reconstruction and interior decorating are to be highly commended for a fine job. The new hall is considered an asset to the community.

Mechanical Engineer *H. W. Hanson*, and Travelling Engineer *J. C. Connors*, have their heads together a lot lately discussing construction details of their

new cottages at Schoodic Lake. Understand a smoke house is in the plans to take care of all the fish they plan to catch.

Preventing a collision with two moose on the Lakeview road in Milo accounted for extensive damage to the automobiles of *Ralph Hill*, Millman at Derby and *W. J. Russell*, retired locomotive foreman.

Roger E. Howse, son of Assistant Diesel Supervisor and Mrs. *D. L. Howse*, Northern Maine Junction, has enlisted in the U. S. Army for three years.

Members of the Derby Fire Department and their wives attended its annual outing on Sebec Lake on August 22-23, at *C. W. Clark's* cottage. The 24 persons present enjoyed a feast of lobsters and clams followed by games, boating, and water skiing. *Tommy Wiley* was crowned champion water skier of the group; all other contestants defaulted for various reasons. Retired Fire Chief *Albert J. Cyr* and Mrs. *Cyr* were special guests.

We are sorry to hear that Foreman *D. D. Lovell's* summer home and contents at Schoodic Lake was totally destroyed by a fire thought to be of electrical origin. The entire family, including



Conductor *Ernest G. Murphy*, Caribou, receives his gold pass from Superintendent *D. Keith Lilley*. Mr. Murphy entered service as a brakeman Feb. 10, 1920. A native of Presque Isle, he attended schools in Andover, N. B. and Ashland, Maine. He served in the Marine Corps during WW I. He is married and has two daughters, *Dawn* and *Marion*.



Painter *Danny Gilbert*, Derby, receives a gift from Carpenter *Charles W. Clark* on behalf of his co-workers on his retirement.

three children, barely escaped from the flames.

Daniel Gilbert, who has been employed as Painter at Derby, retired from the service of the Company on July 24.

Mr. Gilbert was born at Bangor, Maine, June 12, 1895 and first worked for the BAR in the Engineering Department in September, 1919. He subsequently entered the Mechanical Department and has worked in various capacities as car cleaner, gateman, upholsterer and painter. His service totalled more than 40 years at time of his retirement and he holds the 40 year Gold Pass and 40 year service pin of the Company.

He is a veteran of World War I, having served in Battery F, 303rd Field Artillery with rank of Corporal. He was wounded at St. Mihiel in January, 1919. He is a member of the American Legion.

Mr. Gilbert and his wife, *Florence*, live at Highland Road, Milo, Maine. They have five children, Mrs. *Gertrude Johnston*, Milo; Mrs. *Teresa Thompson*, Warwick, R. I.; Miss *Barbara Gilbert*, Bangor; sons *Roscoe* of Groton, Conn. and *Robert* of Gila Bend, Arizona.

Mr. Gilbert was presented a purse of money by his fellow employees at Derby, who wish him many years in which to enjoy his well earned retirement.

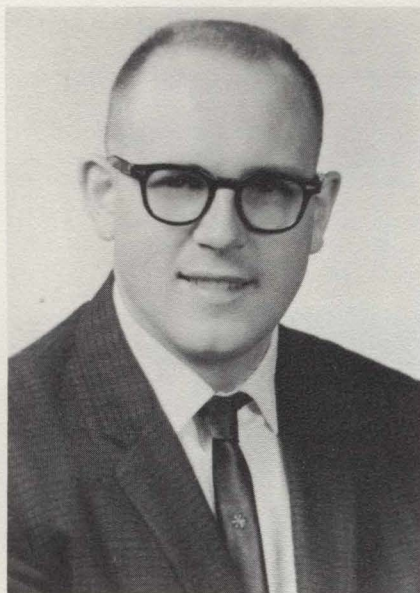
Donald Murphy, son of Asst. Chief Mech. Officer, accompanied his great uncle *Alfred P. Dugal* of Lewiston, Maine, on a European tour, sailing June 25, from New York on the SS *France*. On their arrival in England, they visited in Hoddesdon, Hertfordshire, with the family of Mrs. Norman Pinette, wife of Electrician *Norman Pinette*. Other countries included in their tour were Holland, Belgium, Luxemburg, Germany, Austria, Italy, Monaco, Switzerland, and France. While in Switzerland they attended the Lauzanne Exposition which takes place every 25 years.

We were sorry to hear of the death of *Felix Valente*, retired machinist helper, Aug. 25. Mr. Valente died at his home

in Glendale, N. Y. He was born Oct. 14, 1890 at Cartinone, Italy and came to the United States in 1914. Since 1955 when he retired from Bangor and Aroostook service, he had resided at the home of his daughter, Mrs. *Elva Testa* at Glendale.

He is also survived by a son, *Nick*, of Lynnfield, Mass.; two brothers, *Paul* of Milo, and *Joseph*.

Kirton W. Bell, shop clerk at Derby, has retired after 35 years with the railroad. He was born at Maxfield, Maine, and entered service as a clerk in 1929.



DONALD E. BOUTILLIER

Donald E. Boutillier, son of Electrician and Mrs. *Earle J. Boutillier*, received his doctor of dental medicine degree from Tufts University School of Dental Medicine, Boston, at the 108th Commencement Exercises at the University Campus

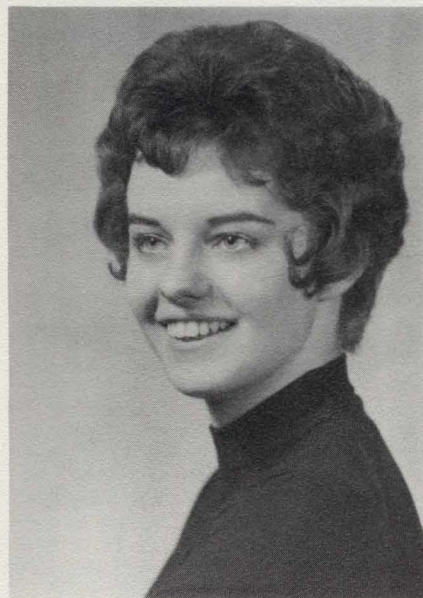
in Medford, Mass., on June 7th. Doctor Boutillier is a graduate of Oakfield High School, class of 1955, and received his B. S. Degree from the University of Maine in 1959.

He is married to the former *Dorothy Louise Lovely*, daughter of Mr. and Mrs. *Orin H. Lovely* of Westfield. They have three children, *Mark*, *Kathryn* and *Karen*.

Doctor Boutillier and his family will reside at North Windham, Maine, where he will establish a private practice in dentistry.

Mr. and Mrs. *E. J. Boutillier*, accompanied by Mrs. Boutillier's niece, Mrs. *Camilla Hunt* of Bangor, were guests of their son, Dr. Boutillier, and family at Rockland, Mass., and attended his graduation exercises.

Engineering Department



MRS. PETER THOMPSON

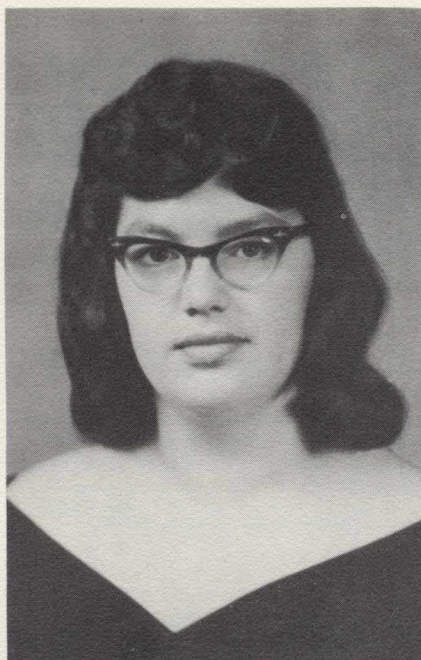
Our congratulations to Mrs. *Peter Thompson*, daughter of Accountant and Mrs. *Kenneth Lovely* of Houlton, who received a bachelor of arts degree during the University of Maine's annual summer commencement exercises held at Orono on August 14.

Graduation honors, marking the completion of the Honors Program and constituting the highest award conferred by the College of Arts and Sciences, represent distinguished work done under tutorial guidance and the writing of a thesis of high quality. Mrs. Thompson was the recipient of High Honors in the Honors Program. Only two students were so recognized.

Mr. Thompson also graduated from University of Maine earlier in 1964, and is engaged in newspaper work in Marlboro, Mass.

Mrs. Thompson is a member of Phi Kappa Phi (University) and Phi Beta Kappa (Arts and Sciences) honor societies.

Following the graduation, Mrs. Thompson accompanied her husband to Marlboro, Mass., where they will reside.



MISS VERLIE BRAYSON

Operator Speed Swing Loader *Daniel H. Brayson* of Fort Fairfield has announced the engagement of his daughter, *Verlie*, to *Roderick Donald Laine*, son of Mr. and Mrs. *Alphie Laine* of New Britain, Conn.

Miss Brayson is a graduate of Fort Fairfield High School and of Aroostook State Teachers College, Presque Isle, class of 1962. For the past two years she has been teaching vocal music on the junior high school level in the Presque Isle school system.

Mr. Laine attended Fort Kent and Presque Isle schools, completed his service in the United States Air Force, and is employed as a security officer for the

Pinkerton Detective Agency at Kaman Aircraft in the Hartford, Conn. area.

B. and B. Carpenter and Mrs. *Robert L. Davis* of Houlton, are receiving congratulations on the birth of a son, *Scott Wright*, July 30, at the Madigan Memorial Hospital in Houlton. The new arrival is a grandson of Roadmaster and Mrs. *H. L. Wright, Sr.* of Houlton.

Our congratulations are extended to Assistant Engineer and Mrs. *B. A. Rand Marsters* of Houlton, who are the parents of a son, *Douglas Stewart*, born August 19, at the Aroostook General Hospital in Houlton.

Foreman Sect. 474 and Mrs. *Leonard Bourgoin* of Van Buren, enjoyed a two-week vacation in Hartford, Conn., where they visited their three sons, as well as other relatives and friends.

Friends of Trackman *Onezime Corriveau* of Van Buren will be pleased to know he has returned to work on Sect. 474, following an accident in which he sustained a broken bone.

Gilbert Bourgoin, son of Sect. Foreman and Mrs. *Leonard Bourgoin* of Van Buren, has recently purchased a new home in Windsor Locks, Conn.

Mrs. *Phyllis Birmingham*, daughter of Sect. Foreman (Ret.) and Mrs. *Curtis A. McKenney* of Patten, and *Edgar Harrington*, son of State Senator *Ida Harrington* and the late *Boyd Harrington*, were married August 8, at the Stetson Memorial Methodist Church in a double ring service performed by Rev. *George Broadbent*, pastor.

The bride is a graduate of Patten Academy, a member of Ideal Rebekah Lodge and Past Noble Grand of that Lodge. She is employed at the Eastern Maine Electric Co-op in Patten.

The bridegroom is a graduate of Patten Academy and the University of Maine, and is head of Harrington Farms and Patten Insurance Agency.

The couple left for a two-week wedding trip to Canada, the Great Lakes and Niagara Falls. Upon their return they will reside in Patten.

Mr. and Mrs. *Karl Ramsdell* of Lubec have announced the engagement of their daughter, *Kathryn Ramsdell*, to *Herbert Cleaves*, son of Sect. Foreman and Mrs. *Sandy E. Cleaves* of Caribou.

Miss Ramsdell is a graduate of Lubec High School.

Mr. Cleaves graduated from Van Buren High School and Farmington State Teachers' College. He has accepted a teaching position at Rockland this fall.

Byron Powell, son of Mr. and Mrs. *Josiah Powell, Jr.*, of Houlton, will return to Phillips Academy in Andover, Mass., where he will resume his junior year. His mother, Mrs. *Flora Powell*, is a stenographer in the Engineering Office, Houlton.



MISS GAIL BLINN

Mr. and Mrs. *Nelson J. Blinn* of Hodgdon have announced the engagement of their daughter, Miss *Gail Blinn*, to *Harold Ewings*, son of Foreman Sect. 355 and Mrs. *Harry L. Ewings* of Houlton.

Miss Blinn is a graduate from Hodgdon High School.

Mr. Ewings is a graduate from Houlton High School and is employed by Gordon Wright of Ludlow.

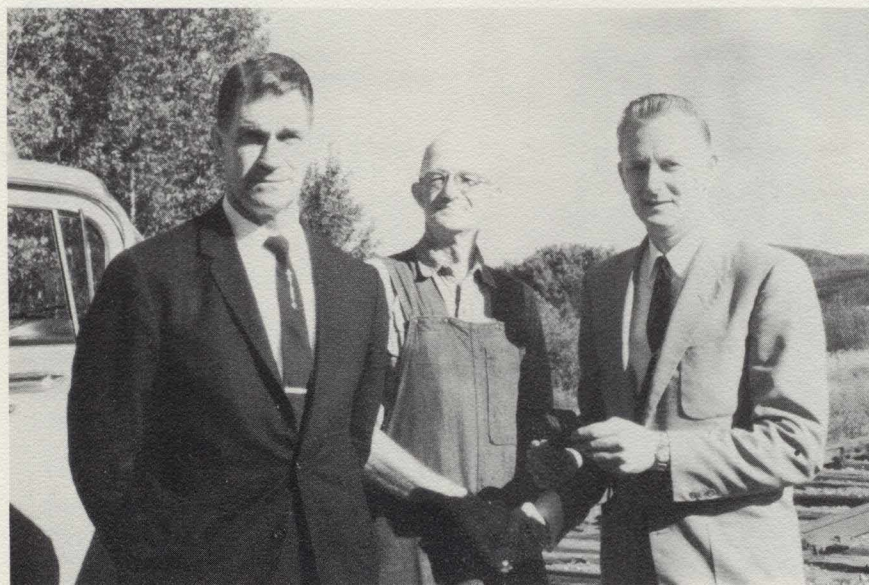
Mrs. *Graden Swett*, wife of Supt. of Track, Houlton, has enrolled with the Maine School of Practical Nursing in Presque Isle. The school will begin Sept. 8th.

Roland Heathering of Manville, N. J. has been a recent visitor at the home of Mr. and Mrs. *Allen L. Cole* of West Seboois.

Supt. B. & B. and Mrs. *R. E. Trickey* and grandson *Joel Trickey*, of Houlton, have returned from a trip around the Gaspé and other parts of Quebec.

Miss *Joan Adams*, daughter of Carpenter and Mrs. *Carl Adams* of Oakfield, became the bride of *Hiram White*, son of Mr. and Mrs. *Ernest White* of Smyrna Mills, on Aug. 15, at the Oakfield Baptist Church. The Rev. *John Ruth* officiated for the double ring service.

Mrs. *Marilyn Burpee*, sister of the bride, was matron of honor and *Larry*



Trackman *Leon J. Lausier*, Madawaska, accepts his gold pass from Chief Engineer *Palmer H. Swales* as Supt. of Track *Graden Swett* watches. Mr. Lausier is a native of St. Francis, N. B. He entered service as a trackman in 1924. He is married and has one son, *Claude*, of Vernon, Connecticut.



MRS. HIRAM WHITE

Burpee, brother-in-law of the bride, was best man.

A reception was held at the Grange Hall following the wedding ceremony.

The bride was graduated from Oakfield Community High School and from the Maine Practical School of Nursing. She is employed at the Meriden General Hospital in Meriden, Conn.

The bridegroom was graduated from Oakfield Community High School and is employed at Pratt and Whitney in West Haven, Conn.

Mr. and Mrs. White will reside in Wallingford, Conn.

Our best wishes are extended to them.



MRS. GARY SIROIS

Miss *Linda Lou Cyr*, daughter of Trackman and Mrs. *Sylvio W. Cyr* of Fort Fairfield, became the bride of *Gary B. Sirois*, son of Mr. and Mrs. *Lewis Sirois* of Caribou, August 13, at St. Denis Catholic Church. The Rev. *Stephen J. Rice* officiated at the double ring ceremony and celebrated the Nuptial Mass.

Floral decorations for the church were baskets of pink and white gladioli. Mrs. *Ralph Martineau* at the console, accompanied Mrs. *Rowena Mazerolle*, who sang the "Ave Maria," "On This Day," "Oh Beautiful Mother" and the "Panis Angelicus."

Escorted to the altar by her father, the bride wore a full length gown with a bouffant skirt fashioned with alternate tiers of organza and chantilly lace. The lace bodice featured a scalloped square neckline and traditional pointed sleeves.

Miss *Nancy Cyr*, sister of the bride, was maid of honor. She wore a street length misty blue nylon chiffon dress, with matching crown and brief circular veil, and carried a colonial bouquet of blue and white carnations.

Miss *Elaine Sirois*, sister of the bridegroom, was first bridesmaid. She wore a yellow dress and carried a colonial bouquet of yellow and white carnations.

Miss *Nadine Cyr*, cousin of the bride, wore a pink dress and carried a colonial bouquet of pink and white carnations.

Miss *Linda Dubay*, cousin of the bride, wore a yellow dress and carried a colonial bouquet of yellow and white carnations.

James Donahue, Stamford, Conn., was best man.

Ushers were *Gary Cyr*, brother of the bride; *Gerald Sirois*, brother of the bridegroom; *Roland Ayotte*.

Donna Cote, daughter of Mr. and Mrs. *Dale Cote* of Caribou was flower girl.

The reception was held immediately following the ceremony at the V. F. W. Hall in Caribou.

The Misses *Karen Sirois* and *Sharon Guerrette* were in charge of the guest book and Mesdames *Beatrice Guerrette* and *Delores Cote* were in charge of the gift table.

The couple left on a honeymoon trip to Quebec and Ste. Anne de Beaupre. Upon their return they will reside at 30 Brown Street, Fort Fairfield.

The bridegroom is employed at the Potato Service, Inc. in Presque Isle.

Our heartiest congratulations are extended to Mr. and Mrs. Sirois.

Miss *Bonita Ellen Case*, daughter of Trackman and Mrs. *Freeman R. Case*, Mars Hill, became the bride of *Lawrence R. Churchill*, son of Mrs. *Glenna Churchill Ireland*, Presque Isle, and the late *Edward Churchill*, at the Grant Memorial Methodist Church at Presque Isle in July. The Rev. *Richard Ryder* performed the double ring ceremony.

The bride wore a white street length dress, white accessories and a corsage of red roses. Her sister, Miss *Nancy Case* was bridesmaid and wore a blue street length dress with white accessories and a corsage of carnations.

Albert Churchill, brother of the bridegroom, was best man.

A reception was held at the Legion Hall in Mars Hill.

Trackman and Mrs. *Case* are also grandparents of a boy born to former Trackman and Mrs. *Frederic R. Case*.

We were sorry to learn of the death of retired Trackman *Eddie Lagasse*, 69, of Madawaska. He was born in Madawaska June 9, 1895 and was a veteran Bangor and Aroostook employee. He is survived by his widow, Mrs. *Annie (Lausier) Legasse*; four sons: *Medard* of North Tonawanda, N. Y.; *Theophile* of Fort Kent; *Dorice* of Thompsonville, Conn.; and *Laurien* of Hartford, Conn.; eight daughters: Mrs. *Corinne Guerrette*, Mrs. *Norma McInnis* and Mrs. *Anita O'Connor*, all of North Tonawanda, N. Y.; Mrs. *Gilberte Fyfe* of Edmunston, N. B.; Mrs. *Jean Libeau* of Washington, D. C.; Mrs. *Maxine Ouellette* of Quebec City; Mrs. *Edwidge Legasse* of Santa Cruz, California, and Mrs. *Pauline Henley* of Canaan, Conn.; two sisters: Mrs. *Mattie Vaillancourt* of Madawaska, and Mrs. *Helen Caron* of Edmunston; a brother, *Thomas*, of Hartford, Conn.

Transportation Department

Agent *J. A. Lajoie* writes that the station at Stockholm opened Aug. 17 after being closed for six weeks. During his time off (six weeks' accumulated time and two weeks' vacation), Agent Lajoie and his family visited his parents and brothers in Portsmouth, N. H., and his sister and her family in Leister, Mass. He also visited other friends and relatives in Connecticut.

Conductor *H. A. Howe*, his wife and two daughters, *Alma Clark* and *Lona Friel*, attended the graduation of his son, *Alvie Howe*, from Columbia Bible College in South Carolina, May 29. Al is a former B&A operator. On their return they visited Washington and other points of interest.

We were sorry to hear of the death of retired Conductor *William G. Leavitt*. Bill was a conductor on main line passenger trains for many years and will be remembered for his ready smile and un-failing humor. He retired in 1959 and was a 50-year member of the Brotherhood of Railroad Trainmen.

Chief Dispatcher *Henry G. White* and family attended the World's Fair at New York while on vacation.

Agent *Harold Labbe*, Mars Hill, was recently elected president of the Mars Hill Chamber of Commerce.

Gaynor Littlefield, daughter of *Linwood W. Littlefield*, was chosen as one of two Hermon High School students sponsored by Eastern Star Rebekah Lodge for the all-expense paid week of June 21st in New York City. This included one day spent at the United Nations and also a visit to the World's Fair. This award is made each year to the two most deserving pupils in the junior class at Hermon High School.

Pfc. *James H. Bowen*, son of *E. Arthur Bowen*, embarked from San Francisco June 7 for a tour of duty in Viet Nam.

We are all glad to see *Claude Chasse*, operator at Northern Maine Junction, back on the job after being off for several months on account of illness.

Mel Walls, trainmaster at Northern Maine Junction is recuperating at the E. M. G. H. following immediate surgery August 23.

The many friends of *Rolf Cohoon* extend deepest sympathy to his family. "Coonie" died suddenly at his home August 20th. He was manager of opera-



Supervisory Agent *Ronald Clark*, Fort Fairfield, received his gold pass last month. Superintendent *D. K. Lilley* made the presentation. He entered service as a blueprint clerk in Houlton, later becoming operator and Agent. He is married and has one daughter and two sons (Ted is a BAR agent) and is active in civic and church groups and the Masonic orders.



Chief Clerk *Benjamin J. Edwards*, Houlton, receives his gold pass for 40-years' service from Superintendent *D. Keith Lilley*. He entered service as an engine cleaner in 1924 and has worked as stenographer-clerk in the Mechanical Department, and in the vice president's office. He became chief clerk for the Supt. of Transportation in 1949. A veteran associate editor of *MAINE LINE*, he is also active in the Masonic orders. He is married and has two sons.

tions of the Maine Potato Shippers' Heater Service.

Frank A. Stark was appointed General Yardmaster at Northern Maine Junction effective July 1, 1964, following the retirement of *C. A. Patten*. *William Bruns* was appointed Yardmaster at that point.

Traffic Department

Pearl Johnston held the position of secretary to General Freight Traffic

Manager *Wentworth* while *Dorothy Prout* was on vacation.

Gloria Cyr, secretary to Vice President Marketing Cousins, is planning a trip to Fond du Lac, Wisconsin to visit her brother, Father *Roger Cyr* who was recently transferred there from Colebrook, N. H.

September 12 was the big day for *Waverly Alexander*, General Freight Agent. His New Hampshire sweepstake ticket was drawn and the race is scheduled for that day. All hopes are on "Belltail."

Traffic and Accounting employees gathered at Hugh Goodness' camp at Springy Pond for a farewell party for *Andy Caswell* of Rates and Revisions Section. Andy is leaving BAR for employment outside the State. Those present were: *Andy Caswell*, *Dr. Cutler*, *Bill Park*, *Hugh Goodness*, *Leo Matheson*, *Tom Scanlin*, *Lou Kitchen*, *Joe Cross*, *Jim Wiseman*, *Don Breen* and *Walt McCarthy*.

(Although we do not routinely print travel pieces, we found *Frank Stark's* narrative of his 12,000-mile, \$800 trip so interesting that we wanted to share it with you. We think you'll agree that he saw it all.—Ed.)

By *FRANK STARK*

Starting our trip from Bangor, we journeyed across the states of Maine and New Hampshire to the Connecticut River and down its west bank past the famous Oxbow at Newbury, Vermont and through this historic valley to Massachusetts and Connecticut. Leaving the World's fair to be seen at a later day, we reached our first objective, Valley Forge, Pennsylvania. A day well spent here was followed by two days of sight-seeing at the historic battlefield of Gettysburg.

We visited the Chicago Zoological Park at Brookfield, Illinois and the beautiful lake front of Lake Michigan, where the Chicago Natural History Museum, the Aquarium Building with its Seven Seas Panorama and the Adler Planetarium are located. All well worth the time spent to see them.

We visited the Mystery Caverns of Minnesota and the "Corn Palace" a large, mosque-type building covered entirely with corn inside and out and replaced yearly at a cost of several thousand dollars. It is located at Sioux Falls, South Dakota. Passing through the Badlands of South Dakota, we reached Mount Rushmore, where the four likenesses of George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln have been blasted out of granite. A six foot man can stand upright in Lincoln's eye, which gives one an idea of the size of these faces. Traveling through the Black Hills, we reached the State of Wyoming, and hurried to catch a glimpse of the Devil's Tower before nightfall. A dark, gigantic tower of rock, rising 1,280 feet above the surrounding landscape, it turns to a brilliant red color when the sun shines upon it, hence the name "Devil's Tower".

The next day we headed southward for a visit to old Fort Laramie and then to the University of Wyoming at Laramie, Wyoming; where we met our son Norman, who graduates there this year. Taking Norm with us we headed north-westward for a week-end visit to Yellowstone National Park. We visited the thriving town of Thermopolis with its famous hot spring. This healing, mineral water bubbles out at temperature of 130 degrees Fahrenheit to supply the health bath establishments located here. At Cody, Wyoming, we visited the Buffalo Bill Museum, built in 1927. Cody's boyhood home had been moved here intact from Missouri and was nearby. Down the street we paused for pictures at the Buffalo Bill statue and then entered the Vanderbilt-Whitney building of western art and containing many paintings and

sculptures by Catlin, Russell and Bierstadt.

Entering Yellowstone National Park by the east gate, we soon passed close by Yellowstone Lake and on by a cluster of log cabins known as Canyon village and then to Yellowstone Falls, where we turned off to get an "Artist's View" of the upper falls. The canyon is approximately 2000 feet wide and 1200 feet deep, the sloping sides of which are a yellow-colored rock wall. The lower falls drop 308 feet, which is considerably farther than the drop of mighty Niagara. Continuing along we saw bear, brown and black, moose and buffalo and at dusk we entered the area known as Geyser Basin with its innumerable hot springs and its stench, resembling rotten eggs. We spent the night at Old Faithful Inn, a memorable experience. The Inn is a log building with a huge lobby, the ceiling of which extends upward for a full six stories and there is an enormous rock fireplace, 85 feet high with a large clock, made of iron and copper, on its face. After a hearty breakfast, we went outside to watch the eruption of Old Faithful Geyser. A forest ranger talked briefly on the history of geysers and the Geyser Basin and then came the "show". Boiling water shooting straight into the sky for a height of 200 feet, before cascading down is a spectacular experience

which defies film, painting or words for an adequate description.

Returning to the University of Wyoming, we visited the Geology building, which houses the skeleton of a Brontosaurus Dinosaur. Outside is the life-size figure of the Tyrannosaurus Dinosaur. Next we sped southward past the beautiful United States Air Force Academy, near Denver, Colorado; then to Sante Fe, New Mexico with its picturesque capitol building, from the top of which we took snapshots of the city. Then westward, we traveled through the "Painted Desert". Then turning northward a short ways we reached the South Rim of the Grand Canyon. With binoculars we could watch far below, the mule caravans on their way to the Colorado River. "Bright Angel" trail it is called and a long day's journey it is down and back. Out of sight at the bottom is the Kaibab Suspension bridge which crosses the river.

Finally we reached the Sierra-Nevada mountains and a few hours later the auto-filled "freeways" of California. More wonders were in store for us at Los Angeles; a long day spent at Disneyland was thoroughly enjoyed by all: an evening lecture at Griffith Observatory, which overlooks the city: a day browsing through the Henry E. Huntington Library building with its rare book vaults

and containing thousands of original manuscripts, letters, maps and books; the west wing contains the Arabella D. Huntington Art Collection, the Art Gallery building is of Georgian Architecture with 7 principal galleries and 15 smaller galleries and halls, found here is the original "Blue Boy" by Thomas Gainsborough; the 200 acre Botanical Gardens with over 50,000 plants including unusual ones from every continent: an afternoon premiere at a Hollywood theatre, reached by walking along the sidewalk with the stars names upon it: a visit to the Knox Berry Farm: the San Gabriel Mission: the famous "Farmer's Market": a drive to Long Beach and a look at the Pacific Ocean: a visit to daughter Theda's second grade class and the start of our return trip.

The homeward bound trip, with our daughter Theda along, included Los Vegas, Nevada: Rainbow Falls, Utah: Samuel Clement's home with the pretty garden and Tom Sawyer's white fence: the River boat "Mark Twain": and Lincoln's home and Memorial at Springfield, Ill.

The total cost of this almost 12,000 mile trip of five weeks duration was approximately \$800.00, the highest priced motel was \$18.00 and the lowest was \$5.00, which was located in the desert included air conditioning and a pitcher of ice water.

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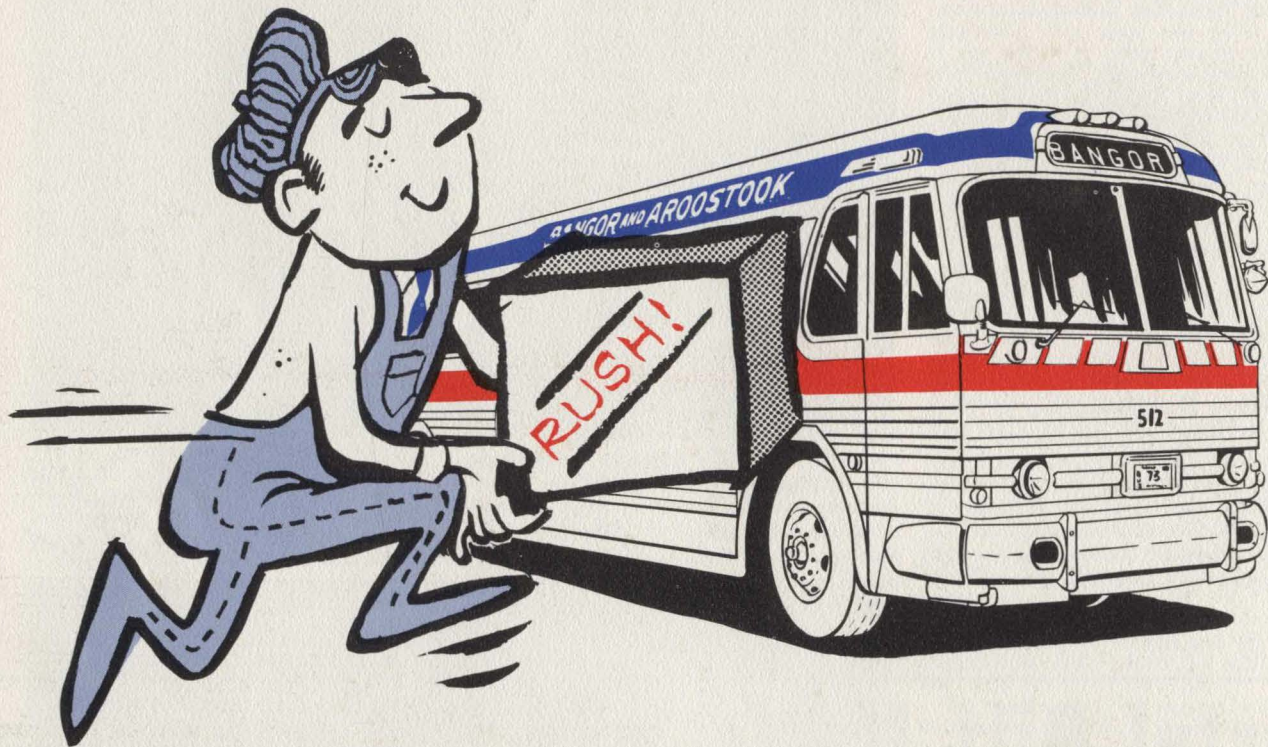


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