

MAINE LINE

JAN-FEB, 1965





Talking It Over

To My Fellow Employees:

I don't know which peoples first began to regard the new year as a time for taking stock. But the custom must have been the result of accumulated wisdom, for it's such a sound principle. It's therapeutic, really, because it gives us an opportunity to pause and plot our progress and mark our milestones . . . to see where we've been and where we're going. And for a people who are going places and doing things at a fast pace, this kind of introspection is healthy.

The custom of examining our tracks to see where we've been is good for businesses as well as people. The chronological pause at the year's end gives those whose responsibility it is to manage the affairs of the railroad the same opportunity of judging how far we have traveled along the path we have chosen and how near we are to reaching our goals.

The past five years have been an uphill struggle for all railroads and for the Bangor and

Aroostook in particular. But the industry is emerging from this unhappy period strong and vigorous. And the Bangor and Aroostook has made steady, if not spectacular, progress in solving its own special problems. During last season's potato shipping season, for example, we increased our share of the total crop shipped while the trucks decreased. This year the trend is even more pronounced. It is the first time the trucks have lost ground and the rails have gained ground in 10 years. The gain is the result of our new incentive potato rates and it represents a triumph for the railroad.

We have acquired 100 mechanical refrigerator cars, a maintenance and repair facility for the cars, 168 "Paul Bunyan" pulpwood cars and 100 rebuilt RS type refrigerator cars during the past year. In dollars and cents this amounts to about \$6.5 million. Good rolling stock is the lifeblood of a railroad and these acquisitions have enriched ours.

The year ahead lays before us like a clean sheet of paper, unmarked by any failures or mistakes. Of course, there are challenges and problems facing us in 1965 but there is opportunity and reward too. Elsewhere in this issue you will read that the

latest round of wage increases means an increase in our cost of doing business of about \$300,000. This means that to maintain our present position, we must increase our business appreciably in the next year.

And there is always the problem of improved highway systems for the trucker, roads denied to the railroads but used at a token price by the truckers. But this is a perennial problem for us and it is a tribute to the basic soundness of the principle of the flanged wheel and the steel rail that we have been able to survive . . . even prosper . . . under this kind of lop-sided competition.

But there are more challenges than problems. I prefer to think of that clean sheet of paper, not as a mountain of work fraught with difficult problems, but as an unblemished challenge to best unfair regulation, to be the best in the transportation business and to be a responsible corporate citizen in the community.

With best wishes for the New Year.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

President W. Jerome Strout met with Brotherhood representatives at the Tarratine club Dec. 9 to brief them on what the company is doing to meet competition during 1964. He also congratulated them on their performance during the year and asked them for their continued efforts to improve safety performance during 1965.

Brotherhood officials attending were: Albert J. Bergeron, Boston; William E. Brown, Waterville; Charles W. Clark, Derby; Joseph Connor, Boston; James H. Daly, Houlton; Fred T. DeWitt, Derby; George C. Folsom, Derby; Clarence A. Hamilton, No. Me. Jct.; Ralph A. Hood, Derby; Harold D. Kelley, Millinocket; Donald C. McNally, Oakfield; Frank E. Morris, Derby; Fred D. Parent, Bangor; John A. Rowe, Houlton; M. A. Wibberly, Derby; Bert J. Worster, Derby, and Paul E. Foss, Carmel.

Bangor and Aroostook Railroad president W. Jerome Strout has been elected to the board of directors of the Association of American Railroads. Mr. Strout will represent the Bangor and Aroostook Railroad, Maine Central Railroad, Boston and Maine Railroad, New Haven Railroad and Central Vermont Railroad on the A. A. R. board. Serving with him, representing the East are the presidents of the D&H Railroad, New York Central System, Norfolk and Western Railway Company, Pennsylvania Railroad Company, Baltimore and Ohio Rail-

road and the Erie-Lackawanna Railroad.

Mr. Strout is the second Bangor and Aroostook Railroad president to have served on the A. A. R. board, Curtis M. Hutchins having been a member in the 1950's. Mr. Strout succeeds E. Spencer Miller, president of the Maine Central Railroad Company on the A. A. R. Board. The Association of American Railroads represents all of the Class 1 railroads in the United States and its board of directors consists of twenty railroad chief executives. Seven directors are chosen to represent the East, while 8 executives are elected from the West and five from the South.

The first of 368 "Paul Bunyan" pulpwood cars — largest units of their type ever to be used on an American railroad — came off the assembly line in November and started for Maine to serve the Pine Tree State's expanding pulp and paper industry.

The huge cars, stretching more than 72 feet in overall length, have been purchased by the Bangor and Aroostook and Maine Central Railroads. The first 168 will go into B. A. R. service, and the remainder will bear the markings of the Maine Central. Total cost to the railroads exceeds \$5 million.

Except for Maine Central's newest piggyback flatcars, which are long enough to accommodate two highway trailers, the new pulpwood cars will be the longest units in Maine railroad service. They measure more than

15 feet longer than standard bulkhead-end pulpwood cars now being used on the two railroads, and will carry a maximum load of 140,000 pounds. This equals 32 cords of softwood pulp—about ten cords more than can be loaded aboard a standard pulpwood car.

E. Perrin Edmunds of Fort Fairfield has been elected to the board of directors of the Bangor and Aroostook Railroad succeeding Thomas E. Houghton also of Fort Fairfield. Mr. Houghton, who has been a director of the railroad since 1946, retired from the board at his own request. He consented to serve on the Advisory Committee of the Board of Directors.

Mr. Edmunds is president of C. A. Powers and Company and of Powers Warehouse Company, large growers and shippers of Maine seed and table stock potatoes. His grandfather, Clarence Powers, was also a BAR director from 1920-1940. He is also a director of the First National Bank of Fort Fairfield.

Mr. Edmunds has been chairman of the Maine Potato Marketing Committee, president of the Maine Potato Council and is a member of the National Potato Advisory Committee established under the Agriculture Act of 1961. He has been a member of the Maine House of Representatives and the Maine State Senate where he was Majority Floor Leader and Chairman of the Appropriations Committee.

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ON THE COVER

The vital work of the car inspector goes on night and day, in fair weather or foul. On our front cover Carman Gang Leader Harry Swallow braves the below zero temperatures at Oakfield yard to inspect Train 58.

VOL. 13 **MAINE LINE NEWS** NO. 1

BANGOR AND AROOSTOOK RAILROAD COMPANY
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New Rates Called "A Major Achievement"

The Eastern railroads took a major step toward removing the traditional geographic disadvantage of the Maine potato industry December 17. In what General Freight Traffic Manager L. W. Wentworth called a major achievement in ratemaking, the railroads extended the principle of last February's open-end incentive rates on potatoes to Official Territory. The new rates do not apply on the Pennsylvania Railroad except for a small area in New Jersey. In railroad language, Official Territory means generally that area east of the Mississippi River and north of the Mason-Dixon line.

BREAKTHROUGH IN FEBRUARY

The first phase of the rate breakthrough came last February 22 when open-end incentive rates were published to New England points, Harlem River and points on the Long Island Railroad. The new rates, patterned after the successful incentive rates on frozen foods, sharply cut transportation costs to the points covered. The practical result of the rates was to make it possible for Maine shippers to put their product into the Boston market for about 42¢ per hundredweight. Or, as one shipper put it, it had the effect of moving Maine closer to its market.

The result of the first phase

of the incentive potato rates was to halt the inroads of the gypsy trucker on the Maine potato traffic for the first time in 10 years. Even though the rates were not in effect for the whole season the railroad not only halted the rising tide of gypsy trucking but actually rolled it back. By July, when the 1963-64 season ended, the tally showed that the trucks moved 1.1% less of the crop than the previous year and the railroad had increased (for the first time in 10 years) its share of the crop movement by 1.6%. The figures, however small, do not take into account the increasing potato tonnage being diverted to potato processing in Aroostook, nor do they consider the local cars moved.

Figures as of the middle of December are more decisive. The Bangor and Aroostook has handled 9.1% more of the potatoes shipped this season than it had a year ago and the trucks have handled 7% less than a year ago. The fall and late spring months, significantly, are the peaks of potato trucking.

But the New England, Harlem River and Long Island points accomplished only part of the mission that the railroad had set for itself. There were still the marketing centers of the midwest and the densely populated area south to Virginia.

After long negotiation with the other railroads involved the open-end incentive rates were put into effect December 17. The rates cover shipments, generally, into New York, Pennsylvania, Virginia, Ohio, Michigan, Wisconsin, Illinois, Missouri, Kentucky, West Virginia and Indiana.

"Our basic goals," Wentworth explains, "were to cut transportation costs for the shipper and still maintain our earnings through a high volume movement."

The new rates are based on a 60,000-pound minimum with a decreasing rate for any excess weight over the minimum. This means that the more potatoes loaded in a car the lower the rate. The new rates are approximately 87% of the 50,000-pound rate, which will remain in effect. Representative savings on a 60,000 - pound load from Presque Isle over the old rate are: \$90 a car to Washington, D.C.; \$78 a car to Wilmington, Delaware; \$102 a car to Chicago; \$108 a car to Lexington, Kentucky; and \$60 a car to Newark, N.J.

The first phase of the open-end incentive rate program proved that standard refrigerator cars can be loaded heavier than most shippers thought possible. The cars shipped under the rates during the 1963-64

season carried an average load of 55,800 pounds. The previous average weight was 50,000 pounds. Aroostook county loaders have found that 60,000 can be loaded into a standard refrigerator car in all packs except paper 5 and 10 pound bags in a master container. In poly 5s and 10s, it was found possible to load 55,000 pounds with exceptional loaders going as high as 63,000. Insulated boxcars, of which the railroad has a limited number, have been loaded as high as 90,000 pounds.

One dramatic effect of the rates will be to remove the rate advantage enjoyed by Idaho, one of Maine's principal competitors, into major cities of the midwest. For example, the new rate to Chicago from Caribou is \$1.14 per cwt. (\$1.33 under the old rate) while the rate from a representative point in Idaho to Chicago is \$1.27.

SHOULD EXTEND MARKETS

"The extension of the volume incentive rates should have the effect of extending Maine's markets and making us more competitive," says Howard L. Cousins, Jr., vice president-marketing. "Chicago has never been a major market for Maine potatoes, but with a rate advantage, it could well develop into one."



Railroad marketing people will be watching what effect the rate has on the transportation competition. Since 1952, when something like 12% of the potatoes shipped went to market in trucks, gypsy trucking of potatoes has increased from a trickle to a rampaging flood. Last season, 38.8% of the crop moved in trucks.

TRUCKS INCREASE STEADILY

And while the Bangor and Aroostook tried every device to stem the tide—free diversions, free stopoffs, free precooling and preheating and hot shot trains—the itinerant trucker continued to move an ever increasing share of the crop. Over the 10 year period, his increase amounted to a steady 2½% of the total crop moved while the railroad lost a corresponding amount.

But the incentive rates have stemmed the trucking tide, even rolled it back.

"We've stopped the steamroller of the gypsy trucking to New England points," says Cousins. "The extension of the rates to Official Territory should help us roll back the gains the trucks have made in our traffic in the past 10 years. We shouldn't forget, though, that this year's progress wasn't something we

did by ourselves. It was a joint effort by all the carriers involved and was made easier by the cooperation of our shippers, some of whom were actually inconvenienced by the change in rates. The accomplishment is perhaps the best answer to the often-heard charges that the railroads cannot work together."

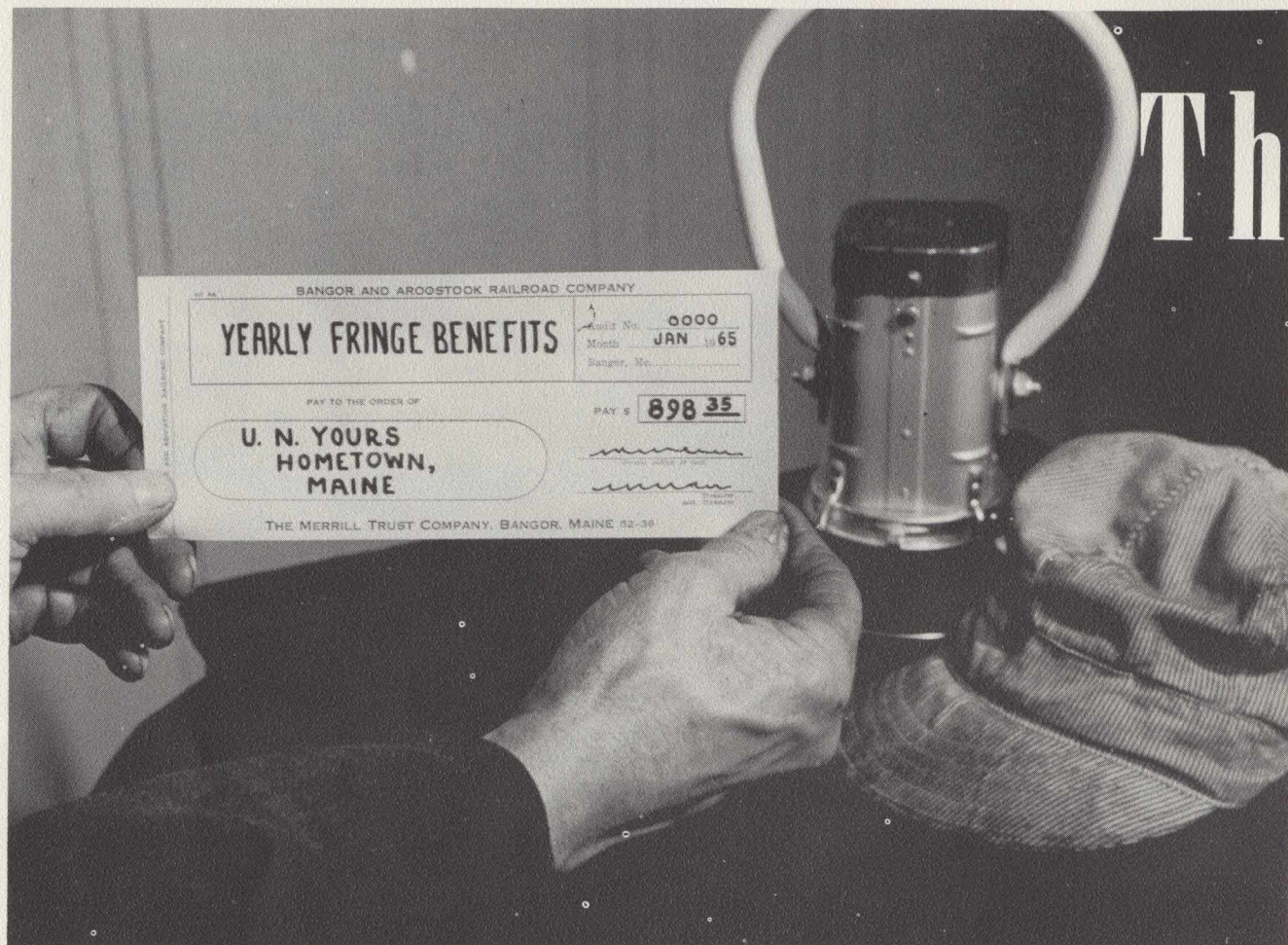
While it's too soon to make a resounding judgment of the rates after less than a year, there is strong reason to believe that the railroads have found the combination of service, and economics needed to stop the erosion of important potato traffic.

NO PERMANENT SOLUTION

As the marketing people are quick to point out, there is no permanent solution to the problem. As federal highway systems are pushed to completion and load limits raised, the competitive edge we presently enjoy will narrow. Then the railroads will again be confronted by the direct effect of the hidden subsidies to the highway carriers. But the incentive rates have stopped the onslaught of the gypsy carrier on the potato traffic for the moment. And the breather will give us the advantage of time to prepare for the next inevitable round.

The

Fringe on Top



There's a conversation that you can hear almost anytime people gather . . . if you listen long enough. It's about "the good old days" when beefsteak was 19¢ a pound and milk was 5¢ a quart. And no one had to worry about the income tax because no one you knew earned enough money to pay it.

A typical bit of dialogue might go something like this: **FIRST MAN:** (He's exhausted the other conversational gambits, but doesn't wish to appear bored) "Hey, remember when you could keep all of your paycheck. Ten dollars would buy all the groceries you could carry."

SECOND MAN: (Picks up the bait eagerly as he dips into his store of experience) "Yeah. When you earned a dollar it was yours. There weren't deductions for this and deductions for that."

The conversation continues on this note for a few minutes until both have kneaded the topic

for the meagre nourishment it offers. Then both fall silent and assume wistful expressions. Both have been through this many times. The wistful expressions are part of the routine. Actually, the first man is remembering that his wife told him to pick up the New York sirloin and his companion is wondering if his overtime will come up to last month's. He uses his overtime to pay for a \$3,000 boat.

NO TRADES

But if you could confront either of these Miniver Cheevy types with a choice, you can be very sure that neither would care to exchange their built-in fringe benefits, their healthy pay checks and their income tax for the dubious advantage of taking home more of the check or any of the other happy aspects of the "good old days."

Anyone old enough to remember the bitter taste of the De-

pression with the threadbare clothing and the bite of an empty belly can never be quite casual about the social and the economic reforms that resulted from that wretched decade. Not since the Industrial Revolution of the 70s has there been such an upheaval of our human values and moral codes. It's probably no exaggeration to say that these social and economic reforms, born in the crucible of economic crisis, are the most dramatic advances in human welfare for a thousand years.

It seems a great pity that those young people who are becoming adults and part of the working force of our society in this age of incredible plenty, have no standard by which to judge their good fortune. Too young to remember the hungry times when a job—any job—had a dozen seekers, they accept the hard-won reforms, casually, as their due.

No one who has experienced it, would suggest—even facetiously—that a touch of Depression would be a good tonic for each succeeding generation. The price, the human waste, is too much to pay. But, as one homely philosopher has pointed out, "it would give all a touch of religion to be dam' good and hungry once a week." What he underscored in his direct way was that every one needs a standard of comparison else they are apt to lose their course, to forget where they are going.

WRITING ON THE WALL

Someone wrote that those people who forget their history are forever doomed to repeat it. This bit of wisdom can be construed as writing on the wall for what authors and politicians are fond of calling "the affluent society." If we forget all those crises and mistakes that have led up to our good fortunes, then we will be in danger of losing it all.

Consider, for a moment, the uncertainties that have been removed from our lives by enlightened thinking. A generation ago, the man who lost his job was faced with the spectre of real privation; today he has unemployment insurance. A serious illness was nearly certain to crush yesterday's breadwinner; today's health and welfare insurance has removed much of this burden. And the list goes on. But, sometimes, in the midst of all this plenty, we forget that there is a pricetag for these benefits as for all the good things in life.

For example, on the Bangor and Aroostook the recent round

of wage increases for non-operating unions will cost about \$300,000 this year. This is the equivalent of a 2½% increase in business, just to stand still. On Jan. 1, railroad retirement taxes increased from 7¼ to 8.125% of the first \$5400 of yearly earnings. The Railroad unemployment tax rate, all paid for by the railroad, remains the same at 4% of earnings up to \$4800. The average payment by the railroad for health and welfare insurance to all crafts amounts to \$22.30 a month per employee. For the 988 people who are covered by this protection the price tag amounts to \$264,388.80 a year.

The total cost of all the "hidden" benefits paid for by the railroad amounts to a startling \$898.35 per employee for a year. Multiply this by 988, and you find that the fringes cost the tidy sum of \$887,224 per year.

HIDDEN DOLLARS

There are other benefits that don't seem like dollars, but really are. Under the latest working agreements for the non-ops, for example, every man will have his birthday off. Some 718 employees are covered by the agreement and this means that 718 man days will be lost every year. Or, to put it another way, it's like losing three full-time men. And anyone with over 20 years' service will have four weeks vacation.

Now, no one is against raises, or health and welfare or unemployment benefits, or longer vacations. All of these assets represent part of the hard-won social and economic reforms of an

enlightened society. They show just how far we have traveled since the day when men sometimes foundered and fell by the wayside in his struggle simply for a mere subsistence level of living—enough food to keep from starving and clothes and warmth to keep from freezing. And, in the course of modern history, these days are not so shrouded in the mists of time—say, three hundred years, give or take a hundred years.

A TRAGIC WASTE

But man has a short memory and if we forget the price that others have paid for our prosperity we may doom the next generation to repeat it. This would be a tragic waste. We are so close to removing the ills of our society—poverty, disease and illiteracy—that to have such a step within our grasp and then lose it would be unthinkable.

All the reforms that we accept, sometimes without counting the cost or thinking of their preservation, are part of a system that has made us the most leisured, the wealthiest and the healthiest people in the history of the world. But the tree of our good fortune requires the fertilizer of good honest sweat and human effort.

THE PRICE WE MUST PAY

This is the price we must pay for the fringes, for the good things in our lives. And we must never let those who have not known life without them forget that cost. RWS



New Service Facility Keeps Mechanical Refrigerators Moving

Mechanical Department people at Northern Maine Junction have just moved into a shiny-new facility—a kind of super service station for the Bangor and Aroostook's growing fleet of mechanical refrigerator cars.

The construction itself was something of an engineering achievement. The most logical spot for the facility, from the standpoint of economy of operation, stood under water part of the time and was covered by a prodigious growth of *cat o' ninetails* for the remainder of the temperate season. But after taking a hard look at cost studies of other locations, the engineers decided to excavate the area to be covered by the building to hard pan and fill in the remainder with good bank gravel. Some 4,000 cubic yards of swamp was removed for the site of the building and another 25,000 yards of bank gravel hauled in to cover the adjacent area for working space.

The steel building, somewhat larger than the Engineering Department Maintenance Shop in Houlton built in 1960, is 120 x 200. The structure was prefabricated by Inland Steel Corporation to the design of BAR engineers. It has all the standard power facilities necessary for the well-equipped shop... pneumatic outlets for air operated tools, steam and hotwater outlets for stripping grease from motors and cars, an exhaust removal system at each car position and heavy power hoists for easy removal of engines from the cars. Six cars can be serviced simultaneously



with the new facility, a dramatic improvement over former servicing procedures which utilized the Northern Maine Junction enginehouse.

The need for such a facility became urgent as the railroad's mechanical refrigerator car fleet

Bangor and Aroostook mechanical refrigerator cars are moved into new repair and maintenance facility at Northern Maine Junction for routine maintenance.



The cavernous expanse of the facility shows in this photograph from the rear of the structure. Note hoists and exhaust outlets. Below, a diesel and the trackmobile shuttle cars into the building close on the heels of the B. and B. Crews who are putting the finishing touches on the facility.

Trackmobile moves the first cars into the new facility as Assistant Diesel Supervisor Duane Howse and B. and B. Superintendent R. E. Trickey watch. The building will hold six of the jumbo mechanical refrigerator cars.

grew from nothing to 150 jumbo cars within a year. The cars, which must undergo pre-trip inspection before every loading, were switched into the engine house, competing for the space with the vital motive power to move trains.

In a climate where the winter temperature frequently reaches minus 10 degrees, there is no question of performing the work outdoors. The cars must be warmed, the refrigerant and oil levels checked, as well as the engine and compressor.

The design of the new facility leaves the door open for future expansion as the apparent trend toward the need of more mechanical cars continues. Although the cars are yet so new that there has been no need of major repairs, the shop will be used for major overhaul of the diesels that power the large refrigeration units, and unit exchange of the compressor units, the only component of the car

that will not be repaired at the shop by B. and A. people.

The diesels of the large refrigerator cars have a life expectancy of about 4 years before a major overhaul and the shop maintains spare diesels that can be exchanged while a unit is being repaired. The compressor units have a lifespan of 10 years before unit exchange.

Assistant Diesel Supervisor Duane Howse and his crew service an average of about 10 cars a day at the new shop, inspecting each as it is received from foreign lines and before it heads north for a payload. The crew varies from two to six men—machinists and electricians—depending on the type of work to be performed. In addition to the pre-trip inspections, there is quarterly service and annual inspection and service, each succeeding service more comprehensive than the preceding one.

The railroad's substantial ownership of mechanical refrig-

erator cars and the facilities to service them properly are the result of the mushrooming of the processed foods industry in Aroostook County, which is, in turn, a reflection of a strong national trend. Foods processing sources feel that the industry will continue to grow for at least another 10 years. All this undoubtedly means more equipment to move this increasingly important traffic and expanded facilities to service them.

With processed foods accounting for nearly 2400 cars in 1964 (up about 16% over the previous year) the traffic becomes a significant factor in the railroad's revenues. With the payload of one of the B. and A.'s jumbo refrigerator cars valued as high as \$20,000, the men who keep them ticking like a Seth Thomas clock become a critical link in the line that reaches from the producer to the consumer.



Night Train to Aroostook



Lights bob in the shadows between the long lines of cars and figures move about at the B. and A.'s Car Repair and Inspection facility at Northern Maine Junction until the grey hours of the dog watch. But after Train No. 57 departs the activity assumes a less hectic pace.

Train 57 is the Bangor and Aroostook's northbound freight that distributes motive power,

empty cars and inbound freight for the busy stations to the north. And on this single train and its prompt departure depends the performance of trains that will run southbound many hours later. It's the key to most of the deadlines in the Transportation Department and it has priority performance from the time the first elements are being put together until it's wind-

In his inspection at Northern Maine Junction, a car inspector checks the bunker of a refrigerator car as it is received on line. At upper right another inspector adds lubricant to the journal lubricator box. At another location at the Car Repair installation at Northern Maine Junction crews use a mobile crane, lower right, to move car wheels to adjacent track where they will be installed on a car. All but heavy repair work on cars can be performed at Northern Maine Junction. At lower left, a welder repairs a heavy frame.

ing through the forests to Aroostook County.

So important is this train that a report on the previous night's performance must be on the president's desk at 7:30 each morning.

Train 57 is the common effort of many men, some of them miles away in dispatching offices, and some who work feverishly through the night hours where No. 57 takes shape. Some are yardmasters, some train crew members, but none play a more important role than the men at the Car Inspection and Repair facility at the Northern Maine Junction yards.

The 60 men there have the task of inspecting all incoming cars from off-line points, repairing of damaged cars, cleaning of cars, besides performing the inspection chores so vital to the safety of the men who will be moving these cars on freight trains.

It's a job that must be done day and night, fair weather, or foul. The conditions under which the work must be performed are often less than ideal . . . snow covered tracks, icy cars, hand numbing cold, and with the constant hazard of moving equipment.

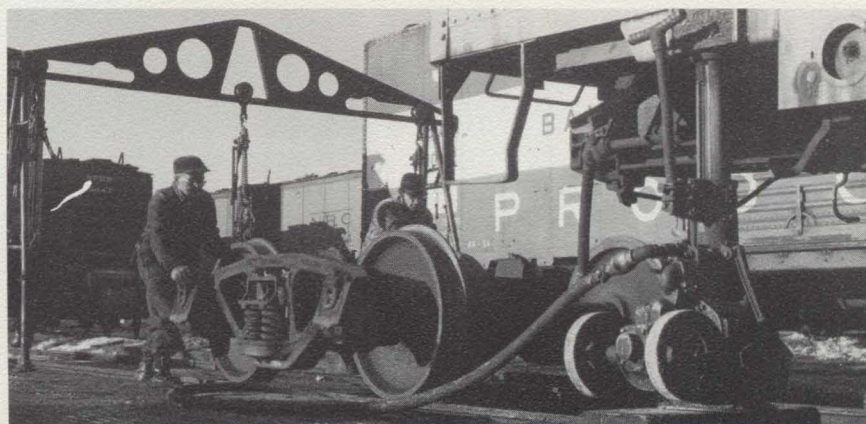




As part of the inspection given incoming cars, Car Inspector Jerry Nowell examines the wheels and trucks for defects. The safety of men who will handle this car and others like it depend on his sharp eyes.



In car repair work proper use of jacks is very important. Jacks must be set securely and the opposite end of the car must be secured before the car is jacked. Here, car men replace trucks after repair work has been performed.



It requires more than average alertness or, rather, a high degree of safety consciousness. The men who do this work are not only concerned with their own safety while working under these conditions; the safety of the men who use the equipment is a first consideration. And they have chalked up a good safety record. Until a recent accident, the 60 men had worked for two years and 11 months without an accident.

LIVE WITH HAZARDS

In some occupations, this might not seem impressive. But hazards are the constant companions of these men. At the cleanout track, for example, there are staples and nails to be removed from the interiors of cars. Under pressure of the pulper, every one becomes a potential projectile that could cause eye injury. The carman must be

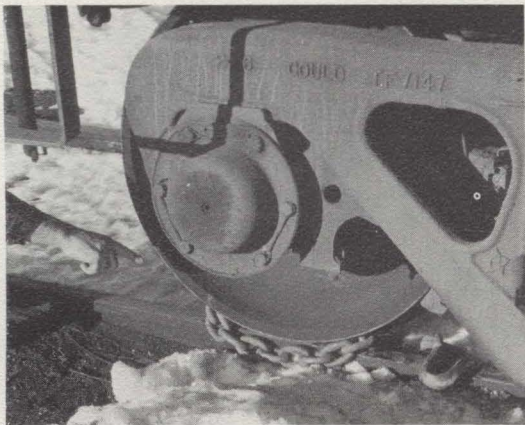
alert for pulpwood extending beyond the normal load of the car, or machinery or bits of debris that somehow become lodged on the car. On a moving car, such things as stray wire or scraps of lumber extending from the car become as deadly as scythe blades.

Perhaps the greatest potential hazard that the carmen have to live with is working about moving equipment. The highest percentage of fatal accidents in railroading are caused by being struck by moving equipment. One in every five such accidents is fatal. . .grim statistics, but facts of life. New roller bearing cars, while a marvel of efficiency, roll with cat-like quietness in the night. The rule that cautions against standing between the rails is scrupulously observed by the crews at the repair tracks. They know how dangerous a moment of inattention can be.

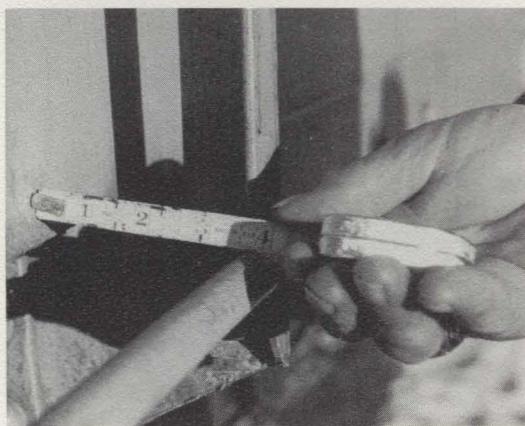
The average term of service at the facility is 15 years and every man has been through an apprenticeship at his craft that has sharpened his safety habits as well as his skills. This may account for their safety record which showed an 80% improvement in 1964 over the same period a year ago.

JACKS MUST BE SECURE

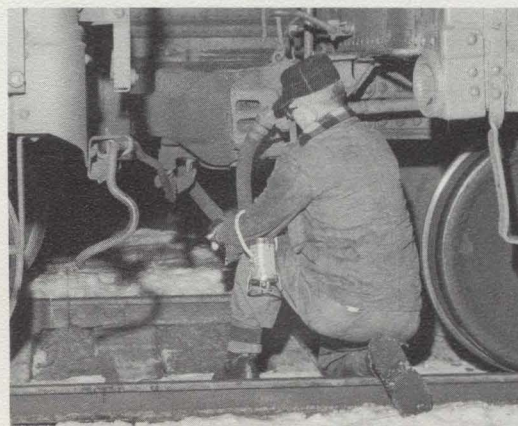
In their car repair work, the proper use of jacks is a matter of constant concern for the crews. The jacks must be set securely before they are used and handles removed when they are not in actual use. Trucks at opposite end of the car must be secured before the car is jacked. When a carman must move under men working on ladders or car tops, he always makes his whereabouts known. Likewise, he arranges for protection against the car being moved



In making up train 57, an inspector checks brake, right, then air hose for leaks, lower right. The on-time departure of this important train determines the performance of train movements for the next day.



Photograph at upper left, shows the proper procedure to use when working about cars equipped with roller bearings. The chain serves as a backup safety device. At lower left, a car inspector's tape measures the important safety margin on a ladder. The men who use these ladders in the dark of night depend on these vital inches.



when working on cars other than those assigned to the regular repair tracks. This is usually done by placing a blue flag (at night a blue lantern) at each end of the piece of equipment. Every railroader then knows that this car may not be coupled or moved until the flag has been removed by the man who placed it there. Neither can cars be moved without first notifying all persons working on or about the cars first.

HOUSEKEEPING VITAL

Of course, good housekeeping is just as important to the people who work at the Car Repair tracks as to the trackman, or the shop workers at Derby. Wherever there's debris and clutter about there's an accident in the making. And the precautions against using the fingers to line up two sets of holes or using fingers to guide the center pins when lowering car bod-

ies are just as true on the repair tracks as in the shops at Derby. One lesson that apprentices learn early in this work is not to walk ahead of the heavy wheels when they are rolling them . . . an elementary precaution but a very necessary one.

Safety is pretty much a stock in trade for these carmen. Much of their work involves, indirectly, the safety of men they never see, the brakemen who will be handling the cars many miles away.

They are concerned with all the safety appliances of the large number of cars that pass through their inspection point . . . the handholds, ladders, sill steps, running boards, grab irons, hand brakes and brake beams. They're also alert for cracked plates, loose wheels, sharp flanges or broken rims, anything that can cause serious trouble for freight trains barreling through the night.

When the cars and engines that make up Train 57 have been assembled in the proper order and coupled, the air that provides the power necessary to stop the massive train is connected. After the air has been pumped through the train to the pressure prescribed by the ICC, the car inspectors move through the train testing brakes. It is the final step in the involved process of making sure that the cars are clean, safe and serviceable before the train winds its way north to the customers who will entrust their products to the railroad.

The brakeman who climbs any of these cars in the night knows that the handholds are secure and where they should be. His safety depends on that confidence.

And you can be sure that there are times when he mutters a quiet word of thanks to the men who take care of such things.

Synthesis of a Baseball Team



Terry Fahey, Jim Wiseman and Jim Kitteridge with their fledgling ball club at the Garland street field.

If you happened to look behind Garland Street Junior High School in Bangor almost any evening after six last summer you might have seen some 40 youngsters giving their entire attention to a sandlot ballgame. And if there was a stocky man who, with harassed expression bit off the end of a well-chewed and unlighted cigar as he watched the play, it was probably Jim Wiseman, 33-year-old Rates and Revisions clerk in the Bangor and Aroostook Accounting Department.

That's what Jim did with a good deal of his "leisure" time last summer and he loved it. The use of leisure is a trifle ironical in Jim Wiseman's case because he holds a full-time job in the Accounting Department as well as a night job. Like many busy people, he seems to find time to do a good many things in the few hours he's not occupied with his work.

He became involved with Farm League when his own 10-year-old tried out for Little League and Jim discovered that the teams were short-handed on adult supervisors. He volunteered to help and found himself coach of a Farm League team. In small-fry baseball parlance Farm League is the training ground for Little League players. Usually, most of the Farm Leaguers go on to play on a Little League team.

"Farm League players are nearly all green youngsters," he explains, "but if they have the size and want to play they usually wind up on a farm league team."

The Accounting Department was pretty well represented in the Bangor Farm League last year. Terry Fahey of Freight Audit helped Jim Kitteridge and Wiseman with the team. And Gil Jameson's son, Gil, Jr., was also a member of the team.

ONLY FOR THE BRAVE

Taking the responsibility for supervising and training 20 active youngsters between 9 and 12 isn't every man's cup of tea. As a matter of fact, the thought sends cold chills down the backs of even the most stout-hearted males. But it's an important job and one that often goes begging for want of adult interest. The man who takes it, with all the responsibility and the headaches, plays a significant role in shaping the character of 20 boys.

"I took this job because it needed doing," he explains, "but mostly because I like kids. You'd have to or you couldn't take it. They're pretty lively at that age."

The season begins in May and from then until middle of August Jim and his crew put in about six hours a week on the playing field with their team. That doesn't count the time he

spends on the telephone, either. The kids have to be called before each game. Then there are the players, often the good ones, who leave in mid-season to go to camp.

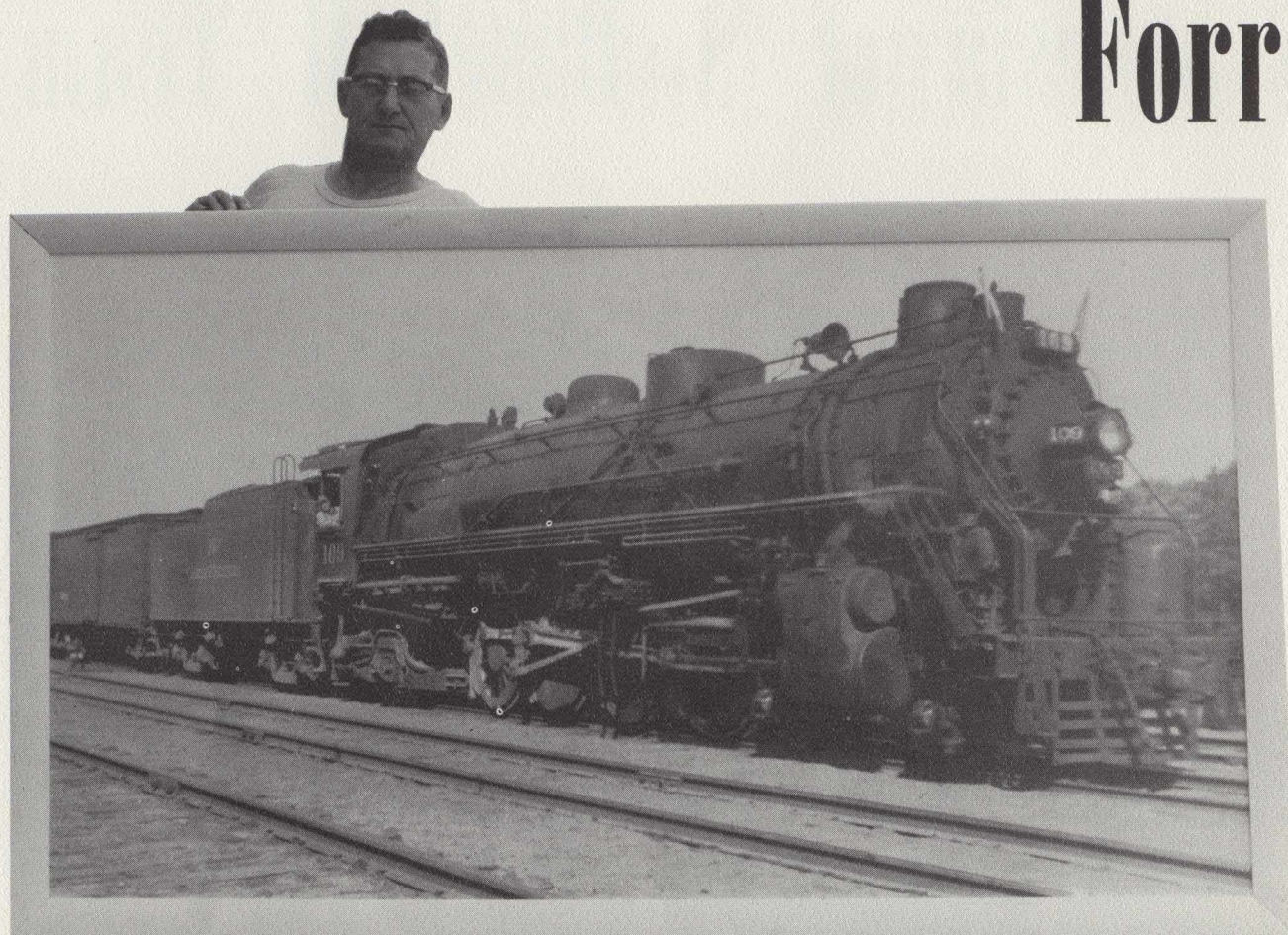
The 1964 season was a phenomenal success. The team won every game except the critical final game when they lost the playoff for the city championship. The boys were disappointed and the adults were too. But there wasn't a youngster on the team who didn't know that he had done his best to win. And this, according to Wiseman, is one of the things they learn on the Farm League ball diamond.

There isn't much of any reward for the tremendous amount of time involved. There isn't much recognition, nor does it lead to anything except, perhaps, a job that involves even more effort. But the kicks come from watching a group of green youngsters learn the important lessons of sportsmanship and teamwork.

"Before you know it," Wiseman grins, "you're involved in it all the way. I can't stay calm doing a ball game. I have to get up and move around."

Probably the biggest hardship for Wiseman, an inveterate cigar smoker, is the no-smoking rule on the playing field. But sometimes, in the heat of a close game, he forgets. He's the one chewing on the un-lit stogy. You can't miss him.

Forrest Bunker and the 109



Engineer Forrest Bunker poses with the mural he and his son Martin made of 109. It was enlarged 17 diameters and covers an area of 2,280 square inches. Too large to fit in any manufactured developing tray, the mural was processed in specially constructed plywood trays then washed with garden hose.

A mountaineer, after great personal risk and prodigious effort, reached the summit of a formidable mountain. On his descent, he was asked why he had gone through all the hardships and dangers to scale this particular peak.

"Because it was there," he replied.

His answer has become a classic. And the remark, or the reason, has parallels in many other areas of human endeavor. Like Engineer Forrest Bunker and his mural. There really wasn't any good, practical reason why

Forrest and his 17-year-old son Martin should go to the expense and trouble of making a photographic mural.

Making photographic murals—outsize photographic prints, really—is a specialized business requiring odd and expensive tools. For the average amateur photographer the making of a mural is an accomplishment comparable to, say, building a small boat for the home carpenter. It involves a host of different techniques, from different exposures to the physical problem of finding enough space to

simply project the print on the mural paper.

Neither Forrest nor his son can remember the decisive moment when the project was born, but they had talked about the possibility for at least a year before it got off the ground. Martin is an amateur photographer and plans to attend Rochester Institute of Technology to study photography next year. So it was probably a natural evolution.

THE DECISION IS MADE

Once the decision was made to undertake so ambitious a project, both Forrest, long a camera fan, and Martin began combing the bookstores and libraries for technical information. They discovered that not very much had been written about mural making and that they would have to break ground themselves.

Forrest has a negative file of more than 600. The negative he chose was a railroad picture of Engine 109. It was made in Brownville in 1947.

"I'm kind of silly about these old steam engines anyhow," he explains with a grin, "and I get an awful kick out of having one that big."

The first problem was finding a place to project the print from his enlarger. His basement darkroom was 10 x 12 and it would have to be done in this space. The pair finally solved the space problem by projecting the image onto a mirror at a 45 degree angle. The image was reflected onto the paper tacked to a wall.

Just finding paper can be a problem when you're making prints the size of a small wall.

The Bunkers finally found theirs at a New York photographic store and had to buy a roll 32 feet long to get the material they needed for their mural.

By this time they had determined that their mural was to be 6 feet long and 40 inches deep. Now, one doesn't find trays for the developing solutions that will accommodate a print 6 feet by 40 inches just anywhere. The Bunkers made theirs using 4 x 8 sheets of plywood with 2 inch strips nailed on the edges. They made two, one for the developer (nine gallons) and one for hypo (15 gallons).

After making test strips of paper to determine the correct exposure, the pair approached the exposure of the final print with all the concentration of scientists inserting the rod into an atomic pile. For the curious, the physical task of handling a sheet of photographic paper that large will try the patience of any two men. The paper always wants to curl where it shouldn't. And when an unwanted wrinkle has been smoothed in one place it pops out in another with the impudence of an inebriated belly dancer.

The paper was finally smoothed and the exposure made. The next task—immersing the paper with one smooth, flowing movement so that the print would develop evenly—was critical. Both men might have appeared as beings from another world in the eerie, yellow rays of the filtered safelight. Beaded with perspiration they carefully maneuvered the huge sheet of exposed paper into the developing tray. This is the moment of truth for all photographers as the image begins to materialize

under the surface of the liquid. Slowly the outlines of Engine 109 and its crew began to take shape in the huge tray. The experiment was a success.

But the work was just beginning. From the developer, the print had to be carefully placed in the tray of hypo, a solution that makes the print impervious to light. After the hypo came the washing. Every trace of chemical must be removed from the print by rinsing with water or the print will become discolored within a short time. The Bunkers washed their mural with a garden hose for 45 minutes before carrying it out of doors to dry.

PROTECTED FROM BIRDS

The print was dried by placing it in the sunlight on the bottom of one of the plywood trays. As a final precaution however, Forrest, placed two bedsheets over the print, as insurance against the depredations of birds, and left it.

The result is a thoroughly professional print, and it now hangs in the bedroom of the Bunkers' Pittsfield home. It hangs there, as Forrest explains, because there isn't enough wall space in any other room to put it. The finished mural contains 2880 square inches and represents an enlargement of more than 17 diameters.

"The whole project cost just under \$50," the elder Bunker says, "and I guess we could have probably had it made for that. But the real reason we did it was to see if we could."

Besides, Forrest Bunker has a bigger photograph of Engine 109 than anybody.

In The Family

Engineering Department

Michael Burton, son of Captain and Mrs. *Donald Burton* of Izmir, Turkey, recently earned his wolf cub scout badge. Michael's maternal grandparents are *Mechanic* and Mrs. *Burns E. Grant* of Houlton, and his paternal grandparents are *Burro Crane Operator* and Mrs. *John L. Burton* of Oakfield.

Burro Crane Operator John L. Burton of Oakfield, was a recent surgical patient in the Milliken Memorial Hospital, Island Falls.

Captain *Donald E. Burton*, recently went on a TDY tour to Germany. Captain Burton expects to return to the U. S. A. June 25, 1965. He will then have been stationed in Turkey for 2 years, 10 months.

A/1c *Clyde L. Burton*, and a friend, of Portsmouth, N. H., spent a weekend recently with his parents, *Burro Crane Operator* and Mrs. *John L. Burton*.

Mrs. *Guy Chambers*, widow of *Guy B. Chambers* of Oakfield, will celebrate her 80th birthday on January 29.

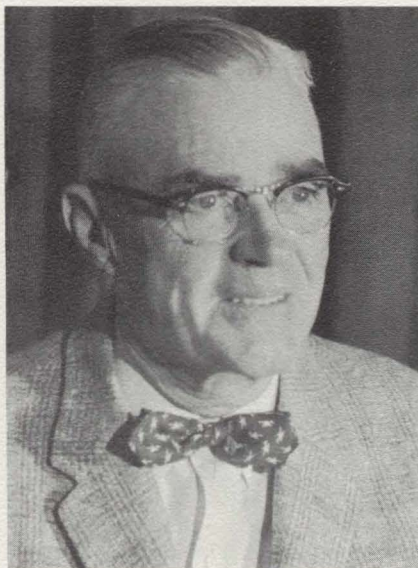
Mrs. *Venton Beals* has accepted a position as secretary to the head of the Language Department of the University of Maine, which she will assume in January. She was formerly employed by the Agriculture Engineering Department. Her husband has been a summer employee in Bridges and Buildings for the past several years. He is the son of *Carpenter Foreman* and Mrs. *K. H. Beals* of Milo.

Mrs. *Beals*, a native of Berlin, Germany, was employed for a time as a model in Berlin. Prior to coming to this country in 1963, she worked as secretary for Pan American Airways in Berlin.

Venton is studying Engineering at the University of Maine.

Our sympathy to Section Foreman *Lloyd Clement* of Sandy Point, on the death of his mother, Mrs. *Jennie Clement*. Mrs. *Clement* was the widow of *Norman Clement*, former BAR Section Foreman at Sebec. Funeral services were held in Dover-Foxcroft on Dec. 9.

Sect. Foreman and Mrs. *L. S. Clement* of Sandy Point, spent the Christmas holidays with Mr. and Mrs. *E. William Quinn* and daughters at Londonderry, N. H. Mrs. *Quinn* is the daughter of Mr. and Mrs. *Clement*. At a family reunion on Christmas day, their grandchildren and families were also at Londonderry. These included: Mr. and Mrs. *Richard Black* and children, of Danvers, Mass., and Mr. and Mrs. *Carl Browning* and daughter of Sanford, Maine.



John C. McDonald

John C. McDonald, Foreman Sect. 709 at Derby was elected to the State Senate in November. He has been active in politics for the past fifteen years and has served as chairman of the Milo Democratic Town Committee. He is at present County Chairman.

Mr. *McDonald*, a veteran employee, entered BAR service in May 1918. He has worked in the capacity of Section Foreman since August 1937.

A daughter, *Alice*, who is a senior at University of Maine, is majoring in Government.

Janitor and Mrs. *Willard H. Buxton* of Houlton, are announcing the engagement of their daughter, *Dorothy E.* to *James E. Currie, Jr.*, son of Mr. and Mrs. *James Currie*.

Miss *Buxton* will graduate from Houlton High School in June.

Mr. *Currie* attended Houlton schools and is serving in the U. S. Army having recently returned from Germany.

No date has been set for the wedding.

At a recent installation of officers at Oakfield Grange, Deputy *Howard Bickmore* installed officers. Among those assisting him was Deputy *Geraldine Bickmore* (Mrs. *Howard Bickmore*) as marshal. Mr. *Bickmore* is a BAR Signaller.

Mr. *Bickmore* was installed as assistant steward, Mrs. *Bickmore*, Ceres, and *Dennis Morton*, son of Leading Signaller and Mrs. *W. I. Morton* of Oakfield, as steward.

Our sympathy is extended to the family of Mrs. *M. Leora Porter*, who died in November. One son is Foreman *Harris Porter* of South Lagrange.

Our sympathy to the family of *Trackman Leon M. Dube* (Ret.) who died Dec. 16, following a long illness. Mr. *Dube* entered BAR service in Dec. 1919 and retired in Nov. 1956. He and Mrs. *Dube*, who survives, celebrated their golden wedding anniversary July 1, 1962.

A High Mass of Requiem was celebrated for Mr. *Dube* at St. Bruno's Catholic Church, Van Buren, on Dec. 19, by the Rev. *Leo J. Cyr*, S.M., pastor.

The Methodist Church in Houlton was the setting on the evening of December 12 for the wedding of Miss *Regina Gail Baker*, daughter of *Mechanic* and Mrs. *Asa Lake* of Houlton, and *Roger Wayne Cunliffe*, son of Mr. and Mrs. *Ray Cunliffe* of Houlton.

The Rev. *Gordon Buzza* performed the double ring ceremony.

The altar was decorated with red carnations and white mums, and two candelabras. Mrs. *C. Worth Howard* was organist and Mrs. *Carl Crawford* soloist.

The bride, given in marriage by her father, wore a long gown of bridal satin with a fitted bodice and scalloped lace neckline and finger tip veil. Her only jewelry was pearl earrings, a gift from the bridegroom.

Matron of honor was Mrs. *Robert Berghauser* of Caribou. Her gown had a light pink bodice, sabrina neckline with cranberry stones and pearls. The skirt was long and was dark cranberry.

Alan Burton of Houlton was best man, and ushers were *John Lake*, brother of the bride, and *Robert Berghauser*, brother-in-law of the bride.

The bride is a 1961 graduate of Houlton High School, and a 1963 graduate of Westbrook Junior College. She has been employed by a Portland physician.

The bridegroom is also a 1961 graduate of Houlton High School. He attended Northern Maine Vocational Institute, and is serving with the United States Army in France.

Following the ceremony the couple left on a motor trip.

The following students of our BAR family from the Houlton area were on the honor roll during the last ranking period:

Houlton High School;

Norman Swales; son of Chief Engineer and Mrs. *P. H. Swales*; *Daniel Powell*, son of Mr. and Mrs. *J. W. Powell*.

Ricker Classical Institute;

Steven Corey; son of Supervisor of Roadway Machines and Mrs. *W. E. Corey*.

Byron Powell, son of Stenographer Mrs. *Flora Powell* of Houlton, spent the Christmas holidays at his home in Houlton. He is a junior Phillips-Andover Academy, Andover, Mass.



Donald A. Pinnette

Donald A. Pinette, son of Sect. Foreman and Mrs. Lionel M. Pinette, 147 Main Street, Fort Kent, has been promoted to Airman 1st/ Class in the U. S. Air Force at Nellis Air Force Base, Nevada.

Airman Pinette, a weapons mechanic, is a graduate from Fort Kent Community High School and was employed by the BAR immediately prior to his entering military service.

Assistant Engineer and Mrs. Carvell G. Hatfield of Houlton, are receiving congratulations on the birth of a son, Mark Blaine, born at the Madigan Memorial Hospital in Houlton on Nov. 27.

Our sympathy is extended to the family of Mrs. Eugene Fitzgerald of Smyrna Mills, who died Dec. 29. Funeral services were held in the Catholic Church in Island Falls on Dec. 31.

Mrs. Fitzgerald is a sister to B. & B. Cook Fred W. Albert and aunt to Ste-nographer Faye L. Albert, both of Houlton.

Accounting Department

Staff Sgt. Robert E. Plumley, son of Treasurer and Mrs. R. D. Plumley, and a career man in the U. S. Marine Corps has been transferred from Butte, Montana, where he had been in recruiting service since 1961, to the Marine Corps Communications Electronic Battalion located in San Diego, California.

George E. Mossey has been promoted to the position of Damage Prevention Agent effective as of the first of the year, transferring from the General Accounts Section to the Freight Claim Section. Numbered among the successful hunters this season, George brought down a nice doe while hunting from his camp in the Greenfield area.

Cecil Porter of Hampden Highlands has accepted the position of invoice clerk in the Disbursements Section, replacing M. Vieira, resigned.

Machine Operator and Mrs. Richard Gould and family, formerly of Auburn, are now living in their newly-purchased home in Winterport.

Mr. and Mrs. Robert Gerow of Fitchburg, Mass., were guests at the home of Mrs. Gerow's parents, Mr. and Mrs. Edmund Brissette of Old Town, over the Christmas holidays.

Clerk and Mrs. Lee Barrett and daughter spent the New Year holiday at St. Albans, Vermont. Lee, a former resident of that area, is Interline Differences Clerk in the Freight Audit Section.

Clerk and Mrs. Terry Fahey and son spent the holidays at Greenville, Maine. Mr. Fahey is the Variation and Adjustment Clerk in the Freight Audit Section.

Mr. and Mrs. Lloyd Carr, 9 Varney Avenue, Houlton, have announced the engagement of their daughter, Joyce Marie, of 85 Highland Street, Bangor, to David M. Parker, son of Clerk and Mrs. Robert Parker, Sr., 962 Stillwater Avenue, Bangor. Miss Carr was graduated in the class of 1962 from Houlton High School and from Eastern Academy of Beauty Culture in 1963. She is presently employed at Freese's beauty salon in Bangor. Mr. Parker graduated in the class of 1959 from Bangor High School, and in the class of 1963 from the University of Maine, receiving a bachelor of science degree in engineering physics. He is on the faculty of Hermon Consolidated Schools. A June wedding is planned.

The Accounting Department was saddened Dec. 10 by news of the death at Red Beach, New Jersey of E. Joseph Cross, traveling auditor of the Bangor Punta Alegre Sugar Corporation. Joe had been with the BAR since 1957 and went with the Corporation in June 1964. He

started as a clerk in this department, then became special assistant to the manager of the highway division and statistician in the research department. He was a veteran of World War II and received the Croix de guerre with bronze star. A graduate of Old Town High School, Beal Business College and of Husson College, he was very active in the Little League of Bangor and was a director and organizer of the Brewer Lassies League. He was a communicant of St. Joseph's Catholic Church in Brewer. Surviving are his wife, Dolores (Willett) Cross of Brewer, two sons, Thomas and William and a daughter, Susan, all of Brewer. Interment was at Mount Pleasant in Bangor.

Transportation Department

We hear all too infrequently from any of our retired folks. However, retired Trainmaster Harold S. Parent writes that he and Mrs. Parent had a very nice trip to Europe this past summer. He writes: "We left New York, Kennedy Airport by Air France, at 11:45 P. M. July 13. On account of Air France not stopping in England, we went direct to Paris; then flew back to London. In England until July 18th. One day we drove to Stratford-on-Avon, and to Royal Shakespeare Theatre to see opera "Henry V." On July 18th flew to Paris, and were in Paris until July 21st, when we left by bus, eastward, thru France, then south thru Switzerland and Italy to Rome. Over-night stops at De'jon France, two nights at Lucerne, via Gath-



Conductor Vernon L. Hall, Newport, receives his gold pass from Supt. D. K. Lilley. A native of Patten, he entered service as a brakeman in 1924. He attended Patten Academy and Staunton Military Academy. He is married and has two sons, David M., Clearwater, Fla., Wayne, San Antonio, Tex. He is a member of the B of RT and the Masonic bodies.



Engineer *Frederick D. Parent* receives gold pass from Supt. *D. K. Lilley*. A native of Douglas, N. B., he entered service in 1924 as a fireman. He is married and has a daughter, Mrs. *Mary Smith*, Hampden and a son, *Frederick, Jr.*, a USAF captain, of Big Springs, Tex. He is a member of the B of LF & E and the Masonic bodies.

ard Pass thru the Alps. Gorgeous scenery and thrilling drive, Rapallo on Mediterranean Sea, two nights at Florence, then to Rome. At Rome July 28th until August 1st. Then by bus northeast to Venice at head of Adrian Sea, stopping over night at San Mariano-gorgeous town on high mountain.

"Arrived Venice August 2nd and left August 4th; north to Innsbruck in Austria via Brenner Pass thru Alps - very gorgeous scenery.

"On August 5th to Munich, Germany, where we stayed two nights. On August 7th to Rothenburg, Germany, and to Heidelberg on August 8th. On August 9th from Heidelberg to Bacharach. Stayed at Bonn, Capitol of Germany, two nights; then to Amsterdam, Holland on August 11th. Here, our bus and driver left us, after being with us 22 days and covering 4,400 miles with us.

"Aug. 12th flew to Preswick Airport, Scotland, where bus picked us up and took us to Edinburgh via Glasgow and The Frassocks. Stayed at Edinburgh until Aug. 15th; had three wonderful days in this grand city in Scotland.

"Later, on August 15th, flew to Dublin, Ireland. Bus took us over quite a lot of Erin (Southern Ireland), stopping over night at Dublin, Limerick, Cork and again Dublin.

"On Aug. 19th, flew Dublin to London - London to Paris, and Paris to New York - arriving at John Kennedy Airport before sundown.

"In all large cities, and wherever there was time, we had guided tours to points of interest; thru many gorgeous churches, public buildings, famous old castles; and in Rome, to see old and famous ruins, to Folklore entertainment in Switzerland, Austria and Scotland."

The Holy Name Society of St. Agnes Parish, Island Falls, resumed activities for the winter months. The newly organized parish club meets monthly, in parish hall, under the supervision of Father *Armand Landry*.

The meeting was conducted by the newly elected officers; *Yvon Levesque*, president; *Albert Clukey*, treasurer; *Richard Ryan*, secretary; and *Eli Brooks*, treasurer. Appointed by the president were: *Clement Ryan*, chairman of the program committee; *Thomas York*, chairman of the sickness committee; and *Edward Paradis* and *Eleric Michaud* as trustees.

All members are looking forward to future evenings of entertainment and to make plans for other parish activities.

Agent *Pete Palmer*, Easton, writes that the Presque Isle Loop job arrived at Easton Nov. 13 with Engineer *Rafford* and Conductor *Rafford* as members of the crew. The next day, the same train arrived Engineer *Adams* and Conductor *Adams* as part of the crew. The Adamses are not related and the Raffords are but distantly related. Speaking of probability...

We were saddened to hear of the death of *Roger H. Johnstone*, 68, of Oakfield in December. Roger was a retired engineer for the Bangor and Aroostook with 40 years of service. He was born at Washburn, April 12, 1896, the son of *Horace* and *Eliza Rogers Johnstone* and had been a resident of Oakfield for 34 years.

He is survived by his wife *Viola Savage Johnstone*; a son, *Horace*, of Norway; a daughter, Mrs. *Frank Dunn*, of Houlton, and five grandchildren.

He was a member of the Brotherhood of Locomotive Firemen and Enginemen and was a 32nd degree Mason. He

served in the U. S. Navy during W W I and held the Navy Cross for risking his own life to save shipmates from a burning vessel.

Station Agent *F. M. McDonald*, Sherman, has retired after 45 years of Bangor and Aroostook service. He was born in Charlottetown, Prince Edward Island, and began his railroad career as an operator for the B. and A. Oct. 3, 1919. He is married and has three sons and one daughter.

Mechanical Department



Roger P. Lycette

Roger P. Lycette, raldo maintainer at Oakfield, won the Christmas Sweepstakes Bowling Trophy at the Birch Point Lanes, Island Falls, with a total pin fall of 1,111 for ten strings. He also held high five for 598 and high single for 149.



Major Donald Olson

Retired Hostler *R. T. Olson* and Mrs. *Olson* of Oakfield have received word that their son, *Donald* was promoted to major in the United States Air Force on December 17, 1964.

Major Olson was graduated from Oakfield High School and Ricker Junior College, Houlton. He joined the Air Force as an aviation cadet in January, 1951 and graduated May 10, 1952.

He is a senior pilot with more than 2,000 hours flying time.

Major Olson attended maintenance school for a year at Rantoul, Illinois, has spent three years in Casa Blanca, French Morocco, and one year at Thule Air Force Base, Greenland.

He is at present residing at 153 B. Doolittle Drive, Sherman, Texas with this wife and children, *Deborah, Michael, Richard and Janice.*



Mrs. Quinton Goodall

Miss Linda Jane Richard and Mr. Quinton G. Goodall exchanged wedding vows at Deer Isle at the Congregational Church Oct. 17.

The bride is the daughter of Mr. and Mrs. Lawrence Richard of Deer Isle. The groom is the son of Machinist and Mrs. Gerald C. Goodall of Hampden, Maine.

Pearl Eaton, accompanied by Miss Norma Joyce, sang "I Love You Truly," "You'll Never Walk Alone," and "The Lord's Prayer." Miss Joyce also played the traditional Wedding March. Baskets of white gladioli and chrysanthemums decorated the church.

The bride, who was escorted by her father, wore a gown of satin overlaid with silk illusion and accented with points of reembroided Alencon lace. A large bow added back interest at the point where the skirt fell into a chapel train. A double point crown of seed pearls and crystals held her veil of imported bridal illusion. On the Bible,

Experimental free diversions at Northern Maine Junction provided by the Bangor and Aroostook Railroad for its potato shippers became effective on a year-round basis December 29. The diversion experiment, insti-



Electrician *Joseph A. Kruck*, Milo, receives his gold pass from Chief Mechanical Officer *V. L. Ladd*, Milo. Born in Jodringkehmen, Germany, he entered service in 1923 as a laborer. He later worked as helper, parkman, car repairer, car inspector and electrician. He is married and has one daughter *Marion E. Hackett*, of East Millinocket.

which she carried during the ceremony, rested a bouquet of miniature carnations centered with an orchid.

Miss *Amelia Shepard* of 190 Union Street, Bangor, a classmate of the bride, was maid-of-honor. Her gown was of pink chiffon in street length overlaid with lace.

Miss Shepard's sister, *Arlena*, a friend of the bride, was bridesmaid. She wore a similar gown in blue. They both carried colonial bouquets of miniature pink variegated carnations.

Caroll Marston of Hampden was best man. Guests were seated by *Neal Richard*, brother of the bride, and *Thomas Libby* and *Scott Johnson*, both friends of the groom.

The flower girl was *Sherilynn Morey*, a cousin of the bride and the daughter of Mr. and Mrs. *Kenneth Morey* of Deer Isle. Her pink dress was styled with a dacron skirt and a lace bodice. She carried a basket of baby poms and miniature carnations.

The Deer Isle Elementary School was the setting for the reception and was decorated with white bells and white streamers.

After the traditional first slice was cut by the couple, the wedding cake was served by Mrs. *Neville Morey*, aunt of the bride. Also assisting in serving were Mrs. *Kenneth Morey*, Mrs. *Maurice Morey*, and Mrs. *Phillip Thompson*, all aunts of the bride. Mrs. *Henry Morey*, great-aunt of the bride, was in charge of the gift table. Assisting her was Mrs.

Norman Billings of Stonington, a friend of the bride. Mrs. *Fred Morey*, also a great-aunt of the bride, was in charge of circulating the guest book.

For traveling the bride chose a blue, white and gray glen plaid suit with black accessories, complemented by an orchid.

The couple is at home at Crestwood Trailer Park, Hampden, Maine.

The bride is a graduate of the class of 1963, Deer Isle High School, and is now employed by Viner Bros. Inc., Bangor, Maine. The bridegroom is a 1961 graduate of Hampden Academy. He has served with the United States Air Force and is now employed by the Evans Hampden Shoe Corp. in Hampden, Maine.

Traffic Department

Congratulations to *Lou Kitchen* for winning two prizes this fall at the Bangor Municipal Golf Club—the most improved golfer and semifinalist in Four-Ball Tournament. Lou's partner was *Bob Clukey* of BAR's Accounting Department.

Joel Mills and *Garrett Lovett* are attending the American University's Railroad Management Institute held in Washington, D. C. January 11th to 22nd.

Sales Supervisor *Joel F. Mills*, Houlton, is serving as community campaign chairman of the Abnaki Girl Scout Council for the Houlton area.

BAR NEWS BRIEFS

tuted at the request of the road's Aroostook potato shippers, was started November 4 for a two-month period.

"The results of the two-month experiment have convinced us

that the free diversion program is a useful marketing tool for our shippers," H. L. Cousins, Jr., vice president-marketing, said, "and we are happy to be able to make it a permanent arrangement."

WE'RE BRINGING CHICAGO

(AND ALL OFFICIAL TERRITORY)

NEARER TO MAINE WITH NEW INCENTIVE RATES

The Bangor and Aroostook Railroad now offers new incentive rates that are a giant step toward overcoming the geographical disadvantage which Maine Potato Shippers have had in the past.



The new rate reductions are similar to those established last year for New England, Harlem River and points on the Long Island Railroad. Your cost per hundredweight decreases as the payload in a car is increased. The Official Territory rates are based on a 60,000 lb. minimum with a decreasing rate for any excess weight over the minimum. (Incentive rates are not effective via P. R. R. routings or to P. R. R. points with the exception of a few New Jersey destinations.)

When you're ready to ship Maine potatoes to market, it will pay you to take advantage of the savings you can make by using Bangor and Aroostook Incentive Rates. Contact your railroad representative for full details.

Destination	Savings per car over old rate
Washington, D.C.	\$90
Chicago, Illinois	\$102
Lexington, Kentucky	\$108
Newark, New Jersey	\$60

The RAILWAY is the Money - Saving way to ship Maine Potatoes

BANGOR and AROOSTOOK RAILROAD