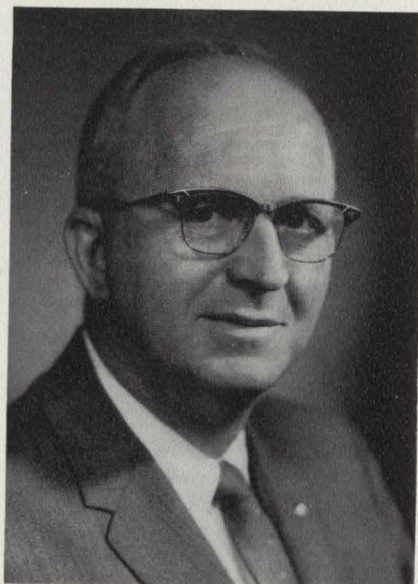


MAINE LINE

JANUARY - FEBRUARY 1966



DIAMOND JUBILEE YEAR



Talking It Over

To My Fellow Employees,

This year marks our 75th birthday. The Bangor and Aroostook was incorporated just three-quarters of a century ago on February 13 in response to the need of Aroostook communities for a direct route, over American soil, to the markets of the country.

It was the vision and determination of Albert A. Burleigh, a Civil War veteran, that was responsible for the Bangor and Aroostook. Several "railroad schemes" had germinated and died aborning before the "Burleigh scheme" was propounded. As first, weary Aroostook citizens thought it just another pipe dream. Burleigh had more than a vision of a railroad spanning the wilderness; he had fire in his heart and great energy. In the end, he pledged his personal fortune to the venture, but he was the force that rallied Aroostook people behind the railroad. It was the guarantee of Aroostook money that interested the backers. And there has been Aroostook money and talent and interest in the road since.

The steel rails through the wilderness from Brownville to Aroostook marked the emergence of the area from a frontier district to a garden place of the industrial east. Prior to the coming of the railroad, the only outlet for the produce of its farms had been a circuitous route through Canada. The growth of Aroostook's potato industry dates from the opening of its railroad. And so does its extensive wood and forest products industry. In fact the Great Northern Paper Company built its mill at Millinocket before there was any road, except the railroad, to the site.

The railroad gave Aroostook efficient transportation and it has been the catalyst in its development.

To mark our birthday, we will observe the incorporation on February 13 with the publication of a handsome magazine that shows where we have been, what we have become and where we are going. It will be distributed free to every employee and sent to all MAINE LINE subscribers. As a memento of the occasion, we are also having made, for employees only, a commemorative tie clip for men and a pin for women. Later, in the spring, when we do not have to contend with winter

weather, we will formally mark our diamond jubilee year with a traveling display of our transportation wares, a historical exhibit, open house at our various installations and an anniversary dinner.

The observance of our 75th birthday is not just a matter of sentiment, nor is it a matter of looking backward to past achievements. The implication of such a milestone, I think, is one of stability and growth. As we pause to note where we have been, we also assure our customers and friends that we intend to exhibit the same vitality in the years ahead. And, while we are old enough an institution to have tradition, we are flexible enough to change with the times.

Any human institution that endures for three-quarters of a century in good health is a considerable achievement and I think we can all take pride in it.

Sincerely,

W. Jerome Strout

President

BAR NEWS BRIEFS

The Bangor and Aroostook Railroad began weekend highway bus service from the University of Maine and Bangor to the Sugarloaf Mountain ski area January 15. The new service, first to be offered by a certified common carrier to booming Sugarloaf Mountain, provides an early morning trip from the University of Maine and Bangor to arrive at the base lodge at Sugarloaf at 9:30 A. M. The return trip leaves Sugarloaf at 4:30 P. M. and arrives in Bangor at 6:40 P. M. The service will be offered on Saturday and Sunday during the skiing season.

S. F. Corey, manager of the Bangor and Aroostook Highway Division said that the BAR is offering this service in response to requests for dependable public transportation to the big ski area. "We intend to give the Sugarloaf run an extensive trial to determine if it will support regular weekend highway bus runs. Indications from our initial market survey are for good patronage. If our weekend service is successful, we will look at the possibilities of service to other areas and of increased service."

The promotion of two Bangor men was announced Jan. 1. F. D. O'Brien, manager of car service for the road, said that Linwood W. Littlefield, Hermon, becomes assistant manager of car service. Paul E. Hayes, 45 Silk Street, Brewer, becomes chief clerk in the car service department.

Littlefield, formerly chief clerk in Car Service department, is a veteran of 14 years' service with the railroad. He is a native of Hermon and attended local schools and Husson College. While a railroad employee, he also attended the Atlantic Summer School of Advanced Administration of Kings College, Halifax, Nova Scotia. Prior to his Bangor and Aroostook service he was employed by Merchants Despatch Transportation Corporation from 1942 until 1951. He served in the U. S. Army in Italy and Europe from 1944 until 1946.

Littlefield is active in civic activities, serving as president of the Hermon School District and a member of the school board. He is also active in the Masonic Order and the Odd Fellows. He is married and has three daughters.

Hayes has been employed by the railroad since 1938 in various positions in the Transportation de-

partment. He attended Brewer schools and served in the U. S. Army Engineers during WW II. He is married and has three children.

About 450 retired employees whose last railroad service was with the Bangor & Aroostook RR. Co. were receiving annuities from the Railroad Retirement Board at the end of 1964, the Board recently reported. Their annuities averaged \$130. Some 190 of these employees had spouses who were also receiving \$55 monthly, on the average.

During 1964, 45 former Bangor & Aroostook employees were added to the Board's retirement rolls. Their annuities averaged \$152.

The Railroad Retirement Board pointed out that last year 37,900 employees of the Nation's railroad retired on annuities averaging \$150 a month. Of this number, 74 percent retired because of age and 26 percent because of disability. At the end of the year, the Board was paying an average of \$138 a month to 425,000 retired employees; 175,000 of them had wives who were receiving annuities averaging \$55 a month.

(Continued on Page 23)

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84 HARLOW STREET — BANGOR, MAINE
RICHARD W. SPRAGUE, DIRECTOR OF PUBLIC RELATIONS
EDITOR

ASSOCIATE EDITORS

BENJAMIN J. EDWARDS BERNICE BAILEY
MRS. MARGARET PATTERSON GARRETT J. LOVETT
HAROLD I. GRINNELL GUY DOW
MRS. PHYLLIS LEEN

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ON THE COVER

We have departed from our custom of using a photograph on our cover for this issue since it marks the beginning of our anniversary year. Instead, we wanted our readers to have the first look at the seal created for our 75th year. It will appear on stationery, publications, tie clips and a commemorative plate.

Happiness Is A New Box Car



In the space of a few short years the railroads have drastically altered their public image as a tradition-bound industry. There are few other examples in industrial chronicles where an industry has embraced so many new concepts in so short a time. And in no area have the changes been more exciting than what has happened to the so-called standard boxcar.

There really isn't any such thing as a standard boxcar in this year of Our Lord 1966, although there was a time when the words conjured up the vision of an unadorned and unlovable 40-foot car. And who (over 30 years of age) cannot picture the exact hue of boxcar red.

But the little red boxcar has gone the way of the steam locomotive, the water tower and the telegraph. In its place is a growing genus of special purpose cars, often designed for transporting one specific commodity. The industry has affected more changes in the past 10 years than in the previous 40 and nowhere in railroading is this willingness to do away with sacred cows more evident than in its rolling stock.

The accent is on progressively larger cars with such sophisticated extras as roller bearings, cushion underframe devices, load anchors, load dividers and wide doors. At no time in the history of transportation has the shipper been able to demand, and get, such a variety of rail cars for his needs. And, of course, the trend to larger cars and longer trains is all part of the

High standards of maintenance for rolling stock are an important part of the railroad's operating philosophy. At left, a worker at Derby Shops creates a spectacular fireworks display as he works on the roof of a refrigerator car.

strength that is built into railroading.

The more freight that can be moved with a given number of power units the more efficient the operation.

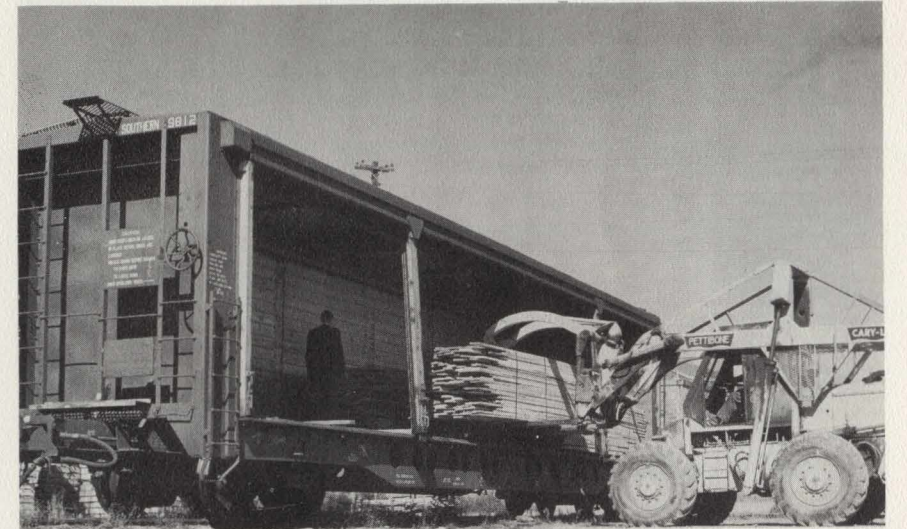
Philosophically, the concept of building special purpose cars for customers whose volume is sufficient to warrant the expenditures is well-established in Bangor and Aroostook thinking. President W. Jerome Strout has publicly stated that the road would build special equipment in any case where it could realize a profit on the investment.

A case in point is the conversion of 80 insulated boxcars to bulk potato cars for processors. The bulk potato car, in the road's distinctive blue, white and red garb, is strictly a Bangor and Aroostook brainchild. It is equipped with conveyor belts for loading and unloading of bulk potatoes and is the most exotic of the road's new car designs. Highly specialized, it has won the enthusiasm of processors and has meant traffic for the road that might otherwise have moved over the highway.

The roster of cars purchased since 1963 also includes 206 jumbo mechanical refrigerator cars, 168 jumbo end rack cars, 125 boxcars with cushion underframes and 400 more on order. The bill for this addition to the BAR's rolling stock in the three-year period amounts to \$9,000,000 and this doesn't include another 200 boxcars that were leased.

The new boxcars, designed for high-class lading, are equipped with

The Bangor and Aroostook was one of the pioneers in developing the all-door lumber car pictured above. Below, lumber is loaded on an end rack lumber car, that was built to customer specifications.





roller bearings, which eliminate hot-boxes, that bane of all trainmen, and cushion underframe devices to protect lading from the shocks of coupling and movement. Some cars have specially-reinforced floors to withstand increased weights and the use of fork lift trucks for palletized loads. Some also have special wide doors, and load dividers.

Once the traffic and revenue potential have been considered and the decision to build special purpose equipment has been reached, there is still the hurdle of the actual design. Research and development costs for an original design are high and the problems of building a car to satisfy a whole group of customers have been known to send engineers home talking to themselves.

BAR PIONEERS CAR

The railroad has been a pioneer in the development of an all-door lumber car and has built seven in the evolution of the design. The development of a flatcar for lumber with skids, chains and loadbinders, hinged stakes and center stake pocket, representing three distinct stages of evolution, has been a more complicated process. A total of 12 have been built at Derby shops. Each series differs slightly from the others with even variations between individual cars in the same series. But the end result will be a stake lumber car that will satisfy the needs of its lumber customers and tap new traffic.

Sometimes the need arises for equipment to handle a completely-

Above, a car repairer's torch creates a dramatic sunburst of light at Derby Shops. Below, piggyback equipment adds a new dimension of versatility to the road's array of equipment.



new commodity. This happened when Maine paper companies began experiments with wood chips as a substitute for regular four-foot pulpwood. Some 40 open-top cars with a capacity of 4,472 cu. ft. were turned out in the first series. The second series, which will total 85 cars when the construction is finished, has a larger capacity, 4,757 cu. ft.

It is apparent that the trend toward larger and heavier rolling stock is restricted only by what weight the rails will bear and what length of equipment will negotiate existing curves. Some of the true behemoths represented in the industry are a 92-foot-long boxcar of 10,000 cu. ft. capacity, 5200 cu. ft. capacity hopper cars with 12 roof hatches or covered troughs for loading and 30,000 gal. tank cars.

Heavier and longer equipment is making railroad operating people take a long look at some hallowed

operating practices too. The most conventional practice to come under scrutiny is the traditional place of the power units at the head end of the train. Tests have been made and the equipment is available so that power units can be interspersed at intervals of 50 or 60 cars throughout the train with the power and brakes still being controlled by the lead unit. The test indicates that slack action is practically eliminated by this power distribution and that the possibility of damage to lading is greatly reduced.

But all of these blessings are not without a pricetag. Chief Mechanical Officer V. L. Ladd points out that this sophisticated equipment requires significantly more maintenance than the little red boxcar.

"When steel wheels with roller bearings wear out," he explains, "it will not be the present simple task of replacing the brasses and lubricating pads as the wheels are

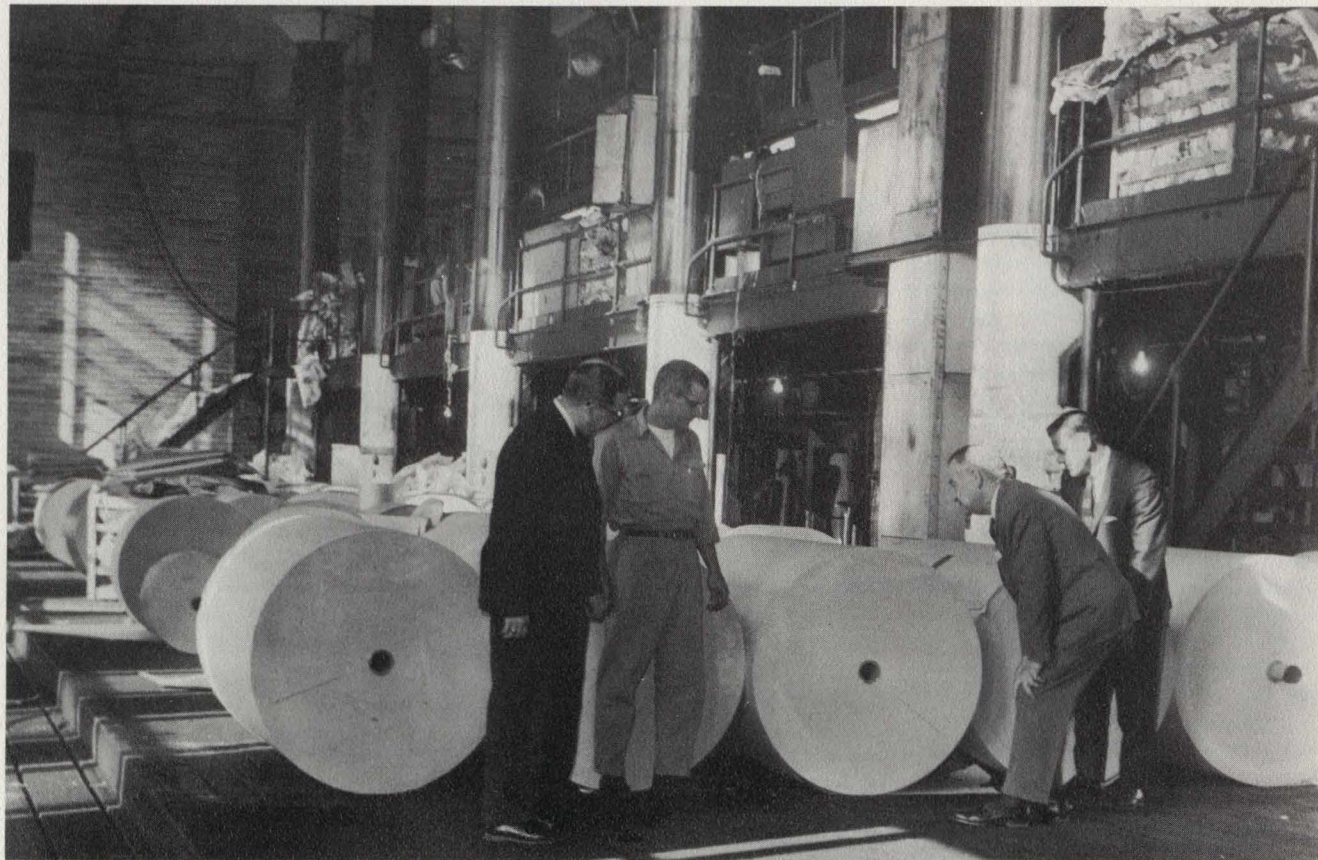
changed. It will mean pulling the roller bearing sleeves with a special hydraulic puller, then cleaning, inspecting and assembling."

"Cushion underframes are complicated devices, too, employing metered oil to do the actual work of cushioning impact. Springs or gasses bring the cars back to the central position after impact. The mechanical components of this device are subjected to continuous impact and will require maintenance long before the useful life of the car is realized."

Increased capital spending and maintenance costs are part of the price that Bangor and Aroostook management is willing to pay for first-class rolling stock. It is, after all, the very heart of a railroad's function. And the little red boxcar, quaint as it was to generations of Americans, has been buried in the rebirth of the railroads.

The BAR's carfleet includes 206 new jumbo mechanical refrigerator cars like the one pictured below. Used largely in the frozen foods traffic, the huge cars, coupled with favorable rates, helped the railroad rack up a score of nearly 2600 carloads of frozen foods in 1965.





The SPEARHEAD ALPHA sub committee examines a shipment of Great Northern Paper Co. newsprint at the plant of the Cincinnati POST & TIMES STAR. Pictured are: G. E. Mossey BAR damage prevention agent, V. Schoulthesis, foreman at the newspaper, R. A. Fasold, AAR, and R. C. Black, assistant to director of transportation, GNP.

Project Spearhead Alpha

Freight Claim Agent Burton Sawyer was in the middle of the unpleasant task of reviewing his growing file of letters on newsprint damage when the idea occurred to him. It wasn't one of those blinding inspirations that happen to characters in fiction. It was just an ordinary thought that wouldn't go away. That night when he went home he thought about it some more. The more he turned it over in his mind, the more logical it seemed.

By the time he reached his desk the next morning he had sifted his thoughts out and was ready to make a proposal to his people. During the two years that he's been freight claim agent he'd watched newsprint damage continue with a growing frustration.

Sure, railroad people were concerned about it, and did something about it but in a very general way.

NEWSPRINT EASILY DAMAGED

Newsprint, surprisingly, is a rather delicate commodity. It is susceptible to what those in the trade call "starring" and "flats." Starring is the deformation of the circles formed by each ply of paper at the ends of the roll. A flat is a flat spot on the circumference of the roll. Both can cause paper to break on high speed newspaper presses which, in turn, means costly down time to the publisher. Newsprint damage is an unpleasant

fact for the carriers and has accounted for a large share of the damage prevention dollar.

"We had a good idea of causes of damage," he says, "But the treatment and prevention were very general. My thought was why not be specific in the prevention and cure. Take one customer, one route, and focus the efforts and knowhow of all the carriers on it. Then, if it works, shift the spotlight to another problem spot."

He presented the idea to his people, pointing out that each road was handling the problem more or less independently, and after damage occurs there's little chance of tracking it down. If all the carriers would pinpoint one customer, one route at the same

time, they could detect damage as it occurs, then eliminate the cause.

He made his point. And a few weeks later at a meeting of the New England Shippers Advisory Board at Bretton Woods, N. H., Vice President-Marketing Howard L. Cousins, Jr., made a brief announcement that those interested in talking about newsprint damage would meet in his room.

So much interest was shown that the meeting was moved to a larger room. Sawyer described the plan he now called SPEARHEAD. The Board made a motion that a SPEARHEAD committee be formed of carriers and customers to get the idea off the ground. It was an idea whose time had come.

ORGANIZATIONAL MEETING

The organizational meeting was held at Boston on Oct. 2. The original SPEARHEAD committee included: D. K. Lilley, G. E. Mossey, B. A. Sawyer, all of the BAR; C. E. Carroll, J. F. Carroll, R. S. MacDonald, R. J. Sullivan, B. & M.; L. S. Vaines, CPR; T. Lawrence, Jr., D. & H.; C. H. Austin, R. C. Black, Great Northern Paper Company; B. B. Braasch, MEC; J. W. D'Orlando, P. J. Murphy, New Haven; and F. B. Earl and J. T. Gurren, Pennsylvania.

The initial meeting fixed the reputation of SPEARHEAD as a burr-under-the-saddle committee that wasted little time in paper shuffling. Sawyer was elected chairman of the committee and Larry Vaines, chief supervisor of loss and damage prevention for the Canadian Pacific, assistant chairman.

The SPEARHEAD group immediately named an action sub-

Burton Sawyer, freight claim agent, and Chief Clerk Tom Mercier put the finishing touches on a report for the SPEARHEAD ALPHA committee. Mercier does the art work for the reports.



committee of Robert A. Fasold, chief special representative of the AAR loss and damage prevention section, George Mossey, BAR damage prevention agent, and Robert C. Black, assistant to the director of transportation of the Great Northern Paper Company. The committee agreed that no sound judgment could be made on remedies without thorough inspection of newsprint at origin and destination.

After consulting with the Great Northern the receiver was chosen for the spotlight and the Cincinnati POST & TIMES STAR became SPEARHEAD ALPHA as the first project was launched. After obtaining permission from the publisher the committee went to

Cincinnati to inspect the unloading and handling at the customer's plant. They were met by R. W. Elliott, P. R. R., and V. Schoulthesis, of the newspaper. In the meantime, a call went out to all the carriers for impact recorders and the route—BAR-MEC-B & M-D & H-Pennsylvania—was saturated with the instruments.

At Cincinnati, the sub-committee examined 15 cars of newsprint from the Great Northern, seven of which contained impact recorders which enabled them to pinpoint overspeed impacts. They also learned something about loading techniques and pre-shipping handling that proved valuable. During the test period, all carriers were giving careful scru-

tiny to trains and yards handling newsprint shipments to the POST & TIMES STAR.

The subcommittee enjoyed the fullest cooperation of the shippers, carriers and receivers involved, according to R. A. Fasold, an Association of American Railroads newsprint expert of national reputation. The recent purchase by the BAR of 10 new impact recorders at a cost of \$4,300 and 10 more by the GNP will be of real value to the committee.

A few days after visiting the POST & TIMES STAR, the subcommittee met at the Mechanicsville yards of the B. & M. and D. & H. at Albany. They talked with trainmasters and the actual train crews that handle newsprint regularly. The next stop was the Pennsylvania's Conway yards Nov. 11. As a result of SPEARHEAD ALPHA, the PRR made changes in newsprint handling procedures in what is the nation's largest

push-button yard (54 tracks wide and 4.6 miles long).

On Dec. 9, the flying subcommittee visited the Great Northern mill at East Millinocket where all the POST & TIMES STAR newsprint shipments originated. With the Northern's Carroll Austin and Robert Black they were able to make recommendations on car loading procedures that will minimize damage. The BAR will also change certain car inspection procedures to conform to the committee's recommendations.

RESULTS HAVE BEEN DRAMATIC

The results of SPEARHEAD ALPHA have been tangible and dramatic. Newsprint damage had dropped at the POST & TIMES STAR from 2 to 4% per car to a fraction of one percent per car during a followup 48-car check after the program had gathered momentum. From the test results

coming in from ALPHA, the committee may be able to choose SPEARHEAD BETA later this month and focus attention on another problem spot.

As startling as the results of ALPHA has been the interest generated among the railroads and the shippers. All have contributed manpower and equipment, in addition to the vital ingredient of management backing.

Sawyer, who stoutly disclaims credit for the success of ALPHA, says that the enthusiasm generated by the project has been largely responsible for the results.

But whatever the reason, SPEARHEAD ALPHA has made dramatic progress in a problem that had already received a lot of railroad and shipper attention. Everyone — shipper, carriers and receiver — has learned something important about newsprint damage from it. And it all began with a beautifully simple idea.

At the Great Northern Plant G. E. Mossey, C. H. Austin, GNP damage prevention supervisor, R. A. Fasold, AAR and F. R. Keenan, traffic manager, GNP, inspect a rail car loaded with newsprint.



The Convincing Case For Safety Glasses



Electrician Irwin Pike reenacts his unlikely accident for the camera. Pike, a Mechanical Dept. employee at No. Me. Jct., was operating a candy machine when the handle flew off and struck his safety glasses shattering them.

There are 16 Bangor and Aroostook men who belong to one of the most exclusive clubs in the country. The entrance requirements are simple, but rigid. It has no deep carpeted clubroom with overstuffed leather chairs. But its members have a far more valuable asset. They can see, thanks to the protection that safety glasses offer.

The club is the Wise Owl Club of America sponsored by the National Society for the Prevention of Blindness and the only requirement for membership is that one has been saved from eye injury by the use of safety glasses. Those who have passed unscathed to membership are unreservedly sold on safety glasses.

BAR MEMBERSHIP

Bangor and Aroostook membership in this exclusive society includes: Boiler maker W. E. Douglass, Blacksmith (Ret.) D. A. Stevens, Electrician I. W. Pike, Mechanic R. E. Wiseman, Mechanic J. J. Stubbs, Millman R. E. Hill, Laborer R. L. Elbridge, Car Repairer H. A. Monisto, Car Repairer E. L. McSorley, Car Re-

pairer G. C. Carey, Car Repairer O. W. Dwelley, Blacksmith (Ret.) R. R. Stockwell, Electrician G. H. Morrill, Laborer A. A. Bushway, Trainman P. A. Bouchard and Engineer (Ret.) Frank I. Bryant.

The frightening aspect of eye injuries is that they can occur at the most unlikely times in the most unlikely places. Take the case of Alfred A. Bushway, a brand-new employee last June 17. It was his first day of work at Derby shops. He had been on the job exactly two hours and was working near a planer when a piece of metal flew from it striking his glasses. The bent frame and the shattered lens are mute testimony to the velocity of the fragment. There is no doubt that his glasses saved the sight of his eye.

But perhaps the 1,000-to-one shot accident happened to Electrician Irwin Pike at Northern Maine Junction October 30, 1955. He was performing one of those routine acts that people perform every day with no thought of hazard. Pike put a coin in a candy machine and pressed down on the lever. His hand slipped off and



Millman Ralph Hill holds the traditional black patch of the partially blinded, a reminder that all of the men in this group would have use of it but for their safety glasses. They are counterclockwise, Hill, O. W. Dwelley, G. H. Morrill, E. L. McSorley, Galen Carey, W. E. Douglass and H. A. Mannisto.

when the lever flew up the handle came off striking his safety glasses and shattering them. If he hadn't been wearing glasses he would most certainly have suffered a severe injury and possible blindness.

GLASSES SAVE AN EYE

Then there was the case of Boilermaker W. E. Douglass who was helping install a new cab on derrick X 126 on Sept. 3, 1958. He was kneeling on the deck discussing work procedures with his foreman when an object, traveling at high speed, struck the right lens of his glasses shattering it. No one was able to determine what the object was or where it came from. But his safety glasses saved him a severe injury and probable loss of vision.

Engineer (Ret.) Frank I. Bryant was backing two diesel units into Oakfield yard on Aug. 1, 1959. It

was foggy and visibility was very poor. Suddenly the two diesel units collided with a string of cars that had run out of the classification yard undetected, throwing him against the cab. He was bruised and his nose and eye were cut from the frame of his glasses. But his eye was uninjured.

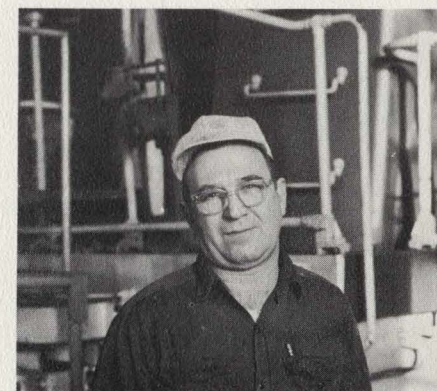
But perhaps the most fortunate among the railroad's Wise Owl club members is Robert E. Wiseman who was inspecting locomotives Jan. 30, 1960, and was using a hammer to disconnect the steam line between two locomotives. The snow had built up under the connectors making it difficult to part them and Wiseman was using a hammer. The hose parted suddenly blasting him full in the face with live steam. He suffered severe burns on his throat and face. The only portion not burned was that about his eyes. This area was protected by his safety glasses.

Just 19 days later, J. J. Stubbs was removing the steamheat train-line end valve from a steam generator car when the wrench he was using slipped and the handle struck his safety glasses with such force that it completely shattered his safety glasses.

HAMMER, NAILS SPELL DANGER

Employees using hammers and nails are notoriously susceptible to eye accidents. The hammer usually strikes the nail a glancing blow and the nail flies back into the worker's face at high speed. It usually occurs when the worker is in an awkward or cramped position. It happened to Car Repairer Galen C. Carey, on Feb. 14, 1963, and to E. L. McSorley Jan. 15, 1962. A variation of the nail theme happened to Laborer Raymond L. Elbridge Feb. 20, 1961 when the nail he was removing from the inside wall of a boxcar

Jack Paul displays the proper safeguards when using a power grinder: a face shield and safety glasses.



Mechanic J. J. Stubbs, Northern Maine Junction, was struck in the face by a wrench he was using with such force that his glasses were shattered. His eyes, however, were uninjured.

let go with such force that it struck his glasses and shattered the lens.

The records attest to the deadliness of wrenches when used with great force. Car Repairer Henry Manisto was using a 24 inch Stillson wrench to straighten the crossmember on the underframe of a car at Derby shops March 20, 1961. He was pushing the wrench handle with his foot and holding onto the underframe with both hands for maximum leverage when his foot slipped from the wrench. The tool flew back with such force that it knocked the lens from the frame and pushed the frame into his face causing cut. But his eye was uninjured.

The list goes on. Some men were performing work which would dictate the use of safety glasses as a reasonable minimum precaution. But others were simply performing routine acts in non-hazardous areas, like Irwin Pike,

or simply talking, as was Boilermaker W. E. Douglass, when the odds caught up with them. Of course, the safety rules require the wearing of safety glasses routinely, but there's always that thoughtless moment when a man thinks, 'I'm only going to be doing this for a minute; I won't need my glasses.' If Pike or any of the 16 other Wise Owl members had given in to this impulse they'd be looking at the world through one eye today, and at least one would probably be mastering Braille.

EYE SAFETY BEGINS AT HOME

Eye safety demands full-time precautions. Power saws in the home workshop are as dangerous as they are on the job: So are hammer and nails, wrenches and rotary lawnmowers. The moral to be drawn from these tales is this: a man should put on his safety glasses in the morning as routinely as he does his trousers.

"The Public Be Damned!"



Modern diesels and high standards of maintenance are part of what the BAR regards as its obligations to its shippers. The road has on order two new diesel units to be placed in service in 1966.

"The Public Be Damned!", railroad tycoon W. H. Vanderbilt is supposed to have roared in response to a query from a newspaper reporter as his special train neared Chicago, October 8, 1882. Whether he did or did not say it, and there is some question about it, history remembers that he did. And the arrogance of the remark dogged the reputation of every railroad, big or small, for a half century and more after the alleged incident.

A RALLYING CRY

'The public be damned' was the rallying cry for every real or imagined complaint against the railroads for the next 60 years. The traces linger yet, in spite of 79 years of government regulation and at least 30 years of highly developed public awareness. There is an understandable reluctance on the part of railroad people to talk about these last vestiges of the robber baron reputation, but, as one well known public servant used to say, "Let's look at the record."

There is as much similarity between 1966's railroad and that of 50 years ago as between Gemini 6 and a Ford Tri-motor airplane. The outstanding characteristic of the modern railroad is neither its efficient physical plant nor its technology. The significant characteristic of today's railroad is that

its customer oriented to an extent that leaves many supposedly "enlightened" industries behind.

While the Bangor and Aroostook has a unique character by virtue of its specialized traffic, it has, nonetheless, been an industry leader in pioneering extras in its transportation services that would have caused headshaking a couple of decades earlier.

Its refrigerator cars, for example, have been furnished pre-heated on request since the early 50's. Twenty years ago, when a shipper ordered a car he received a cold car, kept it an extra 24 hours with heat in it then loaded it. Today his car is set at his door ready to load. And if he needs it, he can usually manage to arrange for extra switching service.

In the spring, when the weather in the states farther south becomes warm to the point of causing damage to potatoes, the railroad furnishes pre-cooled cars free. Pre-cooling means that the road places, at its own expense, up to 5,000 pounds of ice in the car depending on conditions. The pre-cooling isn't full refrigeration, but it often makes the difference between good potatoes at destinations or poor ones. Free pre-cooling has had the effect of extending Maine's potato shipping season.

To insure an adequate car supply, the road maintains an extraordinary refrigerator car fleet for a railroad of its size. In addition

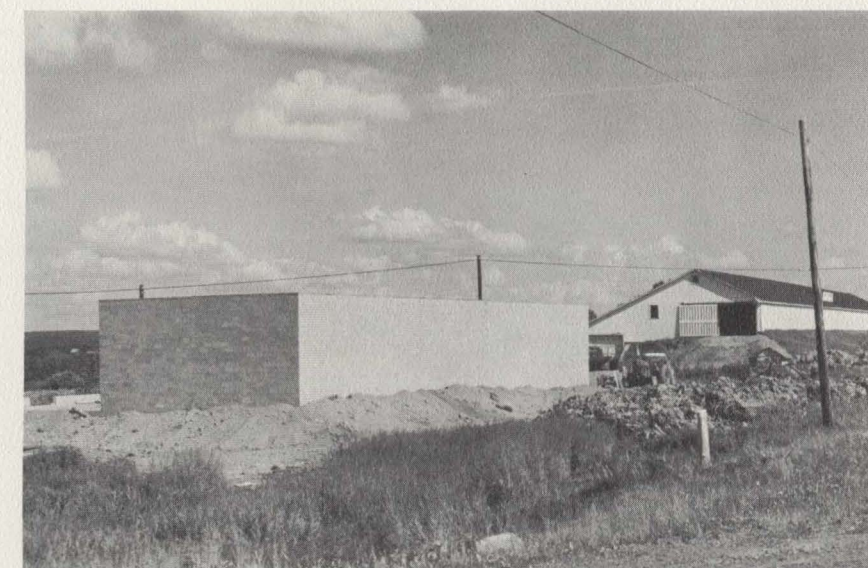
to its large ownership of cars, the BAR also has a contract with MDT, a car company, by which it leases a number of that company's refrigerator cars.

Northern Maine shippers have professional help as close as their telephone. In Presque Isle, at the railroad's sales office a shipper can order a car diverted, get rate information or have almost any kind of railroad question answered by experts.

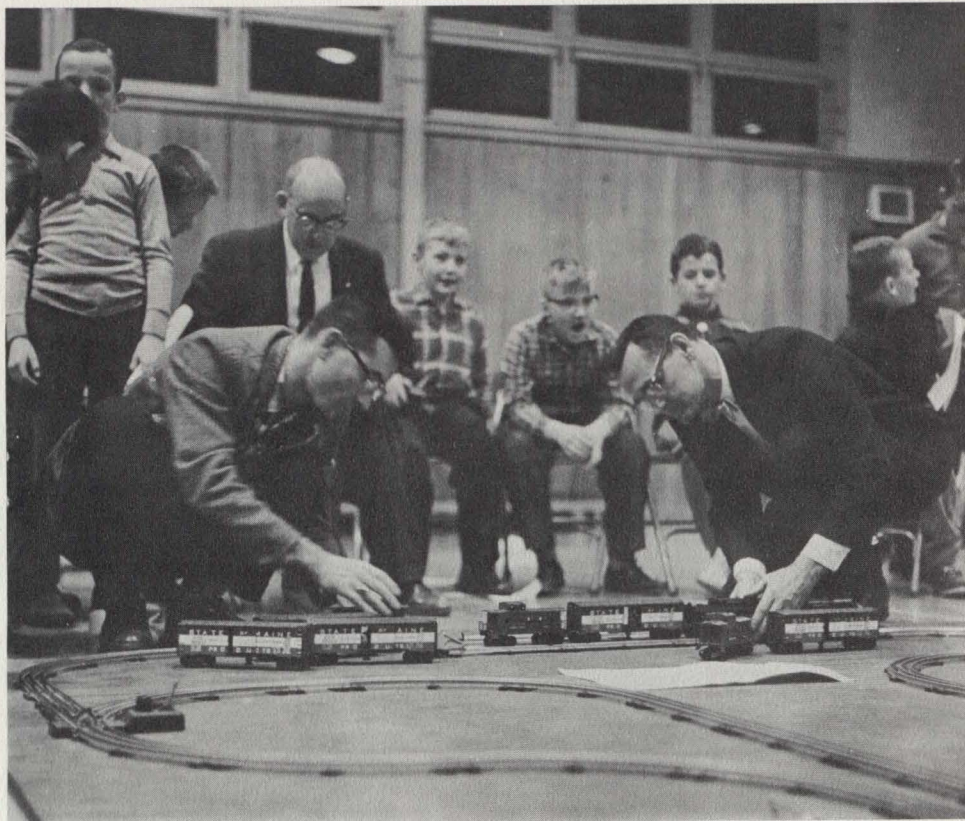
A free diversion program has been in effect for more than a year under which Aroostook shippers may ship a car Thursday, Friday and Saturday and, on request, the

car will be held at Northern Maine Junction without charge until the following Wednesday at 4 P. M. This device is useful to many potato shippers for it enables them to load at week's end in anticipation of the next week's market. When they begin selling, their loads are, in many cases, 200 miles closer to their destination than if they were at their own warehouses.

The free stopoff privilege enjoyed by Bangor and Aroostook shippers is particularly useful to customers during the shipment of seed potatoes, when an order might call for several varieties of



More and more potato houses have been built along the railroad property because of the ease of having side tracks built and because of the railroad's help in obtaining financing for shippers.



Railroad employees participate in the affairs of the many communities the road serves. At left, Principal Assistant Engineer V. J. Welch and Assistant Traveling Engineer Leo Downie help out at model train races sponsored by the road at Houlton.

potatoes from widely separated storage. It is also valuable at the end of the season when shippers must load from several storages to fill an order for a car. In many cases, the stopoff has meant that a shipper has loaded a single rail car instead of two highway trailers.

The building of sidetracks to a customer's warehouse has been made easy. And the railroad's financial support has also accounted for many new potato houses that have sprung up along its tracks in the past three years. For a shipper who wishes to build on rail, the road will guarantee payments for 3 years in order to help the customer obtain bank financing. In many cases, the railroad's pledge has meant the difference between a grower having new storage facilities or making do with obsolete storage.

Such progress is not without its pricetag, however. These extras have been bought by the railroad with hard cash. Pre-heating, for

example costs in the area of \$70,000 a year, pre-cooling from \$40,000 to \$60,000. The MDT contract, to insure cars for BAR customers, has cost as much as \$200,000 a year.

BOLD CHANGES IN RATEMAKING

The area of ratemaking has seen bold changes in both philosophy and method. The past three years have seen the application of volume incentive rates to fresh potato traffic and frozen foods traffic. And the end is not in sight. Due, largely, to a highly favorable rate schedule, and mechanical refrigerator cars, frozen foods traffic grew until, in 1965, it accounted for nearly 2,600 carloads of the road's traffic. It also generated about 3,400 cars of inbound traffic.

In spite of a consumer price index that has climbed to dizzy heights since the "good old days", transportation costs are down. In 1939, the rate to Harlem River

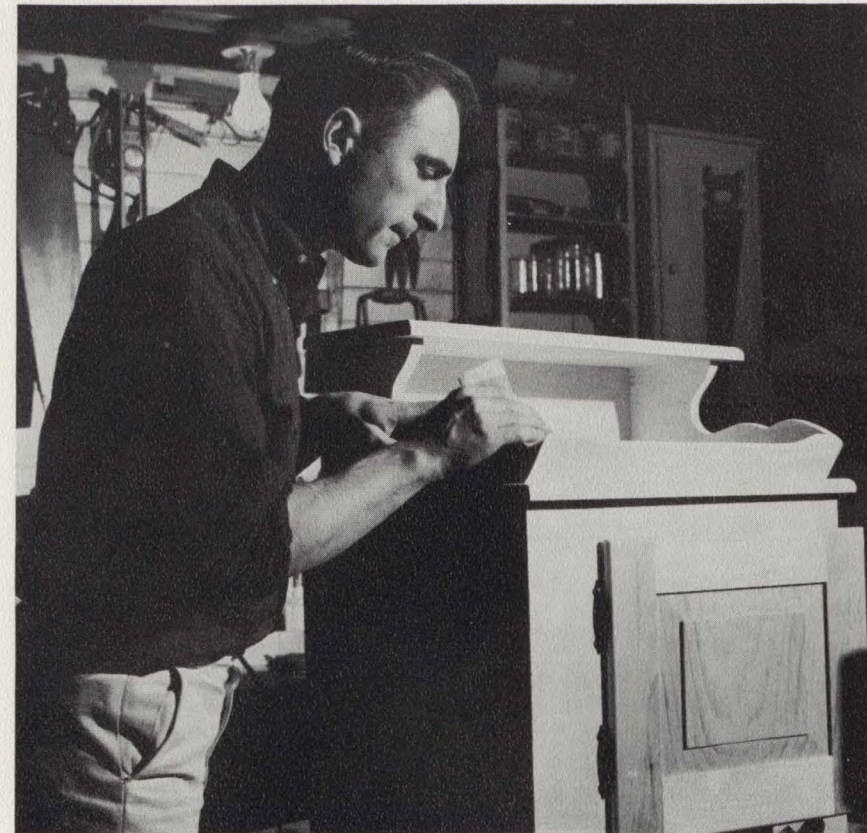
was .45¢ per cwt., in uninflated dollars. Projecting the ex-parte increases to get a comparison with contemporary levels it equals \$1.06 per cwt., as compared with the present rate of 76¢ per cwt., on a 40,000 pound minimum and 41.5¢ for the excess.

In fact, the railroads have reduced average transportation charges 14% since 1958. This feat, creditable to modernization and new services, takes on even more significance when one considers that at the same time costs were reduced 14%, the consumer price index rose nearly 10%. If the nation's 1965 freight tonnage had moved at 1958's unit prices the shippers would be paying \$1.4 billion more for transportation.

There aren't many industries that can boast such progress. And there are many railroad men who believe the time has come to bury forever "The Public be damned" myth.

"The public be served" would be a more accurate motto.

At work in his basement shop, Bud Clark puts the finishing touches on a piece of Colonial furniture he's making.



TOMORROW'S HEIRLOOMS TODAY

The case of the bank president who's a stone mason on weekends, just for the fun of it, or the stone mason who's a keen student of stocks and bonds, no longer causes raised eyebrows in our hurry-up culture. The avocation may be physically demanding. Or it may be creative. But it's almost always very different from one's means of livelihood.

Bud Clark practices this kind of double life. During his working day, he's a competent stenographer in the Freight Claim Section of the Accounting Department in Bangor. But during his free time his tastes run to classical music and furniture making . . . not just ordinary furniture, but exact reproductions of American colonial furniture. It's a pretty specialized kind of hobby.

In his living room there's an excellent reproduction of a Colonial hutch sideboard. In cash, it represents a modest investment of \$16 in hardware and lumber. But the investment in time and talent is considerably higher. The project

occupied his leisure time for an entire winter. The only screws in the piece are used to fasten the hinges on the doors. All other fasteners are wooden pegs, mortise and tenon joints and dados secured by glue.

That's the way early American craftsmen made furniture, he explains, and that's part of the challenge of his hobby. It's not the kind of activity that one necessarily stays with hour after hour, either: it's too easy to make mistakes if you're tired.

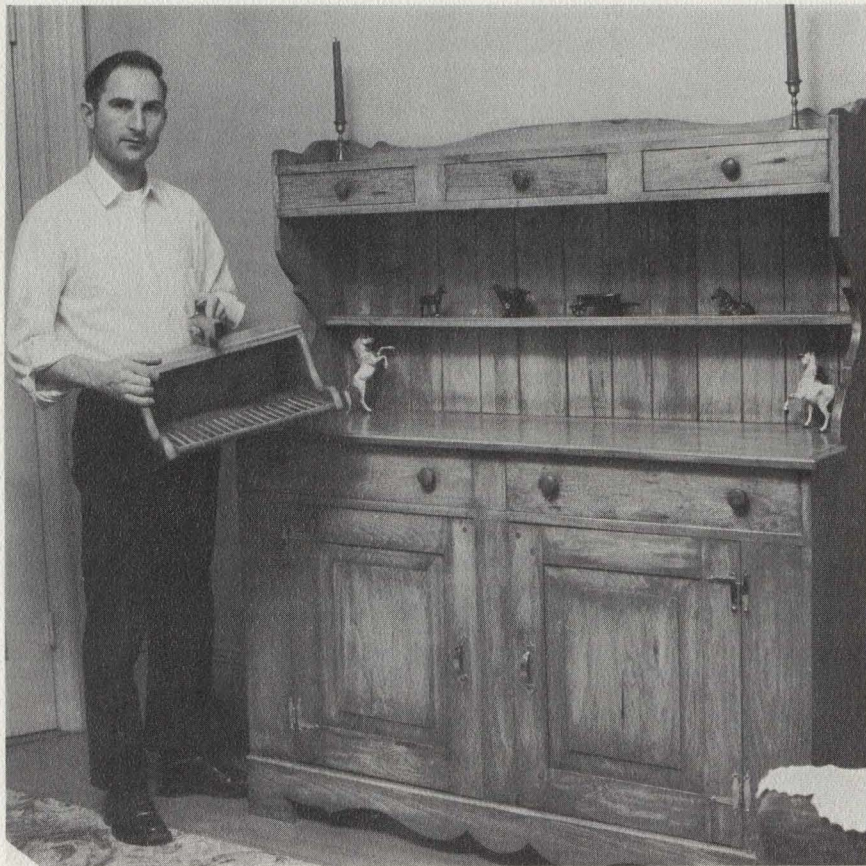
WORKS EVENINGS, WEEKENDS

But, usually, sometime during the evening and on the weekends Bud Clark spends several hours at work on his current project in the basement of his apartment house. The authenticity stops with the tools. No colonial cabinet maker had the array of tools that this modern craftsman has accumulated. His kit includes a quality 10-inch bench saw

and planer, a circular electric hand-saw, drills, and of course, a large variety of planes and chisels. The tools have been acquired over the five-year period that Bud Clark has been creating his colonial reproductions.

He comes naturally by the craft. His grandfather, George Clark, was what was known as a finish carpenter and one of his uncles was a bonafide cabinet maker. During his childhood in Howland, Bud was a curious observer in his grandfather's shop. His B and A associations are a heritage from his grandfather, too, for George Clark was always proud of having been fireman on the first train over the Searsport branch.

He spent two years in the Air Force, from 1953-55, after graduation from Howland High School and another two, from 1958-1960, as a civilian employee of the Air Force at Wright Patterson AFB in Dayton, Ohio, preparing manuscripts for publication in the anthropological section which was at work on space suit design.



This hutch accounted for Bud Clark's leisure time for an entire winter. The magazine rack he's holding (see insert below for detail) is an exact replica of an early cranberry scoop. He went so far in authenticity that he acquired pumpkin pine boards from a house that was being razed to build the project.



He came back to Maine in 1960 because, by then, he'd seen enough of the world to know where he wanted to live. He worked, for a time, at Cutler Naval Radio station, then entered railroad service in 1961.

With a place to hang his hat for the first time in several years, he began the first of his furniture projects. As his ambition grew, so did his workshop and the range of projects he undertook. After five years, he has filled his apartment with handsome colonial pieces and is planning more for the home he intends to build himself "someplace outside of town."

Bud Clark builds entirely early American colonial reproductions for several reasons. He likes the designs. The pieces, even with normal use, take on a mellowness, he thinks, that isn't duplicated in modern furniture. And he derives an obscure enjoyment from duplicating the intricate joints and techniques of the early craftsmen, to whom iron fasteners were rare indeed.

He went so far with authenticity in one project, a replica of a colonial cranberry scoop, that he ob-

tained 17-inch wide pumpkin pine boards from a house that was being razed. The cranberry scoop, authentic to its century-and-a-half-old wood, now holds magazines in his living room.

The hutch sideboard was perhaps his most ambitious project but the credenza he built for his brother in Dayton required the most ingenuity. His brother had just remodeled a house and asked Bud if he'd build him the piece.

"I couldn't even spell it," he laughs, "let alone design one. But I searched the magazines and homes of friends and finally found one. I took the measurements and built it."

Mostly, he prefers to work from a plan, although he has made projects from pictures in magazines. Occasionally he does a for-hire job, but it's mostly for his own amusement and that is the way he wants to keep it. Two evenings a week he participates in an adult class in woodworking at Bangor High School.

"I enjoy it because it's a creative pastime," explains, "and because it's different from the work I do all day."

Milestones . . .

EMPLOYEES CELEBRATE TOO

As your Railroad is celebrating its 75th birthday, in January and February thirty-one of the Company's employees are also celebrating round number anniversaries of their service with the Bangor and Aroostook Railroad. We congratulate them.

FOR FORTY YEARS' SERVICE:

Ernest P. Arsenault
Edgar E. Carr
Merle E. Lyford
Robert M. Parker
Bruce B. Trafton
Burt E. Webber

FOR 35 YEARS' SERVICE:

Bert J. Worster

FOR 30 YEARS' SERVICE:

Robert H. Clark

FOR 25 YEARS' SERVICE:

Lester A. Ewings

FOR 20 YEARS' SERVICE:

Linwood C. Callahan
Theodore E. Clement, Jr.
Lester G. Drew
Virgil L. Dwyer
Ozime Gorneault
James W. Green
Lewis F. Judkins
Ralph W. McKay
Chester Michaud

Philip G. Pratt
Cecil D. Rines
Arnold J. Travis
Edward A. Wing

FOR 15 YEARS' SERVICE:

Allen L. Cole
Leroy E. Hersey
Gilbert H. Jameson
Harold G. Jay
Lionel D. Madore

FOR 10 YEARS' SERVICE:

Guy J. Crandall, Jr.
Allen P. Hearn
John H. Logie
Gary B. Pettengill

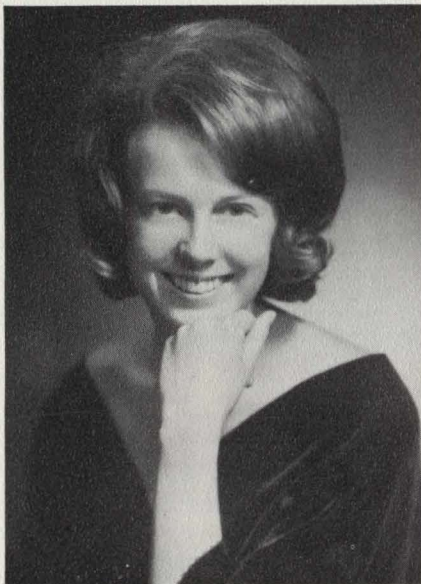
Can You Identify This Spot?

As a feature of our anniversary year we will print in each of the six issues of MAINE LINE for 1966 a photograph of historical interest which we hope will challenge your imagination. Herewith is the first offering. As a hint, we can tell you that this photograph was made circa 1893 and that, on this site, now stands an extensive railroad facility.



In The Family

Accounting Department



MISS PRISCILLA MOORE

Mr. Richard B. Gray, clerk in the General Audit Section, and Miss Priscilla Moore of Orrington have recently announced their engagement. Miss Moore is a medical secretary at the Eastern Maine General Hospital. Mr. Gray was graduated from the University of Maine in June 1965 and joined the Railroad in August 1965. An October wedding is planned.

Mr. and Mrs. Roland Faunce are receiving congratulations on the birth of a son, Roland Jr., born Nov. 12, 1965 at the Waldo County General Hospital in Belfast. They also spent the Christmas holiday with Mrs. Faunce's parents, Mr. and Mrs. Herman Blom, in Mentor, Ohio. Ron is employed as a Clerk in the Freight Audit Section.

Bruce Shaw, son of Clerk and Mrs. Ward Shaw, was on the honor roll at Bangor High School for the second ranking period. Bruce is a senior.

Mr. and Mrs. Robert Girvan and children, Barbara and Robert II, are spending the winter months in Naples, Florida. Bob is on leave of absence from the General Audit Section.

Stephen Gilman, son of Clerk and Mrs. Seth Gilman, has enrolled in the Business Administration Course at Hus-

son College. He will begin his studies there on Feb. 7.

Robert Parker, who is out on sick leave from his position in the Freight Audit Section, is a patient at the Eastern Maine General Hospital in Bangor. Bob's many friends at the B & A wish him a speedy recovery.

Retired Treasurer and Mrs. C. C. Morris are spending the winter months enjoying the warm weather at Fort Myers, Florida.

Donald E. Andrews, chief clerk in the Rates and Revisions Section, recently returned to work after having been a surgical patient at the Eastern Maine General Hospital in Bangor.

Clerk and Mrs. John Burrill and son spent the Christmas holidays at the home of John's parents in West Hartford, Conn.

Traveling Auditor and Mrs. Earle E. Dow of Presque Isle recently returned from a very enjoyable trip to Florida.

Tabulating Supervisor Robert E. Clukey has recently been selected to serve his term on the grand jury. Miscellaneous Clerk Walter McCarty has been selected to serve on the traverse jury for the January term of court.

Mechanical Department

Mrs. E. H. Adams, wife of Machinist E. H. Adams, Northern Maine Diesel Shop, recently made a trip to Germany to visit her son, Clifton W. Nelson (and family) Chief Tech. Rep. for Bell Helicopter Company of Fort Worth, Texas. She flew Pan-Am via London, England, where she got a fine air view of Windsor Castle, and landed in Frankfurt, Germany.

Clif and his family live in the Sandhofen-Mannheim area of the Rhine Valley. Many German houses are made of cement, with fences and vegetables and flowers growing together in the tiny yards. Mrs. Adams mentioned that she saw tons of sugar beets being harvested. The Rhine River is very pretty and very busy with its hundreds of barges from all countries, pleasure sailboats and rowing sculls.

She spent the week-end in the Bavarian Alps at the General Patten Hotel in Garmisch-Partenkirchen. Here the Lugs-pitze reaches a height of nearly 10,000 feet. She saw the ski jumps and ice arena



Henry D. Haley, watchman at the railroad's port facility at Searsport, retired Dec. 31. Supt. D. K. Lilley congratulates Mr. Haley on his service. He was born at Prospect Jan. 18, 1901 and entered railroad service May 17, 1948. Mr. Haley is married and lives in Belfast.



Trackman Joseph W. Brown, Robinson, receives his gold pass for 40 years service from Chief Engineer P. H. Swales. He was born Oct. 21, 1895 in Lincoln, N. H. and attended schools there. Mr. Brown entered BAR service July 16, 1925. He is married and has three children.

where the Olympic Games have been held. Visited the beautiful castle "Leirderhof" built by King Ludwig II, who was an ardent admirer of Richard Wagner, the composer. She went to Oberammergau where the Passion Play will be performed again in 1970. This village is famous for its woodcarvings. The Bavarian houses are very attractive with the painted Murals and the balconies with their flower boxes. She visited Dachau, the site of Hitler's Concentration Camp in World War II, which is now a shrine. Also saw in Nurnburg the "Stadium" Hitler built as a World Capital. The old part of the city is walled in. Saw a little evidence of bombing in Munich, but most places have been cleaned up and rebuilt.

Mrs. Adams made a trip down the Autobahn, the great German highway. She mentioned that there is no speed limit on this highway and the accident rate is very high.

Mrs. Adams mentioned that she saw tons and tons of grapes growing, although it was a poor wine year because of too much rain and not enough sun. In a small village where workers were celebrating the wine gathering, all the houses were decorated with flowers.

On the return trip, due to dense fog, the plane was rerouted to Kennedy Airport in New York, via Edinburgh, Scotland, Newfoundland, Greenland, Montreal and Albany, New York.

The many friends of retired Clerk K. W. Bell were very sorry to hear of his death Dec. 26, 1965. Kirton was born April 10, 1899 at Maxfield, Maine. He attended Milo schools.

He entered service with the Bangor and Aroostook Railroad Nov. 11, 1929 as a clerk in the Car Shop at Derby, and since that time he had worked as a piece work inspector, payroll clerk, statistician, shop accountant and as a shop clerk. Kirton retired July 13, 1964.

C. W. Perry, night foreman, Northern Maine Diesel Shop, has been a patient at the Taylor Memorial Hospital, but is now back on the job.

The many friends of retired Car Cleaner Roy A. Haley were very sorry to hear of the death of his wife, Ellen, Jan. 5, 1966. Roy entered service with the Bangor and Aroostook Aug. 28, 1944 as a machinist helper and at the time of his retirement in April 1962 was working as a Car Cleaner.

Our sympathy to all of the family. Miss Karen Horne, daughter of Mr. and Mrs. Allan Horne of Milo, recently became the bride of Michael Lee Clark, son of Freight Car Foreman and Mrs. H. E. Clark of Derby, in a candlelight service at the United Baptist Church, Milo. The Reverend Otto Palmer performed the ceremony.

Mrs. Wilson Sherburne was at the organ and accompanied the soloist, the Reverend Milton Smith.

The bride, given in marriage by her father, wore a floor length gown of white velvet fashioned with a fitted bodice, long pointed sleeves, and a scoop neckline. The controlled skirt had a detachable train. Her elbow length veil was attached to a queen's crown of pearls and crystals.

She carried a colonial bouquet of white lace and carnations, centered with red and white shattered carnations.

Mrs. Laurence Keef was the matron of honor. She wore a floor length gown of hunter green with velvet bodice, styled with scoop neckline, short sleeves, and controlled skirt of crepe. Her green crown was of hairbraid and crystals with a face veil.

The bridesmaids were, Mrs. Norman Horne, Milo, Mrs. Carlton Bowley, Milo, and Mrs. Gerald Lufkin, Medway. Their hunter green gowns were identical to that of the matron of honor, and they wore green velvet crowns trimmed with

pearls. They carried colonial bouquets of white lace and red carnations with Christmas red velvet streamers.

Perry Clark, brother of the bridegroom, was the best man, and ushers were Norman Horne, Carlton Bowley, Gerald Ireland of Windsor Locks, Conn.

The flower girl was Janet Horne. She wore a short, full skirted, burgundy velvet dress fashioned with short sleeves and a round neckline.

She carried a fire-side basket of white and burgundy flowers.

The train bearers were John Horne and Lance Keef of Milo.

A reception followed at the Derby Community Hall. Assisting were Mrs. E. Alden Horne, Miss Kathryn Horne, Mrs. Donald Merrill, Mrs. Dennis Varney, Phillip Gerow, Mrs. Terry Bailey, Mrs. Charles Horne, and Miss Lorraine Long of Farmington.

The bride is a graduate of Milo High in 1961 and the Eastern Maine General Hospital, School of Radiographic Technology in 1963. She is employed at the Milo Community Hospital.

The bridegroom is a graduate of Milo High School in the Class of 1955 and served four years with the United States Air Force. He is employed by the Great Northern Paper Company at Millinocket.

Engineering Department



ARDEEN P. GOODALL

The Commissioning of Miss Ardeen Pearl Goodall took place Nov. 12, at the Oakfield Baptist Church, and a reception followed in the vestry.

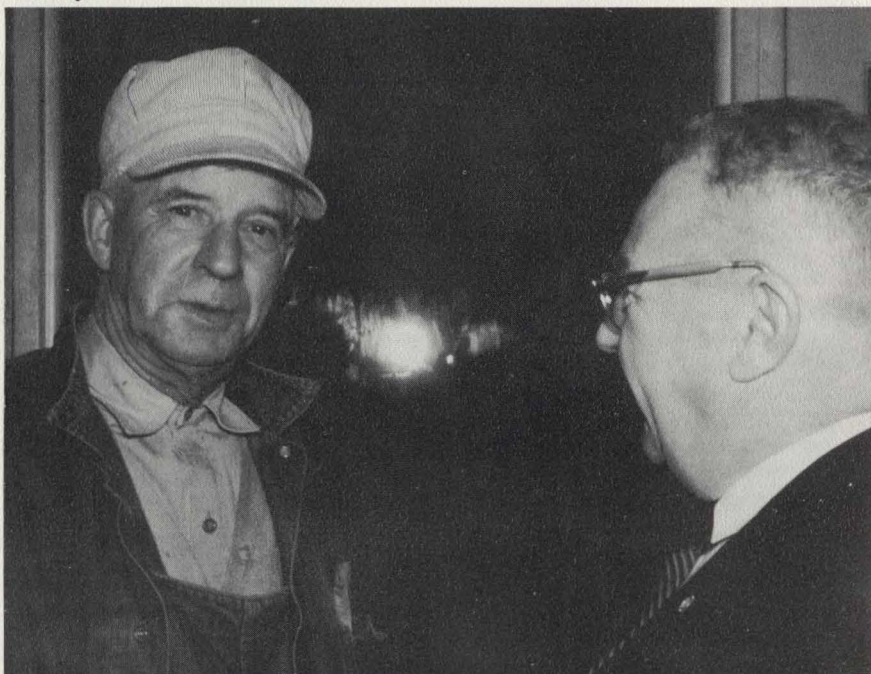
The Rev. H. Raeburn Cameron of Blaine, a former pastor, delivered the message. Also taking part were Pastor Alden P. Meek and the Rev. Linwood Putnam of Hodgdon. A solo was rendered by Mrs. Laurence Dyer.

Miss Goodall, the daughter of Trackman and Mrs. Perley Goodall of Oakfield, was graduated from Oakfield Community High School in 1958, and received her B. A. degree in Bible and Missions from Barrington Bible College in 1962.

In February of 1963, Miss Goodall was accepted and appointed by the



Section Foreman *William L. McCue*, West Seboois, is congratulated by Chief Engineer *P. H. Swales* on his retirement Dec. 30. He was born at North Amity, Sept. 28, 1890 and graduated from Houlton H. S. and Houlton Business College. Mr. McCue entered service April 20, 1921. He is married and has three children. One son, *Clayton*, and two brothers, *Harry* and *Michael*, are employed by the railroad.



Supt. *D. K. Lilley* congratulates Conductor *Kenneth A. Sloat*, Millinocket, on his retirement Dec. 1. Mr. Sloat was born Jan. 31, 1901 at Marysville, N. B., and educated there. He entered service as a yardmaster Sept. 16, 1921. Prior to that he was a rancher in the Canadian northwest for two years. He is a member of the Masonic Bodies and the Shrine. Mr. Sloat is married and has three daughters.

European Evangelistic Crusade, Inc., as a missionary to the Republic of Ireland, and on Nov. 24 she sailed from New York for Southern Ireland where she will serve as a missionary.

Friends of B. & B. Foreman *L. P. McLain*, Northern Maine Junction, will be sorry to learn he entered the Eastern Maine General Hospital, Bangor, on Jan. 2, for major surgery. The latest re-

ports are that he is making satisfactory progress and we hope he will soon be back.

Our sympathy to Trackman *Milford Decker* of Lagrange, in the death of his sister, Mrs. *Ellen F. Haley*, who died Jan. 5.

Funeral services were held Jan. 8, at the Lary Funeral Home in Milo, with the Rev. *Milton Smith* of the Milo Methodist Church officiating.

Chief Clerk and Mrs. *Millard A. Fairley, Sr.*, of Houlton, celebrated their 40th Wedding Anniversary on Christmas Day. They were married in Hampden, Maine, Dec. 25, 1925.

In view of the holiday, an open house was held at their home Sunday evening, Dec. 26. This was arranged by the Rachel Circle of the Methodist Church, under the direction of Mrs. *Fred Purington*. Mrs. *Fairley* is president of this group.

A money tree was received from BAR employees of the Houlton Engineering Office. Other gifts and money came from Houlton friends. In addition, several congratulatory telegrams were received from out of town well wishers.

Refreshments were served. Mrs. *P. H. Swales*, wife of Chief Engineer *Swales*, served the anniversary cake and Miss *Marian Fairley*, sister of Mr. *Fairley*, poured at the coffee table.

The couple has one son, *Millard A. Fairley, Jr.*, employed by Delco Division of General Motors, Rochester, N. Y., and two grandchildren.

Mr. *Fairley* began service with the BAR in June 1924 as a Timekeeper. He has been Chief Clerk in the Engineering Office, Houlton, since Feb., 1941.

Our congratulations to Mr. and Mrs. *Fairley* on this milestone.

Friends of Rodman *Clayton F. McCue*, Engineering Office, Houlton, will be sorry to learn he entered the Madigan Memorial Hospital, Houlton, on Jan. 8. We hope his hospitalization will be brief and he will be back with us in the near future.

The following were on the Honor Roll for the last ranking period at Oakfield High School: sophomores, *Rodney Swallow*, son of B. & B. Helper and Mrs. *A. M. Swallow*; *Douglas Clark*, son of Trackman and Mrs. *Norman Clark*; *Rodney Kennedy*, son of Trackman and Mrs. *Edward Kennedy*; freshmen, *Karen Boutilier*, daughter of Trackman and Mrs. *Everett Boutilier*, *Kenneth McDonald*, son of Section Foreman *Archie McDonald* and the late Mrs. *McDonald*.

Norman Swales, son of Chief Engineer and Mrs. *P. H. Swales* of Houlton, was elected President of the National Honor Society's Chapter at Houlton High School recently. *Norman* was listed on the Honor Roll at Houlton High School during the last ranking period.

Our sympathy is extended to Mrs. *John A. Vincent*, wife of Mechanic *John A. Vincent* of Houlton, in the recent deaths of her father, *Manson C. Prescott*, Guilford, and her sister, Mrs. *Joyce Ireland*, wife of the Rev. *Ernest Ireland*, Island Falls. Her father's and sister's deaths were within one week of each other.

Byron and *Daniel Powell*, students at Phillips Academy, Andover, Mass., spent their Christmas holidays with their parents, Mr. and Mrs. *Josiah Powell* in Houlton. Their mother is a Stenographer in the Engineering Office at Houlton.

Mrs. *Odelie Lozier* of the Plaisted community, died recently, following a long illness, at a Patten nursing home.

Mrs. *Lozier* was born in Wallagrass May 19, 1880, the daughter of *James* and *Lenore Clark*.

Funeral services were held in St. Joseph's Church, Wallagrass, with Rev. *Charles Desrocher* officiating at a High Mass of Requiem.

One of her sons is *Ludger Lozier*, Section Foreman at Wallagrass.

Our sympathy to the family.

Technical Sergeant *Carroll A. Goodall*, son of Trackman and Mrs. *Perley C. Goodall* of Oakfield, has been graduated from the U. S. Air Force Senior Non-commissioned Officer Academy at Hamilton AFB, California. Sgt. *Goodall*, who received advanced leadership and management training, is assigned to Wadena Air Force Station, Minn. He is a member of the Air Defense Command which provides aerospace defense against hostile aircraft and missiles. The sergeant is a graduate from Oakfield Community High School.

T/Sgt. *Goodall* and his wife, the former *Betsey A. Jeffery*, from England, have flown to Oslo, Norway, where he has been assigned to the Air Defense Command Base at that location.

Our sympathy is extended to the family of Trackman (Ret.) *Peter D. Dubey*, who died at his home in Brownville in November.

He was born at MacKamp, Jan. 31, 1892, son of *Peter A.* and *Victoria Dubey*.

Mr. *Dubey* began his employment as a BAR Trackman at Brownville, in March 1932, which position he held until his retirement in January 1959.

Mr. *Dubey* was a member of St. Francis Xavier Catholic Church at Brownville Junction. He was also a member and past master of Resolute Grange, a member and past master of East Piscataquis Pomona, a member of the State and National Granges and a member of Past Pomona Masters Club. At the time of his death he was serving as a member of the Finance Committee of the local grange. He was a member and Chaisson American Legion Post past commander of Joseph P. Chaisson American Legion Post, past commander of Penquis Barracks, World War I Veterans and was a member of 40 & 8 Voiture of Piscataquis County, being a past chef-degarde.

Trackman *Eugene G. Sawyer* has retired after 20 years of Bangor and Aroostook service. He was born in Presque Isle Jan. 4, 1900 and educated

in local schools. During WW II he served the U. S. Army Air Corps.

Section Foreman (Ret.) and Mrs. *Adolph Blinn* of Ludlow, celebrated their 50th wedding anniversary on Jan. 9.

Mr. and Mrs. *Blinn* were married Jan. 10, 1916, at Portage Lake, Lady of the Lake Catholic Church, with the Rev. *Joseph Marcoux* officiating.

A family dinner was served by members of the family, in honor of Mr. and Mrs. *Blinn*, to mark this happy occasion. A large decorated cake, indicating the 50th milestone, was enjoyed by all. The table was decorated with a centerpiece of yellow mums.

Miss *Sally McCuskey* sang and played several guitar numbers.

Those present were Supt. of Track and Mrs. *G. L. Swett* and daughter, *Molly*, Houlton; their daughter, Mrs. *Rodney Lyons* and granddaughter, *Sheila*, Masardis; Relief Agent (grandson) and Mrs. *John Lyons*, Presque Isle and son, *Gary*; Section Foreman and Mrs. *H. A. Oldenburg*, Sherman; Trackman (Ret.) and Mrs. *John T. Bell*, Smyrna Mills, and neighbors and friends.

Mr. and Mrs. *Blinn's* grandson, *Parker Swett*, Stillwater, telephoned his congratulations in honor of the event.

Mr. *Blinn* retired from employment as Sect. Foreman at New Limerick, Oct. 29. He had been employed with the BAR since June 1922.

Monday, Jan. 10, a 50th wedding anniversary Mass and blessing was held at St. Mary's Catholic Church in Houlton, in honor of this couple, celebrated by the Rev. *R. M. Garrigle*.

The many friends of Mr. and Mrs. *Blinn* hope they will have years of much happiness in the future.

At the Annual Meeting of the Stockholm Baptist Church, Foreman Sect. 477 *Alton L. Wardwell* was elected Deacon, and his father, Foreman Sect. 473, *Walter J. Wardwell*, was elected Honorary Deacon.

Traffic and Marketing Departments

Mrs. *Doris Prescott*, secretary to regional vice president sales at Presque

Isle, spent Thanksgiving with her daughter and husband, Mr. and Mrs. *H. G. Vencel* and granddaughters, *Marilyn*, *Katherine* and *Cynthia* in Dover, Delaware.

Hugh Goodness, Assistant General Freight Agent, has recovered from a sprained ankle suffered during the "black out" in Boston, November 9th.

Our sympathy to *L. W. Wentworth*, General Freight Traffic Manager, whose father, *Edward Wentworth*, died January 5th.

F. B. Lunt, Regional Vice President—Sales at Presque Isle, has been elected Chairman of Presque Isle City Council. *Lunt* has been on the Council since 1964.

Machinist *Albion M. Dorr*, Bangor, who has been on sick leave since March 9, 1964, has retired. He was born in Bangor Sept. 11, 1900 and educated in Bangor schools. Mr. *Dorr* entered Bangor and Aroostook service as a coalman in 1921. He later worked as hostler, house fireman, machinist helper and boiler-maker. During 1917-18 he was employed by the Eastman Heater Company. Mr. *Dorr* is married and has four children. He is a member of the Odd Fellows and the Masonic order.

Transportation Department

Operator *J. Calude Chasse*, Northern Maine Junction, recently made a night flight with 30 members of the Maine Wing, CAP, to Wright Patterson AFB, Dayton, Ohio. On the base, they toured the Air Force Museum. *Calude* calls it one of his most interesting flights. The group was allowed in the cockpit of a C-97 which resembles a big flying laboratory. While in Dayton he met a former BAR brakeman *W. E. Leighton*, who gave him a flight in his own aircraft over the city. *Leighton* wished to be remembered to his railroad friends.

Chasse also visited the New York World's Fair before it closed as the conclusion of a seven state tour. He was met at the fair by his daughter *Eileen* who is attending Keystone Secretarial School in Swathmore, Pa.

BAR NEWS BRIEFS

(Continued from Page 3)

Kenneth S. Ludden, assistant to the vice president-marketing was elected secretary of the Industrial Development Council of Maine in December.

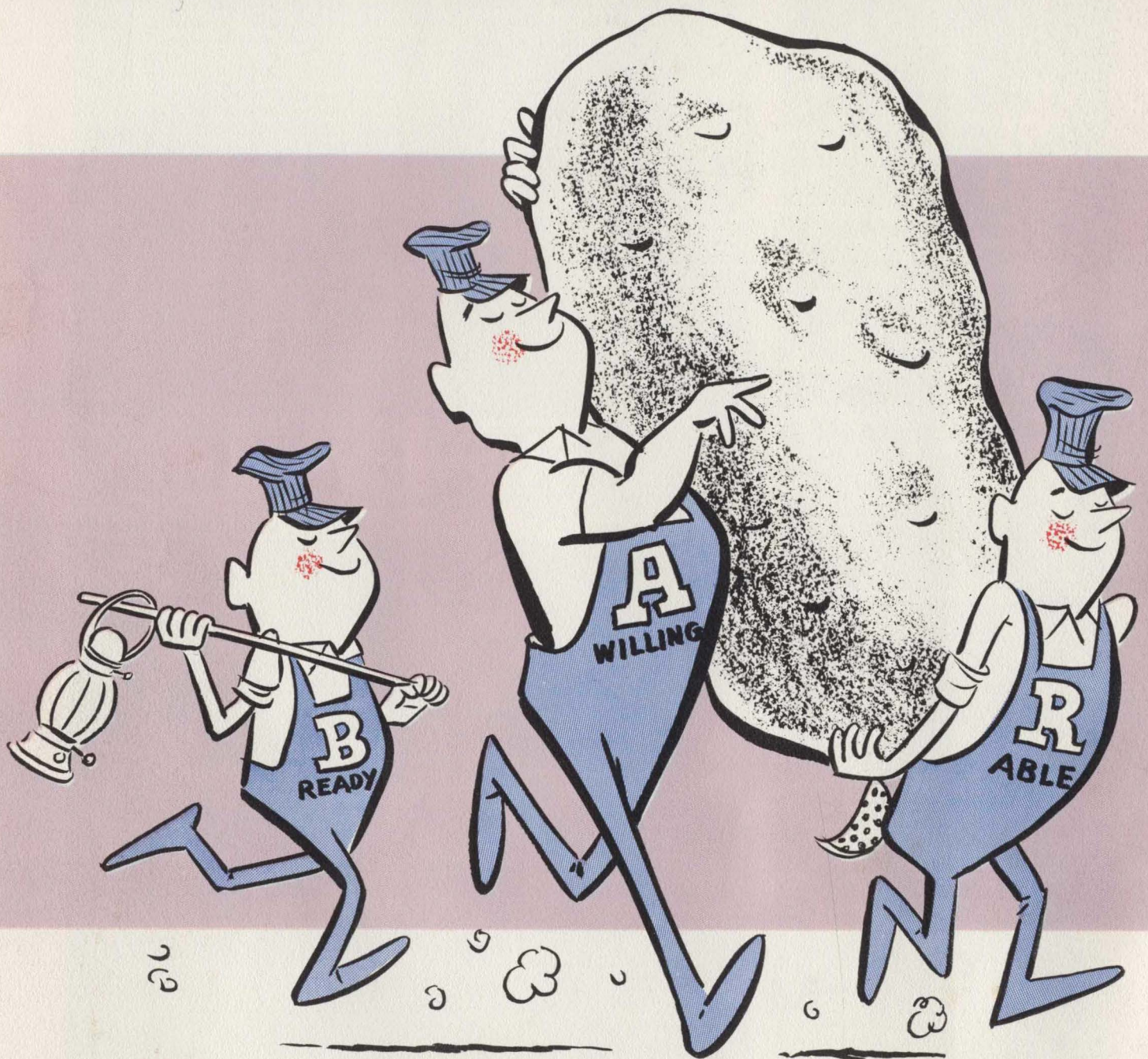
Railroad employees who reached age 65 by the end of 1965 are reminded by the Railroad Retirement Board that if they want to

be covered for supplemental medical benefits under the new Federal "medicare plan" when it starts this July, they must sign up by March 31, 1966. If they do not enroll by the March 31 deadline, they will not have another chance to join before October 1967, and they cannot be covered for the supplemental medical benefits before July 1968. Also, persons enrolling at a later date will have to pay a higher premium than if they

join now. The cost now is only \$3 a month.

Persons already on the benefit rolls of the Railroad Retirement Board can expedite their enrollment for supplemental medical benefits by filling out, as soon as possible, the cards included in the "enrollment kit" they received from the Board. Other eligible railroad employees and their wives can take action to obtain coverage for supplemental medical benefits at any Board office.

READY, WILLING, and ABLE



Transportation know-how, specialized equipment, economy and dependability are the reasons why B and A is the first choice of shippers for the safe, efficient, movement of Maine potatoes. Special low incentive rates, extended diversion privileges, two free days at destination, pre-heated insulated cars placed when you want them and all-weather dependability make Bangor and Aroostook your potato railroad.

THE RAIL WAY IS THE BEST WAY TO SHIP MAINE POTATOES



BANGOR and AROOSTOOK RAILROAD

