

#### NOVEMBER-DECEMBER, 1961

#### The Bangor and Aroostook Railroad Co.

#### VOL. 10, NO. 1

## **BAR** Awarded Contract For Highway Mail

The Bangor and Aroostook Railroad was awarded the contract for handling United States mail from the Bangor area to Aroostook County points by the United States Post Office Oct. 27. The new highway mail contract became effective October 29. The new service replaced train mail service which ended Oct. 28.

#### New Units

The railroad has acquired four tractor-trailer truck units and one straight-truck unit to handle this new contract. Prior to the acquisition, the railroad operated six straight truck units and one combination bus-truck unit in its present highway mail service for the Post Office Department. Highway Division Manager Arnold J. Travis said that the highway mail service will be backed up with standby rail mail service in the event of emergency which would prevent the operation of highway equipment.

#### First Truck

The first truck in the new service left Northern Maine Junction at 1:05 a.m., October 30 for Arobstook County with preferential mail. F u r th e r tractor-t r a i l e r departures from Northern Maine Junction are at 1:30 a.m., 2:00 a.m., and 2:20 a.m.

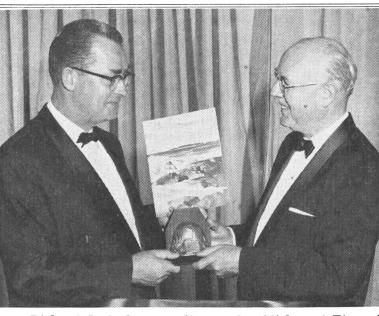
The southbound service has C. C. Morris To Be one truck leaving Caribou at 9:30 a.m., another truck leav- Ass't To President ing Presque Isle at 11:40 a.m., a third leaving Houlton at treasurer of the railroad ef-4:30 p.m. and the 4th truck fective Dec. 30, but will conleaving Caribou at 4:35 p.m.

There are additional truck basis as assistant to the presi-trips both north and south dent. In his 43 years of railbound under the Bangor and Aroostook's present highway mail contract.

Continued on page 6

#### Standard And Poor Rates BAR Most Efficient N.E. Road

A leading firm of transportation securities analysts as assistant treasurer in 1936 have played the Bangor and Aroostook first in operating efficiency among the five New England railroads. Standard and Poor's 15th Bulletin of Railroad Efficien-Factors Section rated the railroad tops in New England for the second consecutive year. "Standard and Poor's rating is important to the Bangor and Aroostook because it is a key to investor confi-"W. Gordon Robertson dence," W. Gordon Robertson said. "When we receive a top rating, it is an indication to the people who are interested Continued on page 2



Richard J. Anderson, editor and publisher of Financial World Magazine, presents Oscar of Industry Award to BAR President W. Gordon Robertson for the railroad's annual report. This is the second Oscar that the railroad has received for its annual report.

Morris

C. C. Morris will resign as

fective Dec. 30, but will con-

tinue to serve on a consulting

dent. In his 43 years of rail-road service he rose from tele-

Morris began his railroad

career in Fort Kent as a stu-

dent operator. After work-

ing as relief agent for two

years, he became agent at

Smyrna Mills. His financial

prowess won him a position

Continued on page 2

of the company.

## **BAR Wins Second** Oscar - of - Industry For Annual Report

The Bangor and Aroostook Railroad was awarded a first placed Bronze Oscar for the best stockholder annual report among railroads with revenues of under \$60,000,000 by Financial World Magazine in New York Oct. 30. The Oscar-of-Industry award was presented to B.A.R. President W. Gordon Robertson by Robert Anderson, Editor and

Continued on page 2

#### Railroaders Commended by Customer

employees have been com- zens of the flooded town for dent. In his 43 years of rail-road service he rose from tele-graph operator to treasurer helping a Fort Kent business of the company firm during last spring's "We would like to thank firm during last spring's the Bangor and Aroostook for floods in that St. John River their great assistance and Valley community. Assistant support to us during the Agent Albert Lebel and Clerk flood," Baltzer said. "In par-Hercules Roy were named in ticular, we would like to com-a letter from G. F. Baltzer, mend you on your employees, manager of the J. C. Penney Mr. Albert Lebel and Mr.

Two Bangor and Aroostook able for merchants and citi-

Co., in Fort Kent, thanking Hercules Roy. Without their the railroad for its assistance. fine assistance, I shudder to The BAR made boxcars avail- think of the consequences."

## BAR - Fox & Ginn Joint I.c.l. Rates Become Effective December 4 From Central Maine Points

Joint rail-truck, less-than-carload rates filed by Fox & Ginn, Inc., and the Bangor and Aroostook Railroad became effective this week. The new rates, the first such joint rates between traditionally competitive transportation systems in this area, could double the railroad's l.c.l. business.

The new joint rates will give the railroad a share of Carl Smith, BAR Veep l.c.l. traffic from southern and central Maine that it has Former Aggie Official not been able to obtain as an an all-rail haul, according to Howard L. Cousins, Jr., vice president-marketing. Fox & Ginn trucks will pick up shipments from points in southern and central Maine for delivery to the BAR's Northern Maine Junction transfer house. From here, the ship-ments will either be loaded onto flatcars, in case of piggyback shipments, or placed in waycars for rail transport to Aroostook County points. Door delivery at destination will be by Bangor and Aroostook pickup and delivery trucks.

There will be no change in the present l.c.l rail or truck service of either carrier and points served by both are not included in the joint rates.

#### New Concept

BAR President W. Gordon Robertson said that the new joint rates are the first step toward a new concept of rail-Publisher of Financial World truck cooperation that will be before an audience of more healthy for both Maine indus-than 1000 business and fi-try and Maine transportation. nancial leaders at the Statler- He also pointed out that the Hilton Hotel. The award was move toward integrated the third 1st prize oscar the transportation is in accord Continued on page 2

the railroad during an important period in its development. Carl Smith was born in Exeter and was a farmer for 25 years before he entered public life. He bought his first farm in 1917 after operating the family's general store for 10 years. He became

Commissioner of Agriculture in 1941 and was renamed to that post again in 1945.

#### In Exeter

Smith, long a prominent figure in Maine political circles and in Maine agriculture, came to the railroad in 1945 from his second term as Commissioner of Agriculture. During his 16 years as the railroa s liaison to the Maine potato industry, its largest single customer, he brought Continued on page 2



Smith Carl R. Smith, vice president and veteran executive of the Bangor and Aroostook and a former Maine Commissioner of Agriculture, retired from active railroad service Nov. 30. President W. Gordon Robertson said that his retirement marked 16 years' of valuable and unique service to

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Pictured with the Bangor and Aroostook's latest addition to its fleet of highway mail trucks are W. Jerome Strout, executive vice president; Arnold J. Travis, manager of the highway division; Robert E. McDonald and S. F. Corey, Highway Division staffers. The new tractor-trailer units went into service in October.

#### Christmas Party Canceled

The Accounting Department Christmas Party scheduled for Dec. 16 at the Pilots Grill has been cancelled, according to H. R. Mountain, chairman of the annual event. Mountain said the decision to cancel the party resulted from an apparent lack of interest and was unanimously

reached by the steering com-

mittee.

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

FORM 3457 REQUESTED

#### MAINE LINE NEWS

## BAR-Fox & Ginn Joint I.c.I. Rates Starts Dec. 4

#### Continued from page 1

with recommendations of regulatory bodies, including the Interstate Commerce Commission, for efficient use of all transportation facilities.

C. L. Fox, chairman of the board of Fox & Ginn, Inc., said that he believes the filing of joint less - than - carload rates by the two firms will bring the best of both forms of transportation to northern Maine.

Cousins pointed out that the move will make the railroad competitive in price, transit time and service with trucks from southern and central Maine points. It will also have the effect of increasing the l.c.l. sales force of both companies, he said, since Fox & Ginn salesmen will be soliciting freight outside BAR points and railroad sales people will cover Aroostook points.

The Bangor and Aroostook began increasing sales efforts on less-than-carload traffic in 1956 and has made steady progress since despite a sharp downward trend in rail l.c.l. nationally.

## V. P. Carl R. Smith **Retires From BAR**

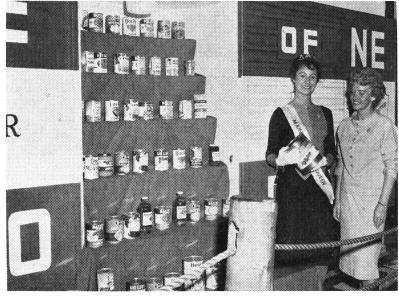
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about a new concept of cooperation between the carrier and the industry it served.

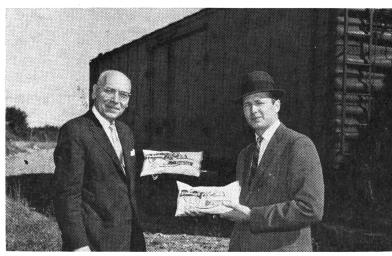
"As the railroad's trouble shooter, legislative advisor traordinary, Carl Smith came to know hundreds of Aroostook people and has come to be thought of throughout the area as Mr. B. and A.", Robertson said. "His energy, his understanding of the prob-lems of the farmer and his personal magnetism have and treasurer four years helped him make many later. friends for the Bangor and Aroostook. His contributions continue to have Charlie Morto both the railroad and the ris' considerable talents on a potato industry have had far- consulting basis," President reaching significance."

The Bangor and Aroostook Laura G. Smith Scholarship and finance have made his character is his aid to needy lives of 25 to 30 youngsters. at the University of Maine in service to the railroad out- students. **196**0.

BAR'S Efficiency Is Cited By Standard And Poor



The replica of a B.A.R. blue, white and red car occupied a prominent spot in the Department of Agriculture exhibit at the State of Maine Building during the Eastern States Exposition in September at West Springfeld, Massachusetts. The blue, white and red car drew many favorable comments from Exposition visitors who numbered more than half a million during the nine-day fair called the "Show Window of the East." Among the thousands viewing the Maine Canned Foods exhibit was Norma Zimmer, the Champagne Lady of the Lawrence Welk orchestra. She is pictured here admiring the famous Maine "wild" blueberries with Maine Blueberry Queen, Monalee Smith of Brooksville.



The F. H. Vahlsing, Inc. Processing plant in Easton shipped its first carload of Aroostook potatoes Sept. 20. Holding samples of the finished product are W. J. Augello, left, vice president and general manager of F. H. Vahlsing, and goodwill ambassador ex- Inc. and Norman J. Tardif, manager of piggyback service for the railroad.

#### C. C. Morris Resigns As Treasurer; Will Serve As BAR Consultant

Continued from page 1

"The railroad is fortunate to "His quick wit and his extenestablished the Carl R. and sive knowledge of the railroad standing.

> ette, N. B. and attended and General Auditor R. P. schools in Fredericton and Plumley

entered railroad service, he was employed by the Bank of Montreal. He has been a poinvestor. C. C. Morris developed letter writing to an ing. art and his peppery wit won ence that one of these morn-W. Gordon Robertson said. him a reputation as a cham-

Woodstock, N. B. Before he

Morris was born in Arthur- be assumed by Comptroller he stated.

## Safety Council Drive Aims To Cut Crossing Accidents

A nationwide program to

fic Conference of the Council. is secretary. The committee

Collisions of motor vehicles is divided into five subcomwith trains cause a dispro- mittees: portionate number of deaths and injuries, said Howard Pyle, Council president. They annually destroy more than man; 1,300 lives, cause 3,500 dis-abling injuries, and result in losses of millions of dollars.

#### Family Auto

educational work will be directed to the driver of the family auto," said George M. Dempsey, assistant superintendent of safety for the Chicago, Milwaukee, St. Paul and Pacific Railroad and chairman of the committee. "Private autos are involved in 73 per cent of the motor vehicle-train crashes.'

Improved traffic law enforcement at railroad crossings, uniformity of state laws governing vehicle movement at crossings, school and intercity bus safety at crossings and safer operation of commercial vehicles of all kinds R.R. Retirement Act are among the objectives of the group. The committee will encourage state, county, and municipal police agencies to increase enforcement efforts For Some Benefits directed at law violations at railroad grade crossings.

"Reports from trainmen from all parts of the country show a serious increase in the number of drivers of school buses and trucks carrying flammable and explosive products who fail to obey the various laws which require that they stop for all railroad crossings," Dempsey said.

#### Near Misses

"The number of near misses because of the failure of We know from experi- and widows: 'Our committee will work

His duties as treasurer will to prevent this needless loss,"

The committee is composed reduce the number of motor of 38 safety and educational vehicle-train accidents has specialists from the adverbeen launched by the Nation- tising, insurance, petroleum, al Safety Council. railroad, and trucking indus-The program will be di- tries, educational institutions rected by the newly-formed and representatives from all Committee on Motor Vehicle conferences of the Council. Traffic Safety at Railroad Jack C. Trimble of the Coun-Grade Crossings of the Traf- cil's Traffic Operations staff

> Uniformity of State Laws, Ralph Gross, traffic and transit engineer, Chicago, chair-

#### School Bus

School Bus Operations, George Schutt, consultant, school organization and trans-"Most of the committee's portation, Michigan Depart-ucational work will be di- ment of Public Instruction, chairman;

Operation of Commercial Vehicles, E. W. Hobbs, superintendent of safety, Missouri Pacific Railroad Lines, chairman;

Traffic Law Enforcement, Robert E. Raleigh, enforcement coordinator, Citizens Traffic Safety Board, Chicago, chairman; and

Publicity and Education, Herschel H. Patterson, public relations department, J. Walter Thompson Company, Chicago, chairman.

# **Eases Requirements**

The eligibility requirements for certain benefits under the railroad retirement system were liberalized as a result of amendments to the Railroad Retirement Act which were signed by the President Sep-tember 22, 1961.

The most important change is that men with 10-29 years of railroad service may now retire as early as age 62 on a smaller annuity instead of at age 65 on a full annuity.

The amendments also made the following changes in the tato grower, a realtor and an school bus drivers to stop at eligibility requirements for railroad crossings is alarm- annuities to wives, husbands,

1. A wife or dependent ings we can expect to read of husband can now qualify for pion of thrift and honesty. a train-school bus crash a spouse's annuity after 1 The least known side of his which has snuffed out the year of marriage instead of 3 years.

#### Is Waived

2. The new 1-year require-

Continued from page 1

that we are a well-operated company. Every member of the railroad family can be proud of our Standard and Poor efficiency rating. It represents the efforts of all of us."

ity per manhour, railroad \$60,000,000, while the Pittswage costs per 1,000 transportation gross ton-miles, fuel and water costs per 1,000

## BAR Cited For Annual Report

#### Continued from page 1

in owning part of our firm railroad has won for its annual report in the past six years.

More than 5,000 reports were reviewed in 96 categories during the 1961 competition. The Western Pacific Railroad was runner-up for Railroad operating perform- the top award among railthird.

The chairman of the award and water costs per 1,000 jury which made the selec- 23 investment analysts from of good safety training and The addresses can be found gross ton- tions was Dr. Joseph H. Tag- the New York Society also will be targets for our educa- in the phone book under U. S. miles per freight-train hour. gart, Dean of the Graduate served on the panel.

tration, New York Univer- materials.

sity. Other members of the independent board of judges Magnolia, Miss., last year quirement for widows' annuiwere: Donald I. Rogers, Bus- which took the lives of eight ties is waived in the case of a iness and Financial Editor of persons is an example of the woman who marries another the New York Herald Tri- kind of disaster this comit- railroad employee and is wid-bune; Alvin Eisenman, Presi- tee is trying to prevent," owed again in less than a dent of the American Insti- Dempsey said. "We have five year. tute of Graphic Arts; Donald safety directors from petrole-B. Macurda, President of the um companies on our commit- are eligible for benefits under ance is gauged by productiv- roads who earned less than New York Society of Security tee. Most petroleum compan- the new provisions and wish the latter group. In addition, some haulers of these prod- tirement Board to write or 23 investment analysts from ucts do not have the benefit visit the nearest Board office.

and drivers of trucks carry-

"The tragic accident at tional efforts."

Dempsey said special ef- ment is waived if the wife or forts will be made to place dependent husband was elieducational materials in the gible for a survivor annuity hands of school bus drivers in the month before marriage. The age and other require-School of Business Adminis- ing flammable or explosive ments for a wife's benefit are unchanged.

3. The 1-year marriage re-

Persons who believe they \$60,000,000, while the Pitts- Analysts, Inc.; and Edward ies have good safety pro- to receive them at this time burgh and Lake Erie placed S. Wilson, Past President of grams and good drivers, but are urged by the Railroad Re-Government.

## **BAR** Constructs Pilot Car For Lumber Traffic

The Bangor and Aroostook Railroad has built an experimental car with doors on each side that open nearly half the car's length for loading. Ex-ecutive Vice President W. Jerome Strout said that the car was especially built for carrying finished lumber in strapped packages and other bulky commodities adapted to mechanical loading with fork lifts.

The car, built at the rail-road's Derby Shops, was a Foad's Derby Shops, was a 500-series steel box car of 40' 5" inside length. Inside height is 9'  $2\frac{1}{2}$ " and inside width is 9'  $1\frac{1}{2}$ ". Two nine foot sliding steel doors open in exercise of the conin opposite sides of the car to expose 18' openings through which a fork lift carrying strapped bundles of finished lumber can easily pass. Two steel stanchions in each 18' doorway keep the load in place during tran-sit but telescope and fold away during loading. The car's center and side sills are heavily reinforced to compensate for removal of steel for the extra-wide doors. "This special purpose car

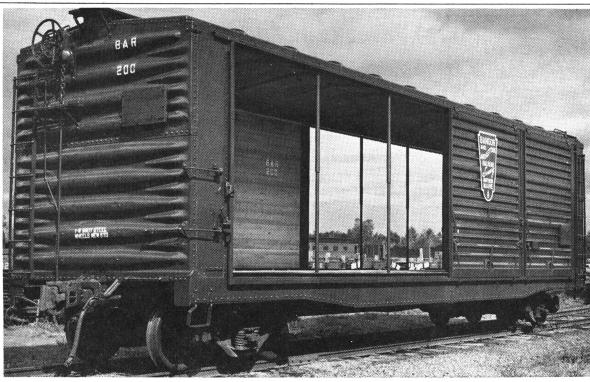
should offer great advantages to shippers of finish lumber" Howard L. Cousins, Jr., Vice President - Marketing, said. "Our initial experience indicates that the car can be loaded mechanically in something like 70 minutes as compared to manual loading time or from 16 to 18 man hours".

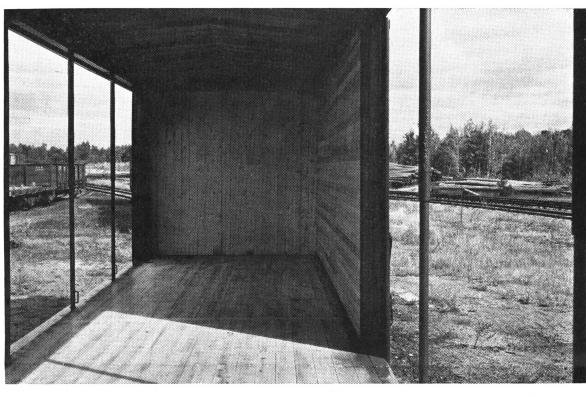
## Derby Group Holds Christmas Contest

The Derby Improvement Society is sponsoring a home decoration Christmas decoration contest with \$75 in cash prizes. E. J. Berry, chairman of the contest committee, said that the judging will be Dec. 20 after 5 p.m. and that prizes will be awarded before Christmas at a date to be announced.

Berry said that the contest is open to everyones home in the following area: Derby proper, both sides of Derby Hill and as far north as Gould's crossing, the Ferry road, the River road, and all side roads in this general area.

Decorations may be of any type but are to be outside or readily visible from the street. There are no entrance fees, he added, nor any registration.







# **Rail Earnings** Are Down From 1960 Level

Consolidated earnings for the first nine months of 1961 of \$1.18 per share based on 362,622 shares was reported by W. G. Robertson, president of the Bangor & Aroostook Corporation to the stockhold-ers of BAC Nov. 9. "As has been the case with

most of the railroad industry, earnings this year for Bangor and Aroostook Railroad have been disappointing. For the nine months revenues have been 3.4% below those for the 1960 period. The principal reason is that pulpwood tonreason is that purpood ton-nage has continued at an un-usually low level," Robertson told the stockholders. "As we have stated before, we believe the low level of pulpwood traffic is temporary. Also, summer time use of the Railroad's refrigerator car fleet has been slightly lower than in the past. We are taking active steps in an attempt to improve both of these situa-tions and feel that another season's results will be more favorable.

"Railroad operating expenses for the nine month period have been 2.0% lower than for the 1960 period.

"We cannot predict with accuracy what Railroad traf-fic levels will be for the fourth quarter because so much depends upon potato traffic. This commodity does not move in any significant quantity until December, and market conditions at that time will dictate the volume

of movement. "The Corporation's search for additional avenues of business activities continues. Several possibilities have been studied and some are current-ly under study," he added. "We are confident that perseverence in this area will prove rewarding, and we are well aware that business expansion through diversification is a long-range program. We intend to be selective in making acquisitions so that each move will contribute something in the way of earnings or growth potential.

The Corporation has made a new offer to acquire outstanding Railroad stock by means of issuing two shares of Corporation stock for each Railroad share. At the time this report is being written, the offer has just been made and as yet we do not know what the response will be. You will recall that prior to the making of this new exchange offer the Corporation owned 90.4% of the outstanding stock of the Railroad. We hope and expect that this holding will be increased substantially.'

Other members of the comand W. A. Sawyer.

Top, new, experimental lumber car has extra-wide doors in each side to permit mechanical loading by fork lift. Center photograph from interior of car shows expanse of loading space when doors are opened. Bottom, the car is unloaded by fork lift at the R. A. Cleaves mittee are: C. W. Clark, E. K. Planing Mill at South Portland as members of the New England Lumberman's association Cunningham, W. J. Dugas, watch. The car was loaded at Pinkham's mill in Ashland. Unloading took only 45 minutes. (Bottom Photograph courtesy of the Portland Press Herald.)

#### Hess Named To Board

John E. Hess, vice president-finance, has been named whose last railroad service by the resignation of Robert Board recently reported. Company.

## 420 Former BAR Employees Receiving Retirement Benefits

About 420 men and women monthly benefits. as industry representative on was with the Bangor & mer Bangor & Aroostook em- cause of old age and 22 per-the Maine Water Improve- Aroostook R.R. Co. were re- ployees were added to the cent because of disability. At ment Commission by Gov. ceiving employee annuities Board's retirement rolls, the end of the year, the Board to and Presque Isle. The John H. Reed and his Council. from the Railroad Retirement Their annuities averaged was paying an average of Commission said that Coles Hess fills a vacancy caused Board at the end of 1960, the \$131. The Railroad Retirement Hellendale, who moved from Their annuities averaged Board pointed out that last Maine to the New York office \$121. About two out of five year some 47,900 employees them had wives who were reof the Great Northern Paper of these employees had wives of the Nation's railroads re- ceiving annuities averaging now runs bus service over the who were also receiving tired on annuities averaging \$58 a month.

During 1960, some 30 for- ber, 78 percent retired be-\$132 a month to 391,300 re- Express failed to prove that tired employees; 161,900 of public convenience and neces-

#### MPUC Denies Cole Trus Bid

The Maine Public Utilities \$145 a month. Of this num- Commission has denied a proposal for the operation of "truck-busses" by Coles Exsity requires the service in view of the fact that the BAR same route.

## Talking It Over by W. Gordon Robertson

The joint rail-truck, less-than-carload rates by Fox & Ginn, Inc., and the railroad which became effective Dec. mer I worked for the Bangor 4 are an important first step toward integrated transportation in Maine. The new rates are important because they represent something new in transportation thinking that will offer our l.c.l customers the best of both transportation systems.

Joint rail-truck rates are new in this area, but are not new nationally, although they are not common. Regulatory agencies, including the Interstate Commerce Commission, have suggested joint rates are a means of eliminating expensive duplication of transportation facilities and improving service.

The new rates do not mean any change in our loyalty to our own industry. We believe that rail transportation is the most economical and efficient form of overland transportation devised by man. We do believe, however, that in some cases, the combining of both rail and highway transportation can eliminate destructive and useless competition, that it can be mutually advantageous to the carriers and their customers. It means, too, that we recognize changing traffic patterns and mean to have our proportion of new traffic.

In the case of l.c.l. shipments from southern and central Maine to Aroostook County points, it is a matter of winning traffic that we haven't been able to attract through an allrail haul. By publishing joint l.c.l. rates with Fox & Ginn. we become competitive in every sense—transit time, service, and price—a high priority goal in our long-range plans. The move also has the advantage of increasing the l.c.l. sales staff of both companies with Fox & Ginn sales representatives in southern and central Maine and BAR sales people in Aroostook County.

We believe that the new rates will open for us a great, new l.c.l. potential. Since we started concentrating on this business in 1956 we have more than tripled our business out of Bangor to Aroostook County; we feel that we have a place in the movement of l.c.l. freight from southern and central Maine points to Aroostook, too. Even with a declining rail interstate l.c.l movement, l.c.l. freight accounted for a quarter of a million dollars in revenue for us in 1960. It is a considerable factor in our revenue picture and it has helped keep a good many Bangor and Aroostook people employed.

### Competitively Speaking

After an extensive period of study of potential less-thancarload business in 1956, the Bangor and Aroostook made an all-out effort to woo back to the rails this traffic that had eroded to the highways over a period of 30 years. From a high in the 20s, the national l.c.l tonnage dropped to an almost insignificant figure in the middle 1950s and most of the nation's railroads were not greatly concerned. For many, the headaches of l.c.l. were simply not worth the revenue.

The situation was much different for the BAR, however; it requires steady volume from a number of freight revenue sources to compensate for the fluctuations of the seasonal potato business. Surveys showed that a sizeable volume of traffic flowed from the wholesale houses of Bangor to retail outlets in Aroostook . . . enough to make a major effort worthwhile. Pickup and delivery service in Bangor and at BAR shipping points in northern Maine was established after MPUC hearings aired truck protests to the project. Later, such refinements as two-way radio trucks and free order service were added.

The effort paid off. Shippers liked railroad dependability. Overnight rail service to Aroostook removed many shipper objections to earlier rail l.c.l. service. Within three years l.c.l. business out of Bangor increased nearly four times. L.c.l. earnings moved up in spite of a sharp decrease in the interstate l.c.l. movement. From 1955 to 1960, interstate l.c.l. shipments in New England decreased by 64.6%.

But there was still a large potential from other Maine points that the BAR couldn't get with an all-rail haul. The new joint rates with Fox & Ginn will make the railroad competitive with highway carriers from southern and central Maine points, eliminating a bugbear of longstanding, transit The increased potential could double our l.c.l. traffic and the selling of this new service deserves the help of every Bangor and Aroostook employee. Railroading is no longer a matter of doing one's own job with no thought about the 1200 other employees. The past five years have seen increased competition from trucks, more and more highway construction to provide low-cost accessways for them, a disinterested Congress in the desper- there would be a rumpus if ate matter of railroad regulation reform, and a drastic the brass caught me using a change in the potato industry. Under these conditions, the railroad needs the talents, that a feller as smart as I the ideas and the loyalty of every member of the railroad was would ever get caught. family. Everyone — trackmen, mechanics, trainmen — can spread the word of the new service in his community. Simple turned out to be slightly in buggy up through here that vision arranged the tradi-arithmetic indicates that such an effort could give us 1200 error. In figuring the per- night." additional salespeople. And in a going enterprise, every employee should be a sort of sales representative. It's good business. The most effective sales call of all is the informal conversation between a railroad employee and a merchant with the promising young assistwhom he does business. L.c.l. business has meant jobs for ant agent at Smyrna Mills BAR people in the last five years that might not have been possible otherwise. More business means more jobs and tracks every night between cut this side of Dudley." more job security. —R.W.S.

## President Of The Bangor And Aroostook – Almost

#### By Sid Sharpe

I was 17 years old the sum-Aroostook as Assistant & Agent in the station at Smyrna Mills. And in teenage circles, in those nostalgic days, that was regarded as a position, not merely a job. The pay was only \$40.00 a month, but the prestige was priceless. And a feller's social standing was then, as well as now, vitally affected by his worldly affluence.

I have always hankered to know-but I guess I never will know—whether it was my doubtfully good looks or my glamorous position that made me acceptable in the romantic graces of a certain feminine cutie one year my senior who lived about six miles up the track at a place called Hillman. And perhaps it's better if I never know, because there's the mere possibility that my possession of a convenient means of travel between Smyrna Mills and Hillman, an advantage not available to the other boys in town, may have had something to do with it. And disenchantment is something I can't take gracefully.

#### A Flagstop

Hillman was a flagstop on the Ashland Branch; a lumbering settlement where half a dozen or so families lived in log cabins, and it was inaccessible except by the railroad. But when a feller has attained the mature age of 17, and if he possesses ingenuity and imagination and an adventurous spirit — and especially if he's in lovehe'll find a way. And I had found the way. I had purchased a pede.

If there be some who are wondering what a "pede" is, your puzzlement is quite excusable. Because even the ancient railroaders whose experience dates back to premotorcar days, used to wonder. a man would pump a ness, why arms, back and legs were we'd like to keep you alive." critically in need of development.

rules for anybody to use a patcher's office felt bad the a combination of perplexing pede or a handcar on the other night when they could- problems on my mind. My tracks for personal purposes. n't get ahold of you to get thoughts were on a critical That restriction had, how- your permission before send- and frustrating situation. A ever, become somewhat flexi- ing an engine and buggy up job in Smyrna Mills; a girl ble in respect to section hands through here to help pick up in Hillman; the sudden disand track inspectors living in that wreck at Squa Pan. And possession of a pede with a remote places. And when Daggett asked me to express three dollar loss on the deal: they, of necessity, would do his apologies to ya.' way.



#### Sharpe

keys began to pound out dots and dashes and the fur began to fly. The superintendent lit like a ton of brick on somebody, and that somebody presidential timber. And we passed the buck to somebody else, and then one day the noon passenger train's departure from Smyrna Mills was delayed ten minutes to little, "no, I think it was fifallow the roadmaster time teen. for an important conference with yours truly.

"I understand," said the about quitting time everyday any trains coming up the Branch here that night. And curiosity y'understand-why you're so interested in the movement of trains on this Branch in the nighttime?

I had to do some rapid mental rummaging in the ties, so any time you have to corners of my cranium where go to Hillman you just let stored up, and then I replied, office know, and we'll hook "Oh, I just like t'know what's an engine to the President's going on. Sorta takin' an in- private car and send it right terest in things y'know. up here." Thought I might get to be President of the road someday."

#### Mock Seriousness

"Yeah!" said the Road-They used to wonder master, with mock serious-a man would pump a ness, "we're all planning on pede in preference to walking you bein' President of the -unless the muscles in his road someday — that's why

and so was I, and then he a sad, confused, potential It was strictly against the said, "Everybody in the dis- president of a railroad with

"Yeah," said he. "Funny you didn't hear them coming before you got on that curve in that cut.

"Who, me?"

"Yes, you. Hurd said you only had a coupla seconds to spare when you tipped that pede off the iron. And when he went by you had yourself plastered against the side of that rock-cut like a wad of chewin' gum stuck to a mirror. And your pede was on its side with the pony truck still spinnin'." "What pede?"

"That pede you've been using for a regular night run between here and Hillman.' "Who, me?"

"Yes, you. Y'see we've been doing some checking up. Having in mind, of course, the preservation of some good understand that you paid Joe Burton \$12 for that pede. That correct?"

"Well," sez I, hedging a

#### Out Three Bucks

"Well, in that case," said roadmaster, "that along he, "I guess you're out three bucks. Because I've already you get on the wire to ask vouchered for a twelve dollar the dispatcher if there'll be check to be made payable to you for that damned pede. And the section foreman I'd like t'know-just outta here is instructed to pick it up and ship it to Derby.' "H-m-m," sez I.

"Yeah," said he, "but of course we don't want to raise hell with your social activithought there was some wit somebody in the dispatcher's

> As the train was pulling out the Roadmaster came out onto the rear platform of the coach. I think he was grinning a little when he waved to me and said, "S'long, Mr. President.

#### ``S'long''

I waved back and said, "S'long, Mr. Wibberly." But He was silent for a minute, my heart wasn't in it. I was a natural distaste for riding

#### A Rumpus

I knew, of course, that pede. But I never dreamed sent his apologies, too. centages in that matter I got a few zeros in the wrong column. And when it became known in official circles that was running a pede on the somebody on a pede in that his station and Hillman, the

it the railroad brass would "Oh, that's all right," sez on shank's mare and a pecu-considerately look the other I, graciously, "tell the boys liar modesty that might make not to fret about it; I know me a bit hesitant about reqthey're doing the best they uisitioning the President's can, and it's my own fault I private car. And that's why I didn't get

didn't let them know where to find me.'

to be President of the B&A. I "Yeah! And that engineer couldn't stand the strain.

"What engineer?"

"Hurd. The engineer that But my happy prediction brought that engine and

#### Apologizing

"What's he apologizing for?"

"For almost running over "H-m-m," sez I.

A Little Extra

The railroad's Highway Dimiles away from the family table of 30 state 4-H Club representatives on their way to Chicago. The group had dinner in Buffalo, N. Y., after completing half of their journey by BAR Bus. The group arrived in Chicago the next day.

## News of the BAR Family

#### **Engineering Department**

PFC John T. Lake, son of mechanic and Mrs. A. J. Lake of Houlton, re-cently participated with other per-sonnel from the 82nd Airborne Division in Exercise Swift Strike, a massive Army-Air Force maneuver conducted in North and South Caro-lina. The two work aversion was do lina. The two-week exercise was de-signed to provide training under simulated warfare conditions. Lake is regularly assigned to Company E of the division's 501st Infantry at Fort Bragg, N. C. He entered the Army in August 1960 and completed basic training at Fort Dix, N. J.

Our sympathy to the family of Trackman (Ret.) Charles W. Ander-son, who died in Stockholm Sept. 8. Miss Joyce Frances Pelletier, daugh-

ter of Mr. and Mrs. Remi Pelletier, became the bride of *Philip Hebert*, son of Trackman and Mrs. *Neil He*bert of Fort Kent last month. The wedding took place at the Holy Family Catholic Church in Daigle and the ceremony was performed by

the Rev. Ralph Corbeil. Mrs. Hebert attended St. Joseph's Academy and is a graduate of Fort Kent Community High School and the Fort Kent Normal School. She is employed as a teacher in the public schools of Madawaska.

#### Fort Kent H.S.

Mr. Hebert is a graduate of the Fort Kent Community High School and is employed by Corey Oil Co. of Fort Kent. He is a member of the Fort Kent Junior Chamber of Commerce.

Timber agent and Mrs. Guy L. Jackins and granddaughter Sherry, recently returned to Houlton, from a week's visit with their son Richard

and family in Suffield, Conn. birth of a s On their return they were accom-panied by Mr. Jackins' aunt, Mrs. in Houlton. Robert Porter. Mrs. Porter is the widow of BAR conductor Robert Purchases and Stores Dept. Porter. She will spend several weeks with friends and relatives in Houlton and vicinity.

Miss Bernice Bailey, clerk-stenographer in the engineering office at Houlton, and Mrs. Nelson Wing, Houlton, enjoyed a vacation trip in September, through the White Moun-tains of N. H., the Green Mountains of Vermont, to Montreal, and via the Maine coast on their return.

Burto crane operator and Mrs. J. L. Burton, their daughter Marilyn, and his mother Mrs. John Burton, visited A1/c and Mrs. Clyde L. Bur-ton in Hampton, N. H. in September. A/1c Clyde J. Burton has been A/1c Clyde L. Burton has been transferred from Hampton, N. H. to Wichita Falls, Texas, where he is at-tending a mechanic's school at Sheppard Air Force Base for four months. Enroute to Texas A/1c and Mrs. Burton spent some time at Niagara Falls, and also visited his brother. Lt. and Mrs. *Donald Burton* and family at K. I. Sawyer Air Force Base, Michigan for a few days. Upon completion of his school course in Feb. A/1c and Mrs. Burton expect to be again stationed at Pease Air Force Base in N. H.

#### Congratulations

Our congratulations to Trackman and Mrs. Edwin R. Landeen of New Sweden and Mr. and Mrs. Harold B. Brown of Woodland, who celebrated jointly their 40th wedding anniver-saries October 18. Mrs. Landeen and Mrs. Brown are twin sisters.

Mr. and Mrs. Elwin Landeen and children, Caribou, entertained his parents, Trackman and Mrs. Edwin R. Landeen at a supper in French-ville, in honor of his parents' 40th wedding anniversary.

rolled at Husson College, Bangor, in the department of business admin-

*Richard McGraw*, son of carpenter and Mrs. *William B. McGraw* of Oakfield, has resumed his studies at the Massachusetts School of Optomein Boston, where he is a third year student.

Section foreman and Mrs. Lloyd Clement of Sandy Point, visited their daughters and families in Massachu-setts during Mr. Clement's vacation. The Clements also recently received word of the birth of a granddaughter, born to Mr. and Mrs. Carl Browning in Lima, Ohio. Mrs. Browning is the former Gail Clement.

Assistant engineer and Mrs. Gordon S. Duncan of Houlton, are receiving congratulations on the birth of a daughter, Bonnie Jean, at the Aroostook Sept. 27.

E. E. Gordon

Ceneral Hospital in Houlton, 27. **F F Gordon G** for the Aroos- **D** iesel Supervisor H. P. Butler, left, receives his gold pass for 40 years' **D** iesel Supervisor H. P. Butler, left, receives his gold pass for 40 years' **D** iesel Supervisor H. P. Butler, left, receives his gold pass for 40 years' **D** iesel Supervisor H. P. Butler, left, receives his gold pass for 40 years' **a** a laborer Oct. 27, 1921. He subsequently became an engine cleaner, machinist, engine inspector, chief boiler inspector, general inspector of motive power.

Our sympathy to the family of *Earl E. (Pat) Gordon*, who died in Houlton, Oct. 29. Mr. Gordon was employed by the BAR for 44 years. He began his service as a trackman at Milo June, 1917. He was promoted to section foreman at Brownville in Nov. 1932, to roadmaster in 1945, 1950. In 1956 he became assistant to the chief engineer in Houlton, which position he held at the time of

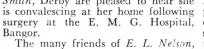
his death. Pat was held in high regard by his fellow employees. Gerald J. Bourgoin, son of Section pathic Hospital, Bangor. Foreman and Mrs. Leonard Bourgoin Van Buren, is enrolled at Husson College, Bangor, in the department of business administration.

Congratulations to Mechanic and Sympathy also to Blacksmith Helper Mrs. A. S. Kinney, Houlton, on the D. V. Lundin, Derby in the death of birth of a son, Timothy Philip, Oct. his step-father, Harold Applebee, of 18, at the Aroostook General Hospital Brownville.

Petty Officer 1st Class Clifford E. Jay, son of Mr. and Mrs. T. S. Jay of Milo, has just completed 10 years' service in the Navy. Petty Officer Jay plans to re-inlist and is now on the U. S. S. Essex in England on antisubmarine maneuvers with other NATO countries.

Manager Purchases and Stores Paul *H. Day* attended the New England District 9 Purchasing Conference in Boston Oct. 23 and 24, at the Hotel Bradford. This is the annual meeting of National Purchasing Agents

to Bar Harbor recently where they addressed the Mt. Desert Island Bird Club on Bird Banding, after attend-ing a Buffet Supper. The Club has ing a Buffet Supper.



(Ret) Gen. Fore. Loco. Dept. No. Nov. 1932, to roadmaster in 1945, Me. Jct. were sorry to hear of his and was made general roadmaster in sudden death in Bangor Sept. 8.

The many friends of Clarence Hamilton, Clerk No. Me. Jct. Diesel Shop, are pleased to hear he is convalescing at his home, following sur-gery at the James A. Taylor Osteo-

pathic Hospital, Bangor. The many friends of Machinist Helper F. W. Day, Derby, were sorry to hear of the death of his mother, after a long period of ill health.

The many friends of O. L. Dean. former mechanical superintendent, Milo, are pleased to hear he is con-valescing following surgery at the New England Deaconess Hospital, Boston.

The many friends of Lawson Dickson, who was for many years employed at the Derby Shops as a repairer, were sorry to hear of his death, at his daughter's home in Ohio. Mr. Dickson lived on Second

Street, Derby for many years. The many friends of Car Repairer Helper Roland J. Dickson, Derby, were saddened to hear of his death at his home in Milo, Oct. 20. Roland entered the employ of the Bangor and Aroostook R. R. Co. Aug. 8, 1927 and left the service on Nov. 1959 because of ill health. Our sincere sympathy to his wife, daughters, *Elizabeth* and *Lillian* and son *Harold*, a machinist Northern Maine Junction Diesel Shop. Carman Gang Leader M. Swallow

is convalescing at his home after being a patient at the Aroostook Gen-eral Hospital in Houlton, where he was treated for injuries received in an automobile accident.

Frank E. Baker, retired assistant mechanical superintendent, and R. B. Crandall, retired general car inspec-tor, spent a two weeks hunting trip at their camp in South Oakfield.

Night Foreman and Mrs. R. Crandall have returned from a trip Connecticut and Portland where they visited relatives and friends.

Mr. and Mrs. Larry Bartlett have returned to Centerbrook, Conn., after being guests of Mrs. Bartlett's parents, Gen. Foreman and Mrs. B. B. Libby. Friends of General Foreman Blair Association. Mr. and Mrs. Paul H. Day motored of his father, K. P. Libby in Oakfield

Smith, Derby are pleased to hear she Bangor High School, has been elected is convalescing at her home following president of his class for the third surgery at the E. M. G. Hospital, consecutive year. A college course student, Chuck is also president of the Beta Hi Y's, a councilor at the summer YMCA day camp at Camp Prentiss, and a trainer for the B.H.S. football team this year. He is 15.

Donald Annis has been appointed assistant general bookkeeper, replacing Gilbert Jameson, who has been ap-pointed general bookkeeper. Annis was formerly statistical clerk in the General Accounts Section.

George Mossey has been appointed statistical clerk in the General Accounts Section, replacing Annis. Mossey was formerly invoice clerk in the Disbursements Section.

Harold Mountain has been appointed valuation accountant in the General Accounts Section, replacing the late James Rogan. Mountain the late James Rogan. Mountain was formerly interline forwarded clerk in the Freight Audit Section.

Bob Girvan's Kenduskeag Valley Golf Course was the scene of an interline golf tournament between the BAR and the MEC. Approximately 20 players participated, with the MEC walking off with the honors. It is planned to make this tourney an annual event. Jim Green won low gross among the BAR players and Jim Wiseman and Jack MacDonough tied for low net.

Seth Gilman, formerly of the Machine Accounting Section, has re-cently been assigned to the Freight Audit Section as interline forwarded clerk, replacing Harold Mountain.

Winnie Condon (retired) has now returned to her home on Fourteenth Street in Bangor from the hospital and is recovering from her injury of last spring in an automobile accident.

Phyllis C. Leen, formerly with the Freight Traffic Department, has been assigned to the Disbursement Section invoice clerk, replacing George Mossey.

Mildred Wallace and Florence Mc-Beth with Gladys Goodwin and Hilda Dakin, retired BAR employees, spent a week-end in St. John and Frederickton, N. B. recently.

Miriam Rounds recently had as guests her nephew, Norman H. Mur-

ray, and family, from Boston. Friends of Kathleen Aiken are happy to see her at her desk again after an absence of more than a week due to illness.

John Salisbury of the Disbursement Section has returned to work after

having been ill. Chief Clerk Don Andrews, Rates and Revisions Section, has recently

#### Highway Division

Mail Truck Driver and Mrs. Virgil Dwyer are the parents of a daughter, Beth Lyn, born Sept. 14 at the Mil-liken Memorial Hospital in Island Falls. The Dwyers have six daughters and one son.

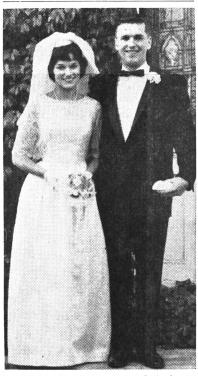
#### Marketing Department

Herbert James Nadeau, son of Sales Representative and Mrs. Gus Nadeau, is attending Husson College. He is studying business administration. Mr. and Mrs. Nadeau will have as guests their daughter and son-in-law and two grandchildren from North Tonawanda, New York.



Miss Theresa Priscilla Labbe, daughter of Agent and Mrs. Leland D. Labbe, Limestone, became the bride of Wallen Joseph Cote, son of Mr. and Mrs. Jerome Cote of Limestone, Oct. 24. The Rev. Albert Berard performed the ceremony at St. Louis Catholic church in Limestone.

The bride was given in marriage by her father. Miss Dolores Labbe, sis-ter of the bride, was maid of honor. Best man was Gilman Cote.



David A. Kelley, son of Assistant Comptroller Earle H. Kelley and the late Mrs. Kelley, and Miss Gailellen





Section Foreman Archie McDonald recently purchased the Flynt home on the North Road in Smyrna Mills. He and Mrs. McDonald have moved in to their new home.

Kenneth A. Pinette, son of Section Foreman and Mrs. Lionel M. Pinette of Fort Kent, has entered Maine Vocational Technical Institute of South ary Portland, where he is studying auto-motive technology. He was grad-uated from Fort Kent Community High School in June 1961.

We were sorry to hear of the death of Carpenter Foreman (Ret.) Harvy J. Crandall at Oakfield, Nov. 15. Mr. Crandall, 83, entered railroad service Dec. 2, 1918.

#### Attend Session

Signalman and Mrs. Howard Bickmore, Oakfield, recently attended the annual session of the Maine State Grange at Augusta.

Frederick B. Lunt, Jr., son of Regional Vice President-Sales and

45 members. Mr. and Mrs. Day also attended the Gideons International State Con-

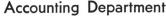
vention in Hallowell on October 21. Mr. Day was elected President of Local Camp "Penquisset" and Mrs. Day President of the Gideon Auxili-

The many friends of Jim Marks are glad to hear he is convalescing at his home after being a patient at the Milo Community Hospital for several weeks.

#### Mechanical Department

The many friends of Shop Clerk L. C. Smith, Derby are sorry to hear he is out on account of sickness and

wish him a speedy recovery. The many friends of Carpenter (Ret.) and Mrs. *Perley Joy*, Milo, extend sympathy in the death of their or *Fillerd* 48 of the home in Corr son Erland, 48, at his home in Connecticut.





Charles (Chuck) Kelley, son of Regional Vice President-Sales and The many friends of Florence Assistant Comptroller Earle H. Kelley, Mrs. F. B. Lunt, Presque Isle, is en-Smith, wife of Shop Clerk L. C. now a member of the Junior Class at

uilt a new ranch-type home in Kenduskeag.

machine operator in the IBM Section.

#### Transportation Department

Assistant Agent and Mrs. G. M. *Dionne*, Limestone, recently visited friends in Hartdor and Norwich Conn., and in Berlin, N. H. They were accompanied by Dionne's parwere accompanied by Dionne's par-ents, Mr. and Mrs. Patrick Dionne. of 1959 of Bangor High School and Agent and Mrs. Harold Labbe, attended Traphagen School of Design Mars Hill, Agent and Mrs. Leland in New York City and Husson Col-D. Labbe, Limestone, and Assistant lege in Bangor. Mr. Kelley was grad-Agent and Mrs. Everett Gerard, Van uated from Bangor High School in Design Labbe, and School and Labbe, and School in Sc Buren, were all present at the cele- 1957 and is a member of the junior bration of the 40th wedding anniver- class at Husson College. He is a sary of Supervisory Agent and Mrs. station manager for the Avis Com-Daniel Labbe, Fort Kent, recently.

Fletcher were married Oct. 28 at the First Universalist Church of Bangor by Dr. Milton McGorrill. The bride Comptroller and Mrs. Roy D. by Dr. Mutton McCorrill. The bride Plumley are the grandparents of Robert Edward Plumley, born to Mr. and Mrs. Roy D. Plumley, Jr. of Terryville, Conn., November 13. Stanley W. Weston, a native of was beidesmaid. Gary Lawton Stanley W. Weston, a native of was best man. Ushers were Charles Damariscotta Mills, Maine, has re-Kelley, brother of the bridegroom, cently joined the BAR family as a and John Greer. Karen Jonason, a and John Greer. Karen Jonason, a nicce of the bridegroom, was flower girl. Mr. and Mrs. Elden C. Fletcher of Hampden, brother and sister-in-law of the bride, were hosts for the wedding reception held in the church vestry. Mr. and Mrs. Kelley visited Cape Cod, Mass. on their wedding trin and are new of home of 178 trip and are now at home at 178 Thirteenth Street, Bangor. The bride was a member of the graduating class of 1959 of Bangor High School and attended Traphagen School of Design uated from Bangor High School in 1957 and is a member of the junior pany.

#### Retired . . .

Trackman Clayton L. Norton, 58, of Northern Maine Junction after 37 years' service.

Car Inspector Harvey R. Moran, 65, Millinocket after 39 years' service, Engineer Frank I. Bryant, 65, Oakfield, after 41 years' of service.

Engineer Harry Babcock, 66, Ban-

gor after 42 years' service. Trackman Leland L. Blake, 65, Searsport, after 43 years' service.

Conductor Robert P. Ewer, 65, Bangor, after 42 years' service.

#### Mail Trucks Roll

Continued from page 1 The mail will be handled from rail cars at the newly established interchange track at the Bangor and Aroostook's Northern Maine Junc-tion station. Travis said that a trailer yard has been con-Junction as well as a steam has one son. heating plant and building

for servicing the mail cars. The new service will provide employment for 6 additional truck drivers: Harold Garcelon, Houlton; Robert Bryce, Bangor; Archie Jack-son, Prentiss; Edward Whit-ney, Chester; Leigh Downing, Bangor, and Aulo Hall B a n g o r and Arlo Hall, Mars Hill. The new mail trucks are painted the familiar blue-red-white colors of the Bangor and Aroostook Railroad.



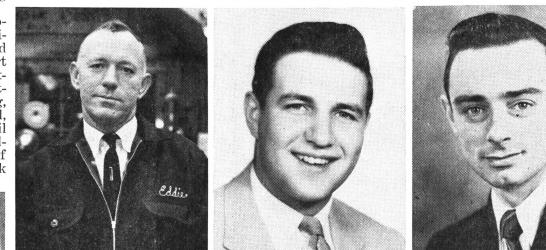
Archie Jackson



Arlo Hall



a trailer yard has been con-Agent Mel Arnold left, presents a binocular, to Chief Clerk Clement E. Constantine, Northern Maine Junction, structed at Northern Maine who retired Oct. 11 after 47 years service. Constantine served in the 42nd infantry in W W I. He is married and



Edward Whitney

Robert Bryce



## Nine Agents Win Over \$600 In Spud Contest

Nine Bangor and Aroostook agents have received more than \$600 in prizes from the Railroad's Potato Estimate contest, according to Harold C. Duffy, manager of operations.

Winners were: N. C. Labbe, Ashland, \$43.75; H. E. Roy, Grand Isle, \$62.50; N. W. Cote, Mapleton, \$50.00; L. M. Mersereau, M o n t i c e l l o, \$50.00; H. Levesque, French-ville, \$100.00; L. D. Labbe, Limestone, \$125.00; F. M. Smith, Caribou, \$125.00; B. A. Ryan, Presque Isle, \$100.00; and H. A. Labbe, Mars Hill, \$100.00.

The contest is held to determine how closely each BAR agent can estimate number of cars of potatoes will be shipped from his station for the season.

## Frank H. Daggett Dies In Florida

Frank H. Daggett, retired vice president and general manager of the Bangor and Aroostook, died in St. Peters-burg, Fla. Sept. 6. Daggett, who rose from telegraph operator to vice president of the road, retired in 1951 after 53 years with the Bangor and Aroostook.

His railroad service includ-ed a period at Houlton where he was superintendent of the Northern Division. He was a past president of the Houlton Rotary Club and a 32nd de-gree Mason.

## "Safe driving gets to be a pretty important subject for Announce I.c.I. Contest For Agents, Others

The Marketing Department has announced an l.c.l. contest tion agents and others direct-Pat O'Connell takes his tion of the l.c.l. program. available.

The company will pay each agent \$2.00 per ton for l.c.l. tonnage over the quota established for his station. Quotas have been established by determining 85% of the highest months tonnage handled in and out of each station.



Aroostook Bus Operator last casion required. month. He is the oldest driv-

Buren, began his career as a virtue for one who is in long most important ones in the professional driver in 1944 on contact with the public, both book." a wartime run as a railroad in driving and meeting peomail truck operator between ple. line busses the next year between Bangor and Fort Kent and has been substantially on the same run since.

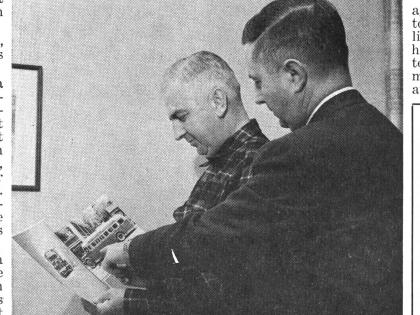
"I like driving," he grins, "I like people, too, and I guess the two go together."

Pat O'Connell completed his buying tickets or just adding level of highway courtesy. 17th year as a Bangor and a friendly word when the oc- "Safe driving gets to be

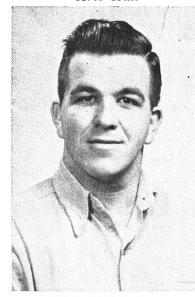
Pat O'Connell knows hun- a person who spends most of er, in length of service, in the road's Highway Division and has driven 1,133,000 miles. Fat O Connent knows null- a person who spends most of dreds of people . . . some to an eight-hour day driving," he explains. "It doesn't take some just by a first name. He many highway hours before some just by a first name. He many highway hours before O'Connell, a native of Van feels that patience is a prime the safety rules become the for supervisory agents, sta-

safety seriously enough so Howard L. Cousins, Jr., vice Fort Kent and Van Buren. His favorite road pest is the that his safe driving has won president - marketing, said With the manpower shortage, driver who pulls out in front him four safe driving awards that the establishment of joint

With the manpower shortage, driver who pulls out in front init four safe driving awards that the establishment of joint it was a six-day a week run of his bus and then proceeds in his 1,133,000 miles of pro-rail truck l.c.l. rates between with no relief driver and at a snail's pace, although he fewer spare parts for his ve-believes that highway safety ter recommendation, ask any-hicle. He began driving main programs have raised the one who rides with him. hicle. He began driving main programs have raised the one who rides with him.



Leigh Downing



During his 17 years as a professional driver in northern Maine, O'Connell has observed some significant changes first hand. The most dramatic changes have been in the highways, he feels, which were icy in the winter and rough almost anytime. He also feels that today's luxury highway units bear little resemblance to the vehicles of a decade ago.

O'Connell speaks French fluently, a skill that has made his work somewhat easier in the bi-lingual area he serves and has also smoothed out some rough spots for some of tive chores as ordering meals, 17 years ago.

Bus Operator Pat O'Connell and Highway Division Manhis passengers. At times, he ager A. J. Travis look over some photographs of equipment has performed such interpre- that O'Connell drove when he first became a BAR driver

Highway Division employees last month confirmed a favorite belief of railroaders; that railroad people are the most generous group anywhere. When Newall Adams, a Bangor and Aroostook mail truck operator, was drowned on a hunting trip in November, he left his wife and five children.

Within two weeks, 24 employees of the highway division, had signed payroll deductions totalling \$1,-175.00 and had presented her with a chashier's check for that amount.

Harold Garcelon