

## 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 Aroostook County with preferential mail. Further tractor-trailer departures from Northern Maine Junction are at 1:30 a.m., 2:00 a.m., and 2:20 a.m.

The southbound service has one truck leaving Caribou at 9:30 a.m., another truck leaving Presque Isle at 11:40 a.m., a third leaving Houlton at 4:30 p.m. and the 4th truck leaving Caribou at 4:35 p.m.

There are additional truck trips both north and south bound under the Bangor and Aroostook's present highway mail contract.

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

A leading firm of transportation securities analysts have played the Bangor and Aroostook first in operating efficiency among the five New England railroads. Standard and Poor's 15th Bulletin of Railroad Efficiency 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 confidence," W. Gordon Robertson said. "When we receive a top rating, it is an indication to the people who are interested

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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 To Be Ass't To President

C. C. Morris will resign as treasurer of the railroad effective Dec. 30, but will continue to serve on a consulting basis as assistant to the president. In his 43 years of railroad service he rose from telegraph operator to treasurer of the company.

Morris began his railroad career in Fort Kent as a student operator. After working as relief agent for two years, he became agent at Smyrna Mills. His financial prowess won him a position as assistant treasurer in 1936

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## 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 Publisher of Financial World before an audience of more than 1000 business and financial leaders at the Statler-Hilton Hotel. The award was the third 1st prize oscar the

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## Railroaders Commended by Customer

Two Bangor and Aroostook employees have been commended for their efforts in helping a Fort Kent business firm during last spring's floods in that St. John River Valley community. Assistant Agent Albert Lebel and Clerk Hercules Roy were named in a letter from G. F. Baltzer, manager of the J. C. Penney Co., in Fort Kent, thanking the railroad for its assistance. The BAR made boxcars avail-

## BAR - Fox & Ginn Joint l.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 l.c.l. traffic from southern and central Maine that it has not been able to obtain as 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 shipments 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.

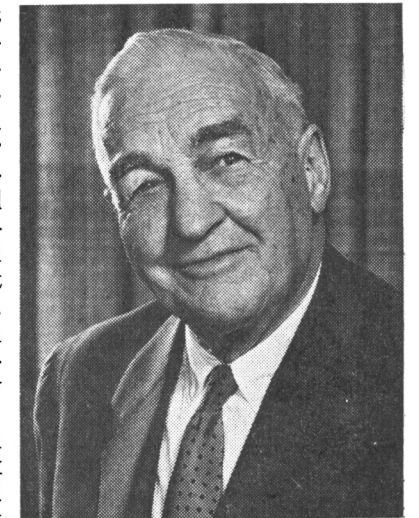
There will be no change in the present l.c.l rail or truck service of either carrier and points served by both are not included in the joint rates.

### New Concept

BAR President W. Gordon Robertson said that the new joint rates are the first step toward a new concept of rail-truck cooperation that will be healthy for both Maine industry and Maine transportation. He also pointed out that the move toward integrated transportation is in accord

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## Carl Smith, BAR Veep Former Aggie Official Retires From Railroad



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 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 renominated 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 railroad's liaison to the Maine potato industry, its largest single customer, he brought

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## 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 committee.



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.

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

FORM 3457 REQUESTED

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

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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 and goodwill ambassador extraordinary, 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 problems of the farmer and his personal magnetism have helped him make many friends for the Bangor and Aroostook. His contributions to both the railroad and the potato industry have had far-reaching significance."

The Bangor and Aroostook established the Carl R. and Laura G. Smith Scholarship at the University of Maine in 1960.

## BAR'S Efficiency Is Cited By Standard And Poor

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in owning part of our firm 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."

Railroad operating performance is gauged by productivity per manhour, railroad wage costs per 1,000 transportation gross ton-miles, fuel and water costs per 1,000 gross ton-miles and gross ton-miles per freight-train hour.



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 Springfield, 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, Inc. and Norman J. Tardif, manager of piggyback service for the railroad.

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

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and treasurer four years later.

"The railroad is fortunate to continue to have Charlie Morris' considerable talents on a consulting basis," President W. Gordon Robertson said. "His quick wit and his extensive knowledge of the railroad and finance have made his service to the railroad outstanding."

Morris was born in Arthur-ette, N. B. and attended schools in Fredericton and

Woodstock, N. B. Before he entered railroad service, he was employed by the Bank of Montreal. He has been a potato grower, a realtor and an investor. C. C. Morris developed letter writing to an art and his peppery wit won him a reputation as a champion of thrift and honesty. The least known side of his character is his aid to needy students.

His duties as treasurer will be assumed by Comptroller and General Auditor R. P. Plumley.

## BAR Cited For Annual Report

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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 the top award among railroads who earned less than \$60,000,000, while the Pittsburgh and Lake Erie placed third.

The chairman of the award jury which made the selections was Dr. Joseph H. Taggart, Dean of the Graduate

School of Business Administration, New York University. Other members of the independent board of judges were: Donald I. Rogers, Business and Financial Editor of the New York Herald Tribune; Alvin Eisenman, President of the American Institute of Graphic Arts; Donald B. Macurda, President of the New York Society of Security Analysts, Inc.; and Edward S. Wilson, Past President of the latter group. In addition, 23 investment analysts from the New York Society also served on the panel.

## Safety Council Drive Aims To Cut Crossing Accidents

A nationwide program to reduce the number of motor vehicle-train accidents has been launched by the National Safety Council.

The program will be directed by the newly-formed Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings of the Traffic Conference of the Council.

Collisions of motor vehicles with trains cause a disproportionate number of deaths and injuries, said Howard Pyle, Council president. They annually destroy more than 1,300 lives, cause 3,500 disabling injuries, and result in losses of millions of dollars.

### Family Auto

"Most of the committee's 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 are among the objectives of the group. The committee will encourage state, county, and municipal police agencies to increase enforcement efforts 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 school bus drivers to stop at railroad crossings is alarming. We know from experience that one of these mornings we can expect to read of a train-school bus crash which has snuffed out the lives of 25 to 30 youngsters."

"Our committee will work to prevent this needless loss," he stated.

Dempsey said special efforts will be made to place educational materials in the hands of school bus drivers and drivers of trucks carrying flammable or explosive materials.

"The tragic accident at Magnolia, Miss., last year which took the lives of eight persons is an example of the kind of disaster this committee is trying to prevent," Dempsey said. "We have five safety directors from petroleum companies on our committee. Most petroleum companies have good safety programs and good drivers, but some haulers of these products do not have the benefit of good safety training and will be targets for our educational efforts."

The committee is composed of 38 safety and educational specialists from the advertising, insurance, petroleum, railroad, and trucking industries, educational institutions and representatives from all conferences of the Council. Jack C. Trimble of the Council's Traffic Operations staff is secretary. The committee is divided into five subcommittees:

Uniformity of State Laws, Ralph Gross, traffic and transit engineer, Chicago, chairman;

### School Bus

School Bus Operations, George Schutt, consultant, school organization and transportation, Michigan Department 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.

## R.R. Retirement Act Eases Requirements For Some Benefits

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 September 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 eligibility requirements for annuities to wives, husbands, and widows:

1. A wife or dependent husband can now qualify for a spouse's annuity after 1 year of marriage instead of 3 years.

### Is Waived

2. The new 1-year requirement is waived if the wife or dependent husband was eligible for a survivor annuity in the month before marriage.

The age and other requirements for a wife's benefit are unchanged.

3. The 1-year marriage requirement for widows' annuities is waived in the case of a woman who marries another railroad employee and is widowed again in less than a year.

Persons who believe they are eligible for benefits under the new provisions and wish to receive them at this time are urged by the Railroad Retirement Board to write or visit the nearest Board office. The addresses can be found in the phone book under U. S. 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. Executive 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 railroad's Derby Shops, was a 500-series steel box car of 40' 5" inside length. Inside height is 9' 2 1/2" and inside width is 9' 11 1/2". Two nine foot sliding steel doors open in 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 transit 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 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.

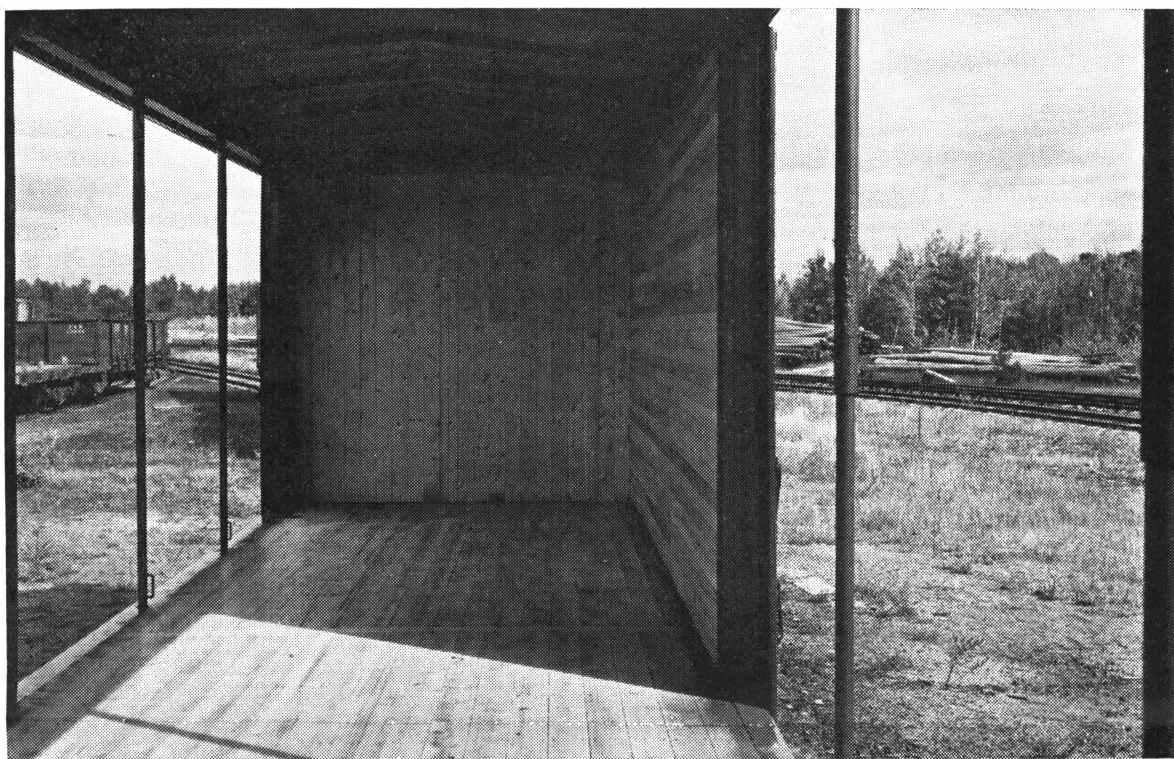
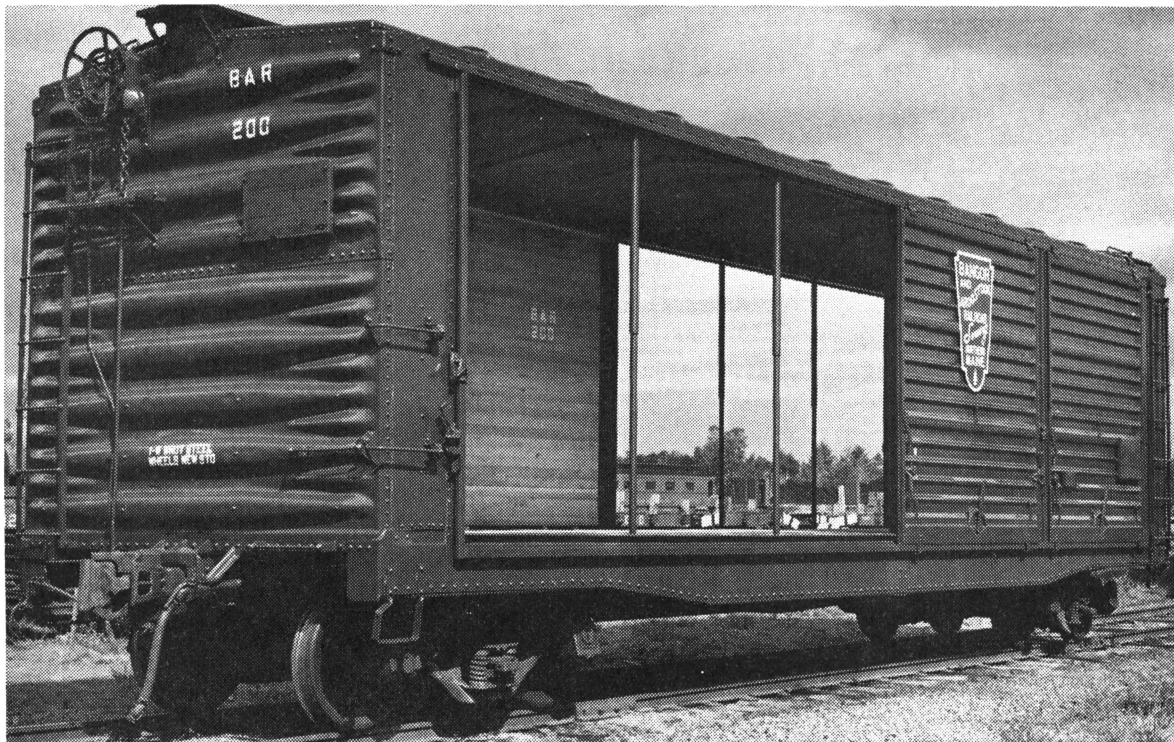
Berry said that the contest is open to everyone's home in the following area: Derby proper, both sides of Derby Hill and as far north as Gould's crossing, the Ferry road, the River road, and all side roads in this general area.

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.

Other members of the committee are: C. W. Clark, E. K. Cunningham, W. J. Dugas, and W. A. Sawyer.

## Hess Named To Board

John E. Hess, vice president-finance, has been named as industry representative on the Maine Water Improvement Commission by Gov. John H. Reed and his Council. Hess fills a vacancy caused by the resignation of Robert Hellendale, who moved from Maine to the New York office of the Great Northern Paper Company.



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 Planing Mill at South Portland as members of the New England Lumberman's association watch. The car was loaded at Pinkham's mill in Ashland. Unloading took only 45 minutes. (Bottom Photograph courtesy of the Portland Press Herald.)

## 420 Former BAR Employees Receiving Retirement Benefits

About 420 men and women whose last railroad service was with the Bangor & Aroostook R.R. Co. were receiving employee annuities from the Railroad Retirement Board at the end of 1960, the Board recently reported. Their annuities averaged \$121. About two out of five of these employees had wives who were also receiving

monthly benefits. During 1960, some 30 former Bangor & Aroostook employees were added to the Board's retirement rolls. Their annuities averaged \$131.

The Railroad Retirement Board pointed out that last year some 47,900 employees of the Nation's railroads retired on annuities averaging

\$145 a month. Of this number, 78 percent retired because of old age and 22 percent because of disability. At the end of the year, the Board was paying an average of \$132 a month to 391,300 retired employees; 161,900 of them had wives who were receiving annuities averaging \$58 a month.

## 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 stockholders 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 tonnage has continued at an unusually 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 situations 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 traffic 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 currently under study," he added. "We are confident that perseverance 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."

## MPUC Denies Cole Trus Bid

The Maine Public Utilities Commission has denied a proposal for the operation of "truck-busses" by Coles Express between Bangor, Houlton and Presque Isle. The Commission said that Coles Express failed to prove that public convenience and necessity requires the service in view of the fact that the BAR now runs bus service over the 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. 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 all-rail 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-than-carload 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 time. 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 desperate matter of railroad regulation reform, and a drastic change in the potato industry.

Under these conditions, the railroad needs the talents, the ideas and the loyalty of every member of the railroad family. Everyone—trackmen, mechanics, trainmen—can spread the word of the new service in his community. Simple arithmetic indicates that such an effort could give us 1200 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 whom he does business. L.c.l. business has meant jobs for BAR people in the last five years that might not have been possible otherwise. More business means more jobs and more job security. —R.W.S.

## President Of The Bangor And Aroostook — Almost

By Sid Sharpe

I was 17 years old the summer I worked for the Bangor & 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 love—he'll find a way. And I had found the way. I had purchased a pede.

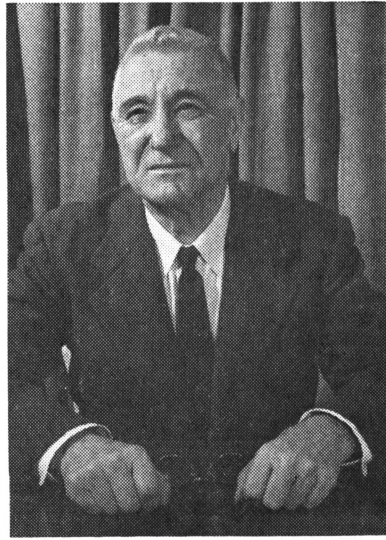
If there be some who are wondering what a "pede" is, your puzzlement is quite excusable. Because even the ancient railroaders whose experience dates back to pre-motorcar days, used to wonder. They used to wonder why a man would pump a pede in preference to walking—unless the muscles in his arms, back and legs were critically in need of development.

It was strictly against the rules for anybody to use a pede or a handcar on the tracks for personal purposes. That restriction had, however, become somewhat flexible in respect to section hands and track inspectors living in remote places. And when they, of necessity, would do it the railroad brass would considerately look the other way.

### A Rumpus

I knew, of course, that there would be a rumpus if the brass caught me using a pede. But I never dreamed that a feller as smart as I was would ever get caught.

But my happy prediction turned out to be slightly in error. In figuring the percentages in that matter I got a few zeros in the wrong column. And when it became known in official circles that the promising young assistant agent at Smyrna Mills was running a pede on the tracks every night between his station and Hillman, the



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 passed the buck to somebody else, and then one day the noon passenger train's departure from Smyrna Mills was delayed ten minutes to allow the roadmaster time for an important conference with yours truly.

"I understand," said the roadmaster, "that along about quitting time everyday you get on the wire to ask the dispatcher if there'll be any trains coming up the Branch here that night. And I'd like t'know—just outta 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 corners of my cranium where I thought there was some wit stored up, and then I replied, "Oh, I just like t'know what's going on. Sorta takin' an interest in things y'know. Thought I might get to be President of the road someday."

### Mock Seriousness

"Yeah!" said the Roadmaster, with mock seriousness, "we're all planning on you bein' President of the road someday—that's why we'd like to keep you alive."

He was silent for a minute, and so was I, and then he said, "Everybody in the dispatcher's office felt bad the other night when they couldn't get ahold of you to get your permission before sending an engine and buggy up through here to help pick up that wreck at Squa Pan. And Daggett asked me to express his apologies to ya."

"Oh, that's all right," sez I, graciously, "tell the boys not to fret about it; I know they're doing the best they can, and it's my own fault I didn't let them know where to find me."

"Yeah! And that engineer sent his apologies, too."

"What engineer?"

"Hurd. The engineer that brought that engine and buggy up through here that night."

### Apologizing

"What's he apologizing for?"

"For almost running over somebody on a pede in that cut this side of Dudley."

"H-m-m," sez I.

"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 presidential timber. And we understand that you paid Joe Burton \$12 for that pede. That correct?"

"Well," sez I, hedging a little, "no, I think it was fifteen."

### Out Three Bucks

"Well, in that case," said he, "I guess you're out three bucks. Because I've already vouchered for a twelve dollar check to be made payable to you for that damned pede. And the section foreman here is instructed to pick it up and ship it to Derby."

"H-m-m-m," sez I.

"Yeah," said he, "but of course we don't want to raise hell with your social activities, so any time you have to go to Hillman you just let somebody in the dispatcher's office know, and we'll hook an engine to the President's private car and send it right up here."

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 my heart wasn't in it. I was a sad, confused, potential president of a railroad with a combination of perplexing problems on my mind. My thoughts were on a critical and frustrating situation. A job in Smyrna Mills; a girl in Hillman; the sudden dis-possession of a pede with a three dollar loss on the deal; a natural distaste for riding on shank's mare and a peculiar modesty that might make me a bit hesitant about requisitioning the President's private car.

And that's why I didn't get to be President of the B&A. I couldn't stand the strain.

### A Little Extra

The railroad's Highway Division arranged the traditional thanksgiving dinner miles 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.



**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, Bangor 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**

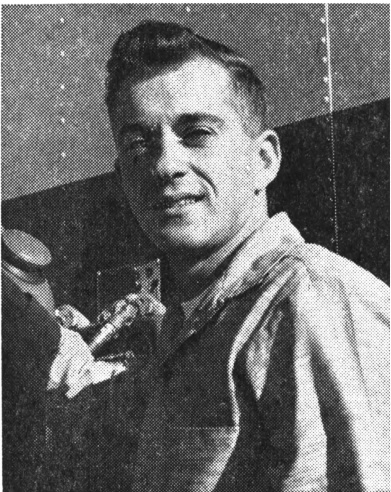
*Continued from page 1*

The mail will be handled from rail cars at the newly established interchange track at the Bangor and Aroostook's Northern Maine Junction station. Travis said that a trailer yard has been constructed at Northern Maine Junction as well as a steam 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 Jackson, Prentiss; Edward Whitney, Chester; Leigh Downing, Bangor 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*



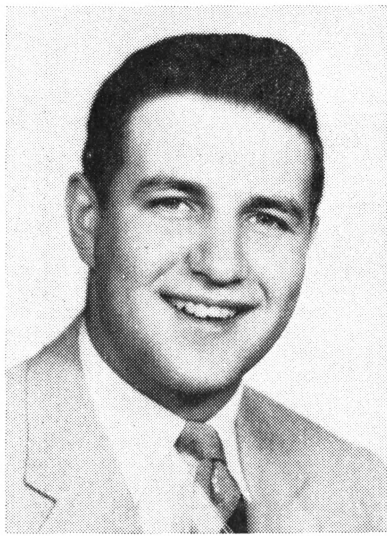
*Harold Garcelon*



Agent *Mel Arnold* left, presents a binocular, to Chief Clerk *Clement E. Constantine*, Northern Maine Junction, who retired Oct. 11 after 47 years service. Constantine served in the 42nd infantry in W W I. He is married and has one son.



*Edward Whitney*



*Robert Bryce*



*Leigh Downing*

**Pat O'Connell Marks An Anniversary; Senior Driver Reaches 1,133,000 - Mile Mark**

Pat O'Connell completed his 17th year as a Bangor and Aroostook Bus Operator last month. He is the oldest driver, in length of service, in the road's Highway Division and has driven 1,133,000 miles.

O'Connell, a native of Van Buren, began his career as a professional driver in 1944 on a wartime run as a railroad mail truck operator between Fort Kent and Van Buren. With the manpower shortage, it was a six-day a week run with no relief driver and fewer spare parts for his vehicle. He began driving main 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."

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 his passengers. At times, he has performed such interpretive chores as ordering meals,

buying tickets or just adding a friendly word when the occasion required.

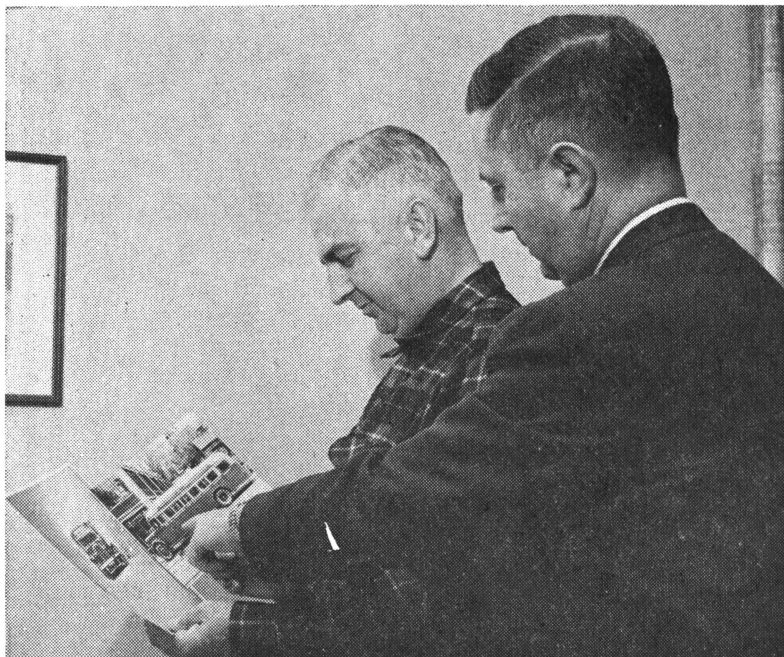
Pat O'Connell knows hundreds of people . . . some to wave at on the highway, or some just by a first name. He feels that patience is a prime virtue for one who is in long contact with the public, both in driving and meeting people.

His favorite road pest is the driver who pulls out in front of his bus and then proceeds at a snail's pace, although he believes that highway safety programs have raised the

level of highway courtesy.

"Safe driving gets to be a pretty important subject for a person who spends most of an eight-hour day driving," he explains. "It doesn't take many highway hours before the safety rules become the most important ones in the book."

Pat O'Connell takes his safety seriously enough so that his safe driving has won him four safe driving awards in his 1,133,000 miles of professional driving. For a better recommendation, ask anyone who rides with him.



Bus Operator *Pat O'Connell* and Highway Division Manager *A. J. Travis* look over some photographs of equipment that O'Connell drove when he first became a BAR driver 17 years ago.

**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, Monticello, \$50.00; H. Levesque, Frenchville, \$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. Petersburg, 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 included 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 degree Mason.

**Announce l.c.l. Contest For Agents, Others**

The Marketing Department has announced an l.c.l. contest for supervisory agents, station agents and others directly connected with the operation of the l.c.l. program. Howard L. Cousins, Jr., vice president - marketing, said that the establishment of joint rail truck l.c.l. rates between central and southern Maine points has greatly increased the potential l.c.l. traffic 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.

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.