

RAIL CROSSING
ROAD





Talking It Over

To My Fellow Employees,

Conformity seems to be a product of our age. We see it in industry. We see it in our human relations. We see it in our homes. Is there a parent of a teenager who hasn't heard that awful refrain, "But I just have to go. Everybody else is!"

Nor is the obsession to blend into the background missing from an older generation. We seem to join the clubs, read the books, adopt a certain position in politics, not because we believe strongly in these things, but because we want to be identified.

Nobody wants to be different anymore. Don't change things, don't rock the boat seems to be our credo.

I'm not speaking about the certain percentage of every generation who makes a point of being conspicuous just for the sake of being different. I'm thinking of the people who are willing to risk public opinion for the sake of an idea, or to find better ways of doing things. The people whose thinking has hardened by conforming to the ideas that popular opinion approves are seldom the people who come to work on Monday morning with an idea for increasing sales.

The kind of man I have in mind is the one who says, "I can do your job. I'm your man." He doesn't expect to start as a vice president. He doesn't make careful inquiries about pension plans and fringe benefits before he asks about the job that's open. He's first to arrive, last to leave. He doesn't mind getting his hands dirty. He doesn't shrink away from decisions because he might make a mistake. He knows that the man who doesn't make mistakes is the man who doesn't do much.

The man who doesn't start thinking about the weekend at mid-week is a non-conformist, too. He may not always observe the chapter on "Successful Human Relations" when someone asks him a foolish question. And he may not polish the apple with his boss. But he may come to work Monday after a miserable weekend with an idea how to make the company better.

The man who takes pride in his work is different, too. He's saying that no machine, no shoddiness of materials, no attitude of "a good enough" job will make him a labor statistic replaced by automation. He puts a little love into his work. There is the spark of creation in all of us. Some people express it with craftsmanship. They're proud to have people know who did the job. They're proud of

their tools and their skills. They're different, too.

There is the kind of a man, too, who will argue with his boss for a good idea. He may not say good morning when the boss comes in. He may chew matches. He may not play softball on the company team. But he'll risk popular opinion for a good idea. He's a non-conformist, too.

Has our standard of living bred all the fire and courage out of us? With our security and wealth are we allowing ourselves to become fat and complaisant? The greatest men in history were non-conformists. The men who built this country were not the play-it-safe guys who stayed at home. They were the men who weren't satisfied to stay home and inherit the family farm. They killed the buffalo, planted the prairie to wheat, cut the timber, built the factories. They made mistakes, too. But they did a magnificent job.

We can't afford to lose the non-conformists, the individualists who can think and be independent.

And you don't have to wear a beard and dirty sneakers to be different.

Sincerely,

W. Jerome Strout

BAR NEWS BRIEFS

BARCO Federal Credit Union will hold its annual meeting at the VFW Hall at Millinocket at 6:30 p.m. March 27, according to BARCO Treasurer George Willette. A turkey and ham supper will precede the business meeting. The meeting will be followed by a dance. There will be no charge for the dinner and all members and their families are invited.

The Bangor and Aroostook continues to increase its share of the total tonnage of potatoes transported. The reversal of the truck erosion of rail traffic began last year with the publication of the volume incentive rates. At presstime, the BAR had handled 57.1% of the total tonnage of Maine potatoes shipped this season compared to 49.6% last year. The percentage of potatoes trucked dropped correspondingly from 42.6% to 35.3%.

The promotion of Roger R. Randall to assistant engineer-real estate for the Bangor and

Aroostook Railroad has been announced by Palmer H. Swales, chief engineer for the road. Randall has been a member of the engineering staff for 12 years.

Swales said that in his new position Randall will be responsible for the road's extensive real property, including purchases, leasing, sales and insurance.

"The need for professional management in this specialized field has become apparent with the emergence of the Bangor and Aroostook as one of the largest taxpayers in northern Maine," Swales said. "The new position is a staff function and will include, generally, the management of the railroad's real property."

Randall, a native of Island Falls, became associated with the railroad as a civil engineer in 1952 following his graduation from the University of Maine. He attended Island Falls schools and is a World War II Naval veteran of the Pacific theatre.

He is a trustee of the First Baptist church of Houlton, chairman of the Houlton Citizens Advisory Committee and of

the town Budget Committee. Randall is married and has three children.

An old Town man has been appointed damage prevention agent for the Bangor and Aroostook Railroad. George E. Mossey, 36, of 295 Stillwater Avenue, was named to the newly-created post after serving as special assistant to the manager of the railroad's Highway Division. He has been employed by the road since 1957.

Freight Claims Agent Burton A. Sawyer said that Mossey will work closely with shippers and receivers to organize a continuing program for careful handling in all areas of the railroad's freight traffic.

Mossey attended Old Town High School and Husson College. Prior to his railroad service he was employed by the Bangor Typewriter Company and the Old Town Body Shop. He is a member of several Masonic bodies and the Elks Lodge.

Mossey is married to the former Theresa Lyons. They have one daughter, Margaret.

IN THIS ISSUE

BAR HOSTS BOSTON CUSTOMERS	4
NEW LOOK AT TRACKSIDE	7
TRAIN RACES PACK 'EM IN FOR EIGHTH YEAR	10
ON THE OPEN ROAD WITH A PROFESSIONAL DRIVER	12
BARCO AND HOW IT GREW	16
WHISTLES FROM THE PAST	18

ON THE COVER

The professional driver (see story page 12) is a breed apart from the run-of-the-mill motorist. The dramatic photograph of the BAR's southbound Main Liner was made as bus stopped at railroad crossing at Oakfield. If it looks strange to you, that's because it was printed as a negative to heighten the drama of the crossing signal, snow and sky.

VOL. 13	MAINE LINE NEWS	No. 2
BANGOR AND AROOSTOOK RAILROAD COMPANY		
84 HARLOW STREET - BANGOR, MAINE		
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BAR Hosts Boston Customers



President W. Jerome Strout tells Boston customers of the railroad of plans and the outlook for the year ahead at Jan. 26 meeting in Boston. It was the third such meeting to be held with the road's Boston customers and marks a unique departure from routine customer relations.

The Bangor and Aroostook's top management and sales people met over lunch with Boston shippers and receivers of the railroad in Boston Jan. 26 to discuss mutual interests and the outlook for the year ahead. It was the third such gathering sponsored by the railroad for its Boston customers and it marks a unique departure from routine customer relations in the industry.

As an originating and terminating carrier, the Bangor and Aroostook has little of the so-

called overhead traffic that moves over the system simply because it must, to get to a destination. This gives the originating carrier a special kind of sales problem. It means that it must sell harder, it must sell hard at origin and it must develop a closer relationship with its customers than, say, a line that has a high percentage of overhead traffic that is delivered to them by other roads for transportation to another rail connection.

Boston and its metropolitan

area represents a concentration of customers for the Bangor and Aroostook. In all commodities, the Bangor and Aroostook's Boston customers mean a total of more than 5,000 carloads of freight representing total transportation revenues of over a million dollars. The railroad has long followed an open door policy with its shippers to encourage closer ties. This means that Bangor and Aroostook people are always available to discuss shipper problems, or to explain the road's plans and objectives.

"The institution of shipper meetings in Boston are really a means of saying thank you to our customers," Howard L. Cousins, Jr., vice president-marketing explains. "But it also gives those customers an opportunity to meet our top management, marketing and rate people and provides an informal atmosphere for the discussion of problems and plans. All the top people with whom a shipper would routinely have dealings are present."

A Bangor and Aroostook mobile display unit attracted wide interest from the Boston guests who represented both shippers and receivers of the road. Boston customers mean more than 5,000 carloads of freight a year for the BAR with total transportation revenues of over a million dollars.



Bangor and Aroostook President W. Jerome Strout was keynote speaker at the luncheon. He outlined the railroad's car acquisition program and underlined the expenditure of \$6.5 million in 1964, most of which went for new rolling stock to meet the growing needs of shippers. By the end of 1965, he said, the railroad will have acquired \$14 million in new rolling stock during a two-year period. The 751 cars that will have been added to the BAR's fleet by the end of 1965 include mechanical refrigerators, standard RS type refrigerator cars, bulk cars and highly specialized cars tailored to specific customer needs.

"We look hard before we launch a specialty car," he said. "The development of such a piece of equipment is an expensive process. But we'll build them any time there's sufficient volume of traffic to be gained by it."

Strout stressed the railroad's dependence on the RS type refrigerator car and said that the BAR was acquiring them as insurance against the decreasing number of such cars nationally.

He also told the group that new rail incentive rates have increased the railroad percentage of the total potato crop moved while giving the customer lower cost transportation. But the best assurance of transportation efficiency, he added, comes from healthy competition.

"Competition between two healthy modes of transportation is your best assurance that you're getting the most from your transportation dollar," Strout said. "We live with tough competition. We expect it. It's made us strong and tough. And we believe that railroad transportation keeps the rates down and standards of service high."



The meeting provides an informal meeting ground for officials of the railroad and the customers to whom they would otherwise be just a voice on the telephone. Above, F. D. O'Brien, manager of car service, chats with Leo Young, Boston potato dealer. Below, President Strout shares an anecdote with Steve Tavilla, another potato receiver, and Burton Sawyer, freight claims agent.



New Look At Trackside

The new potato house of Donald Hagan in Houlton is a good example of the size potato storage that larger shippers are building on track. This house, taking advantage of the contour of the land in its design, has a capacity conservatively estimated at 70,000 barrels.



There's a feeling of prosperity in the air.

Farm buildings, neglected during the years of dollar and dollar and a half potatoes, are being repaired. Farm machinery sales are booming. Past due mortgages are being paid off. The healthy potato prices of the past season have sown another crop, too. And the Aroostook countryside will shortly sprout a new crop of potato houses.

Bangor and Aroostook Marketing people estimate that a bumper crop of potato storage will be built on rail in 1965, exceeding 1964's record when 530,000 barrels of new storage was built on rail. In dollars and cents, the estimated value of the potential for 1965 could run to well over \$1 million.

Many knowledgeable sources feel that the appearance of so much new storage signals the emergence of the Aroostook po-

tato grower as a serious contender against his highly mechanized counterpart in the other potato producing areas, notably in the west. It's not just new storage. It's modern, designed for efficient use of machinery, designed for the production line. The expert with the stop watch in hand, once a cartoon figure in industry, has become a part of the modern agricultural production unit, too.

New potato storage is related to other innovations that the Maine industry is beginning to take seriously. Central packing is closely related to the concept of modern storage. And the kind of potato house a grower builds and where he builds it is no longer a routine decision. A wrong decision can cost him money in operating costs and can slice dollars off the resale value of the property.

Besides the kind of house he's going to build—box vs. bulk

storage—a grower must consider where he's going to build his new storage. The choice of farm vs. rail storage is all important. And there is a preponderance of reasons for favoring rail storage over farm storage.

To sample knowledgeable opinion in the industry we talked to some representative shippers along Bangor and Aroostook lines, all of whom have either built new houses recently or are about to build this year.

By far the two most urgent reasons for building on rail are (1) that the rail shipper has a choice of transportation and (2) that a piece of property not a part of his farm has mortgage value and significant resale value. Other reasons given ranged from the availability of crews in rail locations to better insurance rates on track storage than farm storage.

Carroll Richardson, of Maine Potato Growers, who have just

built a 100,000-barrel storage facility, put it this way: "The best argument for building rail storage is that the builder has nothing to lose and a rail facility gives him the choice of shipping by either rail or truck. And an investment in a rail storage facility is worth something. The same facility on the farm adds little to the value of the farm."

Typical of the young grower with his feet firmly on Aroostook soil but with a keen eye to the future is Donald Hagan, of Houlton, who grows about 375 acres and has just built a 70,000 barrel track storage at Houlton

As he puts it, "I'd have been foolish not to have built on track. My farms are ideally located so that I can haul to my house. Besides that, there's the question of versatility. And my rail storage is a separate unit from the farms. It has mortgage value, and resale value."

HOUSE IN A HILLSIDE

"It used to be," he continued, "that you dug a hole in a hillside on your farm, built a basement with a roof on it and you had cheap storage. But to produce and pack potatoes efficiently in today's markets you must use machinery. And to use machinery . . . fork lifts and all the rest of it . . . you have to build modern storage, preferably all on one floor. It's just as cheap to build that kind of storage on rail as on the farm. And when you're done you have a storage unit that's worth something apart from the farm. Bulk handling just doesn't work in the old style potato house."

And this is just the kind of vital change that is taking place among the Aroostook growers.

"All you have to do is look at the farms around the county," says Tom Findlen, of George Findlen & Sons, Fort Fairfield. "You'll notice that about three-fourths of the farm storage you see needs repairs. I think that's the answer. No one is putting money into farm storage any more. If you want to ship potatoes you really need to be on track."



Farm storage of potatoes, such as these pictured on this page, lacks the versatility of rail storage, which permits highway or rail shipment. Farm storage does not increase the value of the



property to any significant degree when farm is sold. Rail storage, though, is separate property with real estate value and mortgage value.



Findlen, a bluff, seasoned grower who has weathered the good years and the bad ones and still believes in the future of the industry, has recently built a 26,000 barrel storage facility in Fort Fairfield for pallets and boxes. He calls the box storage type the "Cadillacs" of storage facilities because potatoes keep longer than bulk storage, and any breakdown in potatoes can be confined to a single box—about 14 barrels.

"STORE ON TRACK"

Herschel Smith of Mars Hill is a young grower who wields wide influence in the industry by virtue of his success with modern growing and handling techniques. Smith grows about 600 acres himself and will handle a total of 2,000 units this year. He plans for a combined storage and packing facility this year that will have about a 200,000 barrel capacity

"Set your storage on the track," he says, "and you have a separate piece of property. When you sell a farm you practically have to give the buildings away. In a tough year the price for farm loading would be 20¢ a barrel under the same potatoes loaded on track."

RAIL PRICE BETTER

Armand Tardiff, a successful young shipper from Van Buren with a sharp awareness of the value of cost control by mechanization sums it up simply: "The price for potatoes is based on the rail rate and that often means that the man who has to truck from farm storage gets up to 25¢ less a barrel than if he shipped from track storage. Anybody who builds storage of

25,000 barrels or more should be on rail."

Tardiff also pointed out that anyone with several farms and farm storage would be faced with the prospect of moving equipment from farm to farm for packing, or duplicating costly hardware.

Minal Caron, of Fort Kent who grows more than 1,000 acres, recently built track storage of 115,000 barrels capacity. He keeps one small house on his farms and that to store seed. As a large grower with an awareness of the many costs that cut the margin between profit and loss he ticks off his own reasons for preferring rail storage:

Costs for hauling from the field to rail storage aren't much more than hauling to farm storage. But it's far more expensive to load out of farm storage.

TAXES THE SAME

Taxes assessed by Aroostook towns generally are as much for farm storage as for rail storage. Yet the rail storage has separate resale value and mortgage value, while farm storage does not. It can be more difficult to get crews to go out of town to work farm storage than town track storage. Insurance on farm stored potatoes is generally higher than town track storage where town water is available. And, as important as any of the given reasons, he can plan on having cars set any day in the week on rail storage. He knows when to expect arrivals and departures. In short, it means dependability, a commodity not true of highway transportation.

Carroll Kelley of Caribou, who will probably handle 900 to 1,000 units from a new storage facility to be built this year,

underlines the price differential between farm storage and track storage.

"This 20 to 25 cents a barrel doesn't make such a difference in a good year," he explains, "but it does in a year when you're working with nickels and dimes."

SOME SIGNIFICANT FACTS

Out of the conversations emerge some significant facts. Farm labor is scarce and getting more so, as Tom Findlen put it. The trend appears to be inescapably toward less manual handling of the potatoes from the time machines roll them out of the rich Caribou loam until they are on the way to market. This means packing sheds, modern storage that has room enough to use forklifts and other tools of modern industry. It may mean shared storage for groups of small growers to provide the umbrella of efficiency that mechanization and track storage can provide for them.

This great change is already underway. The 500,000 plus barrels of rail storage in prospect for this year and the kind of storage shippers are building proves this. And it is a change that is highly compatible with rail transportation.

NO SECRET

It's no secret that every storage unit built on rail adds to the Bangor and Aroostook's shipping potential. But it's not a one-sided bargain. For his dollar, the rail shipper buys dependability, versatility of transportation, and permanence of his investment.

But mostly, he buys a piece of the future.

Train Races Pack 'em for Eighth Year



Pictured with BAR Director Fred L. Putnam, President Strout, and Recreation Director Walter Burlock are the proud winners of the 8th model train races in Houlton. Kneeling, from left, are: Douglas Page, David Dionne, Eric Evans and David Rush. Standing are: Wayne Miller, left, and Mark Dobbins.

"When I first started coming to these affairs," a man was heard commenting to a companion at the Gentle Memorial Building in Houlton, February 26, "my oldest boy was four and the youngest two. Tonight the youngest has been racing for three years."

And what started as a one-time venture eight years ago has become a unique project between a business and one of the communities of which it is a citizen. The chance remark of the father of a contestant in the eighth running of the model train races sponsored by the Town of Houlton Parks and Recreation department and the Bangor and Aroostook Railroad, underlined how much a part of the community and the railroaders who live there the event has become.

When the races began, the Recreation Department of Houlton, a community of some 8,500 people with a heavy concentration of railroad people, were looking for some event for the age group from 6 to 14 that would break up the winter months. The result was the model train races sponsored jointly by the town through its recreation department and the

railroad on a shared cost basis.

But most important, railroad people helped supervise the races, occupying scaled down roles of their full-time jobs. It isn't unusual during the event to see the chief engineer sprawled on the floor of the gymnasium, where the 80-foot layouts are spread out before the bleachers, helping a youngster couple up his train, or for the superintendent of transportation to be passing out shoulder patches to contestants. President W. Jerome Strout regularly attends races.

The burden of the planning and organization of the races falls on Superintendent Walter Burlock and his staff, while the railroaders share only in the fun of the races on the big night. But it's a happy relationship for all the adults who make the program work. For the community, it's a "different" kind of event that puts some excitement into the long winter months for the pre-teen age group. For the railroad, it's a chance to let the community know that it's people are good neighbors as well as citizens of the community.

This year's races drew a full gallery of adults and other par-

tisan supporters of the contestants. It was estimated at 350 persons. Some of the adults had no children or relatives in the contests but came for the fun of seeing the young engineers at the throttle.

First place winners were: Wayne Miller, lionel steam; Douglas Page, diesel; and David Rush in the Marx classification. Runners up were: Mark Dobbins, lionel steam; David Dionne, diesel; and Eric Evans in the Marx division.

Railroaders helping Walter Burlock's staff, Mrs. Madelyn Crawford and Gordon Carpenter were: W. Jerome Strout, president; Fred L. Putnam, railroad director; Harold C. Duffy, manager of operation; D. Keith Lilley, superintendent of transportation; Palmer H. Swales chief engineer; Percy Hoar, supervisory agent; Benjamin J. Edwards, chief clerk; F. B. Lunt, regional vice president-sales; Leo Downie, assistant traveling engineer; and Vinal Welch, principal assistant engineer.

Like most worthwhile projects, this one was as rewarding to the men who helped the youngsters February 26 as it was to the contestants and their families.



Joe Crandall is a professional driver. On his shoulders rests the safety of the 40 passengers who ride with him. It's not an easy job and only the best of drivers can stand the inflexible demands of highway safety and the rigors of distance driving day after day. Here's how he does it.

Joe Crandall is a pleasant, dark-haired young man who moves with the grace of an athlete. He'd look at home on a ball diamond or making a tight chip shot onto the 18th green. If you look at him closely, you might notice the tiny crow's feet about his eyes. They mark him as a man who spends much of his time in the bright sunshine. The lines come from peering through a windshield for long periods of time with the safety of 40 people riding on his shoulders. You might say the lines are a mark of his occupation. For six of his 37 years, Joe Crandall has been a professional driver.

And a good one.

Last year Joe drove 62,587 miles without a chargeable accident, tops in his department.

It's a good record. Seven of his colleagues completed the year without an accident, too. If they hadn't made such an exemplary showing, they wouldn't be professionals.

The difference between men like Joe Crandall and the rest of us is that word professional. Safe driving is a skill and the professional driver has developed this skill to a point where he thinks differently than the run-of-the-mill motorist.

He's a defensive driver. That means that every vehicle he passes, every hidden intersection, every curve becomes a potential hazard to him and he's prepared to have the unexpected happen. After half a million miles or so these defensive driving habits become so ingrained

On The Road With A Professional Driver

the professional doesn't think about them. They become part of his instinct in the same way that a veteran trainman unconsciously braces his body against the motion of a swaying coach.

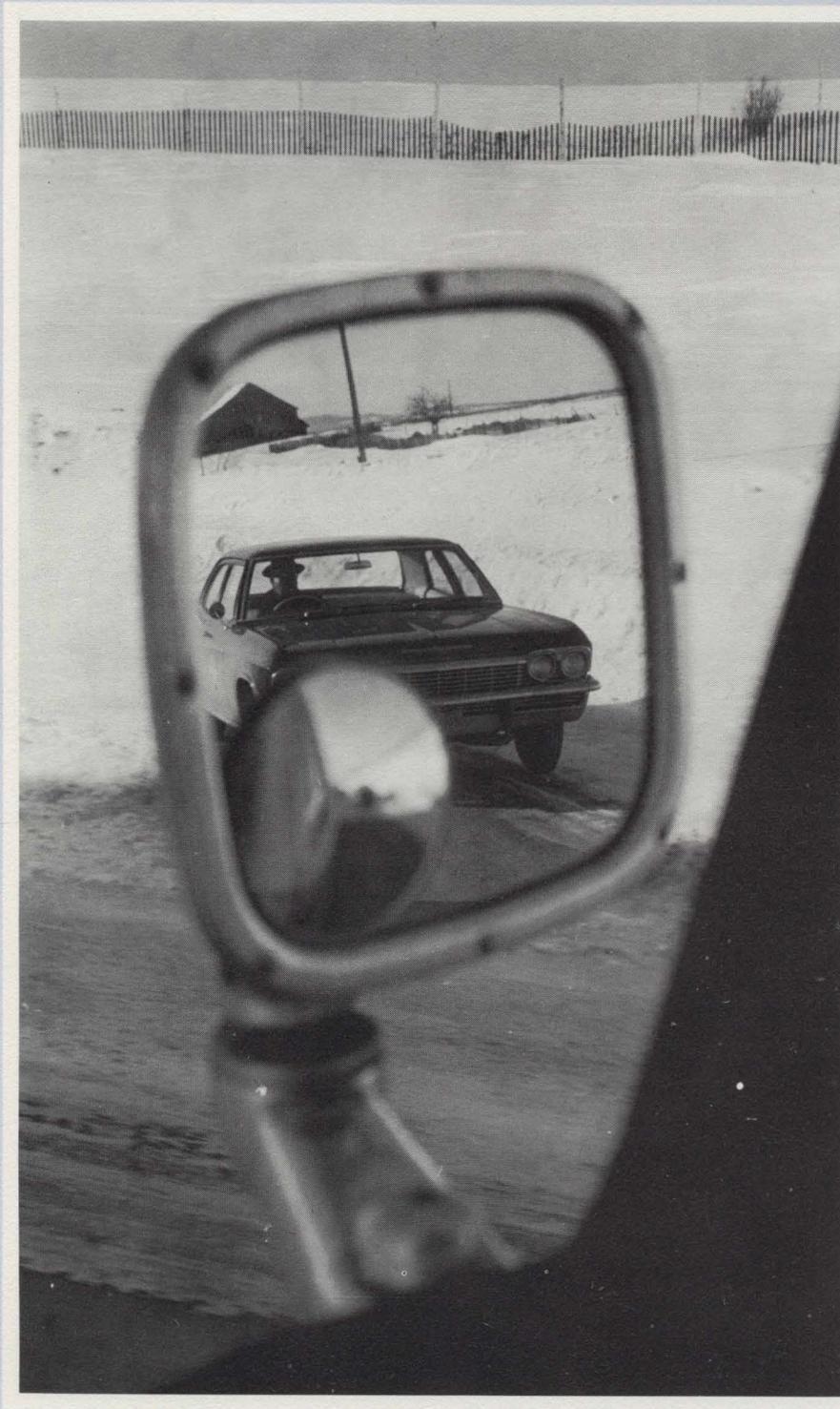
Of course, you might correctly point out that the responsibility for a busload of passengers is a pretty good reason for safe driving. But safety is really a matter of conditioning, of observing some basic safety rules so conscientiously that they become part of the personality. That's what Joe Crandall and his colleagues have been able to do.

A TYPICAL DAY

In a typical work day, Joe puts in nearly seven hours of driving. Like a conductor, he's in charge of a valuable piece of equipment and, more important, he's responsible for the safety of the people riding with him. Joe's job is quite different from most railroad jobs. From the time he reports at work in Houlton to take the main line bus No. 6 south through Island Falls to Bangor at 8:55 A.M., he faces a grueling seven hours of concentration that most drivers can't imagine. No driver should let his attention wander. But the number of deaths on the highways makes it clear that this cardinal rule is not strictly observed. But for the professional drivers like Joe Crandall, the need for strict concentration on a highway he drives perhaps 250 days a year is a monkey on his back. There



A professional driver is a defensive driver. He must expect situations like the one pictured in the top photograph where a hidden car may suddenly pull out of an intersection. One of the cardinal rules of the road is to allow a proper interval between bus and the car ahead. Most accidents involving two vehicles are rear end collisions.



When passing, the rear view mirror is an indispensable tool to Joe Crandall. The smaller convex mirror inside the large mirror provides coverage for the blind area of his bus. Here he watches reflection of the car he's just passed allowing the driver behind a wide margin of safety.

is no respite from this terrible responsibility for 3½ hours when he completes the first part of his day's work. By the time he has delivered his load of passengers and bus express at the terminal in Bangor and made out the log that ICC regulations compel him to keep, he needs the rest of the next 3½ hours.

Adequate rest is important to every motorist who slips behind the wheel of an automobile and moves out into the mainstream of traffic. It determines, to a large extent, his degree of alertness, a word synonymous with safety in driving. But rest for a professional is a matter of imperative need. It's so important that the Interstate Commerce Commission, the agency that regulates safety in interstate commerce, decrees that no operator may drive more than eight hours without at least eight hours' rest.

INSPECTS HIS BUS

By 4 P.M. Joe is back at the garage where his bus is being serviced. Before it goes back into service, he makes a thorough personal inspection of the steering mechanism, tires, jacks and tools, brakes and air pressure, flagging equipment, windshield wipers, fire extinguisher and horn.

As soon as the last passenger is seated, at 5:10 P.M. he closes the door and begins the final leg of his day's work. He knows that he must especially be watchful for there are people, tired from their day, driving home in the short winter twilight. They present an additional hazard. From the many safety bulletins he reads, Joe Crandall

knows that the most hazardous months of the year on the highway are in December and January, that the most dangerous days are Saturday, Sunday and Friday in that order, and that the red hours are between noon and 5 P.M. In accidents where two or more vehicles are involved, rear-end collisions account for 50% of the total, sideswipes 20% and head-on collisions 15%. He knows that 65% of all accidents occur during the daylight hours on dry, straight highways and not at intersections. He also knows that 7 out of 10 accidents occur within 25 miles of a driver's home, so he is especially watchful when approaching or leaving towns.

WATCHES ROADS, WEATHER

During his entire tour of duty, Joe Crandall has been carefully observing highway conditions. Knowing whether to expect ice patches, or potholes, or whether there is fog ahead, is vital information to him. Before he left either his home terminal or the Bangor terminal, he checked the weather forecast and highway conditions.

While he wheels the huge main line highway cruiser along the twisting 254 miles of his route, Joe Crandall scrupulously observes some very basic safety rules of the highway. He always uses his horn when he passes another vehicle, a precaution that is often ignored by motorists. He leaves a reasonable interval of space when he's following a car and when he approaches a driveway or an inter-

section he's ready for an unseen automobile to shoot out in front of him. He uses his turn signals carefully, stops at all railway crossings, opens his doors and listens. He never smokes while driving; It's not permitted because the distraction of a cigarette is also a safety hazard.

By the time he's driven his bus back to Houlton, he's been behind the wheel of the heavy bus for seven hours, and he's as bone tired as if he'd been doing heavy manual work. It takes a couple of hours for Joe, or any

of his colleagues, to unwind after a day on the highway. After a good night's sleep, he'll be back at the job the next morning. He does this 5 days a week, for 50 weeks a year.

Joe's Golden Rule is, "Proceed safely; take no chances." No schedule is as important as safety. His occupational Bible is a fat little manual published by the ICC called "Motor Carrier Safety Regulations." He lives by that book.

And he's a good man to ride with.



Joe must stop his bus at all railroad crossings, open the door and listen for trains, in addition to looking in both directions before proceeding.

BARCO And How It Grew



Mrs. Rosemond Foster, the first full-time employee of the BARCO Federal Credit Union files papers as Treasurer George Willette and Mrs. Frederick Armstrong go over ledger at desk in the organization's new offices at 102 Penobscot Ave.

Build a better mousetrap, Ralph Waldo Emerson said, and the world will beat a path to your door even though your house be in the woods. BARCO Credit Union treasurer George Willette has found the path to his door well trod in the three years it's been a going business. So good was the mousetrap that last month the credit union was forced to move operations from George's house on Knox Street in Millinocket to regular offices downtown at 102 Penobscot Avenue.

From a shoestring beginning, BARCO Federal Credit Union has grown to sturdy adolescence. At the end of 1964, the credit union had assets of more than a quarter of a million dollars in just three years of growth. The assets take into account cash in hand and the loans outstanding. Membership grew from 589 in 1963 to 763 in 1964. Assets jumped from \$168,284.58 to \$278,138.37 and shares of BARCO owned by members went from \$116,742.34 in 1963 to \$212,608.59 in 1964. Its growth and assets, are becoming respectable, its directors say, even by commercial standards.

Last year, BARCO made loans to the tune of \$398,526.20, up \$135,654.16 from the previous year. Since the credit union set up shop in George Willette's home in January of 1962, they have made a total of 1169 loans with dollar value of \$775,679.07.

"There isn't any profit in a credit union," George Willette explains. The motto tells the whole story: "Not for Profit, not for charity, but for service." That means that the more members you have the less interest you have to charge and the more you can pay them—the savers,

that is—for the use of their money. The margin of profit isn't wide, but the volume makes up for it.

The volume was great enough in 1964 to permit the board of directors to refund a healthy \$2,624.23, or 10% of the interest borrowers paid. This compares to \$686.40 paid back in 1963. For the savers the rate was jumped from 4 to 4½% in 1964. In dollars it meant that BARCO paid its members a dividend of \$6,448.46 as compared to \$2,733.25 in 1963.

The credit union also joined other Maine Credit Unions to form a trust to provide insurance on its loans. There has never been a charge for life insurance on credit union loans, but under the new system, borrowers will also have a 90 day retroactive policy that makes payments in case of disability or illness.

A CO-OPERATIVE

As George Willette points out, a credit union is a co-operative in the broadest sense of the word. The people who own it also manage it, a tribute to the wisdom of the founders of the credit union movement, and they must be concerned with the people who want to save as well as those who wish to borrow. It means not just a high interest rate but also keeping the cost of borrowing as low as possible. Two things make it possible: the time and talent given by the members who manage the credit union and the growth of the union.

"The bigger you get, the more money you take in," George Willette explains, "and you have to keep this money working for

the credit union so that you can pay good dividends to members and, at the same time, keep interest costs down. When we have a good year, a good chunk of interest money is refunded to borrowers. Of course, a certain amount must be kept for adequate reserves for the same reasons that any sound financial institution keeps adequate reserves."

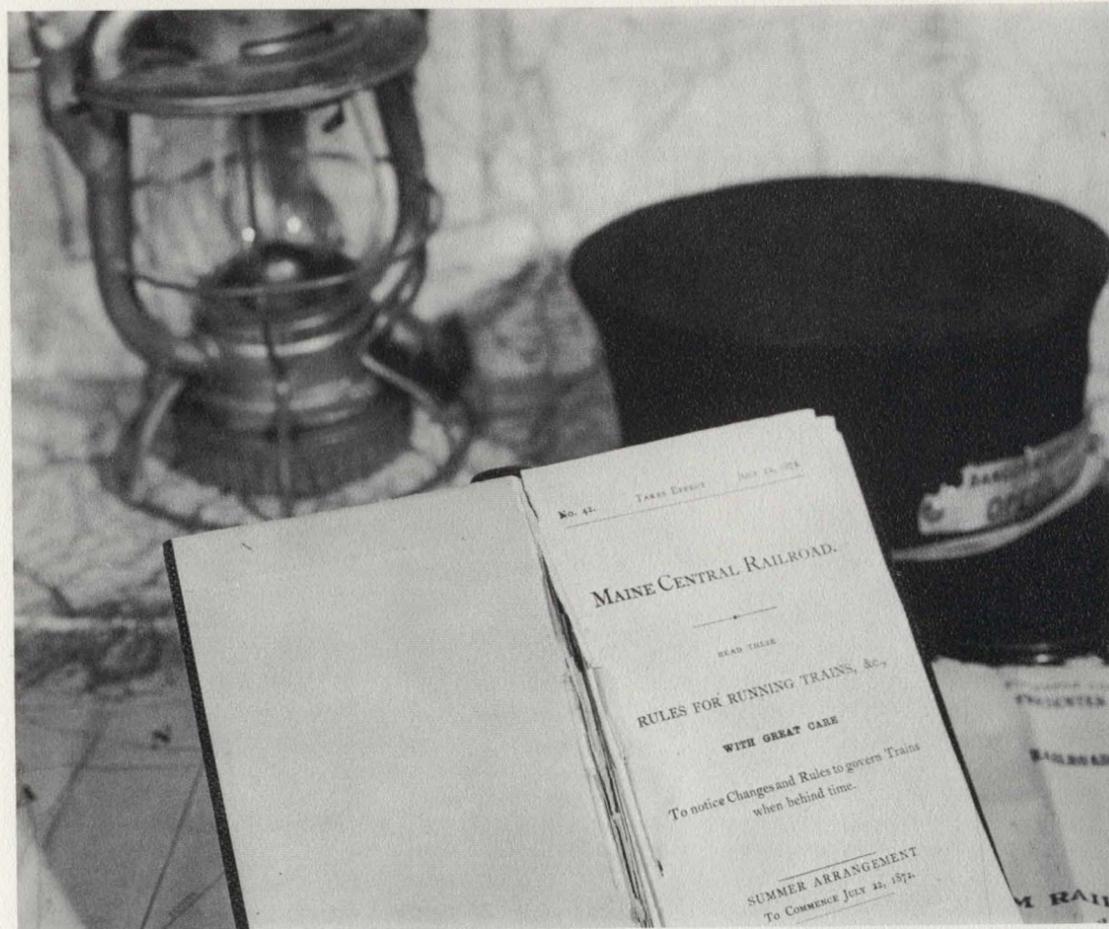
After three years of steady growth, there can be little doubt that Bangor and Aroostook people have embraced the idea and spirit of BARCO. Membership is growing at a steady, satisfying pace. In January, for example, 13 more railroaders signed up.

Automobiles are the largest single item in dollar volume of railroad employee buying, followed closely by general appliances. Debt consolidation, for the people who have slipped in over their heads in installment buying, is an important function of credit union loans, Willette feels. It's part of the concept of service.

Now that BARCO is a full-time business it has its first full-time employee, Mrs. Rosemond Foster, who will keep the offices at 102 Penobscot Avenue open five days a week from 8 to 12 and from 1 to 5. Another indication of growth is the addition of two more members, Tom Mercier and Harold Mountain, to the Supervisory Committee.

George Willette sees a potential of a million dollars in assets for BARCO at some not-so-distant time. For the present, the organization is helping railroad families acquire the material possessions they want and provides an attractive niche for savings.

Whistles From The Past



"Read these rules for running trains with great care," admonishes an 1872 railroad schedule. The yellowed schedule, against a background of a period brakeman's lantern a cap and official "steam railroad map," was the inspiration for Sid Sharpe's last article.

(It was with a profound sense of loss that we learned of Sid Sharpe's death just a few short days after we received the following article. In Stephen Vincent Benet's "John Brown's Body" one of the characters, the mistress of a Southern manor house pinched by the privations of war, says as she prepares for a party that will be a final gesture of gaiety, "This is the last of the sugar, the last of the fine flour . . ." So, too, is this the final serving of Sid Sharpe's fine wit and homely philosophy. If his literary reputation was not wide, it was meaningful to Bangor and Aroostook people, of whom he wrote with deft, colorful strokes of his pen. Sid had been a good many things, timber cruiser, railroader, inn keeper, border guard, insurance salesman, writer, state legislator, but always he remembered railroading as his enduring passion. His pen name was Cynical Sid. But he wasn't a cynic. He was a tolerant, civilized man with a distaste for the phony and the tinsel. — Ed.)

BY SID SHARPE

I have before me an old Maine Central time table. And as I examine it I become unhappily impressed with the evidence that the period between 1909 and 1919 was not, after all, the most glamorous years in the era of railroading in Maine. I'm quite accustomed to rude awakenings, and so more or less immune to the sadness of disillusionments. But all the same it's a bitter pill to swallow when I learn that my brief career as a station man beginning in 1909 and ending about two years later when Superintendent McMann gave me hell for being so slow on the wire; and subsequently my somewhat more extended career as a train hand ending in 1919—near as I remember—were not of the most exciting and glamorous times in all the history of all railroading. In savory reminiscence I had always thought they were.

While I was pounding brass at Eagle Lake in 1909 under the tutorage of Guy Lilley, and when later I was the official pencil sharpener for Agent McDougall at Smyrna Mills, and still later I was the handsome brakeman on the Gin Train contributing legendary gems to Ashland Branch history, I suppose I must have been vaguely, if indifferently, aware that prior to Burleigh's inspiration for a rail route from Bangor to the wilds of Aroostook, a railway system already linked Bangor south and westward with the world beyond my explored limits. Indeed I knew it, but the fact was of minor consequence to me. In my regard such fellers as Guy Lilley, Frank Daggett, Weed Wetmore, Rosy Hillman, Henry Dow, Tom Briggs, and their numerous contemporaries—represented the first genera-

tion of railroaders. And with the same cool complacency I regarded myself as the natural successive nobility.

But this antique timetable is an ego deflating revelation. It bears witness to the regrettable circumstance that I did my railroading at the wrong time. Railroaders with more hair on their chests trod the way before me. My most important duties as a brakeman on the Gin Train were picnics compared to what was expected of the brakeman on the Maine Central passenger train No. 2 that pulled out of Portland at 1:05 P.M. and arrived—or was apt to arrive—in Skowhegan at 5:55. According to the official schedule as of July 22, 1872.

"GRISWOLD NEXT"

My most arduous duty on the Gin Train was to walk through the coaches yelling, "Next Station Is Griswold—Griswold Next." And as we pulled out of Griswold I was supposed to walk through again and spread the news that Masardis would be the next stop. And then I could sit down on a plush seat and rest until I heard the teakettle whistling for Masardis.

My greatest hardship on the Gin Train job was due to the size of my lunch bucket. It was only a foot in diameter and about six inches deep, and its contents would play out long before we arrived in St. Francis. So that by the time supper would be on the table at Mrs. McBriety's boarding house I would be in a critical state of malnutrition and close to collapse. But despite these narrow escapes from starvation, and my strenuous duties, it was

tame railroading compared to 1872 on the Maine Central.

In this timetable there are eight pages of fine print devoted to "GENERAL RULES." These rules were quite apparently designed to preclude every possible catastrophe that could happen to a railroad—short of confiscation or operating in the red. They explicitly set forth, under separate captions, the various required performances, and the qualifications, which would mark the differences between a good and trustworthy railroader and a mere member of the common peasantry who made their livings cutting firewood for the locomotives.

Under the caption BRAKEMEN we find the following commandments:

"It will be the duty of brakemen to keep the cars of their train clean, and warm, and oiled, and in suitable condition for the reception of passengers.

"They will at all times be civil and obliging to passengers, and subject to the orders they may receive from the conductor.

"They will, when the train is in motion, ride on the platform of the cars, in readiness to apply the brakes when necessary, never causing the wheels to slide on the rails unless to prevent collision or similar accident.

"If any part of the train is detached when in motion, care must be taken not to stop the train in front before the detached part is stopped; and it is the duty of the brakeman on such detached part to apply the brakes in time to prevent a collision with the cars in front."

That rule which required the brakeman to ride on the platform with his hand on the brakewheel when the train was in motion, is the one that makes

me most regret that I didn't get to be a brakeman 43 years in advance of the Gin Train era. I once got locked out of George Wibberly's caboose and rode the platform from Squa Pan to Mapleton in a blizzard. And if you don't think that's fun, try it sometime. The only thing I can think of that might surpass that as an experience of enchantment, would be riding a push-car in front of the engine in the same kind of a blizzard.

And I like that rule about easing the detached part of a train ahead to re-engage it with the rest of the train; to make a feather-touch link-and-pin coupling quietly and gently enough not to wake up the conductor.

As for braking a runaway section of a train with a hand-brake, and bringing it to a stop without sliding the wheels, heck! That's easy enough if you know your business. It's merely a matter of having that piece of 2 x 4 cut the proper length to give you exactly the right leverage.

Instructions to firemen seem to be more brief, milder and less specific. He is enjoined to keep his engine clean and properly oiled, to assist the engine-man as may be required, and to ring the bell when the engine starts and when it's coming into a station or going over a crossing. He is not specifically charged with keeping steam up in the boiler. It seems to be taken for granted that he'll assume that task from a natural instinct—like a cow giving down her milk. The only part of his directives which carries a tone of strict and irrefragible command is the passage warning him that if he damages the water spout when taking on water he'll be held relentlessly accountable. I don't know why they would bear down so hard on that particular clause, unless maybe they had had previous experience with a fireman named Slauenwhite.

But when they wrote the rules for keeping station agents on the ball, they didn't forget anything except when and how to sweep the chimney, and where to hide the station records in event of an Indian uprising.

More recently — in 1910 — when the Bangor and Aroostook management was struggling so hard to mould me into a shining example, all that was required of a station agent was to sell tickets, bill freight, juggle baggage, write way - freight vouchers, send and receive telegrams, handle American Express shipments, make daily telegraphic and written car reports, scrub the waiting room floor, trace stray shipments, operate an information center, run a money exchange and check cashing service for the convenience of local merchants, post bulletins, smile, take the blame for all operational malfunctions developing within gunshot distance from his station, and shovel snow off the platform in the wintertime. And when the boredom of idleness became intolerable he could go out and tidy up the freight shed.

A VITAL COG

But the rules in this ancient timetable imposed not only all of the foregoing duties on the agent. They piled on the additional pleasures and delights of keeping the switches and frogs clear of ice and mud. And right after the departure of a train, he's supposed to patrol the premises and put out the fires started by sparks from the wood burning locomotive. And a further detail toward making him a vital cog in the system's gears is his obligation to "have a sufficient supply of wood and water ready for the engines at all times, and see that all possible dispatch is used in supplying the engines with wood and water when at their station.

It seems that conductors and engineers were the ones to get the gravy. Things were written right out in black and white for them—formulae for every possible situation—as clear and simple as reading Aunt Jemima's recipe for making pancakes. As long as they kept their watches regulated by the clock at Lowell & Senter's in Portland, and took pains to read what was written for them by

L. L. Lincoln, Superintendent of First Division, and by Arthur Brown, Superintendent of the Second Division, their chances of going wrong were no greater than a married man's whose wife is a seeress.

Here are some quotes from "Special Rules For Running Trains."

"Train No. 2 leaves Portland at 1:05 P.M., keeping five minutes behind No. 14. Should cross No. 3 at Yarmouth if it can reach Yarmouth at 2:20 P.M., if not, keep clear of No. 3. Should cross No. 9 at Gardiner at 3:50 P.M. No. 9 will keep clear. Then has right of track to Skowhegan keeping clear of No. 7. On Bangor Division should cross No. 7 at Hermon Centre, if it can reach there at 7:33 P.M., if not, keep clear of No. 7.

"Train No. 6 (night express) leaves Portland at 12:15 A.M., if Boston train has arrived. Should cross No. 7 at Cumberland, if it can reach there at 1:05, if not will keep clear of No. 7. Keeps clear of No. 1 and No. 3.

"Wood and construction trains will keep clear of all regular trains." Yes, I'm disillusioned. Until I saw this antique timetable I had always gloried in the notion that braking on the B & A in the early decades of the century was he-man's work. And I had always thought that a B & A station agent was burdened with more duties than the chore boy on "Old McDonald's" farm. But now it seems to me as if we were merely playing with a Lionel system.

Well, there goes an enchanting avenue of proud memories up in smoke. And wood smoke at that. But if I can only keep my nose out of ancient history, perhaps I can still savor the memory of the few months that marked the interim between my station career and my Gin Train career, during which historical period I sold Singer Sewing Machines with my territory comprising all of Mount Chase, Patten, Sherman and Benedicta.

But the motive power for my transportation burned hay and oats instead of wood.

Engineering Department

The death of veteran BAR employee Warren F. Wiggins of Houlton, occurred on Feb. 19, following a long illness.

Mr. Wiggins entered service as a Trackman at Houlton in May 1903, was promoted to Section Foreman in April 1909, in which capacity he served until Sept. 1925 at the locations of Sheridan, Howe Brook and Oakfield. He was appointed Roadmaster on District #3, with headquarters at Houlton, and held this position until his retirement in September 1952.

He was born at Amity, Maine, Dec. 4, 1882, son of Ernest and Alice Wiggins.

Mr. Wiggins was a member of the Masonic bodies, a 32nd degree Mason, and also a member of the Meduxnekeag Club.

Mr. Wiggins is survived by his widow, Mrs. Tressa Wiggins, of Houlton; one son, James W. of Portland; one daughter, Mrs. Marguerite Bugbee of Washburn; one brother, Stephen, Carys Mills; two sisters, Mrs. Guy Holmes, Carys Mills, and Mrs. Nina Taylor of Naples.

Funeral services were held Sunday, Feb. 21, at the Dum Feneral Home in Houlton, with the Rev. Robert Black officiating. Pall bearers were Cecil McGinley, George Haskell, Roadmaster E. D. Ross, Supt. of Track G. L. Swett, Roadmaster O. G. Armstrong (ret.) and Roadmaster H. L. Wright, Sr.

Our sympathy is to the family of Mr. Wiggins.

Mrs. Carl Adams, wife of Carpenter Carl E. Adams of Oakfield, has returned from Massachusetts and Connecticut. She visited their daughters and families Mr. and Mrs. Maurice Blake and Mr. and Mrs. Hiram White in Wallingford, Conn. Mr. and Mrs. James Sholler in Middlefield, Conn., also her sister and brother-in-law, Mr. and Mrs. James Misenti in Middletown, Conn. She was accompanied home by her son, Carl Adams, Jr., who has spent the past six months in the Shriner's Hospital, Springfield, Mass.

Rodman and Mrs. Clayton F. McCue of Houlton, have announced the engagement of their daughter, Mary Ellen, to Vaughn G. Putnam, son of Mr. and Mrs. Philip Putnam of Cary.

Miss McCue is a graduate of Houlton High School in the class of 1962, attended Aroostook State Teachers College at Presque Isle, and is employed by the C. & G. Foodliner in Houlton.

In The Family

CONTRIBUTING CORRESPONDENTS

K. H. Beals

H. A. Labbe

Mrs. P. S. Wheeler

Margaret Patterson

Terry Fahey

Don Breen

Helen Brissette

Assistant to Supt. B. & B. and Mrs. Gerald E. Wiggins have recently moved into their new home on Alfred Street which has just been completed.

Assistant Supt. of Track Gordon S. Duncan was re-elected to the office of treasurer of the First Baptist Church, Houlton, at its annual meeting held in January. He has held this position for several years.

Venton H. Beals, son of Carpenter Foreman and Mrs. Kenneth H. Beals of Milo, earned dean's list honors in Civil Engineering at University of Maine during the latest ranking period.

Scott Wright Davis, nine month old son of Carpenter and Mrs. Robert L. Davis, and grandson of Roadmaster and Mrs. Herman L. Wright, Sr., of Houlton, has been seriously ill at the Aroostook General Hospital, Houlton. We are pleased to report that Scott is now improving.

David Wheeler, son of Assistant Engineer and Mrs. Paul S. Wheeler of Houlton, graduated from University of Maine in February with a Bachelor of Arts degree in sociology. Also, in the latest ranking period he was on the Dean's List.

David is now enrolled at the University of Maine in graduate work toward his master's degree in sociology. He has been awarded a Trustee's Graduate Tuition Scholarship for the spring semester.

Our sympathy is to S. & C. Helper Gerald McGuire of Oakfield, on the death of his mother, Mrs. Ella McGuire of Houlton.

Funeral services were held at the Linneus Baptist Church, Feb. 19, with Rev. John Ruth officiating.

Our sympathy is also extended to the family of Wallace L. Anderson in his death which occurred on Jan. 4. Mr. Anderson was a retired BAR Rodman, having worked from April 1924 to Oct. 1943, at which time he retired.

He is survived by his widow, Mrs. Myrtle Anderson of Merrill, two sons and several grandchildren.

Funeral services were held at the Smyrna Mills Methodist Church on Jan. 6, with the Rev. George Broadbent officiating.

Foreman Sect. 475 and Mrs. Gordon Dixon, and sons, have returned to their home in Stockholm, after visiting Mr. and Mrs. Lewis Bartley in Waterbury, Conn., and also with their son and brother Mr. and Mrs. Wayne Dixon and family in San Francisco, Calif.

Mr. Putnam was graduated from Ricker Classical Institute in 1958 and is a junior at Aroostook State Teachers College. He is president of Kappa Delta Phi fraternity at the college. He has been employed several summers by the BAR as a painter.

The BAR family was shocked and saddened at the death of genial B. & B. Cook Fred W. Albert of Houlton, Jan. 12. He was born at Winterville March 7, 1898, the son of Joseph and Anna Albert.

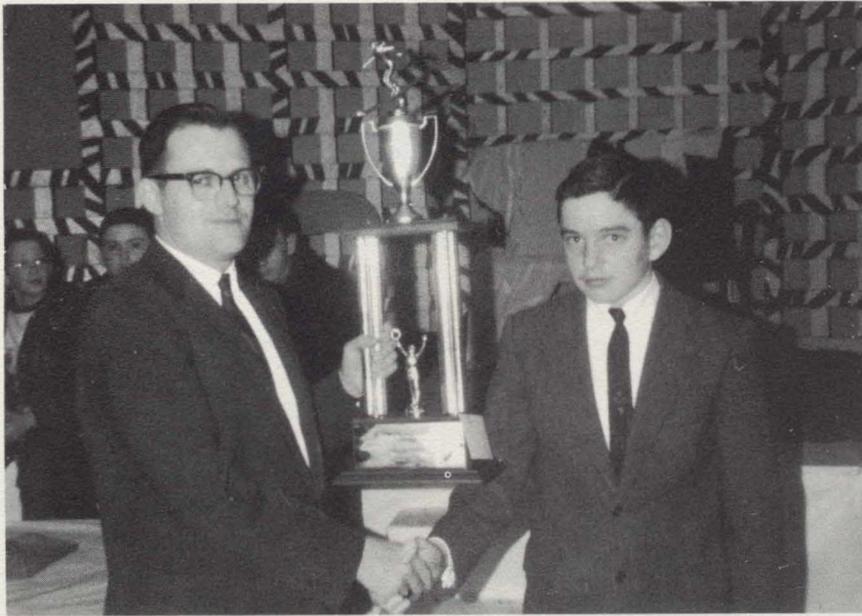
Mr. Albert was a member of the Military Street Baptist Church, a BAR employee since April 1926, and a member of the Brotherhood of Maintenance of Way Employees. He served with the U. S. Army during World War I.

Surviving are his widow, Mrs. Mattie Albert of Houlton; three daughters, Mrs. Maxine Cosman, Mrs. Jeanette Daniels and Miss Faye Albert, all of Houlton; one brother, Francis of Old Town; four sisters, Mrs. Daisy Michaud of Island Falls, Mrs. Viola James of Needham, Mass.; Mrs. Verna Little of Southington, Conn.; Mrs. Edna Dunphy of Thomaston; and four grandchildren.

Funeral services were held at the Military Street Baptist Church, Houlton, on Jan. 14, with the Rev. Alton Maxell officiating. Pall bearers were Supt. B. & B. R. E. Trickey, Supt. of Track G. L. Swett, Actg. Shop Foreman D. B. McDade, Mechanic F. A. Beaulieu, Carpenter S. J. St. Pierre and Painter G. O. Wilmot.

Mr. Albert's daughter, Faye, is a stenographer and son-in-law Kenneth G. Cosman is timekeeper, both of whom work in the Engineering Office at Houlton.

Our sympathy to the family.



Station Agent *John A. LaJoie*, Stockholm, presents the ski trophy donated by the Bangor and Aroostook Railroad Co. and won by *Gary Johnson*, son of Mr. and Mrs. *Harold Johnson*, at the 30th annual Winter Carnival held at Stockholm on February 20.

John reports that it was a full day of outdoor events. The evening began at 7:00 p. m. with the coronation of king and queen of the Carnival. The king was *Bruce Brissette*, son of Mr. and Mrs. *Delmar Brissette*, and the queen was *Kristie Sandstrom*, daughter of Mr. and Mrs. *Carl Sandstrom*.

Students at Houlton High School have joined with thousands of other American school children by sharing through CARE, it was announced the first week in February, by *Leon M. Blum*, New England Director of the International Relief Agency.

Among students commended by school principal *Rodney Coffin* for their efforts in helping make this project a success, was *Norman Swales*, son of Chief Engineer and Mrs. *Palmer H. Swales* of Houlton.

Our sympathy is extended to the family of Mrs. *Eva L. Kennedy*, whose death occurred at a Houlton hospital in January.

Mrs. Kennedy was a sister to *Mechanics Burns E. Grant* of Island Falls and *David L. Grant* of Houlton.

Funeral services were held at the Dunn Funeral Home, Houlton, on Jan. 8, with the Rev. *Alton Maxell* officiating.

The following students have earned honors on the most recent ranking lists:

HOULTON HIGH SCHOOL

Norman Swales, son of Chief Engineer and Mrs. *P. H. Swales*, Junior; *Lawrence Veysey*, son of Mechanic and Mrs. *L. S. Veysey*, Sophomore; *Brian Swales*, son of Chief Engineer and Mrs. *P. H. Swales*, Freshman.

OAKFIELD HIGH SCHOOL

Dennis Morton, son of Leading Signman and Mrs. *W. I. Morton*, Senior.

Mechanic *James H. Daly* was re-elected senior warden of the Church of the Good Shepherd, Houlton, at its an-

nual meeting on Jan. 17.

Also elected to the 146th annual convention of the Diocese of Maine were Mr. *Daly* and Stock Clerk *Robert A. MacIlroy*, both of Houlton.

Byron Powell, a third year student at Phillips Academy in Andover, Massachusetts, has attained honor grades in English, chemistry and mathematics. Byron is a member of the rifle team, and in a recent win over Phillips Exeter, was No. 2 man with an average of 184 for the match.

He is the son of Stenographer *Flora I. Powell* and *Josiah W. Powell* of Houlton.

Flangerman and Mrs. *Relland A. Jones* of Mars Hill are enjoying their Ski Doo this winter. This has given them much pleasure on weekends and evenings while at their camp in E Plantation.

Bernard Donahue, Trackman at Bridge-water, and Night Foreman at Fort Fairfield, is making good progress towards recovery from his accident in January at which time he received second degree burns from a heater explosion. "Barney" would like to thank all his friends who so kindly remembered him during his eighteen days in the hospital.

Mr. Donahue is now out of the hospital and living in his new home in Blaine, Maine.

Accounting Department

Guy E. Vincent, a former resident of 155 Parkview Avenue, Bangor, died in

Cleveland, Ohio, January 20. He was born in Houlton, November 19, 1877, the son of *James* and *Amy (Scribner) Vincent*. For many years he was an employee of the Bangor and Aroostook Railroad and was a traveling auditor during the period from 1925 through 1932. He also served for a time in the operating department and later transferred to the accounting department. From early in 1934 through June 1954, Mr. Vincent was employed as a clerk in the freight audit section, retiring in July 1954.

Surviving are two daughters, Mrs. *Ernest Stoeckeler* of Bangor and Mrs. *Alvin Goldsmith* of Cleveland, Ohio; a sister, Mrs. *Harriet Graves* of Mars Hill; two grandchildren and several nieces and nephews.

Funeral services were held in Bangor January 24.

Our sympathy to interline received clerk *Richard C. Pendleton, Jr.*, whose father, *Richard C. Pendleton, Sr.*, died at the Eastern Maine General Hospital in Bangor January 13 after a brief illness.

Airman Second Class *Allan W. Parker*, son of Clerk *Robert M.* and Mrs. *Parker*, is visiting his parents on Stillwater Avenue during a 30-day leave. Airman Parker was a recent graduate of Radar Maintenance School at Keesler Air Force Base, Mississippi. He is now stationed at Calumet, Mich.

Retired Chief Clerk of the Rates and Revisions Section, *George F. McKeen*, visited the Accounting Department Feb. 23. "Mac" is keeping busy by shoveling snow at his home in Ellsworth, and is looking forward to gardening during the spring and summer.

Charles T. Campbell, former chief clerk of the Freight Audit Section, now retired, was a recent visitor to this Department. He was accompanied by retired former chief clerk of the Accounting Department, *Wesley Randall*. "Wes" retired in October 1955.

We have just heard from former Special Assistant to the General Auditor, *Ernest Alexander*, who retired on August 31, 1950. Mr. Alexander is "eighty-eight years young", in good health and still drives his own car. He lives in Ellsworth.

Capital Expenditures Clerk *Robert E.* and Mrs. *Girvan* of Kenduskeag are spending a month's vacation in and about the state of Florida at this writing.

It is rumored that *Jack MacDonough* and *Charlie Campbell* are taking golf lessons in an attempt to overcome the fourteen-stroke deficit which they had at the close of last season.

New employees of the Accounting Department during the months of January and February are: *Melvin C. Goodwin* of Bangor, a native of Pittsfield, as Valuation Accountant in the General Audit Section; *William L. Fernald* of Ellsworth, a native of Brunswick, as a machine operator on the night shift in the Tabulating Section; and *Fred Bull* of Bangor, a native of Belleville, New

MEDAL FOR A HERO

A Bangor and Aroostook man who gave his life in an attempt to save two young girls from drowning in the Sebec River July 21, 1963 was posthumously awarded the Carnegie bronze medal by the Carnegie Hero Fund Commission January 27. The bronze medal, plus \$750 and support benefits will go to the family of Frank W. Richards.

At the time of his death, Frank Richards was employed as a welder at the car Department in Derby Shops. He had previously worked as clerk at the Northern Maine Junction Diesel Shop and also as janitor-clerk in the Transportation Department at Northern Maine Junction.

According to the record, the girls, wading on a submerged sandbar in the river, were caught by a backlash of current which carried them into deep water.

"Foundering and alternately grasping each other, the girls were submerged at least once and swallowed water."

Richards plunged in fully clothed, swam 30 feet and took hold of both girls, but all three were carried farther from the bar. Sheryll's father, Harold V. Roberts Jr., also entered the water fully clothed and swam 45 feet to the trio.

Roberts towed his daughter to the bar, but Richards was making no progress with Debra. Roberts then swam back to the pair, but they sank. Debra immediately resurfaced, and Roberts got her to the bar.

Richards did not re-appear, however, and divers later recovered his body.

The bronze medal was sent to Richards' oldest son, Edward. The commission also awarded "death benefits" of \$20 a month each for the support of Edward, his two brothers and two sisters for three years.

by his widow, *Effie Swallow*; one daughter, Mrs. *Margaret Roberts*, Minneapolis, Miss.; one son, *Arnold*, of Meriden, Conn.; two sisters, Mrs. *Velyn Nickerson*, Smyrna and Mrs. *Edna Lord*, Oakfield; and three brothers.

Funeral services were held at the Universalist Church at Oakfield with the Rev. *John Herrick* officiating.

It is reported that Sgt. *Clarence MacLeod*, son of Painter *H. F. MacLeod*, who has been stationed at Fort Dix, New Jersey, is now on assignment as Recruiting Officer at Bangor. Sgt. *MacLeod* and his family will reside at Derby this winter.

Transportation Department

We were sorry to learn of the death of *William S. Hay* Feb. 28 at Holmes Beach Florida. Bill Hay was a former supervisory agent at Presque Isle and was known and liked throughout the County. He was 77 years old. Surviving are his widow, *Mary L. Hay*, of Holmes Beach; three daughters, Mrs. *Louise Ellis*, Holmes Beach; Mrs. *Margaret Cook*, Hartford, Conn.; and Mrs. *Ilene Bell*, Cortez, Fla.; A son, *Chardon*, of Worcester, Mass., and a sister, Mrs. *Jennie Gibson*, Woodstock, N. B. He was a former member of the Washburn Rotary club and was a communicant of the Episcopal Church in Holmes Beach.

Highway Division

The many friends of Bus Operator *Dana Stillman* were saddened at his unexpected death in February as he was recovering from a heart attack. He was 42 years old. Surviving are his widow, *Mildred*, and one son, *Larry*. Dana entered railroad service May 3, 1953. Services were held Feb. 13. Pall bearers were *A. J. Travis*, *S. F. Corey*, *C. E. Crane*, *G. J. Crandall*, *P. L. O'Connell* and *G. N. Clark*.

Two New Associate Editors

Two new Associate Editors have been named to the MAINE LINE staff by their respective departments. Harold I. Grinnell, budget clerk in the Mechanical Department, will now handle all news from the Mechanical Department. Guy Dow is now associate editor of Purchases and Stores. News items for the magazine may be given to these men by members of their respective departments.

Marketing and Traffic

Fred Lunt was recently re-elected Trustee of State of Maine 4-H Foundation. Fred is also State Finance Chairman of 4-H.

Friends of *Roberta Lewis* will be glad to learn she has recovered from her tonsilectomy.

We were sorry to learn of the death of *Cora A. Humphrey*, wife of our former Assistant General Freight Agent, *Garnet W. Humphrey*.

Mechanical Department

Mr. and Mrs. *Walter L. Ireland* of Corinna have announced the engagement of their daughter, *Elaine Marie*, to *Howard Charles Robinson*, son of Mrs. *Vivian Robinson* and the late *Edward C. Robinson* of Levant. Miss Ireland is 1964 graduate of Corinna Union Academy and is employed by the Dexter Shoe Company. Mr. Robinson is a graduate of Brewer High School, class of 1961 and is a Bangor and Aroostook employee.

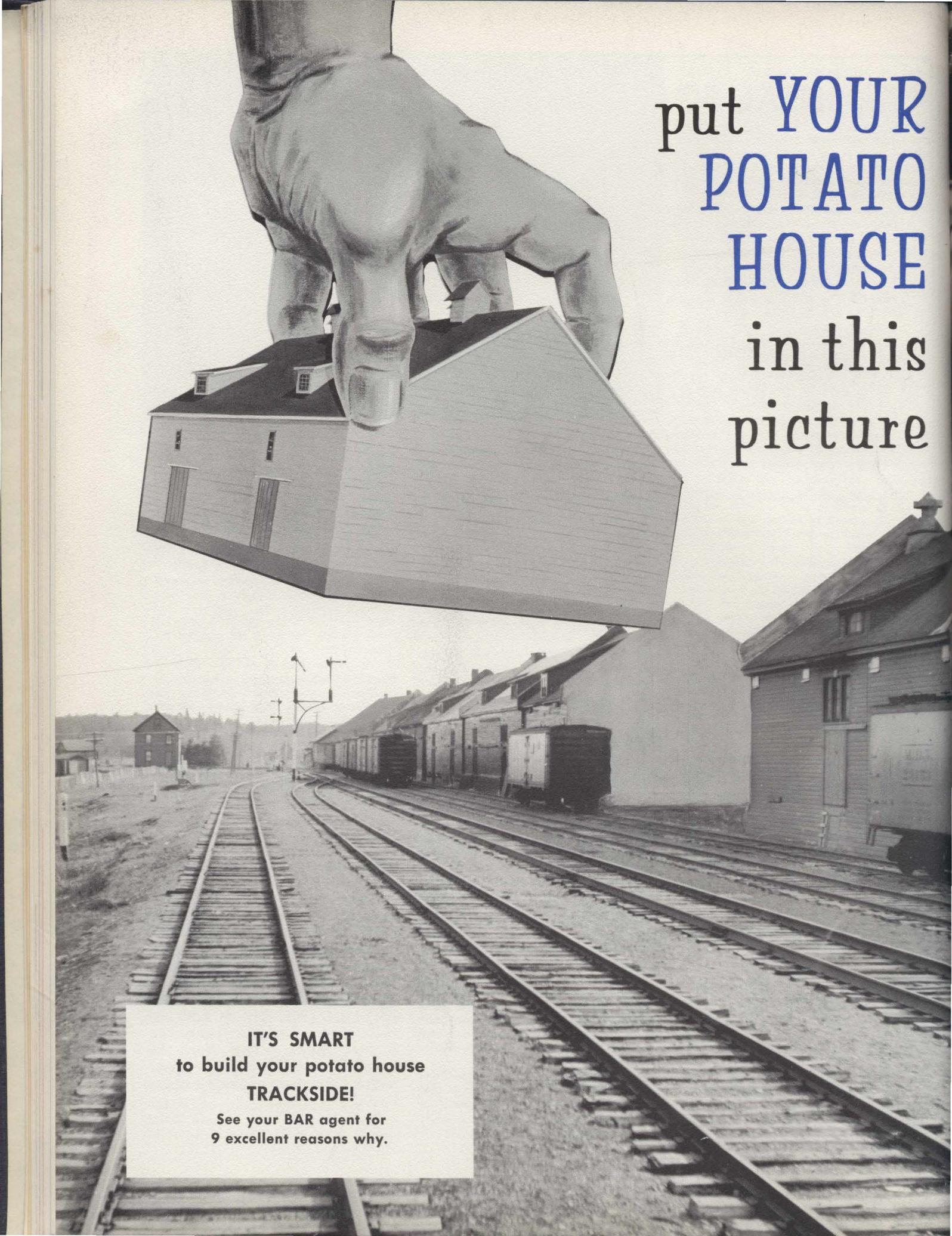
We were sorry to hear of the death of *MacArthur Swallow*, Oakfield, Jan. 27. Mr. Swallow was a carman gang leader and had been ill for some time. His three brothers, *Harry*, *John* and *James* have all been Bangor and Aroostook employees.

Mr. Swallow was born at Oakfield, Sept. 16, 1894 the son of *James* and *Laura Boutilier Swallow*. He is survived

Purchases and Stores

Our sympathy to the family of Mrs. *Mary E. Morrison* who died suddenly February 19, 1965. Mrs. Morrison is survived by eight children, two of which, *Donald* and *Craig*, are Store Department employees.

Mr. *J. W. McIntyre*, crane operator, has returned from several weeks' vacation in Florida.

A black and white advertisement featuring a large, detailed illustration of a hand holding a miniature house. The hand is positioned at the top center, with the index finger pointing down towards the house. The house is a two-story structure with a gabled roof, two dormer windows, and two doors. Below the hand, a train yard is visible with several tracks curving into the distance. On the right side, there are several large, industrial-style buildings. The overall scene is set in a rural or industrial area with utility poles and wires visible in the background.

put YOUR
POTATO
HOUSE
in this
picture

**IT'S SMART
to build your potato house
TRACKSIDE!**

See your BAR agent for
9 excellent reasons why.