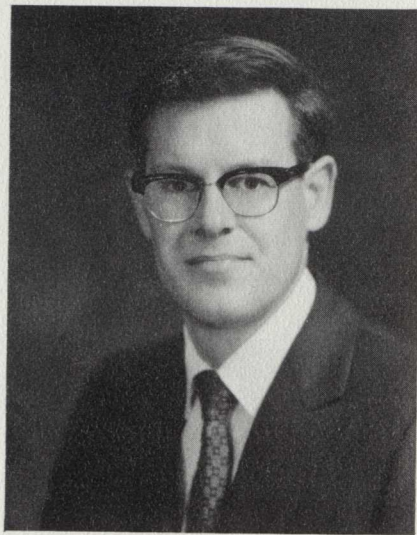


MAINE LINE

MARCH - APRIL, 1971



BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

As you can see from the financial figures on page 23, we still have some distance to go on the road to financial recovery. Our loss to date this year of \$299,000 compares with a loss of \$250,000 last year.

But I have observed from living in Maine for eight months that Maine people, when they sense the end of a storm, often remark that "It's lightening up some in the west." I think we may make this observation, cautiously, in regard to the railroad's situation. There are several projects underway that show promise. Three . . . the car rebuild program, the Plan Five piggyback concept and the proposed Sears Island Desulphurization Plant . . . are covered in this issue of MAINE LINE. I am not suggesting that any of the three are a panacea for our problems but I do think that, together, they represent a positive direction for us.

The Sears Island proposal, of course, offers a significant traffic potential for us with estimated revenues of between \$4 and \$6 million a year. It is opposed, categorically, by many who would keep, for a variety of motives, Maine exactly as it is. No matter how the fight is resolved, it will have been a necessary effort because I think the proponents have convinced the sober, middle-of-

the-road opinion that we do not have to choose industry or a safe environment. It is possible and vital to have both. And, equally as important, it is necessary to demonstrate that it requires far less imagination or creativity to simply say 'no' to the industry Maine needs than it does to make positive suggestions that will lead to payrolls, inexpensive fuel supply and a state that offers creative employment for our young people.

The car rebuild program, even though there's no assurance it will be continued another year, is helpful. It will provide more and better equipment for our customers. It means more employment for railroad people and better use of our facilities. It is the first time we have completely rebuilt cars at Derby and, when the program is completed, the equipment will earn a higher rate of return for us.

The Plan Five rate proposals on piggyback shipments from Fraser Limited at Madawaska to the Boston area represent the kind of integrated highway/rail service that transportation studies have recommended to provide a complete transportation package for shippers. Unfortunately, the New England Motor Rate Bureau has protested the rates and they have been suspended by the Interstate Commerce Commission. This

means that the proposal can be delayed for up to seven months or it could be killed.

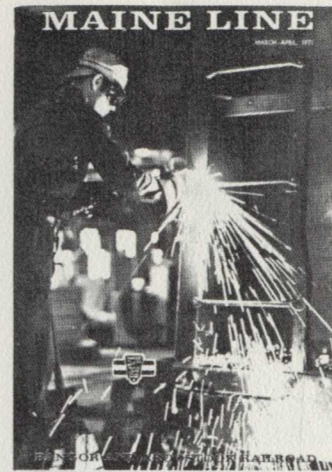
When you are talking about ASTRO to your friends, I hope you will remember that this case illustrates one of the prime recommendations of the ASTRO study, regulatory reform. Railroads and other common carriers should have the same freedom to make business decisions, promptly, that other business does. Surely, when a railroad and three common carrier highway carriers can agree on rates that a customer has requested, the law that can long delay or forbid this healthy co-operation is obsolete.

I am encouraged and pleased with your cooperation in keeping our expenses at a minimum during this difficult winter and with your fine help on the special projects in the past weeks.

A railroad is people. And the collective skills and attitudes of railroad people is the sum total of the railroad's strength. What we have been able to do, together, in the past few months indicates to me that we are more than equal to the road back to good health.

Sincerely,

Alan G. Dustin
Executive Vice President



About the Cover

The railroad will begin a complete rebuilding program (see p. 4) of general purpose boxcars in May. All work will be done by Bangor and Aroostook people at Derby Shops. The first car is expected to roll off the production line the first week in June.

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NEWS BRIEFS



Palmer H. Swales

Palmer H. Swales, former Bangor and Aroostook Vice President Operations and Maintenance, died Feb. 5 in Concord, Mass., where he was employed by Thomas K. Dyer, Inc., of Acton, Mass. At the time of his death he was vice president and a member of the Board of Directors of the concern.

Swales, 44, was a member of the American Railroad Engineers Association, past president and member of the New England Railroad Club and was member and past president of the Maine Association of Engineers.

Alvin W. DeLong, formerly special agent for the railroad, has been appointed director of safety



Alvin W. DeLong

and security with headquarters in Bangor. DeLong, a native of Bridgewater, entered service in 1964 as an operator in the transportation department.

He was appointed special agent in 1967 and fills the vacancy left by the death of Cecil E. Garcelon in December.

Freight Claim Agent Burton A. Sawyer has been elected to serve on the General Committee, governing body of the Association of American Railroads Freight Claim Division. He will serve with 19 other members elected by the various freight claim conferences.

Sawyer, who's been with the



Burton A. Sawyer

railroad since 1946, has served as chairman of the Eastern Claim Conference after being on several of the conference committees and serving as chairman of the Newsprint Committee.

David G. Merrill, assistant manager-operations and maintenance, and a 19-year Bangor and Aroostook veteran, has resigned to become assistant vice president-mechanical for the Maine Central Railroad with headquarters in Portland.

Merrill, a University of Maine graduate, became an assistant engineer for the railroad in 1952, later serving as division master mechanic and manager-operations and maintenance.

A worker at Derby Shops heats rivets in the car shop. Work will begin May 15 on the complete rebuilding of 10000 Series boxcars. The \$630,000 in funds for the program comes from incentive per diem earmarked by the Interstate Commerce Commission for either the purchase of new general purpose boxcars or rebuilding of such cars.



Happiness is a Rebuilt Boxcar

On the opposite page, a worker at Derby Shops uses a torch during heavy repair work on a boxcar. The rebuild program of the 10000 Series is the first time that the railroad has completely rebuilt a car in its own shops. Each car is estimated to require about 350 man hours and will be worth, when finished, at least \$17,000. A new car of the same type would cost \$21,200.

The Bangor and Aroostook has just received approval to use \$630,000 in accumulated per diem earnings for a boxcar rebuild program. There are some strings attached to it, but mostly the money will be used to add muscle to the road's fleet of general purpose boxcars.

The money comes from a surcharge on regular railroad per diem imposed by the Interstate Commerce Commission between September, 1970, and February, 1971. Per diem is the charge that railroads pay for using each other's cars. It's usually a daily flat fee or a time/mileage charge.

The money from the extra assessment can only be used to purchase new general service boxcars or to rebuild such cars. The Commission, aptly enough, called the charge "Incentive Per Diem" because its purpose is to encourage

the railroads to add to the short supply of such boxcars. The cars are in chronically short supply from September through February every year.

As a practical matter, the incentive per diem funds mean that the Bangor and Aroostook will rebuild between 35 and 70 cars at Derby Shops. If all 70 cars are done the work will continue through February, 1972. The program will mean employment for between 15 and 20 employees. The reason for the variance in the number of cars is that, at this point, it's not certain what the incentive per diem earnings will be beyond September.

The railroad has never completely rebuilt cars in its own shops and the program is an important first. The most common car repairs performed in the shops have been the so-called heavy re-

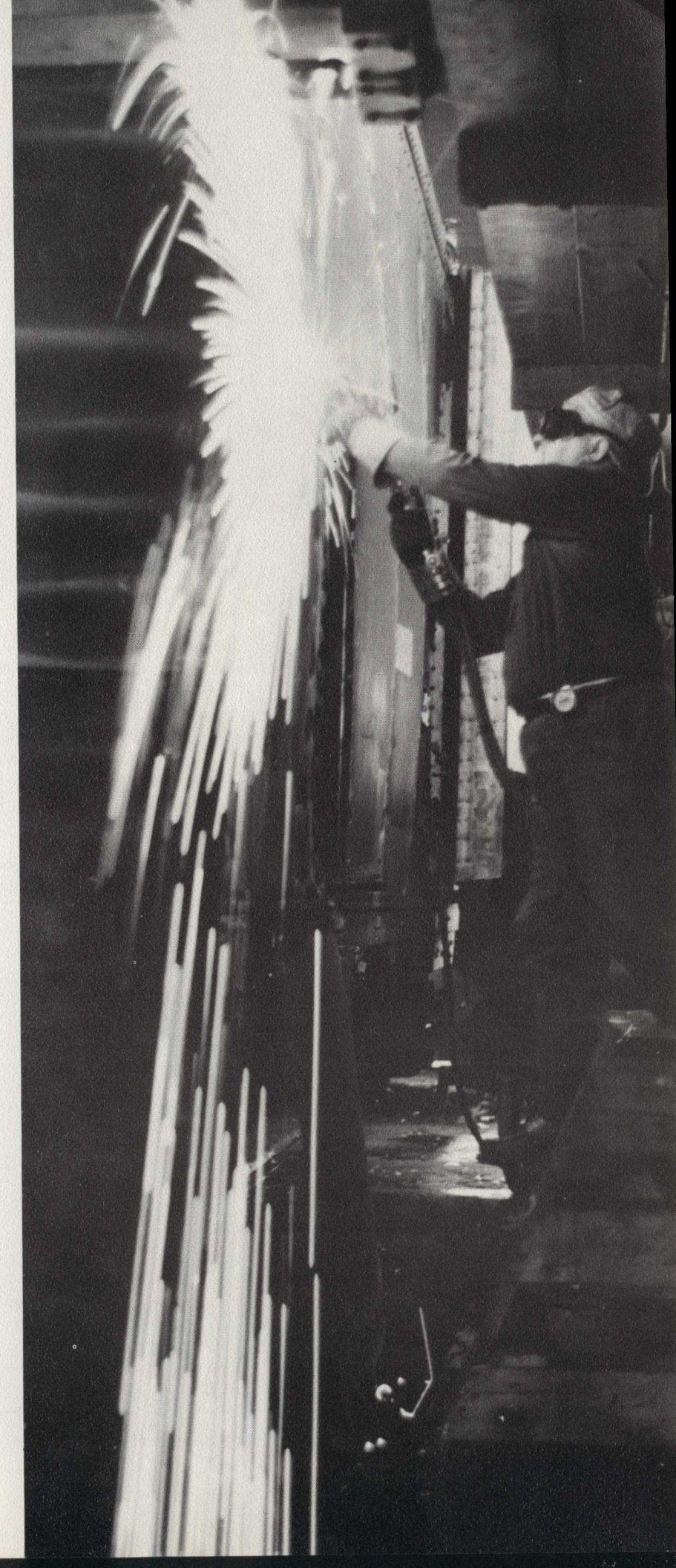
pairs which consist of renewing floors, interior side and end lining, repairs to doors and ends, miscellaneous repairs and a complete paint job. This work has required an average of 85 man-hours per car.

A complete rebuild is a much different matter. The Interstate Commerce Commission and the Association of American Railroads have a definition of a rebuilt car; it must be a car that is not more than 25 years old at the time of rebuild and the cost of renewal must exceed 50% of the cost of the AAR formula for building a new car.

Derby mechanical crews are scheduled to start the program May 15 with boxcars of the 10000 Series which were built by American Car & Foundry in 1957. The first car is expected off the line during the first week in June. The 10000 Series is a 50-foot, 50 ton general purpose boxcar. The interior and flooring will be completely stripped and replaced with wood and steel. The trucks will be replaced with new 70-ton roller-bearing trucks and 70-ton capacity center plates. Underframes will be reinforced for 70-ton capacity. The standard draft gear will be replaced by 15-inch travel, end-of-car cushioning device. Hand brakes will be lowered and the running boards removed. Brake beams and brake valves will be reconditioned.

Only the car's underframe and steel superstructure will remain original after rebuilding. The job is estimated to require about 350 man-hours per car at a cost of about \$4,500 including labor and overhead. It will take about \$9,000 worth of new materials. When they're finished, the rebuilt cars will be worth at least \$17,000 and have the same lifespan as a new car. The new car of the same type would cost \$21,200.

The rebuild program comes at a fortunate time for the railroad. It will give our customers a better car. It will make better use of our facilities and earn a higher rate of return, a sorely-needed item. And it will mean more jobs for railroad people.



Fraser Paper's Traffic Manager Charles R. Grantland, left, and Manager of Rates and Research Ray McAdams are pictured in front of Fraser's new paper machine. Both Grantland and McAdams have been prime movers in helping the railroad get into the Plan Five piggyback business. Plan Five represents an integrated approach to transportation using the best features of both railroads and trucks.



Plan Five-The Best of Two Modes

On the opposite page, top, a Bangor and Aroostook crew pulls out a string of piggyback cars from Houlton yard. Although the railroad has been in the piggyback business for several years, Plan Five, a combination of railroads and common carrier trucks has been a slow starter. Below, an aerial photograph of Fraser Paper at Madawaska shows the extensive modernization and building program the company has undertaken.

An almost-classic example of the need for the de-regulation called for in the ASTRO report took place March 29 when the Interstate Commerce Commission suspended a joint rate application by the Bangor and Aroostook and Fox & Ginn for Plan Five rates between Madawaska, Me., and the Boston area on paper. Fraser Paper, Ltd., the customer, wants the rates, and Fox & Ginn and the railroad both want to perform the service. Three other common carrier trucking firms have also indicated they would participate in the plan.

But the New England Motor Rate Bureau has protested the plan before the Interstate Commerce Commission. The railroad's Plan Five, which climaxes 15 years of negotiation and effort, could be delayed up to seven months.

Or it could kill it.

One of the reforms needed by the railroads, the ASTRO report

found, is the freedom to make business decisions with the same dispatch that other business does instead of waiting months and, sometimes, years.

At a time when transportation costs are caught up in the spiral of rising prices and railroads are losing their competitive edge by the same inflationary pressures, it hardly seems in the public interest to discourage a service which combines the best of two modes and lowers transportation costs at the same time.

Plan Five sounds like a code name for a secret government project, but it isn't. Plan Five is a railroad term for a certain kind of piggyback service . . . a railroad connecting with a common carrier trucking line to perform the piggyback function. It's not a common service in New England. But a good many knowledgeable transportation people think it's a

logical step toward truly intermodal transportation. . . a direction strongly advocated by the ASTRO report.

The Plan Five rates from Madawaska to Boston have been 15 years in the making. It is a modest step, perhaps, but it offers great potential in paper and frozen foods traffic that is presently moving over the highways. The railroad's first customer would be Fraser Paper, Ltd., of Madawaska, which is about to bring a new paper machine on line.

The new service would operate like a conventional piggyback move, says Norman J. Tardif, assistant regional vice president-sales, except that instead of being unloaded at destination and taken to the customer's plant, the shipment would be moved by rail to the Bangor and Aroostook's terminus at Northern Maine Junction where it would be picked up by Fox & Ginn or any of several other common carrier trucking lines for the rest of the move and final delivery. Plan Five has been an article of faith for Norm Tardif. He first began working on it when he

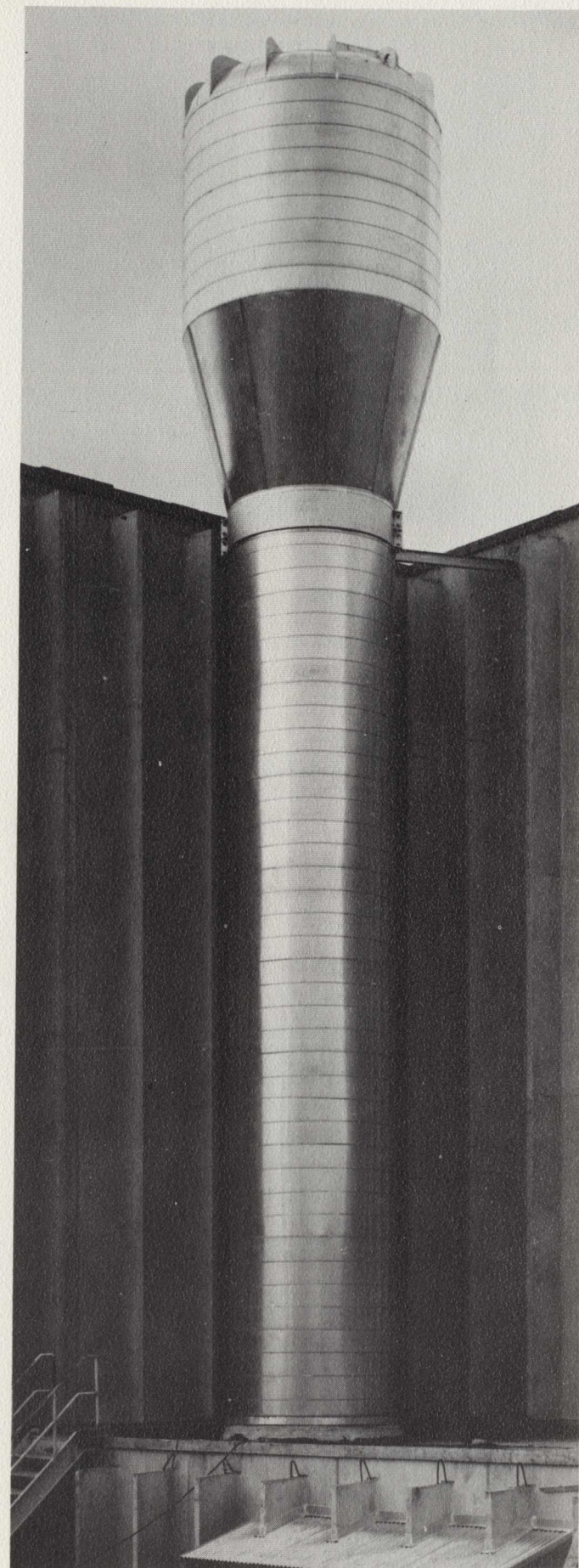
became manager of piggyback in 1959.

But before you can publish rates and have a service, there has to be a customer who believes in your project. Fraser's traffic manager, Charles R. Grantland, liked the idea and after some nitty-gritty negotiations between Fraser, the railroad and the trucking lines, the application was filed.

"Plan Five is appealing to us because it offers price reductions and it's nearly competitive from a service point of view," Grantland explains. "We can get where we want to go, give our customers the service and save a dollar at the same time."

Also appealing to a traffic manager is the fact that Plan Five would give Fraser more carriers to choose from, offering a wider





range of alternatives. The Plan Five service would give second-day delivery into the Boston area, a necessity for filling smaller, multiple delivery orders that make up a number of the truck shipments into the area.

Grantland, a former railroad commerce agent with the Gulf, Mobile and Ohio Railroad (13 years) and assistant traffic manager and traffic manager with Great Northern Paper Company, says that the immediate potential is about 5,500 tons a year. But he indicates this would probably increase.

Frozen foods are another potential for Plan Five Tardif says, and predicts that a combination rail/truck movement could reach a level of 2,000 trailers a year.

Plan Five, if it is permitted to see light, will represent a victory for the people who have kept faith with the idea for such a long time. It comes into being at a time when the Bangor and Aroostook has lost much of its potato traffic because of service problems on other railroads. The Plan Five is a full service concept with claims coverage, a transit time that approaches the speed of over-the-highway carriers with a lesser rate. None of the traffic potential comes from the railroad's carload movement and it offers the best approach yet to participating in the traffic that has gone to the highways.

Perhaps the most important aspect of the new piggyback service is that it is a new kind of cooperation between a railroad and a common highway carrier. Railroads and trucks have almost come to regard themselves as natural adversaries, a state of mind that has led to destructive rather than healthy competition. At a time when the emphasis is on the best use of the environment and our resources, this kind of cooperation is a healthy and hopeful sign.

The stock deaerating unit, pictured at left, is the first of its kind in North America.

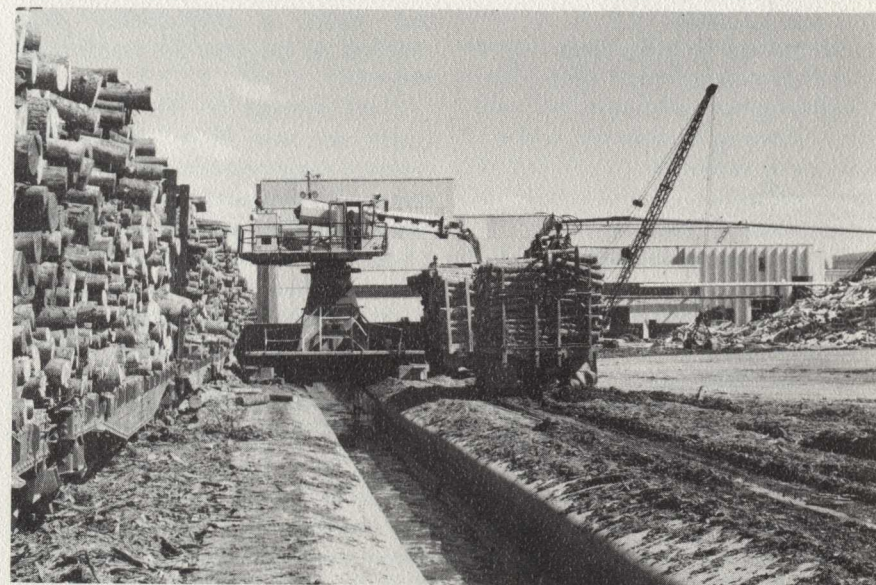
Fraser 'Is Bustin' Out All Over!

Fraser Paper, Ltd., and Fraser Companies, Ltd., of Madawaska and Edmundston, N. B., is the Bangor and Aroostook's second largest customer. The mills, nestled in the hills of the picturesque St. John Valley, are still running 24 hours a day, seven days a week, despite a general softness in the paper markets nationally. Fraser isn't having any trouble selling its product, which consists of paper for conversion specialties, commercial printing and coated and uncoated publication papers used in a broad range of products, including catalogues and directories.

The company will shortly place in operation its new paper machine for producing lightweight groundwood content specialty papers. The machine is part of an expansion and modernization program that will boost the company's production capacity by 50%. The new machine has a maximum capacity of 315 tons a day. Also included in the expansion are a new wood room, new groundwood mill, new stock preparation systems and the modernization of two existing machines, new supercalender and winders.

Fraser's market is generally east of the Mississippi River in the United States. Many of their shipments are multiple delivery with as many as three stops for delivery, a characteristic that makes it more adaptable to highway shipment than rail. But approximately 80% of Fraser's traffic moves by rail. The Plan Five development will permit the railroad to participate in this movement.

The wood sorting deck, pictured above, typifies the new, modern woodroom layout and equipment at Fraser. After barking, uncleaned or unbarked wood is sorted and recycled by operators using this automated system. At right, only fresh green wood flows down this flume into the new woodroom.





An aerial photograph of Searsport Harbor shows the Bangor and Aroostook's docks and C. H. Sprague facilities in the left foreground. The tip of land at right is a portion of Sears Island and, in the background, the Delta Chemical plant can be seen. Maine Clean Fuels, Inc., has applied to the Maine Environmental Improvement Commission for permission to build a desulfurization plant on Sears Island. The plant would mean between \$4 and \$6 million a year to the railroad in increased revenue.

The Environment-Clean Water And Jobs

It was a fragile miracle
 It was so small
 and they had so little time
 And they wasted their time
 Fighting over bits of it
 Clawing its skin
 Ripping holes in it
 Fouling it
 Taking everything
 they could get out of it
 Faster and faster
 Until they killed it
 And lost it
 Forever.
 They called it earth.

This small poem speaks eloquently of our fears for tomorrow. It is both a recitation of our sins against nature and an expression of hope for the world to come. It is very closely related to a proposal by Maine Clean Fuels, Inc., to build an oil desulfuriza-

tion plant at Sears Island. The plan has fired a controversy that reaches far beyond the borders of Maine.

The railroad is involved because we own Sears Island. The railroad supports the proposal because it desperately needs the revenues the plant would produce. But we do not support the proposal unless the plant meets all State and Federal environmental protection regulations.

And thereby hangs a tale.

As recently as five years ago the Maine Clean Fuels proposal would have been accepted as an unqualified boon. But something has happened to our outlook in those intervening five years. We have become acutely conscious of the quality of our lives. We have become sharply aware of the ugliness we have created by our greed, of the waste of our resources by hastily-conceived proj-

ects whose only criteria was the immediate profit-in-hand.

The environment, once the concern of a few professionals, is now a household word. Our concern is a reaction to our thoughtlessness and the mindless pillage of our environment. The fault belongs to each of us. And the movement may just be one of the best ideas to emerge from the chaotic decade of the Sixties. It is apparent to the least perceptive of us that we can no longer go on fouling the air, the earth and the water with our filth or we will soon be crowded off our little planet.

Victor Hugo once said that no force can stop an idea whose time has come. Certainly the idea of conservation has come to its full flower. But, like other great ideas, the very momentum of the movement carries with it an extremist fringe that is as unthinking and as

destructive as those who have polluted the environment. They are the ones who want a moratorium on industry. Not just the dirty industry. If they could, they would roll back the clock and people the land with beings who do not become hungry or need heat and shelter.

These are not the dedicated men and women who have carried the torch of conservation through the difficult years when no one was listening. They are the zealot fringe who are between causes and whose principal concern is to paint all industry black with a self-righteous and indiscriminate wrath. More often than not, however, the ecological zealot camouflages a desire to protect some special privilege not available to all.

It is the lunatic fringe who have brought the elements of emotionalism and distortion into what should have been a calm and objective appraisal of the merits and disadvantages of the project. It is unfortunate because the matter is so important to all the people of Maine it should have been judged without the hysteria that has built up into an almost deafening crescendo while the Maine Environmental Improvement reaches its judgment.

The judgment will be made public no later than 45 days after the Commission finishes hearing testimony. After a legislative attempt to take away the Commission's authority to rule on the refinery and all the impassioned dialogue, it will be a difficult task for the Commission members to make their judgment on the basis of facts they have been presented and not be swayed by the passion of the past two months.

The facts show an urgent need for a stable supply of low-sulphur content oil. Ironically, it was the Clean Air Acts that have created the demand for oil and the shortage of low-sulphur oil. These are laws aimed at cutting air pollution. It is the sulphur in residual oils used for fuel that, on combustion, form sulphur dioxide, a major element of air pollution.

Maine Clean Fuels would operate under a special import license granted by the Federal government to increase the supply of such oils.

The fact is that there is even a shortage of "dirty" or high sulphur content oil. C. H. Sprague, the major supplier of industrial fuels in northern and eastern Maine, have said that they cannot accept even one more industrial user of oil it is in such short supply. The implications of this have gloomy overtones for any hope of industrial growth anywhere in our area, for any industry needs either oil or electricity, most of which is produced from oil.

Supply Short, Prices Up

A tanker shortage, a shortage of oil in world markets, due partly to the Arab-Israeli conflict, sabotage to a still unrepaired major oil pipeline in Syria, instability in North Africa and the Middle East, oil production cutbacks of some foreign governments and the closing of the Suez Canal, have all conspired to raise oil prices and make the supply short.

There is no end in sight and no solution short of a refinery located in our area. Prices, which have already risen, in some cases as much as 40%, show no indication of slowing down. The demand for electrical energy increases every year.

The Maine Clean Fuels' plant would employ between 400 and 500 people locally with a yearly payroll of approximately \$3 million. Secondary industries inevitably are attracted by such a base industry. For the railroad it is estimated that the plant would mean between \$4 and \$6 million a year in increased revenue.

Maine industry, which depends on stable energy prices to maintain its competitive position in national markets, would be a benefactor of lower residual oil prices. Maine Clean Fuels has said that a Sears Island refinery would lower the wholesale price by about 20%. Home owners would

profit by lower oil prices too. Aroostook County potato processors have said that their oil prices have risen drastically in the past year.

Pollution, either from oil spills or air emissions, is certainly a legitimate concern of Maine people. Maine Clean Fuels has said that they will meet any State and Federal standards for pollution control. And they must do this or risk having a \$150 million installation closed down, which the Environmental Improvement Commission is empowered to do.

Competent pilots, veterans of Penobscot Bay, have said that the concept of bringing 200,000 ton tankers into the Bay is not only practical but that, when the company installs the sophisticated navigational system outlined in its proposal to the EIC, the port would "be one of the safest in the United States, if not the safest". Further, tankers bringing crude oil to the Sears Island plant would be new ships, compartmentized and with double bottoms, each worth \$30 million and carrying a cargo valued at \$5 million. No responsible company would take risks with this kind of an investment.

Oil presently comes into Searsport and up the Penobscot at a volume of approximately 36,000 barrels a day. It moves largely in small tankers, many of which are older craft and more susceptible, it would seem, to the hazards of navigation on the river than are the larger tankers in the Bay area.

It is important to remember that until a practical and alternate reliable source of energy is developed, oil will continue to be the lifeblood of our society. It is absolutely vital to concern ourselves with cleaning up our environment. But it must never become the either/or proposition of the extremists on their side of the oil question would have us believe it is.

It must not be a question of having oil or fish. We can . . . and must . . . have both. Those who would make it an either/or proposition do all of us a disservice.



Employees of the Mechanical Department took top honors and won the Executive Vice President's Award for excellence in safety for the year 1970. Chief Mechanical Officer Harold W. Hanson, pictured above with Executive Vice President Alan G. Dustin, accepts the award on behalf of the employees of the Mechanical Department. Supervisors and foremen of the department are pictured in the background.

Mechanical Employees Take Top Safety Honors

Employees of the Mechanical Department took top honors for their safety performance in 1970. The department won both the Executive Vice President's Award and the Manager-Operations and Maintenance Award.

The Executive Vice President's Award is based on the Bangor and Aroostook having a lower accident ratio than any other New England railroad. If this qualification is met, the award then goes to the department having the best percentage record over corresponding departments on other New England roads.

The Executive Vice President's Award is presented for a six-year period and the department winning it the greatest number of times will retain it permanently.

The Manager-Operations and Maintenance Award is made to the department that shows the greatest improvement over the previous year's record.

Interdepartmental awards went to the Conductors and Trainmen of District 1 and the Enginemen of District 1—Transportation Department. In the Mechanical Department, Foreman H. D. Williams and the Machine Shop Crews received an award for the best record among crews at Derby. General Car Foreman L. B. Dow and the Car Department Crew at Northern Maine Junction received the award for the best record outside of Derby. Roadmaster H. L. Wright, Sr., and employees of District 3 received the Chief Engineer's Award. S&C Superintendent H. E. Childers and the Signals and Communications Crews also received the Chief Engineer's Award. Manager H. F. Bell and employees of the Purchases and Stores Department received an award for a perfect safety record. Manager S. F. Corey and employees of the Highway Division also received an award for a perfect safety record.

At right, Chief Mechanical Officer Harold W. Hanson accepts Manager-Operations and Maintenance Award from Linwood W. Littlefield for the employees of the Mechanical Department who showed the greatest improvement of any department over the previous year's record. Below right, Chief Mechanical Officer Hanson presents an Award of Merit to Car Foreman Lawrence B. Dow, right, for the employees at Northern Maine Junction rip tracks for the best safety record outside of Derby. Bottom, right, Foreman Henry D. Williams, right, accepts an Award of Merit from Hanson for the employees of the Machine Shop at Derby for the best safety record among Derby crews. Below, Manager Purchases and Stores Harold F. Bell receives a Merit Award from Manager-Operations and Maintenance Linwood W. Littlefield for the employees of the Purchases and Stores Department who had a perfect safety record for the year 1970. Bottom, S. F. Corey, left, Manager Highway Division, receives an Award of Merit from Linwood Littlefield for the employees of the Highway Division who also had a perfect safety record for 1970.





The conductors and trainmen of District 1 receive a Superintendent's Award from Trainmaster F. D. Larlee for the best safety record for 1970 for conductors and trainmen. Pictured, from left to right, are E. H. Rideout, R. F. Frazier, Larlee, P. M. Given and I. W. Dow. At right, the enginemen of District 1 accept a Superintendent's Award from Asst. Superintendent Transportation Leigh S. Milton for the best safety record among enginemen for 1970. Pictured, left to right, are Wayne E. Duplisea, Milton and Gary E. Karam. Below, left, S&C Superintendent H. E. Childers and the Signal and Communications crew receive a Chief Engineer's Award for safety in 1970. Childers, right, accepts the Award for his employees from Chief Engineer V. J. Welch. Bottom, right, Welch presents a Chief Engineer's Award to Roadmaster Herman L. Wright, Sr., for the employees of District 3 for the best safety record among roadmaster districts for 1970.



White Water!

For a good many Maine men, there's nothing like a sturdy canoe and white water on a wild river in May to remind him of his heritage. The canoe man at left is picking his way through the rips at the approach of the Devil's Elbow on the Aroostook River. Every wild river has its moment of truth for the canoe man and these places invariably have descriptive and picturesque names. In the accompanying article, Ralph Higgins and Lyle Shelley, employees in the Accounting Department in Bangor, tell of the odyssey on such a river trip.

No matter how civilized we become, how urbane in our tastes, there lingers in every male (with a kindly wink at Women's Lib) a vestige of the atavistic instinct from some dimly-remembered time when a man depended on his strength, skill and cunning for food and shelter. In retrospect, there was glory, of a kind, in this elemental pitting of man against the natural world for his survival. For a Maine man it is possible to re-create this fancy of elemental vitality and strength on one of the state's remaining wild rivers. Perhaps it is a necessary rite of purification so that we will not forget the primordial slime from which life came. No matter what reasons one gives for risking life and limb with a frail canoe in white water, it provides a sensation of uninhibited freedom and grace. It is usually done in May when the winter snows from the mountains fill the rivers to their banks and, to be savored in the bone marrow, the adventure must be lived in the microcosmic world of tossing white water and a canoe. The following is an almost poetic account of two railroad men who took the long path back.—Ed.

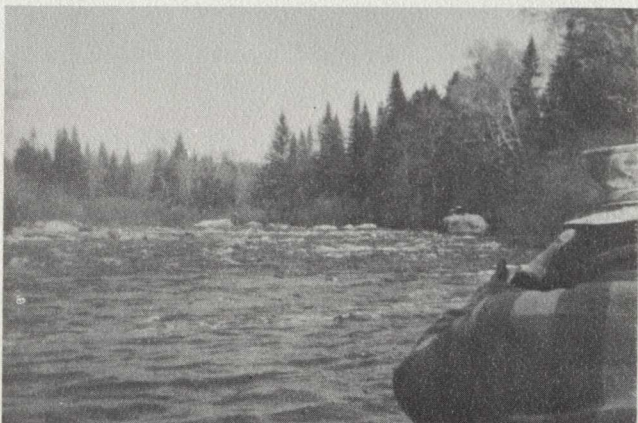
By Lyle Shelley

The trip started on a beautiful morning in Jackman at the head of Big Wood Pond. We pushed our canoe off at about eight-thirty a.m., May 21, paddling up river into Attean Pond.

With Ralph Higgins, machine operator in the Accounting Dept., in the bow and myself in the stern, we made the four miles length of Attean to the first portage in about three hours with several stops to fish. Ralph caught an almost legal salmon (thrown back) and a huge togue which I lost trying to net.

The portage from Attean to Holeb Pond was a long 1½ miles requiring two trips for gear and canoe. After reloading our gear, we made our way three miles down Holeb until Ralph spotted a nice looking campsite — sandy beach, pine trees and plenty of firewood.

The effort of the portage insured a sound sleep our first night under canvas. The following morning, after an early breakfast, we paddled along the shore until we found the outlet to Holeb Stream which we hoped would



Top, left, Ralph Higgins, the bowman, was photographed by Shelley amid dunnage for their journey at the start of the trip. The rips, in the photographs at left, abound with hazards for the unwary canoeman. The uncertainty of travel on wild rivers accounts for much of the excitement and appeal of this avocation. Above, Robert Miller, a former employee and experienced outdoorsman, holds a salmon taken from Millimagasset Lake, which empties into the Aroostook River.

lead us to Moose River. The early spring runoff and low current caused us considerable delays paddling up false channels before finding our way to the Moose River. It was a welcome sight. We knew from here on out it was all downhill running with the meandering current. The weather was beautiful, the relaxing silence and refreshing mountain air would make your heart swell.

Ahead of us on this second day was a long, winding stretch, about nine or ten miles, of slow-moving river that chases itself around mountains, through marshes and among some of the best of God's forest. We also knew that somewhere ahead was Holeb Falls—a drop straight down of about 40 feet. To miss the tricky portage and get caught in the falls' suction would mean at least a bent canoe and certainly a very wet and bent Lyle and Ralph.

By mid afternoon, we were somewhat apprehensive as we tried to hear the falls as we approached. But by paying careful attention to our map we found the portage by way of a small quiet stream that ended in a foot path around the falls. On the other end of the portage was a very nice camp site so we decided to spend our second night there within hearing of the roaring Holeb Falls.

After pitching our tent and eating supper, we walked back up river a short distance to see what we could have gone over. It was a sight worth viewing. The spray below the falls could be felt 60 or 70 feet away. The water would thunder down on the rocks below and shoot straight up and out making a breathtaking and fearful—for a canoeman—sight.

On our third morning, after a breakfast of trout and fried po-

tatoes, we started on a long paddle with a few small rapids and a couple of good ones. The first was directly around the bend from the falls called Mosquito Rips. After that quickie, it was a long and pleasant haul to another rapid, of which we had been told we might have to portage.

After drifting and paddling about eight miles, we could hear the forceful, blustering outrage called Spencer Rips. We decided to pull in and look it over before trying anything silly. After seeing it, I wished we had gone through it and then looked. After careful consideration and appropriate prayers, we headed out into the river and picked our particular channel. I noticed my bowman reach behind him into his pack basket for a little fortified courage, or what's known locally as stump blower. It turned into a fine exciting ride and we shipped little water.

Until we reached Attean Rips in late afternoon there was little excitement but a great deal of beautiful panorama. Mountains towered over us against a clear blue, sun-glazed sky; here was nature in its fullest, newborn with Spring.

As we approached Attean Rips we got out and examined the approaches. Here, we knew from the map, were two sets of rapids—one right around the bend from the first. The first seemed to be quite long, though not impossible, so we started off again. With luck and a little more stump blower,

Ralph and I bounced and tore our way through the first and second sets, with no loss of gear or dignity.

We found our best camp site at the foot of the second rapid, which we were happy to occupy though it was only mid-afternoon. We agreed to spend our last afternoon and evening just lazying around camp and fishing the pools below each rip. It was a very pleasant and comfortable finish to a wonderful experience.

Our last morning was started with a half dozen of Ralph's superb pancakes and syrup, deli-

cious and filling with great coffee. Wonderful on a cool clear morning next to a crackling fire.

From here back to the car took only about an hour and a half. We found Attean Pond a mile from our last campsite and with a strong wind behind us we practically flew the remainder of the way. It finished out a trip we'll always remember with gladness. I personally liked it so much that I returned a month later with a party of seven Boy Scouts and three adults to relive the same thrills and peace. The Moose River will surely see me again.

Mileposts . . .

FORTY-FIVE YEARS

W. Jerome Strout

THIRTY-FIVE YEARS

Merle W. Curtis
Arnold L. Dyer
Alva B. Jones
Josephel Picard
Graden L. Swett
Mark D. Tibbetts

THIRTY YEARS

Vernon F. Willinski
Gordon W. Young

TWENTY-FIVE YEARS

Frank A. Beaulieu
Kenneth L. Colpitts
Wendell E. Corey
Randolph W. Grant
Robert P. Groves
Delsie L. Laferriere
Stephen J. Leavitt
James W. McIntyre
Ralph W. McKay
Donald P. Sanders
Dermond Trafton
Edward A. Wing

TWENTY YEARS

Gilbert H. Jameson
John E. MacNair, Jr.

FIFTEEN YEARS

Shirley F. Corey
George E. Deshane
John H. Logie

TEN YEARS

Beverly C. Chapman



Members of the Fourteenth Advisory Council pictured above are: Seated, left to right, Richard B. Gray, George E. Deshane, Ronald L. Condon and Harold A. Labbe. Pictured with them is Executive Vice President Alan G. Dustin, center. Standing, left to right, are Vernon T. Wark, Thomas R. Brissette, William H. Dunham, Patrick A. Carroll, Keith D. Greenlaw, Gordon S. Duncan, and Roy C. Brockway.

Fourteenth Advisory Council Named

Members, pictured above, have been elected for the railroad's Fourteenth Advisory Council. The Advisory Council is a unique training device begun by the railroad in 1958 to acquaint middle management people with the decision making function. The various Councils have been given broad problems, suggested by department heads and other company executives, with wide discretion as far as study and recommendations are concerned.

Manager of Personnel, Liston F. Lewis, liaison between the Coun-

cil and top management, thinks the program has been a successful one and points to the number of former Council members who now hold top level posts with the railroad. As one former Council member explained, "it's more than just on-the-job training in decision making, it's a unique opportunity to sit in a management chair and get a glimpse of the broad picture."

Former Councils have studied such problems as the abandonment of the railroad's Greenville Branch, the Heater Service, which

eventually led to the adoption of Carriers' Protective Service, piggyback, car fleet needs, joint rates with motor carriers and a broad study of all railroad buildings.

Executive Vice President, Alan G. Dustin, told members of the Fourteenth Advisory Council to question and challenge all the stereotyped concepts of railroading and stressed that the hope of the industry is to use its human resources to the fullest. With the election of the Fourteenth Council, some 90 Bangor and Aroostook supervisors have participated in the program.



At right, retiring members of the Advisory Council, pictured with Alan G. Dustin, receive U. S. Savings Bonds at the end of their Advisory Council terms. Pictured left to right, are: Dustin, John Willinsky, Gary Pettengill, Harold Mountain and Aaron Picken.

In The Family

Mechanical Dept.

Machinist and Mrs. Frank W. Day of Milo have announced the engagement of their daughter, Linda M., to SP5 Harland B. Harris, son of Mr. and Mrs. Harley Harris of Palmyra, formerly of Brownville.

Miss Day is a graduate of Milo High School and is employed at Hathaway Shirt Co. at Dover-Foxcroft. Mr. Harris attended Brownville Junction High School and is serving with the Army.

Spec. 5 Stephen H. Rhoda, U. S. Army, was recently awarded the Bronze Star Medal in recognition of meritorious service in connection with military operations in Vietnam. He is the son of Mr. and Mrs. Earl Rhoda of Milo.

He is stationed at Fort Riley, Kansas, where he resides with his wife, Louise, daughter of Carpenter and Mrs. Elmer Cunningham of Derby.

We were sorry to hear of the death of retired Blacksmith Stanley M. Brown of Derby. He had been retired since November, 1960. He was a veteran of World War I, a member of the Park Street Methodist Church, Orion Rebekah Lodge, past district deputy grand master of the Odd Fellows, a past noble grand of Dirigo Lodge of Odd Fellows, senior warden of El Dorado Encampment, past Commander of Penquis Barracks-Veterans of World War I, past master of Abbot Grange and of the East Piscataquis Pomona Grange, deputy master of the Maine State Grange, and a member of the Senior Citizens of Dover-Foxcroft.

Surviving are his widow, Mrs. Freda (Stearns) Brown of Derby; two daughters, Mrs. Harry (Caroline) Reynolds of Milford and Mrs. Charlene Clark of Contoocook, New Hampshire, one brother, Oscar of Guilford, five grandchildren and several nieces and nephews.

Congratulations to retired Boilermaker and Mrs. Wellesley H. Slauenwhite on their 59th wedding anniversary which was on February 10th.

They have three sons, Clifford, Garfield and Clair and two daughters, Shirley Dean and Muriel Smith, 32 grandchildren and 23 great grandchildren.

Mr. and Mrs. Slauenwhite make their home in Oakfield.

Word has been received of the death of retired Engineer Clifford H. Slauenwhite, age 79, at his home in Van Nuys, California. He was born in Tantallon, Nova Scotia, in 1891, the son of James H. and Arabella (Boutilier) Slauenwhite.

He is survived by his wife, the former Mae Goodall of Oakfield, two sons, Avon and Clinton, of Van Nuys, Calif., one daughter, Lucilla (Mrs. Edward Scott) of Santa Maria, Calif.; five brothers, Burton J. and Kenneth R. of Tantallon, retired Boilermaker Wellesley H. of Oakfield, Lawson R. of New Ipswich, New Hampshire, retired Boilermaker Lawrence W., St. Petersburg, Florida; three sisters, Grace (Mrs. Hiram Smith), Maggie (Mrs. W. W. Boutilier) both of Tantallon and Ellen (Mrs. James Vert) of Edmonton; six grandchildren, and several nieces and nephews.

Mr. Slauenwhite left Tantallon in 1913 and came to Oakfield when he started his railroad career. He retired in 1956 after 43 years' service with the Bangor and Aroostook Railroad. Upon his retirement

he and his family moved to California.

Fenderman Kenneth F. Rich, Searsport, retired Jan. 26, 1971. Foreman Roger Greenlaw presented Ken with his retirement pin. Ken started work for the Bangor and Aroostook Jan. 13, 1954, as a fenderman and had worked in that capacity until his retirement.

Prior to coming to work for the Bangor and Aroostook, he had been employed with the Jarka Corporation, Armour Fertilizer Company, and had been a lobster fisherman. He was born at Searsport, May 21, 1907, and attended Searsport schools. He is married and has one daughter, Regina Cook, of Searsport. A nephew, Lewis Seekins, is a car repairer at Northern Maine Car Department. Ken resides with his wife, Dorothy, at Searsport.

Miss Sally Pearl Shepardson, daughter of Asst. Mechanical Engineer and Mrs. Arno H. Shepardson of Milo became the bride of Peter Zamboni, son of Mr. and Mrs. Joseph Zamboni of Milo, at a March 21 wedding at the home of the groom.

The Rev. Kwan Lee officiated. Julie Shepardson of Portland, Maine, sister of the bride, was bridesmaid, and Bruce Cook of the University of Maine, Orono, was best man. The couple will reside in East Lansing, Michigan.

The bride was a 1970 graduate of Penquis Valley High School and is attending Michigan State University. The bridegroom is a 1968 graduate of Milo High School, attended the University of Maine, Orono, and has done independent study in Virginia.

General Offices

Vice President and General Counsel and Mrs. W. M. Houston were among those of the Northern New England Bar Association who recently enjoyed a 10-day trip to Spain. Three days in Madrid included visits to the Royal Palace and the Prado Museum. Visiting Costa del Sol on the Mediterranean was one of many other delightful aspects of the trip.

L. W. Littlefield, manager-operations and maintenance, was recently made an honorary member of the National Honor Society by the members of that organization at Hermon High School. Mr. Littlefield has served on the Hermon School Board for 12 years.

Manager Personnel and Mrs. L. F. Lewis recently spent a weekend visiting their sons and wives in Rockville, Conn., and Brattleboro, Vt.

Friends of Mrs. Gaynor Reynolds, 4th Floor Receptionist-Bangor office, are pleased to see her back after surgery at Eastern Maine Medical Center. Mrs. Roberta Lewis of the Accounting Department substituted during Gaynor's absence.

Miss Gail Ann Littlefield, daughter of Manager-Operations and Maintenance and Mrs. Linwood W. Littlefield of Hermon, became the bride of D. Richard Sinclair, son of Mr. and Mrs. Alton F. Sinclair, Sr., of Hermon, on March 12. The ceremony was performed by the Rev. Kenneth Foss at the Hermon Baptist Church. Matron of honor was Diana Batey. Bridal attendants were Susan Albert of Madawaska, Mrs. Kathy Forbis of Bangor, Mrs. Gaynor Reynolds and Miss Karen Littlefield of Hermon. A reception was held at the VFW Hall, Ban-



Tenderman Kenneth F. Rich, Searsport, accepts his retirement pin from Foreman Roger Greenlaw.

gor. The bride is a graduate of Hermon High School and St. Joseph Hospital School for L.P.N.'s. The bridegroom is a graduate of Hermon High School and is serving with the U. S. Coast Guard stationed at Boston. The couple will reside in Boston, Massachusetts.

Chairman of the Board and Mrs. W. Jerome Strout are presently enjoying a month's vacation in Phoenix, Arizona, and will be joined by their son and family there for a week.

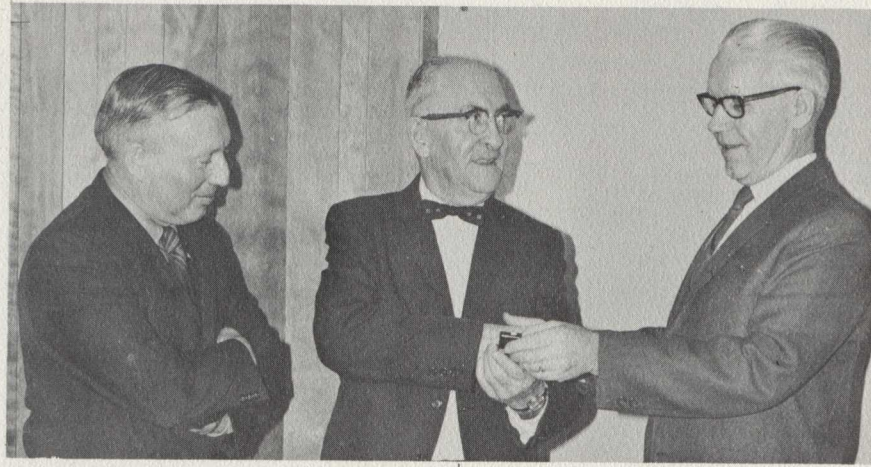
Special Agent Alvin W. DeLong was installed Master of Monument Lodge #96, A. F. & A. M. in Houlton on February 27. Mechanic Gerald E. Wiggins is Junior Warden of the Lodge.

Suzanne E. DeLong, daughter of Special Agent and Mrs. Alvin DeLong earned all A's for the first semester at Weatherbee School in Hampden.

BAR Bus Operator John Branscomb and his wife, Jayne, of Oakfield enjoyed a holiday in Bermuda during the February school vacation. Jayne is a teacher in the Oakfield School System.



Mrs. D. Richard Sinclair



Engineer **Burt E. Webber**, center, accepts retirement pin from Supt. **H. P. Lee**, right. Mr. Webber, a native of Old Town, was educated in Milo schools and entered service as a fireman in 1925. Mr. Webber is married and is a member of the Masonic bodies and the BLF&E. Also pictured, left, is **Wayne Duplisea**.

Primo Dauz was honored at a buffet luncheon March 31 by his co-workers at the Bangor office. Primo came to work for the Bangor and Aroostook Railroad on April 13, 1939.

Accounting Dept.

Mr. and Mrs. **Gerald Stillman** of Newburgh are receiving congratulations on the birth of a son, **Wayne Damon**, born March 2, 1971. Mr. Stillman is a machine operator in the Data Processing Section.

Machine Operator **Ralph B. Higgins** is recuperating from surgery at the Eastern Maine Medical Center, Bangor. Ralph's many friends wish him an early recovery.

Mrs. **Roberta Lewis** has joined the staff of the Data Processing Section during Mr. Higgins' absence.

Laurel Littlefield has been assigned a temporary position in the Revenue Section.

Engineering Dept.

Sect. Foreman and Mrs. **Lester G. Drew** of Houlton, are announcing the engagement of her daughter, **Jane Marie Mooers**, to **Richard F. Harburger** of Oxford, Conn.

Mr. Harburger is the son of Mrs. **Frank W. Horne** of Oxford, Conn., and Deerfield Beach, Florida, and Mr. **Philip S. Harburger** of Crestwood, N. Y.

Miss Mooers is a graduate of Houlton High School and is attending Husson College in Bangor, majoring in Business Education. She is a member of Pi Rho Zeta Sorority.

Her fiance is a graduate of Southbury High School, Southbury, Conn., and is attending Ricker College in Houlton. He is majoring in chemistry and English and is a member of Tau Epsilon Phi fraternity.

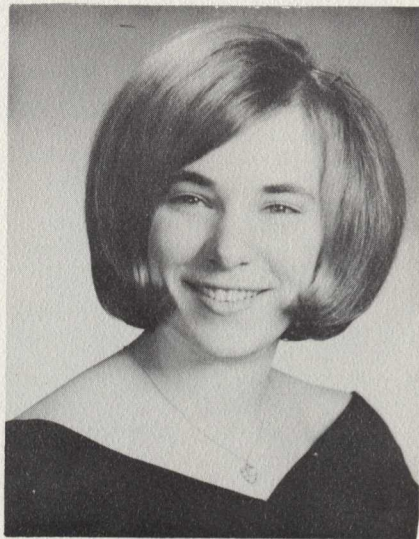
Section Foreman **Lewis A. Baker** (Ret.), 91, died March 8 at a Houlton nursing home after a long illness. He was born at North Tilley, N. B., April 13, 1879, the son of **George** and **Myra (McClay) Baker**. Mr. Baker had been a resident of Houlton since 1944 and was a former resident of Van Buren. He was a

member of the Congregational Church in Houlton. He began service with BAR Dec. 1, 1909 as a trackman at St. Francis. He was promoted to section foreman April 13, 1910 and worked in this capacity at St. Francis and Van Buren until his retirement December 1943.

He is survived by one son, **Edgar L. Baker** of Madawaska; two daughters, Mrs. **Harry (Ann) Denning**, Wakefield, Mass., and Mrs. **Milo (Mary) Eagers**, Houlton; one half-sister, Mrs. **Melissa Trombly**, Woodstock, N. B.; several grandchildren and great-grandchildren.

Funeral services were held at the Dunn Funeral Home in Houlton, March 10, with the Rev. **Robert Quayle** officiating.

Among officers elected at the business meeting of the Oakfield Baptist Church were the following: Trackman **Norman D. Clark**, Assistant Moderator, Deacon, Financial Committee; Mrs. **Norman Clark**, Financial Secretary; Mrs. **John L. Burton**, wife of Equipment Operator **John L. Burton**, Auditor, Assistant Clerk, Flower Committee; Roadmaster **O. G. Armstrong** (Ret.), Deacon, Supt. of Sun-



Miss **Jane Marie Mooers**

day Church School, Financial Committee, Camp Council Delegate, State Convention Delegate; Mrs. **Sadie Goodall**, widow of Equipment Operator **Perley C. Goodall**, Deaconess-chairman, State Convention Delegate.

Miss **Prudence Hersey**, daughter of the late Rail Repairman **Ernest H. Hersey** and Mrs. **Jennie Hersey** of Smyrna Mills, was united in marriage to Mr. **Rosendo Pedraza**, son of the late Mr. and Mrs. **Cerbeleon Pedraza** of San Juan de Rio-seco, Cundinamarca, Colombia, South America. The ceremony was performed in the Assembly of God Church in Bogota, Colombia, South America, by the Rev. **Floyd Woodworth**, followed by communion to the newlyweds.

The bride was accompanied to the altar by the Rev. **Julio Parada**, pastor of the Assembly of God Church of Rio Negro, Colombia. A little girl dressed in white carried the train of the bride. The bouquet was of red roses and orchids.

The attendants accompanying the bridal couple were ten young ladies, two from Switzerland, one from Finland, and seven from Colombia. They were dressed in long satin gowns of turquoise, rose and light blue. Their bouquets were two flowers from a stem of glads and carnations, with a lighted candle in the center.

A reception was held at the Assembly of God Bible School in Bogota following the ceremony.

The groom is pastor of a church in the city of Bogota where the couple resides.

Mrs. **Mary M. Robinson**, of Houlton, widow of Machinist **Abner F. Robinson**, passed away January 20, in a Houlton hospital following a short illness.

She was born at Woodstock, N. B., November 27, 1888, the daughter of former BAR Roadmaster **George Densmore** and Mrs. **Margaret Densmore**. She was a member of the First Baptist Church of Houlton and the Moose Brook Club.

Surviving are one son, **George McCain** of New Limerick; one daughter, Mrs. **Marjorie Pullen** of Waterville; one stepson, **Ernest Robinson** of Summit, N. J.; one step-daughter, Mrs. **Dorothy Hannigan** of Houlton; one sister, Mrs. **George Hannigan** of Gloversville, New York; four granddaughters and several great-grandchildren.

Funeral services were held at the Dunn Funeral Home in Houlton Jan. 22 with the Rev. **C. A. Frame** officiating.

B. & B. Mechanic Garald Wiggins of Houlton, was installed as Junior Warden of Monument Lodge #96 AF & AM in ceremonies held February 27 in the Masonic Building.

Miss **Sally Friel**, daughter of Accountant and Mrs. **Christopher Friel** of Houlton, placed fourth in the Aroostok County Girls' Gymnastic Competition. She will be competing in the intermediate floor exercise at State finals in April.

Miss **Cathy McMannus**, daughter of Trackman and Mrs. **Stuart McMannus** of Smyrna Mills, has been elected Oakfield Community High School's 1971 Betty Crocker Homememaker of Tomorrow. She was selected for her performance in a written knowledge and aptitude examination administered to senior girls. Cathy will receive an award from General Mills, sponsor of the annual education program, at the Spring Awards Assembly. She is now eligible for State and National honors, including one of 102 college scholarships.



Mrs. **Rosendo Pedraza**

Trackman **Joseph Burby, Sr.**, (Ret.), a former resident of Grindstone, died January 31 at a Hartford, Connecticut, hospital.

He was born at Grindstone, February 26, 1900, the son of **William** and **Rose Burby**.

Mr. Burby entered BAR service as a trackman at Grindstone, November 13, 1916. He worked in this capacity until his retirement due to illness in December, 1959. He was a member of the Brotherhood of Railroad Workers.

Survivors include his widow, Mrs. **Elsie Burby** of Hartford; three sons, **Charles L.** of New Britain, Conn., **Joseph Jr.** of West Hartford, Conn., and **Martin E.** of North Berwick; five daughters, Mrs. **June Conway** of Waterbury, Conn., Mrs. **Waneta Booker** of Brewer, Mrs. **Iona Munson** of East Corinth, Mrs. **Latona Rogers** of New Britain, Conn., and Mrs. **Joyce Gallant** of Millinocket; one sister, Mrs. **Flora Beaulieu** of Old Town; 48 grandchildren and 20 great-grandchildren.

A Mass of the Resurrection was said by Rev. **Antonio Girardin**, February 4, at St. Martin of Tours Catholic Church, Millinocket.

The following officers have been elected at Houlton Baptist churches: **First Baptist Church**: Assistant to Chief Engineer **Gordon S. Duncan**, Trustee; Assistant Engineer **Roger R. Randall**, Deacon; Mechanic **Harry A. Lewin** (Ret.), Deacon; Stenographer **Joan H. Butler**, Deaconess and Chairman Board of Christian Education; Mrs. **Roger R. Randall**, Deaconess; Mrs. **Harry Lewin**, Chairman of Adult Work on Board of Christian Education; Stock Clerk **Bernice Bailey**, Assistant Treasurer, Historian. **Military Street United Baptist Church**: Accountant-Timekeeper **Kenneth G. Cosman**, Financial Secretary; Mrs. **Kenneth Cosman**, Music Committee; Secretary **Faye L. Albert**, Assistant Chairman Board of Finance; Mrs. **John Vincent**, wife of Mechanic **John Vincent**, Board of Christian Education.

Principal **Harold F. Goodwin** of Oakfield Community High School has announced honor parts for the school.

Miss **Leah Hersey** will deliver the First Honor Essay and Miss **Bonnie Mitchell** will deliver the Second Honor Essay.

Miss **Hersey** is the daughter of Mrs. **Jennie Hersey** and the late Rail Repairman **Ernest Hersey** of Merrill. Leah is the present editor in chief of the year book, the ACORN. She is a member of the National Honor Society. She has participated in one-act plays for four years and is a member of the senior play cast. She has been very active in both school and church affairs. Leah has been admitted to the Evangel College in Springfield, Missouri, where she will major in music education.

Miss **Mitchell** is the daughter of Equipment Operator and Mrs. **Joseph J. Mitchell** of Merrill. She was secretary of her freshman class. She has been a member of the National Honor Society for the past three years. **Bonnie** was elected Miss Junior. She served as librarian as a junior, and an office secretary and basketball manager in her senior year. She has participated in one-act play contests for four years and is a member of the senior play cast. **Bonnie** has been admitted to the University of Maine at Presque Isle where she will major in English and minor in French.

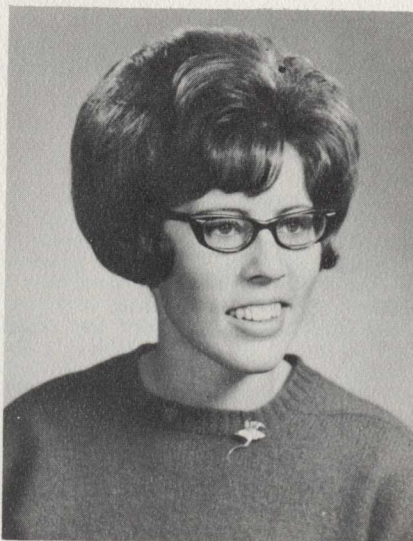
Carpenter **John R. Bartlett** of Danforth was re-elected as Deacon at the annual meeting of the Danforth Baptist Church.

Trackman **Elton J. Libby** (Ret.) died February 16 at Masardis. He was born in Standish, October 11, 1876, the son of **Edwin T.** and **Sarah (Hill) Libby**.

Mr. Libby entered BAR service April 27, 1929 as a trackman at Masardis, working in this capacity until his retirement in February 1945.

Surviving are his widow, Mrs. **Ida (Condon) Libby** of Masardis; a brother, **Edwin**, Benton Station; seven sons, **Elmont**, **Lester**, **Truman** and **Carroll**, of Masardis, **Albert**, Skowhegan, **Philip** and **Eldon**, Ashland, seven daughters, Mrs. **George (Gertrude) Burke**, East Eddington, Mrs. **Perley (Flora) Eastman**, Presque Isle, Mrs. **Clair (Gladys) Cain**, Masardis, Mrs. **Carlton (Ella) Tibbetts**, Ashland, Mrs. **Ernest (Marian) Libby**, Masardis, Mrs. **James (Wilda) Dow**, Fort Devens, Mass., Miss **Dorothy Libby**, Presque Isle, 45 grandchildren and several nieces and nephews.

Funeral services were held February 19 at the Stimson Funeral Home in Ash-



Miss **Leah Hersey**



Pictured above are five generations of the Merrill family. Seated from left to right are **Reuben**, 93 years old (holding great, great, grandson **James G.**) and **John G.**, father of **James**. Standing left to right are **L. Gardner**, great-grandfather and **David G.**, grandfather, Asst. Mgr.-Operations and Maintenance. **James** has a total of 12 living grandparents.

land, with the Rev. **Raymond Scribner**, pastor of Union Congregational Church of Ashland officiating.

Mrs. **Pansy Burton**, wife of Equipment Operator **John L. Burton**, who has been town clerk at Oakfield for the past 24 years and town treasurer for some 16 years, has been re-elected to the dual post for another one-year term at the annual town meeting.

A budget committee was appointed at Oakfield, one of the members being Painter **Clair O. Wilmot**.

Mrs. **Gladys Ulitzka**, 66, widow of Trackman **John Ulitzka**, died January 27 at a Bangor hospital following a long illness.

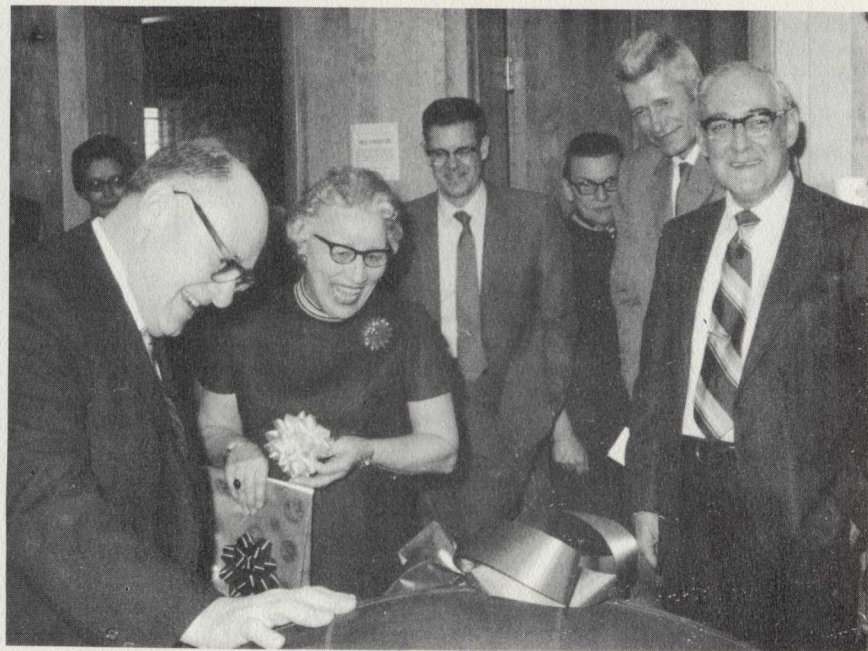
She was born in Millinocket September 27, 1904, the daughter of **Robert** and **Addie (Swazie) Dow**.

Surviving are two brothers, **Louis** of Smith Pond and **Earl** of Millinocket; three sisters, Mrs. **James (Dorothy) Tapley** of Millinocket, Mrs. **Wallace (Marie) Burleigh** of Medway and Mrs. **William (Ethel) Murdock** of South Berwick.

Funeral services were held January 30 at the Kelleher Funeral Home, Millinocket, with the Rev. **Richard Billingham** officiating.

Section Foreman **Gordon R. Dixon** (Ret.) has been elected town manager, treasurer and clerk for the town of Stockholm at the annual town meeting held March 17.

Richard Cullins of Van Buren and **Henrietta Cain** of Presque Isle were married February 20 at the Union Congregational Church in Ashland. The Rev. **Raymond E. Scribner** heard their vows.



Pictured opening gift at his retirement party is Arthur E. Bowen. With him, left to right, are: Mrs. Bowen, A. G. Dustin, H. L. Cousins, Jr., and Paul Hayes.

The bride is the daughter of Section Foreman and Mrs. Clair S. Cain of Marsdis. The groom is the son of Mrs. Lawrence Sanborn of Mars Hill and the late Alton Cullins.

The bride graduated from Lee Academy. She is a legal secretary for Stewart, Griffiths and Quigley.

Mr. Cullins graduated from York High



Percy W. Hoar, supervisory agent for the railroad in Houlton since 1949, has retired after 44 years with the railroad. He was educated in New Limerick schools and Ricker Classical Institute. He became a freight clerk for the railroad in 1926, subsequently worked as telegraph operator, station agent and supervisory agent. Mr. Hoar has been secretary of the Houlton Rotary Club since 1951. He is also secretary-treasurer of the Dux Club and a member of the building committee of the Congregational Church.

School and Aroostook State College. He is a teacher at the Acadia School in Madawaska.

The couple made a wedding trip to Bermuda and now reside in Van Buren.

Mr. and Mrs. Jeffrey Hubert of Monticello are the parents of a daughter, Amy, born February 10 at the Aroostook General Hospital in Houlton. Maternal grandparents are Supt. S. & C. and Mrs. H. E. Childers of Houlton.

Leading Signalman Wallace I. Morton of Oakfield is convalescing at his home after being a patient at the Milliken Memorial Hospital, Island Falls. Mr. Morton was recently appointed by Alfred P. Chamie, National American Legion Commander, to membership on the National Distinguished Committee. He will assist department districts and post committees when people of national prominence visit in the State of Maine. His term will expire in December.

George S. Webber, assistant agent, Searsport station, is home convalescing after breaking his leg.

Transportation Dept.

Roger Sanders, son of Locomotive Engineer and Mrs. Donald P. Sanders of Oakfield, a junior at the University of Maine at Machias, was elected president of the Student Education Association of Maine (SEAM) at a spring conference held March 12-13. Sanders' first official act as president was to contact fellow chapter presidents on campuses throughout Maine urging them to gather student support for the ratification of the 18 year old vote.

At the Oakfield Town Meeting held March 15 Locomotive Engineer (retired) Frank I. Bryant was re-elected to a three year term as Selectman, Assessor and Overseer of the Poor.

Conductor (retired) C. I. Barrows of Oakfield is a patient at the Milliken Memorial Hospital, Island Falls.

Mrs. Horace Howe, wife of Conductor (retired) Horace Howe of Oakfield has returned to her home after being a patient at Milliken Memorial Hospital in Island Falls. Mr. Howe is on the Board of Selectmen, Assessors and Overseers of the Poor at Oakfield.

Car Service Dept.

On February 12, E. Arthur "Art" Bowen, traveling car service auditor in Car Service Department, was honored at a party at the Car Service offices, Northern Maine Jct., by his fellow employees. Art has worked for the Bangor and Aroostook for 20 years. A lunch was served, including a large cake with a scene depicting Art at his camp. The company presented Art with a Bell and Howell slide projector and cube trays. His fellow employees gave him 2 golf clubs, golf balls, cigars, large inner tube, gift certificate from Flowerland Greenhouses in Bangor for his annual petunia purchase and a money envelope. His wife, Glenice, came down from Oakfield for the party. Also those in attendance were: Owen Bridgham, Tom Brissette, Howard Brown, Claude Chasse, Slip Corey, Howard Cousins, Alvin DeLong, Alan Dustin, Gordon Duncan, Ron Faunce, Jim Garrity, Hugh Goodness, Bob Groves, Clem Hatt, Paul Hayes, Charles Hickson, Oma Ingerson, Edith Jordan, Thelma and Wynne Kelley, Phyllis Leen, Liston and Roberta Lewis, Linwood Littlefield, Millie McNaughton, Frank O'Brian, Pinky Rafford, Burt Sawyer, Dick Shaughnessy, Frank Stark, Jim Steeves, Shirley Strout, Gloria Tozier, Mel Walls and Vinal Welch. Best wishes for a long and happy retirement to Art.

Chief Clerk Edith M. Jordan and her husband, Karl, were the guests of the Chrysler Corp. at a dinner held in Framingham, Mass., in March, for awards earned by Chrysler salesmen. Karl has been named top salesman in the New England Area, Bangor Dodge Division, for the third year in a row. The Jordans will be guests of the Chrysler Corp. in Montreal for five days in May to attend the grand awards for 1970.



Joseph (Joey) R. Thibodeau, son of Sectionman and Mrs. Alfred Thibodeau of Stockholm, was the winner of the longest cross country ski race at Stockholm's 36th Annual Winter Carnival, Feb. 20. He received a trophy donated by BAR from the former (and last) station agent at Stockholm, John Lajoie of Van Buren. Queen, Susan Johnson, daughter of Mr. and Mrs. Willard Johnson, King, Patrick Coville, son of Mr. and Mrs. Gerald Coville, and their court presented other trophies to the winners of the day's snow events.

John G. Merrill, former clerk at Northern Maine Junction, is serving in the United States Navy at the Great Lakes Training Station in Illinois.

Highway Division

Miss Carla Branscomb, daughter of Bus Operator and Mrs. J. Branscomb of Oakfield was crowned co-queen of the Katahdin Valley League Winter Carnival held at Island Falls High School.

John Branscomb, Jr., son of Bus Operator and Mrs. J. Branscomb of Oakfield, was awarded a trophy for the outstanding basketball player on his team at the junior high tournament held at Island Falls, in which Oakfield placed second.

Facts And Figures

	Jan. - Feb. 1971	Jan. - Feb. 1970
We received from		
Hauling freight	\$2,101,592	\$2,266,611
Carrying passengers and express on our busses	48,876	41,709
Other transportation services	29,538	23,537
Net rental from freight cars and other equipment	306,381	318,435
	<hr/>	<hr/>
A total of	2,486,387	2,650,292
	<hr/>	<hr/>
We paid out or provided for		
Keeping roadbed and structures in repair and clear of snow	598,473	561,860
Keeping locomotives, cars and other equipment in repair	676,385	857,684
Running trains, station and yard expenses	854,958	825,652
Pricing and sales of our services	50,404	57,920
Managing the business and keeping records	150,204	167,739
Payroll taxes	149,277	138,321
State and local taxes	65,134	65,153
Interest on borrowed money	235,558	219,212
Other miscellaneous charges - net	5,678	7,635
	<hr/>	<hr/>
A total of	2,786,071	2,901,176
	<hr/>	<hr/>
Our net loss was	\$ 299,684	\$ 250,884

NOTE: The net loss for 1971 above does not include \$204,871 incentive per diem earnings. These earnings have been excluded because they cannot be used for general purposes but must be set aside and used only for the acquisition or rebuilding of general service boxcars.

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