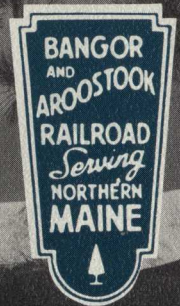
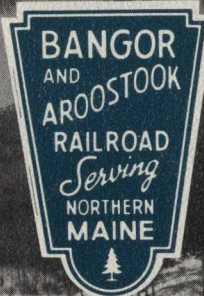
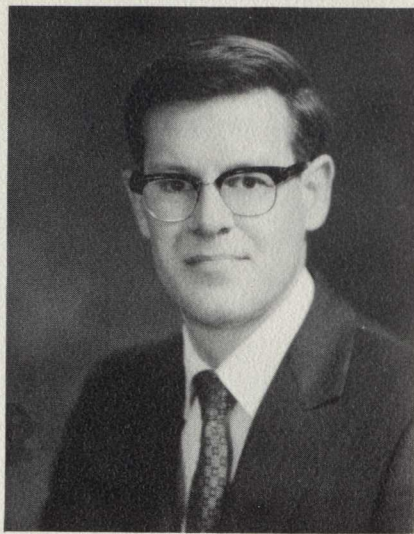


MAINE LINE





To My Fellow Employees,

In March, William A. Bresnahan, president of the American Trucking Association, made some significant comments about cooperation between railroads and trucking companies at the Traffic Club of Chicago. Mr. Bresnahan pointed out that the two modes have a reputation for a cat and dog relationship, for never working together, for never agreeing. There is some basis in fact for this image; there have been some sorry chapters in the truck-rail relationships.

The opinion was also reinforced in Portland May 3 when William G. White, chairman of the board of Consolidated Freightways, Inc., told the transportation fraternity, Delta Nu Alpha, that there are several portions of the ASTRO report that the trucking industry could and should support. He also urged greater cooperation between rail and truck carriers.

There have also been instances of cooperation on a national scale between the two modes that have been very much in the public interest. The Bangor and Aroostook has long been an advocate of the belief that there's a legitimate place for both the common carrier trucker and the railroad. As early as 1960 when we made an all out effort to make an I.C.I. program go, we established connections with common carrier truckers when connecting roads stopped handling less-than-carload shipments.

Now the railroad is attempting to establish Plan Five piggybacking rates from Fraser Paper in Madawaska to the Boston area with common carrier truckers. The concept embraces the best elements of both modes; the low cost of rail transport coupled with the convenience of door-to-door delivery. The plan is being protested by some in the trucking industry.

But the concept is sound and represents an area where rail and truck can cooperate to the mutual benefit of both and, most important, serve the vital interest of the shipper. There is not a great deal of precedent, to be sure, for rail-truck cooperation in New England. At the same time the Bangor and Aroostook and several common carrier truckers are extending the scope of cooperation, a local trucking publication takes regular editorial swipes at the rail competition. It hardly is necessary to point out that it does not create an atmosphere of understanding and closer cooperation.

What both common carrier truckers and railroads should understand at this point in time is that all common carriage is in trouble. The whole concept of common carriage is being challenged because of loopholes in ICC regulations, because of itinerant truckers who are permitted to go into the transportation business and skim off the profitable traffic of regulated carriers with-

out assuming any of the responsibilities of regulated carriers.

Both the railroad and the trucking industries should address themselves to the common problems threatening them instead of dissipating their strength in profitless mudthrowing. The nation needs both a strong, healthy railroad system and a sound highway carrier network.

Just as railroads are no longer powerful monopolies that have to be prevented from overpowering their competition, neither is common carrier trucking a fledgling industry to be sheltered and nurtured like hot house flowers.

Ultimately, a healthy railroad industry will be beneficial for the common carriage system just as sound common carrier trucking companies will be good for the railroads. But without the thrust toward intermodal transportation there may well be a bleak future for all regulated common carriers.

The Bangor and Aroostook will continue working toward the intermodal concept of cooperation with common carrier truckers. We believe the geographic position of Maine shippers from the marketplace, as well as the future of common carriage, makes such cooperation a high priority commitment.

Sincerely,

Alan G. Dustin

Alan G. Dustin
Executive Vice President

Talking It Over



About the Cover

The evolution of the railroad's new symbol, from traditional to the graphic representation of Maine's elements of mountains, water and forest resources, is represented on our front cover. The new design will be incorporated in the rebuilt boxcars to start coming off the Derby production line in June.

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NEWS BRIEFS

The Bangor and Aroostook has reported earnings for the first 4 months of 1971 of \$302,643, which compares to a loss of \$79,487 for the same period of 1970. The figures are based on Interstate Commerce Commission accounting formulas. Earnings for April were \$190,712 compared to a profit of \$173,063 for 1970.

A railroad spokesman said that the earnings were accomplished in spite of wage increases in 1971 over the previous year and a 16% drop in carloadings amounting to 5,900 cars and a \$404,835 drop in gross revenues. Incentive per diem income for January and February amounted to \$213,310 as compared with no income from this source last year.

The road reduced operating expenses by \$347,221 for the period.

The ASTRO program (see p. 10) has begun its second phase, that of enlisting support among railroad employees and the public for specific legislation that embodies the recommendations of the ASTRO report. At least two bills, the National Freight Car Bill, S. 1730 and the Equipment Loan Guarantees, S. 1731, have been introduced in the Senate.

It is vital that railroad employees support the bills by writ-

ing their Representatives and Senators. Letters from non-railroad people should also be sought. Some opponents of the program have labeled the ASTRO program as a giveaway.

This is not true and it's important that railroaders correct this impression when asking non-railroad people for their support. The industry is asking for loan guarantees by the government, not outright grants of money.

Of particular interest to railroad employees under 65 who are furloughed and have been paying for health and welfare insurance under Group Policy GA-23111, is an announcement made by The Travelers Insurance Company that Major Medical expense benefits under Plan C will be terminated June 1, 1971.

No payment will be made for expenses incurred on and after that date except where a covered employee or dependent is totally disabled. In that case the Major Medical expense benefits will continue to apply but only with respect to the injury or sickness which caused such disability. These benefits will continue to be available only during unbroken continuation of such disability but not beyond December 31, 1973.

Jerry Strout Retires

Board Chairman W. Jerome Strout retired from active management of the railroad May 3 after an association of 43 years. He rose to the presidency of the company he first worked for as a machinist helper while he was a student in 1926. Strout will remain as board chairman of the road.

He is a native of Milo and became a career railroad man after receiving his BS degree in civil engineering from the University of Maine in 1929. He served as special engineer, superintendent of bridges and buildings, assistant engineer and chief engineer and mechanical superintendent. He became general manager-operations in 1953 and vice president-operations and maintenance in 1955. That same year, he was elected executive vice president and was named president of the company in 1962, a position he held until Jan. 1, 1971 when he was named chairman of the board.

During his tenure as president, Strout was a strong advocate of high standards of maintenance of both roadway and rolling stock. During his presidency the company acquired 625 new boxcars of various types and eight new locomotives. He was a stickler for good housekeeping and believed that employee safety, good housekeeping and good maintenance bear a direct relationship with each other. Under his leadership the road built an impressive safety record, winning the

E. H. Harriman Memorial Award four times and the National Safety Council award three times.

Besides the railroad company, he is a director of the Northern National Bank of Presque Isle, the Merrill Trust Company of Bangor, Development Credit Corporation of Maine and the Associated Industries of Maine. Strout is a member of the American Railway Engineering Association, American Railway Bridge and Building Association, American Society of Civil Engineers, Maine Associa-

tion of Engineers, New England Railroad Club and the Houlton Rotary Club (honorary).

Strout attended Milo schools and the University of Maine where he was a member of Tau Beta Pi, honorary engineering society. He is married to the former Ethel Dow. They have one son, Ronald, of Chesapeake, Virginia.

After an extended vacation, Strout will be associated with other business interests in Maine not connected with transportation.



Pictured (front) with new hy-rail patrol/inspection vehicles are three of the railroad's four full-time inspectors, l. to r., J. A. Snow, Leo Russell and Ralph C. Tozier. Not pictured is Charles Wilson. In background are Roadmaster Roland Tweedie, Supt. Track Graden Swett, Roadmasters E. D. Ross, L. D. McMannus and H. L. Wright.

Truck Inspection is a Full-Time Job

A new track inspection system . . . and the tools to do the job . . . is changing a maintenance concept that's almost as old as the railroad itself. And it could be the beginning of some changes that will make the railroad healthier and more efficient.

A railroad is almost a unique business organism.

But if it can be compared with any other industry it could be said it's a factory with a production line, in the Bangor and Aroostook's case, that's 553 miles long. Keeping that line in top condition is one of the railroad's major tasks.

The operating techniques are quite different from, say, a manufacturing plant with all its people in a central location. For

one thing, railroad people, especially those who maintain the physical plant, do most of their work outdoors and away from both material supply centers and central supervision.

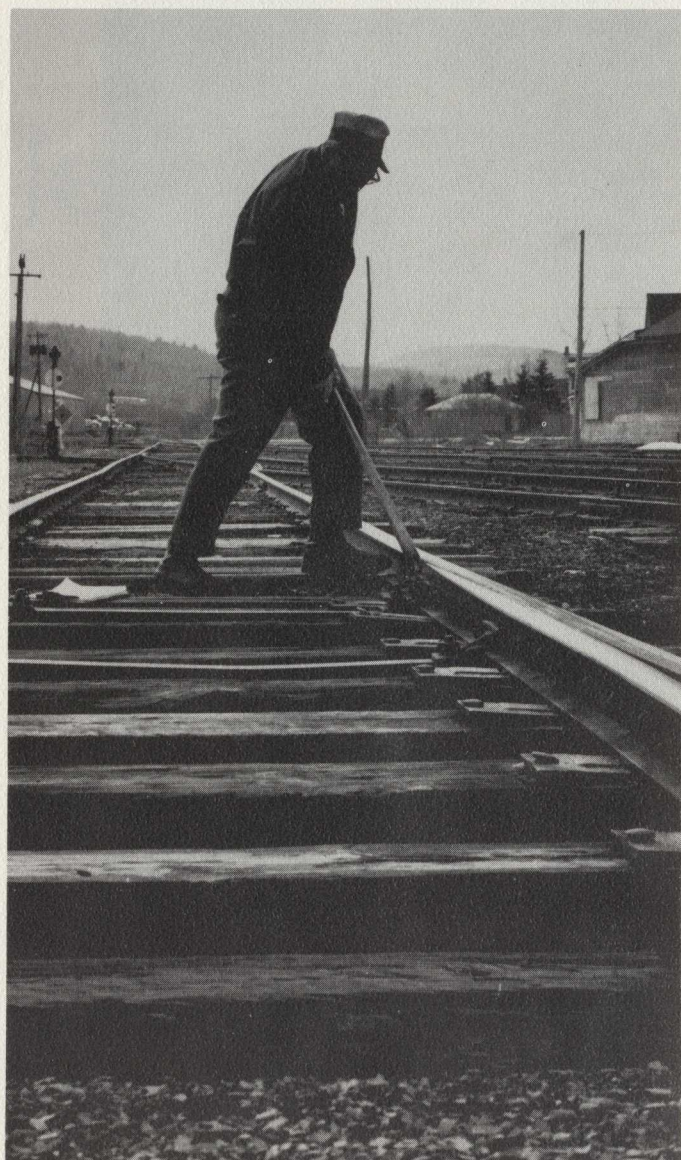
Railroad people have to be able to work without the close supervision of most industrial workers. They must also rely on their own judgment. The result is a self-reliant, competent man who can function well without a massive support system. These qualities are nowhere better exemplified than among the 120 men who maintain the railroad's track and roadway on a year-round basis.

It's a big job. There are 553 miles of main line track and 249 miles of siding and way switching

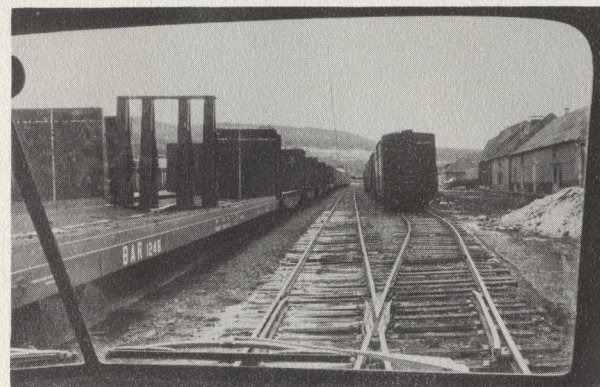
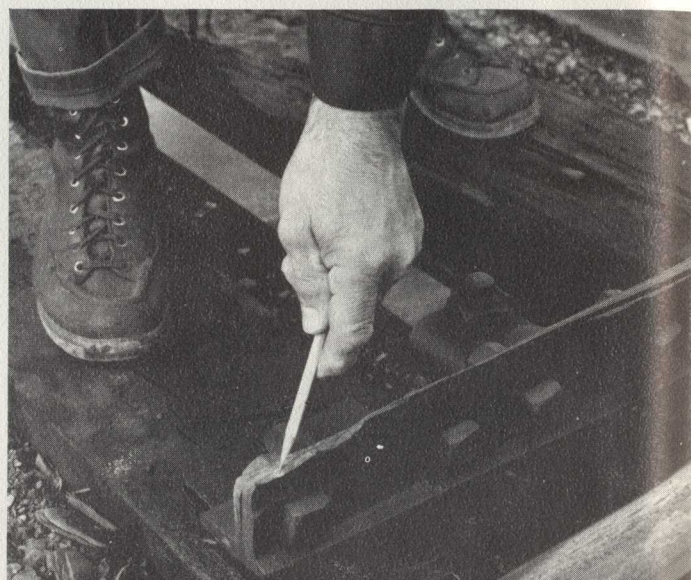
tracks with 1,541 switches. Last year it required 393,600 man-hours to do the job. The road is organized into 43 sections, varying in length from about seven miles for a yard section to 15 miles for a road section, with two men to a section and larger crews in yards.

The section crews do such tasks as lining, surfacing and installing ties in areas where the large mechanized track gangs are impractical. A considerable part of their time, 860 manhours a week on a system-wide basis, has regularly been tied up with daily track inspection. It ate into the time required for the important maintenance tasks of each foreman and trackman.

As of April 19, all track inspection for defects has been per-



Inspector Charles Wilson, left, uses a bar to test a switchpoint in Fort Kent Yard. At bottom, he records defects on his report sheet for the Engineering Dept. at Houlton. Two-way radio in the truck is used to report defects that must be corrected immediately. Below, Wilson finds a battered switchpoint that will be corrected by maintenance crews. Inspection, formerly the daily responsibility of the section crews, is now the responsibility of four full-time inspectors, freeing the regular crews for maintenance work.



Charlie Wilson finds both the cab and the visibility from it, left photos, a great improvement over inspection from a motor car. The vehicle is easily put on the track at crossings, above, and removed. Cab is protection against the elements and the vehicle's two-way radio makes coordination with train movements safer and easier than inspection with a motor car.

formed by four full-time inspectors equipped with a fleet of new cab-over-engine pickup trucks with hy-rail device for operating on tracks, and powerful new two-way radios. The men, Ralph C. Tozier, Leo Russell, J. A. Snow and Charles F. Wilson, are quickly becoming experts in this highly specialized field.

Tozier makes his headquarters at Northern Maine Junction and patrols from Searsport to Packard. Leo Russell is based at Millinocket and patrols from South Lorange to Oakfield, including branch lines at East Millinocket and yards. J. A. Snow is headquartered at Oakfield and patrols to Squa Pan on the Ashland Branch, the Washburn cutoff, the Mapleton cutoff, the main line as far as Stockholm and the Limestone and Fort Fairfield branches. Charles Wilson is based at Fort Kent and covers the Ashland Branch from Squa Pan to Fort Kent, the V Branch from St. Francis to Van Buren, the main line

to Stockholm, the Washburn cutoff from Stockholm to Mapleton.

"All of these men have had broad experience in track and roadway maintenance," says Chief Engineer Vinal J. Welch, "and were chosen because of their special skills in track work."

Not only is the system working well, Welch says, but the inspectors are enthusiastic about the work and the new tools to do the job.

Charles Wilson, a man of 35 years' experience, says the high pickup affords excellent visibility of the track. The cab is a welcome change from the open motor car when the men were always at the mercy of the weather. Wilson finds he can maintain a steady 10 to 15 mph rate and give the track the kind of scrutiny necessary to spot defects. The two-way radio system helps the inspectors keep track of train movements and report defects. And with the hy-rail attachments, they can take to the highway at

almost any grade crossing.

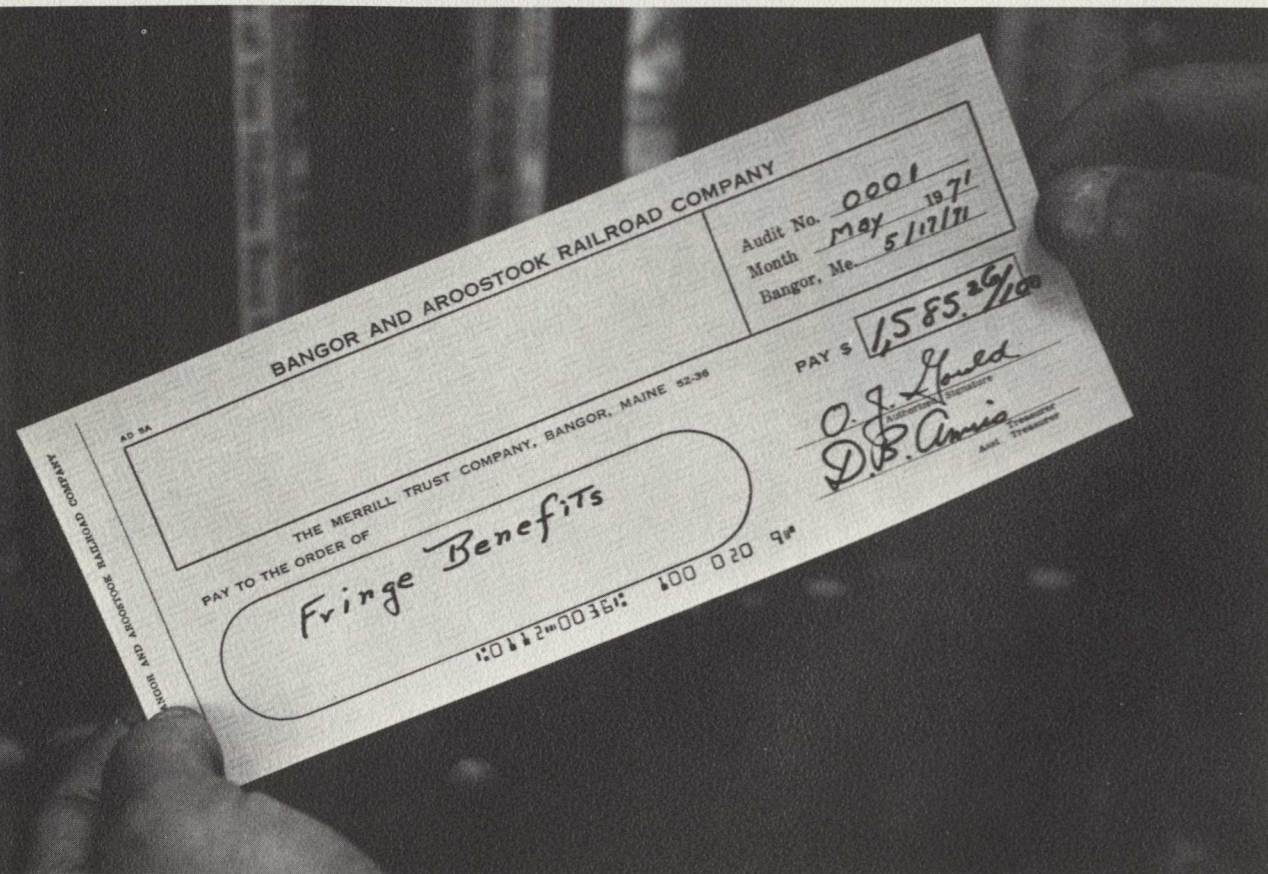
The big advantage of the system is that it frees the section crews for more productive maintenance tasks on their sections. It's estimated, for example, that track inspection last year required 860 manhours a week. The new concept provides twice-a-week inspection at a cost of 160 man-hours.

Linwood W. Littlefield, manager-operations and maintenance, is pleased with the system.

"It's effective," he says. "It's a savings in money and time and it's freeing our section forces for vital maintenance work."

The mere changing of track inspection procedure may seem like a small thing. But it is part of what Executive Vice President Alan Dustin was talking about when he charged the members of the railroad's Advisory Council to "question everything. . . all the accepted, traditional ways of railroading. Finding a better way is what will keep us on top."

Your Hidden Income



The facsimile of a Bangor and Aroostook check pictured above represents the amount of hidden wages that the Bangor and Aroostook employee receives every year. Unlike the rest of his compensation, the "fringe benefits" are tax free. Medical and major medical insurance have saved several railroad employees of severe financial hardship. Liston F. Lewis, pictured on the opposite page exercising his new hip joint on an exercycle, ran up medical expenses of over \$7,000 in a few weeks.

Most of us, when we look at the money we've earned around income tax time, overlook what some people are fond of calling "the fringe benefits." It's kind of an odd term for such valuable considerations, almost as if the benefits are only peripheral.

But as costs have risen, the so-called fringes have taken on an added significance. Hospitalization costs are probably the most dramatic example of what's been happening. It's not unusual to pay \$100 a day for a hospital room

in many communities. Without a comprehensive hospitalization plan, a major illness can wipe a family out financially. Yet, how many of us really ever think of these less visible rewards when we count our earnings.

The fact is that our "invisible compensation," the services and benefits we receive from the railroad as part of our wages, is often regarded with the same airy indifference we exhibit to many of the good things for which there are no dollar costs. But the

fringes have a double value to us as railroad employees. First, the services and benefits are free. Or, looking at it another way, part of our wages. And they're compensation for which we are not taxed. And that just might be the rarest commodity any of us have.

Like our cash compensation, fringe benefits have crept steadily upward. In the early sixties, the railroad was paying approximately \$800 for the extras it offered its people. The list is now expanded to include major medical insurance, group life insurance and accidental death and dismemberment.

This year the railroad will buy for its people a benefit package worth an average of \$1,585.26 per agreement employee. It includes a \$6,000 group life insurance, a \$4,000 accidental death and both basic and major medical.

Railroad Retirement payments account for the largest bite and also provide for some of the broadest benefits including unemployment benefits of \$12.70 a day for 26 weeks if you have earned at least \$1,000 during the previous year. Employees with more than 10 years' service have extended benefits of an additional 65 days and those with 15 years' service have 130 additional days. Sickness benefits, when you are unable to work, are also paid under Railroad Retirement. And, of course, the pension benefits for retiring employees are a major part of the benefits. Besides the contribution each employee makes, the railroad contributes



an average of \$1,092.90 per employee.

Basic medical insurance paid for by the railroad covers hospital expense up to \$1,000 and surgical benefits of \$550. After the basic medical benefits have been exhausted for any employee or a family member, the major medical plan will cover 80% of all covered charges up to a maximum of \$20,000 after payment of \$100 deductible.

Paid vacations are such an accepted part of industry we hardly think about them. Yet, it wasn't long ago that the two-week vacation was the norm. Now, many railroad employees have four weeks annual paid vacation and by 1973 that figure will rise to five weeks for some crafts. Vacations amount to approximately \$392,000 a year for the company.

Until we need some of the service our "invisible wages" pay for, we will probably continue to regard them very casually. One railroader who won't ever do that again is Liston F. Lewis, manager of personnel.

Several years ago he developed arthritis in his hip joint. At first

it was only annoying and mildly painful. Then the joint began to deteriorate and he realized that he was well on his way to becoming crippled. He could only sleep in a reclining chair and then for only a few minutes at a time. Pain became a constant companion.

Then he heard of an operation being done in Boston that would replace the hip joint with a stainless steel joint. He entered New England Baptist Hospital October 14, 1970 and was not discharged until November 18.

"The cost was unbelievable," he says. "At the end of the first week they sent me a bill for \$1,950.50. The surgeon's fee was \$1,500. By the time I was on my feet again the total cost was \$7,400. Without insurance the financial burden would have been severe."

If man has learned one lesson from his brief existence on this planet it's that nothing in life is guaranteed. Nothing is certain. But the benefit package we take so much for granted has removed a major disaster factor from the lives of railroad employees.

Support **ASTRO**

for America's Railroads

By this time, every railroader knows that the ASTRO program is an all-out effort by the railroads themselves to get legislation enacted by the Congress that will help the industry back on its feet again. There have been some politically motivated protests that ASTRO is a big give-away program.

This simply is not true.

The heart of the ASTRO proposals is built around the concept of low-interest, government-backed loans. There's certainly a precedent for this in transportation, although the railroads have seldom received this kind of help. It's a loan, not an outright grant. The railroads will use them for new equipment and improvements to its roadway. The cost will be modest in terms of what government has spent on other modes.

ASTRO also calls for research grants to find better techniques and technology of railroading. Other modes enjoy these research funds now, particularly the airlines who have had huge outlays in government funds for research.

Certainly, some review of the regulatory practices is necessary. There must be a unified approach to transportation at the federal level. Part of our problem now is the result of chaotic, patchwork legislation.

The first phase of making the public aware of the railroads' problems and of the ASTRO proposals has been carried out for more than six months. A score or more Bangor and Aroostook people have carried the message to service clubs and other groups. We think we have evoked inter-

est in the cause and public sympathy.

Of course, the ultimate goal is to persuade Congress to enact the legislation that is now being submitted as bills to implement the ASTRO proposals. One of the most valuable tools to accomplish this is support from back home. It's the language that every politician understands.

So Phase II of ASTRO is a massive campaign to get railroad people to write their Representatives and Senators asking for support for the legislation and expressing their own feelings. Then each employee will be asked to persuade five non-railroad people to do the same thing. The theme of the program will be "I Got My Five, How About You?" When you have persuaded five people to write, you'll get a lapel button that'll remind other railroaders that it's a project that will help us all.

It's not a great task to write three letters. But it does require some effort. Maybe you'll ask yourself, 'why should I put myself out?' First, there can be no question that failure to enact the legislation will result in nationalization. Probably very shortly. It is not just the good health of the Bangor and Aroostook or some other railroad. None of us can live unless his neighbors are healthy because our ability to deliver goods is only as effective as the weakest carrier in the chain.

By helping pass the needed legislation, every railroader helps make the future brighter, both for himself and his fellow workers. And, let's be honest, who wouldn't rather work for an industry that's on the upswing?



Above, Chief Engineer Vinal J. Welch and Manager of Purchases and Stores Harold Bell examine a pile of rail anchors that will be picked up as part of a system-wide cleanup drive the week of June 7. Upper right, a car-cleanout track and oil seepage, lower right, contribute to ugliness at Northern Maine Junction. Litter is not only ugly, but constitutes a safety hazard. Litter is also a form of pollution.



Help Stamp Out Ugliness

There may be as much as \$25,000 hidden on the railroad's property.

It's not a cache of stolen greenbacks and it's not anything as dramatic as buried treasure. But if the railroad can lay hands on it the money will be converted into tools and jobs and improvements.

In fact, the reason it remains hidden is that it's so commonplace nobody pays any attention to it. All that loot is tied up in scrap steel that is accumulating in out-of-the-way places on the railroad. Operation cleanup will begin June 7.

There are two good reasons for wanting it converted into money. The obvious one is that the railroad needs every dollar it can put at its disposal. The second is that the scrap that's rusting away on the system is a kind of pollution. As individuals, we're becoming very much aware that our environment won't stand much more abuse. As a company we have an obligation to ourselves

and our neighbors to keep our property neat. The dollars we realize from scrap are a nice bonus.

A piece of property that is littered with tin cans, bottles, paper and other debris is like a man who doesn't shave. It won't be long before he loses respect for himself. And it's no different for the people who work surrounded by litter and ugliness.

The idea won't work without the support of railroad people. A concentrated effort is being made to locate and collect scrap steel. Obvious debris and litter will be picked up and disposed of in a way that's least damaging to the environment. But it will require a little bit of effort from all of us to keep our housekeeping habits orderly.

Litter is not only ugly, it also constitutes a subtle safety hazard. When safety professionals assess the hazards of a property, one of their yardsticks is the neatness of it. Scrap steel lying about or loose

debris only increase the chance for falls or injuries from using tools in such an environment.

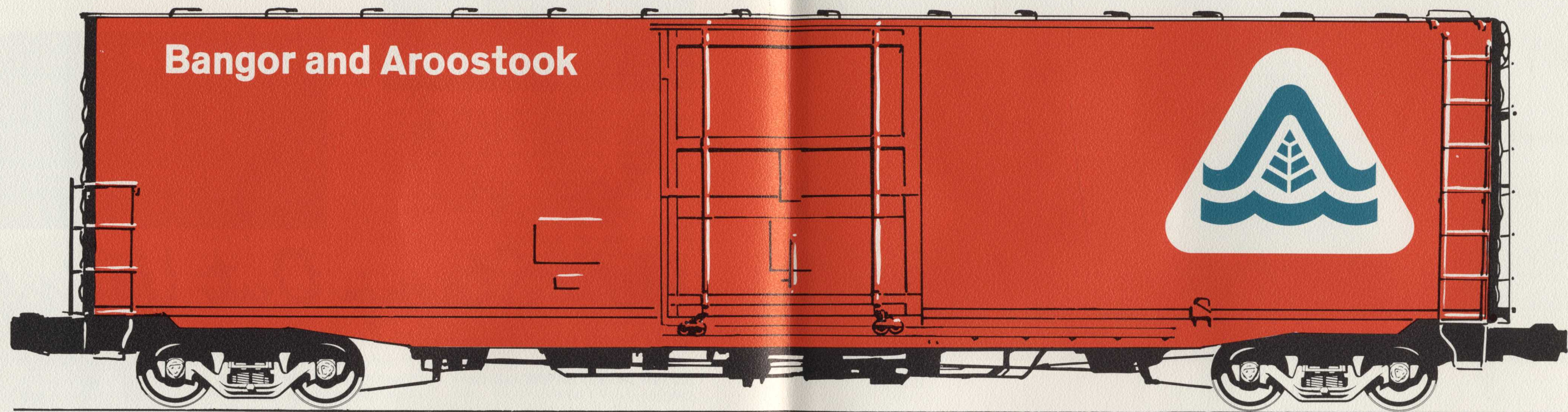
So, if the sight of cans and bottles along the edges of the highway make you indignant, remember that the same conditions on railroad property arouse the same emotions in most railroaders. Lunch papers and bottles should be disposed of in waste containers. It also would help to pick up the debris of those who are less thoughtful.

We have heard a great deal of dialogue about improving the quality of our lives. To a great degree it means eliminating the ugliness—the pollution and the clutter—from our environment. Business has an obligation to help just as individuals do. But since businesses are people, it has to start on a very personal level with each of us.

No one suggests that we can do the job quickly. Or maybe even totally. But that's no reason for not making the effort. Let it begin now. With you.

I got my **5** Did you?

Latest Boxcars Wear New BAR Symbol



The railroad's re-built boxcars that will start coming off the production line at Derby Shops in June will wear the new color, pictured above, and will be the first use of the new Bangor and Aroostook trademark. The design represents the state's mountains, water and forest resources.

When the first rebuilt general purpose boxcar rolls off the production line at Derby Shops in June it will wear a bright, new color scheme and a new, modern, redesign of the railroad's logotype. The color closely approaches the international orange used on aircraft and other vehicles where high visibility is a safety factor. It's the same color worn by several of the railroad's snowplows.

The new logotype is the product of the Tom Kane Agency of Bangor, working with a committee from the railroad. The actual design work was done by Art Director Charles Cronin. He was given broad guidelines in working out the new trademark; make

it clean and bright, something that represents Maine and its resources.

"The finished design," he says, "incorporates the elements of the state's mountains and its great resources of water and forest. We have strayed somewhat from the traditional railroad elements of heralds and wings and cross sections of track because we felt the Bangor and Aroostook is very much the product of the land it serves. The blue/green of the stylized mountain and water representation contrasts nicely with the white field. The Maine spruce in the center carries through the strong triangular design element of the mountain and the background field."

The whole concept of the new design is intended as a physical reminder that the railroad is breaking with the traditional.

"It does not mean that we're looking for change just for its own sake," Executive Vice President Alan G. Dustin emphasizes. "It does mean, however, that we're going to use every new tool, every new idea at our disposal to make this company the best railroad anywhere. The people we serve don't deserve anything less. And neither do the men and women who are the railroad."

"We don't kid ourselves that because we change our design the rest will naturally follow. Do-

ing that is just to remind ourselves, and to tell our public, that this railroad is a whole new ballgame. We know that the other improvements will mean sweat and hard work. I can't think of a better time or place to stand up and declare our intentions than when we begin a car rebuild program that could run up to \$1 million this year, the first of its kind on our railroad. And I think it's a good omen that these cars wear the first impression of our logo."

Mechanical Department employees at Derby shops started the former 10,000 series cars through the line May 17. At least 35 of the 10,000 series, which were originally built in 1957, will be completely rebuilt and new,

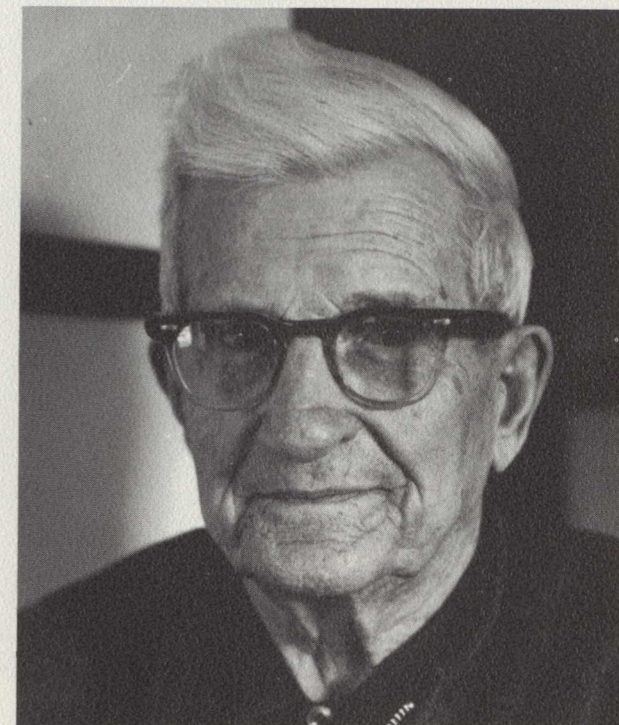
heavier 70-ton trucks and center plates will be added to bring the load potential from 50 to 70 tons. The standard draft gear will be replaced by 15-inch travel, end-of-car cushioning device to protect lading.

Only the car's superstructure will be original after rebuilding. The project requires more than 350 manhours a car and it will be worth \$17,000 when completed.

Funding of the program was made possible by increased car earnings. If the incentive program is continued, as many as 70 cars will be rebuilt through February, 1972. The program provides employment for 15 to 20 employees at Derby.

The Life and Times of Perley Joy

Perley Joy may just be the only man in the State of Maine who's been photographed with his hand on an honest-to-goodness Maine moose in the wild. But the photograph at right, showing him with his hand on the beast, is positive proof. The picture was made by a companion when Perley Joy was a young man trapping in the Hay Lake area. Today, far right, Mr. Joy still runs a trapline, does his own cooking and raises honey bees.



The State of Maine owes Perley Joy \$179.80.

The debt is a couple of years old and covers damage done by bear to Mr. Joy's six beehives. But before he can collect the money, the legislature has to pass a bill authorizing the payment. The special bill has passed the Maine House but reposes on the appropriations table in the Senate. Payment now is subject to the availability of funds. Which is another way of saying that maybe Perley Joy will get paid and maybe he won't.

The affair began on a dark summer night in Milo a couple of years ago. Mr. Joy was wakened from a sound sleep in his home on Pleasant Street by the crunch of wood and the sounds of a

large and determined animal. Perley Joy was born and grew up in Patten. He was a trapper and making money at it before he was a dozen years old. It didn't take him long to add up beehives and a nocturnal disturbance to bear, a critter that has a powerful taste for fresh-made honey.

He slid out the side door, rifle in hand, but the culprit had fled. The next morning he surveyed damage to his bee colony and found that several of his hives had been so extensively damaged they were a total loss. He called the game warden (bear are now a game animal in the State and protected at certain seasons) and the two set a trap which Perley Joy watched carefully for a week.

No bear.

The warden took the trap up at the end of the week and the next night the marauder was back and demolished the rest of the hives. Perley Joy's eyes still snap when he relates the story. The trap was duly set again. A couple of days later Perley checked the trap in the morning and found it gone, toggle and all. The bear was found still in the trap and was shot in the woods some distance away.

Mr. Joy has been trying to collect damages from the state since that time. The bureaucratic machinery of the state may just have met their match in this small, tough man with the unruly thatch of white hair.

He'll be 85 this fall, "if I live until the last day in October." And he's packed a full lifetime,

including a 32 year railroad career, trapper, river-drive cook and outdoorsman extraordinary, into the span. Wringing wet Perley Joy might weigh 140 pounds. As one of his friends put it, "he'd have made a hell of a cavalryman if he'd been born sooner."

As a boy in Patten, at that time a bustling lumbering hamlet on the edge of a huge wilderness that extended to Quebec, he walked three miles to a one room schoolhouse and tended a trapline after school. The first year he trapped he caught 19 fox and got \$3 apiece for them at a time when a dollar was worth a dollar. From that time, he was hooked. As a young man he trapped the Hay Lake country west of Patten.

It was while he was in that area that he came on the smoking

fresh track of a bobcat on the track of a deer one winter when the snow was falling quietly through the fir and spruce. It was the kind of afternoon when the only sound an experienced woodsman makes when he moves is the gentle whisper of his snowshoes on freshly fallen powder. After a few miles, he came to the spot the feline had chosen for his ambush. The story of the struggle was written in the bloody snow. The cat did not even feed on his victim but merely covered it with a little snow.

Angered at the killer lust that drove the animal, Perley kept on the cat track and soon found where the predator picked up another deer track. It was while the cat was in the act of springing his second ambush that the young

trapper overtook him, hastened by the sounds of struggle, and scared the cat off the injured deer. Perley Joy habitually carried "a Colt's .38-40 self-cocking revolver because it was handier than a rifle."

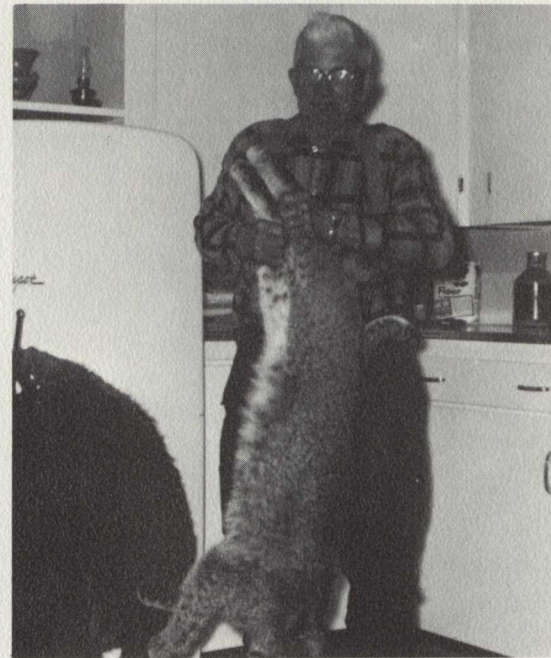
He eased the weapon out of its holster and cut across the side of the ridge. When he intercepted the cat he could just see the tips of the animal's ears over the snow.

"I used both hands and pulled the sight of the revolver down to where I thought his head would be," he remembers, "and squeezed the trigger. The bullet struck the cat fairly between the eyes and I had myself a big bobcat of about 40 pounds."

Word of the rare happening



Perley Joy still makes his own snowshoes but now prefers nylon to the rawhide he used as a young man. The handsome fox pelt he's holding was caught by a friend but he trapped the huge bobcat at right and the beaver which made a blanket sized skin.



(few people see wildcats in the forest) was printed and a game warden looked him up and asked for the story to be included in a recommendation he was making on increasing the bounty on cats. His eye witness story of watching a bobcat kill two deer, one after another, resulted in increasing the bounty from \$5 to \$8.

In 1909 Perley and a friend, Morris Palmer, walked up to a moose in the bush. As the pair approached, the moose didn't offer to move off. They cut some branches and fed them to the animal.

On impulse Perley said to his companion, "I'm going to have the satisfaction of having my hand on a wild moose in the woods." So he handed a Kodak to Palmer and began the cautious advance toward the beast.

Now a moose in the wild is an imposing sight. It can stand well over six feet and weigh as much as a horse. It is also unpredictable and of great strength. Perley did slip up to the moose and was duly photographed by Morris Palmer with his hand on the moose. Palmer later duplicated the feat.

"The summer before," Perley explains, "there was a moose that

hung around Trout Brook farm and got quite tame. We thought this might have been the same animal."

Later Perley guided with Morris Palmer at Sawtelle camps on Second Lake in what was then real wilderness country. At the same time Perley Joy learned carpentry during those times when he wasn't doing what he liked best. . . following his trap line or guiding.

For six years or so he cooked on the drives down the East Branch of the Penobscot to Medway. Beanhole beans were a staple and they were cooked every day of the drive, using a 12 or 18 quart iron kettle. Beans were on the menu for breakfast and dinner. So were huge cream of tartar biscuits, gingerbread and molasses cookies made in a reflector oven by the campfire. There were as many as 50 men on the drive.

In 1922 Perley Joy, married by this time with a growing family, began work for the railroad as a carpenter and moved to Derby. Besides working as a carpenter, he also functioned as the company photographer there. And, of course, he continued trapping. For Perley Joy, it could never be the good life without the free-

dom to wander up a brook tending beaver and rat sets on a white winter morning.

Perley Joy still makes his own snowshoes, although he now prefers nylon webbing to traditional rawhide. This year the snow caught him early and he had 80 traps out. Trapping is a little different for him now. He drives his car to a likely stream or dead-water, then puts on his webs and walks until he finds a suitable spot. At that, he still walks up to four miles a day. In spite of the early snows he took 10 fox this year and got \$10 a pelt. One otter, which brought \$30, seven coons and four fisher (at \$40 each) made up his catch. If it isn't an overflowing poke of fur you must remember that this is a man with a heart condition and who has long since passed his four-score and ten.

When the mornings are crisp in the fall and ice starts to skim the beaver flowages, Perley Joy will probably shoulder his pack, buckle on the little .22 Ruger belt gun and head for the back country again this fall.

No, sir. Those people in Augusta may have just never have tangled with anyone quite like Perley Joy.



BARCO Celebrates Its 10th Birthday

BARCO Federal Credit Union completed its tenth year March 27 with assets of \$1,208,921.05, loans of \$1,122,548.60 and a membership of 1,729, including railroaders from the Aroostook Valley Railroad and the Canadian Pacific in Maine. Since BARCO's beginning, railroad employees have borrowed \$7,277,832.88 from the organization. Following the annual meeting at Millinocket, some 600 members gathered for a ham and turkey dinner and a dance that continued into the wee hours of the morning.

From modest beginnings, BARCO has grown from an idea and a handful of people into a service organization that includes a majority of Bangor and Aroostook employees besides serving the other two railroads in the area. From BARCO has come a



A holiday atmosphere prevailed at BARCO's annual meeting, dinner and dance held at Millinocket March 27. A festive crowd of 600 enjoyed a ham and turkey dinner then danced until the morning hours. Above, O. Dale Anthony, president of the credit union, reports to the membership on its progress.

cooperative purchasing organization open only to BARCO members enabling them to purchase such diverse items as automobile tires to snowsleds at advantageous prices.

But, as important as its function of providing a savings and loan agency for railroad employees, BARCO has provided a vehicle for railroad employees on a social level. . . a means of employees identifying as a group. George Willette, one of the organization's founders and its imaginative and energetic treasurer, has ambitions for more gatherings like BARCO's annual meeting. Sometime this summer he hopes to promote a weekend gathering at some recreational area that would include all the trappings of an old fashioned country picnic.



Since BARCO was organized, the Credit Union has made loans to its members totaling \$7,277,832. In 10 years, its membership has grown to 1,729 and it has assets of \$1,208,921. George Willette, right, and Irving Foster, far right, are two of the Credit Union's organizers who are still active in the group.



Mileposts . . .

FORTY-FIVE YEARS

Leo V. Levesque
John L. Rowe

FORTY YEARS

Ervin J. Barnes
Lyall S. Brackett
Francis B. Duffy

THIRTY YEARS

Arthur E. Taylor

TWENTY-FIVE YEARS

Kenneth A. Adams
Leo J. Blanchette
Herman E. Grant
Stanley F. Hall
Lester A. Harrison
Ralph E. Hill
Francis J. Violette

TWENTY YEARS

Charles E. Hand
Frederick H. Nickerson
Irwin W. Pike
Richard P. Shaughnessy

FIFTEEN YEARS

Kenneth G. Cosman
Keith P. Larrabee
Maurice J. Levesque, Jr.
Thomas A. Mercier
Gary B. Pettengill

TEN YEARS

Carvell G. Hatfield

In The Family

Car Service Dept.

Traveling Car Service Auditor and Agent **Keith B. and Mrs. Ashton** have moved back to Bangor from Rochester, N. H. His new headquarters will be the Car Service Dept. Office, Northern Maine Junction.

Highway Division

Miss **Jody Crandall**, daughter of Mr. and Mrs. **G. J. Crandall**, bus operator, made the honor roll for the last ranking period at Houlton High School, where she is a sophomore.

Roland Faunce, secretary to the manager of the Highway Division, is convalescing at home in Stockton following a three week stay in the hospital. We hope this finds Ron well on his way to good health.

Transportation Dept.

Retired Engineer and Mrs. **R. J. White** have returned to Houlton after spending the winter in Florida.

Operator **R. T. Clark, Jr.**, served on the Aroostook County Grand Jury at Houlton in April.

Station Agent **N. C. Labbe** served on the Federal Grand Jury in Bangor in April.

Conductor **Hallett H. Hardaker**, retired, 82, died at a Bangor Hospital April 17th following a long illness.

He was born in Nova Scotia Dec. 2, 1888, the son of **Charles and Esther (Borden) Hardaker**. He had resided in Bangor during the past five years, but had spent most of his life in Caribou. His railroad service was from Oct. 28, 1920, until he retired Sept. 1, 1954. He attended the Methodist Church. In 1963 he married the former **Nellie O'Neal** of Bangor and previously had been married to the former and late **Melvina Niddrie**.

Surviving are his widow of Bangor, one son, **W. O. Richard Hardaker** of Fort Benjamin Harrison, Ind.; one daughter, **Mrs. Clifton (Eva) Theriault** of Caribou; two stepsons, **Leo Duthie** of East Corinth and **George Duthie** of Charleston; one brother, **Norman** of Caribou; two sisters, **Mrs. Marie Sutherland** and **Mrs. Perley (Blanche) Houston**, both of Caribou; six grandchildren and two great-grandchildren.

Funeral services were held at the Mockler Funeral Home, Caribou, the Rev. **Richard Hamilton**, pastor of the Gray Memorial United Methodist Church of Caribou, officiating. Spring burial in the Evergreen Cemetery, Caribou.

William Buchanan, 81, retired yardmaster, of Milford, died at his home May 2nd after a short illness. The husband of **Jennie (Spinney) Buchanan**, he was born in Great Works on Aug. 10, 1889, the son of **Malcolm and Mary Jane (Watson) Buchanan**.

He had worked most of his life on the Canadian Pacific and Bangor and Aroostook railroads. He served as yard-



Chief Engineer **V. J. Welch**, right, congratulates Section Foreman **M. E. Lyford** on his retirement. Mr. Lyford had 46 years service, as trackman, flangerman, rail repairman and foreman. He is married and has 10 children: **Beatrice Knowles, Merle, Jr., Joyce Carlson, Roberta Stride, Ronald, David, Stanley, Margaret Brown, Wayne and John**.

master at Northern Maine Junction and Millinocket from March 21, 1921 until Sept. 1, 1954 when he retired as general yardmaster, Millinocket.

He was a member of Star in the East Lodge, A. F. and A. M., Old Town, and was a past Noble Grand of the IOOF, Old Town.

He is survived by his wife; five sons, **William D.**, of Stamford, Conn., **Harold C.** of Caribou, **Frank L.** of Carmel, **Malcolm V.** of Brownville Jct. and **Carl** of Old Town; two daughters, **Mrs. Donna Demont**, Plainville, Conn., and **Mrs. Ruth Legassey**, Millinocket; a brother, **Fred Buchanan** of St. Petersburg, Fla.; a sister, **Mrs. Lillian Day**, Great Works; 21 grandchildren and 19 great-grandchildren.

Funeral services were held at the Old Town Methodist Church on Stillwater Avenue with the Rev. **Howard Benson**, pastor, officiating. Interment was in the family lot at the Great Works Cemetery.

Traffic and Marketing

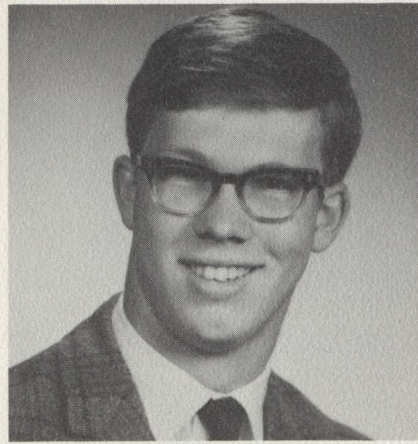
Thursday evening, May 6, a dinner party was held at the Northeastland Hotel, Presque Isle, honoring Mrs. **Doris Prescott**, former secretary in the Sales Department. A portable Smith-Corona typewriter was presented to Mrs. Prescott by **F. B. Lunt**, regional vice president-sales from Sales and Marketing Department employees. Those in attendance beside the guest of honor were Mr. and Mrs. **Fred Lunt**, Mr. and Mrs. **Norman Tardif**, Mr. and Mrs. **Armand Duplessis**, Miss **Alphena Levesque**, all of Presque Isle, **Howard L. Cousins, Jr.**, and **J. Charles Hickson** of Bangor.

Rev. **Myles V. Cyr**, OMI, pastor of St. John the Baptist Church and Rev. **Roger T. Cyr**, OMI, Director of St. Joseph the Worker Center, both of Lowell, Mass., visited with their parents, Mr. and Mrs. **Francis J. Cyr** and sister, **Gloria F. Cyr**, secretary in the Marketing Department, on Mother's Day weekend. They also participated as concelebrants at the First Mass of Rev. **Paul Plante**, St. Joseph Church, Old Town, which took place May 9.

Michael Duplessis, son of Asst. Gen. Freight Agent-Sales **Armand** and Mrs. **Duplessis** of Presque Isle was awarded top honors for his "New World" poster in the local Cable Television contest that was open to all Central Aroostook school students. During National Cable Television Week of February 7-13, 1971, he was notified by **Donald V. Traverner**, president, National Cable Television Association, Washington, D. C., that the judging panel had awarded his entry Honorable Mention.

Engineering

Darrell L. Miles, son of Trackman and Mrs. **Clifton B. Miles** of Hudson, will be graduating from Central High School in June. He has earned scholastic honors at school and is president of the National Honor Society. He participated in athletics and also the senior class play. Darrell has been accepted at University of Maine at Orono, where he will study for a Life and Science Degree. **Sylvia M. Miles**, daughter of Trackman and Mrs. **Clifton B. Miles** of Hudson, will be graduating from Central High School in June. She has received



Darrell L. Miles



Sylvia Miles

scholastic honors, is a member of the National Honor Society, has served as class officer, is a member of the yearbook staff, member of FHA, and has participated in school activities and athletics. Sylvia has been accepted at Beal College in Bangor to study accounting, in the fall.

Mrs. Elizabeth Childers, wife of Superintendent of Signals and Communication H. E. Childers, has been elected a delegate for Aroostook County to the Convention of the National Education Association in Detroit, Michigan, in July. Mrs. Childers also has been elected President of the Business and Professional Women's Club of Houlton for the ensuing year.

Assistant Engineer-Real Estate Roger Randall was re-elected Chairman of the Board of Directors of School Administrative District No. 29 during its re-organizational meeting held in Houlton on April 5.

Assistant Engineer Aaron Picken, a member of the Maine Air National Guard, spent two weeks on active duty training at Spangdahlem Air Force Base, Spangdahlem, Germany. While there he visited Holland and Luxemburg.

Mrs. Rita McDade, wife of Shop Foreman D. B. McDade, was elected to the office of Director at Large at the spring meeting of the Houlton District, Maine Diocesan Council of Catholic Women, held at the Northeastland Hotel in Presque Isle on May 2.

Section Foreman and Mrs. Sandy Cleaves are announcing the engagement

of their daughter, Ellen, to Sgt. John P. Morgans, son of Mr. and Mrs. George D. Morgans, Sr., Coldale, Pennsylvania. The wedding will take place at the United Baptist Church, Caribou, on June 19.

Virginia Butler, sister of Stenographer Joan H. Butler, has been accepted to the Fashion and Retail Merchandising program at Bryant and Stratton, Boston. Miss Butler graduated in June, 1970, from Houlton High School and is attending the University of Maine, Presque Isle. The Fashion and Retail two-year program is designed to expose students to all phases of the fashion and retail industry; buying, selling, designing. Under a unique internship program the student is given on-the-job training through part-time work in a local store or boutique.

Retired Mechanic Asa J. Lake of Houlton died March 28 after a long illness. He was born July 7, 1913, the son of Eben W. and Elizabeth (Sprague) Lake. He was a member of the United Methodist Church and the Brotherhood of Maintenance of Way Employees. He is survived by his wife, Evangeline (Rodgers) Lake; his mother, Mrs. Elizabeth Lake of New Limerick; one son John T. of Tulsa, Oklahoma; three daughters, Mrs. Robert (Barbara Ann) Berhauser of Prospect, Conn., Mrs. Roger (Regina) Cunniff of Houlton, and Mrs. Roger (Elizabeth) McGary of Ludlow; three brothers, two sisters, five grandchildren and several nieces and nephews.

Retired Trackman James Thornely Pratt, 70, died on April 3 following a long illness. He was born February 18, 1901, the son of James and Sadie (Leighton) Pratt. He was a veteran of WW I. He is survived by one foster daughter, Mrs. Nada Wrightington of

New Haven, Conn.; two brothers, two sisters, several nieces and nephews.

Brent Andrew Ewings, the 10 month old son of Trackman and Mrs. Allison Ewings, died on March 30 after a short illness. He was born May 14, 1970, the son of Allison and Ruth (Stewart) Ewings.

Brent is survived by his parents, two brothers, Brian and Bruce, and one sister, Annette; his grandparents, Mr. and Mrs. Harry Ewings of Houlton and Mr. and Mrs. Ora Stewart of Houlton.

Eldon V. Coulsey, 78, a retired section foreman for the BAR, died April 2 after a long illness. He was born in Fredericburg, Canada, the son of Mr. and Mrs. Alexander Coulsey. He is survived by his wife, Marjorie (Ware) Coulsey, Pushaw; one son, Storer Coulsey, Sherman, Texas; two stepsons, George Hodge, Hampden, and Hugh Hodge, Los Angeles, California; and several grandchildren.

Retired Trackman Eugene G. Sawyer, 71, died at a Presque Isle hospital on April 3 following a short illness. He was born in Presque Isle, the son of Fred and Lillian (McCubery) Sawyer. Mr. Sawyer served with the U. S. Army during WW II. He is survived by two brothers, Earl of San Antonio, Texas; Lewis of Fort Fairfield; three sisters, Mrs. Mildred Stokes of East Auburn, Mrs. Pauline McInnis of Little Maine, N. Y., and Sarah of New Britain, Conn.

Accounting Dept.

Mrs. Frankie Brown, Key Punch Operator, was the Maine Women's Bowling Association State Delegate to the W.I.B.C. 54th Annual Convention, which was held in the Civic Center, Atlanta, Georgia, the week of April 26. While there she also visited many places of interest and bowled in five tournaments.



Chief Engineer V. J. Welch, left, presents Trackman J. L. Burton, Oakfield, with his gold pass for 40 years service. Mr. Burton, a native of Weeksboro, has been a section foreman, snowplow operator and equipment operator. He attended Oakfield and Merrill schools. He is married and has three children: Donald, Colorado Springs, Col.; Clyde, Topeka, Kan.; and Marilyn, Oakfield.

Bruce W. Shaw, son of Clerk and Mrs. Ward L. Shaw, left Bangor in January for Fort Dix, N. J., where he received processing before being sent to Fort Knox, Ky., for eleven weeks basic training in the U. S. Army. He spent ten days furlough in Bangor and was then assigned to Sarnia Base, Albuquerque, New Mexico where he is presently enrolled in Nuclear School, U. S. Army Element.

Ronald L. Condon, General Auditor, and Joel F. Mills, Traveling Auditor, were in Washington, D. C., the first two weeks in May conducting the Annual Audit of the Association of American Railroads. Controller Owen J. Gould is Chairman of the Audit Committee this year and Messrs Condon and Mills were his representatives.

On the 24th of April, Machine Operator Lyle Shelley and Car Accounting Clerk Jim Garrity participated in the Annual City of Bangor Canoe Race on Kenduskeag Stream. With Jim holding down the bow and Lyle in the stern, they pounded through the rapids and white water to place 11th in their class, which gives them an excellent rating.

Machine Operator Ralph B. Higgins has returned to work following eight weeks' absence due to surgery.

General Offices

Mr. and Mrs. W. Jerome Strout, Mr. and Mrs. Linwood W. Littlefield, Mr. and Mrs. Alvin W. DeLong and Mr. and Mrs. Gerald E. Wiggins were among those attending the 150th anniversary banquet of the Grand Lodge of Maine, AF&AM, on May 4, 1971, which was held in Bangor.

Our best wishes go to M. Lucille Dougherty, secretary in the Executive Department, upon her recent engagement to John A. Brimmer of Brewer. John is the son of the late George H. Brimmer, former assistant general freight agent of the BAR. He is manager of the plumbing and heating division of R. B. Dunning & Company.

Mechanic and Mrs. Gerald E. Wiggins visited for several days with Mr. and Mrs. Alvin W. DeLong at their home in Hampden during the week of May 3.

Chairman of the Board W. Jerome Strout was honored at a buffet luncheon on May 10 by the employees of the Bangor office. Invited guests included Mrs. Strout and staff members from over the road. Mr. Strout has retired from the company after more than 43 years of service.

Mechanical Dept.

Pulpwood Loading Inspector Archie E. Jackson retired April 30, 1971. Chief Mechanical Officer H. W. Hanson, left, congratulated Archie on his retirement and presented him with his retirement pin.

Archie was born September 8, 1908 at Kirkland, New Brunswick, Canada. He started work for the Bangor and Aroostook on August 22, 1961, as a mail and bus driver. Subsequent positions held were traveling car service inspector and pulpwood loading inspector. Prior to entering service with BAR Archie was owner of Million Dollar View General Store and Restaurant at Weston during



Pulpwood Loading Inspector Archie E. Jackson, right, is congratulated by Chief Mechanical Officer H. W. Hanson on his retirement. Archie entered BAR service in 1961 and formerly worked for the Boston and Maine Railroad.

1954-1959, and worked for the Boston and Maine Railroad. He attended schools in Lawrence, Mass. He is a member of the Masonic Lodge and Grange.

Archie is married and has two daughters, Mrs. Shirley I. Bloom, of Salem, New Hampshire, and Gertrude F. Ogden of Prentiss, Me., and one son, James E. Jackson, of Miami, Florida.

Archie resides with his wife, Hazel, at Weston, Maine.

We wish Archie a long and happy retirement.

We were sorry to hear of the death of Mrs. Olive Clark of Oakfield. She was born at Oakfield, December 28, 1898, the daughter of George and Mame Marchie Sanders.

Survivors include her husband, John, of Oakfield; two sons, Carpenter Charles W. Clark of Derby, and George of Oakfield; one daughter, Mrs. Bernard (Lois) McDonald of Thompsonville, Conn.; two brothers, Samuel Sanders of Linneus and Alfred Sanders of Oakfield; one sister, Mrs. Harold (Mae) Clark; several grandchildren and great grandchildren.

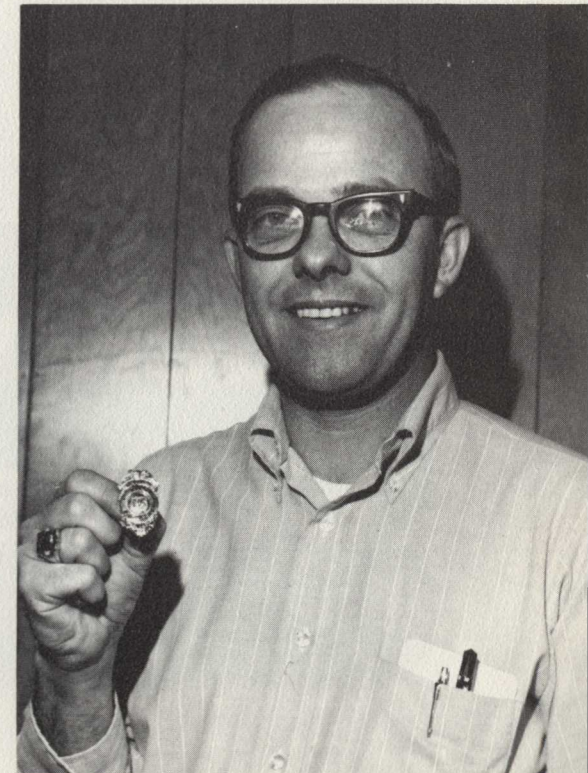
We extend our sympathy to the family.

At the 146th Convocation of the Grand Chapter of Maine, Royal Arch Masons held at Portland, Maine May 6, 1971, Chief Clerk Max E. Place of the Mechanical Department was elected Grand High Priest for the ensuing year.

He and Mrs. Place left Portland May 7th for several days' vacation, during which time they plan to visit the Grand Chapters of New Hampshire, Maryland and Connecticut as official guests of those jurisdictions.

The BAR is also represented by the appointment of Gerald E. Wiggins, B&B Mechanic, Houlton, as Grand Master of the 2nd Veil.

Leslie O. McEachern of Milo, who may be remembered by some of the old timers as being employed as Baggage-master at Derby, was appointed Grand Captain of the Host.



Retired Millman and Mrs. Albert J. Cyr of Derby, were honored with a reception April 11, 1971 in observance of their 50th Wedding Anniversary. The event was held at the American Legion Hall in Milo.

Alvina Delina Belanger of Eagle Lake and Albert J. Cyr of Old Town were married in Eagle Lake April 12, 1921. Albert was formerly employed by the Great Northern Paper Co., the Old Town Canoe Co., and the Bangor and Aroostook Railroad as a millman for 38 years until his retirement in 1960.

He served as Fire Chief of the Derby Fire Department for eight years, was Local Chairman of B.R.C.A. Protective Board, Secretary-Treasurer of the Boston and Maine and Allied Lines Joint Protective Board. He is Finance Officer of the American Legion Post #41 in Milo, Quartermaster of Barracks 2124 Veterans World War I, and Commissaire Intendant in Voiture 454 40/8. He and Mrs. Cyr are members of Pleasant River Grange, the Derby Improvement Society and St. Paul's Catholic Church in Milo.

Mrs. Cyr is a member of the American Legion and Veterans World War I Auxiliary, the Mothers Service Club, in which she is very active.

The couple have three children, Mrs. Clarence Gero Langevine, Eddie Cyr, both of Milo, and Ronald Cyr of the U. S. Navy; six grandchildren and one great granddaughter.

Their children made the plans for the reception. Clarence Langevine, son-in-law, was chef for the occasion. Miss Lisa Cyr, granddaughter, circulated the guest book, Mrs. Eddie Cyr had charge of the gifts, assisted by Miss Amber Cyr, granddaughter, and Mrs. Corinne Langevine was hostess.

The couple were presented with a money tree and many other gifts. About one hundred and fifty friends, neighbors and family members attended the event, including Mr. Cyr's sisters, Mrs. John Nelligan of Old Town, and Mrs. Richard White of Greenbelt, Maryland. Also, Mrs. Cyr's sister, Mrs. Paul Cyr of Millinocket, and a brother, Mr. Eddie Belanger of Van Buren. Others attending

came from Van Buren, Fort Kent, Presque Isle, Millinocket, Brownville, Milo, Dover, Dexter, Orono, Bangor, Old Town, Hampden, Holden and Bristol, Connecticut, Portland, and Old Orchard Beach.

Welder Basil Curtis of Derby is a pa-

tient at the Milo Community Hospital. His friends wish him a speedy recovery and return to work.

Congratulations to Asst. Chief Mechanical Officer and Mrs. Owen F. Allen on the birth of a son, Eric Hickcox, born April 29th.



"THE NEXT THING YOU'D BETTER LEARN ABOUT GETTING ON AND OFF CARS, IS WHEN TO LET GO."

Facts and Figures

	Jan.-Apr. 1971	Jan.-Apr. 1970
We received from:		
Hauling freight	\$4,735,800	\$5,171,437
Carrying passengers and express on our busses	99,641	85,716
Other transportation services	68,076	51,199
Net rental from freight cars and other equipment	768,401	671,685
A total of	5,671,918	5,980,037
We paid out or provided for:		
Keeping roadbed and structures in repair and clear of snow	1,322,604	1,305,104
Keeping locomotives, cars and other equipment in repair	1,416,866	1,712,174
Running trains, station and yard expenses	1,656,144	1,703,443
Pricing and sales of our services	105,093	116,318
Managing the business and keeping records	321,578	332,467
Payroll taxes	291,212	284,625
State and local taxes	130,304	129,788
Interest on borrowed money	468,358	457,132
Other miscellaneous charges—net	10,737	18,473
A total of	5,722,896	6,059,524
Our net income (loss) was	(50,978)	(79,487)
Add—Incentive per diem earnings (excluded above) that cannot be used for general purposes but must be set aside and used only for the acquisition or rebuilding of general service box cars.	213,310	—
—Dividends received from our subsidiaries (excluded above).	140,311	—
The net income (loss) reported to the I.C.C.	\$ 302,643	\$ (79,487)

Office of Controller
Bangor, Maine
May 12, 1971


Pack with pride, Convey with care.

Association of Railroad Editors

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"We travel together, passengers on a little spaceship, dependent on its vulnerable resources of air and soil, all committed for our safety to its security and peace; preserved from annihilation only by the care, the work and, I will say, the love we give our fragile craft."

— Adlai Stevenson

A lot of people are concerned about the mess we've made of our environment.

About polluting our water. The Land. (New Highways are being built . . . almost mindlessly . . . at the rate of 11½ million acres a year. That's more than three times the tillable land in all of Aroostook County.) And the Air. (It's said that 60% of our air pollution comes from motor vehicles.)

If ecology is your bag, think about railroads for a minute. No forests have to be cut down to build railroad track. It's already there.

Railroads lessen urban congestion. (On the highways, too.) We're the oldest mode of modern, mass transportation. And the most efficient.

Thanks to the flanged wheel and the steel rail, we can move up to 200 cars with a single power unit. Think about that for a minute. In terms of air pollution. And crowded highways.

If you mean what we think you're saying about the environment, try a railroad for your next shipment.

We're kinder to the environment. *And your pocketbook.*

Bangor and Aroostook Railroad

