

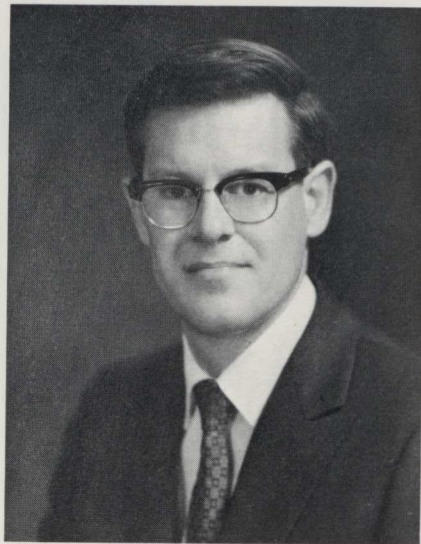
# MAINE LINE

SEPTEMBER-OCTOBER, 1971

Bangor and Aroostook Railroad



**TRANSPORTATION  
REFORM  
NOW!**



## Talking It Over

To My Fellow Employees,

Ben Franklin's observation that nothing in this world is certain except death and taxes is no less apropos now than it was in Franklin's time. And the move to repeal Maine's two-year-old income tax law is, I think, a futile exercise in the persistent myth of expecting something for nothing.

It may seem to you that the railroad has enough problems you and I could be talking about without concerning ourselves with the problems of the Maine taxpayer. But I feel so strongly about the matter, I'd like to share my thoughts with you.

On November 2, Maine voters will go to the polls to decide if they want to repeal the Maine income tax. The notion that, simply by casting a ballot for repeal, we can eliminate part of our tax obligation is a seductive one. But the fact is we do not eliminate our obligation. We merely change the method we use to pay for the necessary social services. The need for the services . . . education, health and welfare and other necessary areas . . . goes on. And it is most certain that we will merely have to resort to another method of taxation to pay for them if the income tax is repealed.

Maine's sales tax now accounts for about 47% of the budget (\$83.2 million). Taxes on beer, liquor and cigarettes . . . the "sin"

taxes . . . account for about 18% (\$32.3 million) and the income tax represents about 15% (\$27.1 million). Tax authorities say that 5% is about the limit of a sales tax before it becomes regressive and actually hinders commerce. Property taxes and higher "sin" taxes and an increase in the sales tax are the alternatives to keeping the income tax. And the alternatives hit hardest at the lower income groups who can least afford to pay them.

No matter how unpalatable the notion of an income tax may be to us, it is probably the fairest method of taxation because we are taxed according to our ability to pay. Raising the sales and property taxes simply amounts to taxing more heavily those groups that can least afford the burden . . . the elderly and the low income groups.

Those who favor doing away with the income tax would have you believe that by denying state officials the \$30 million or so a year generated by the income tax we can eliminate waste in government without affecting vital services. As a practical matter, it is virtually certain that such a cut would jeopardize the services without appreciatively affecting the cost of government.

There can be no doubt that economies can be made in government without jeopardizing the

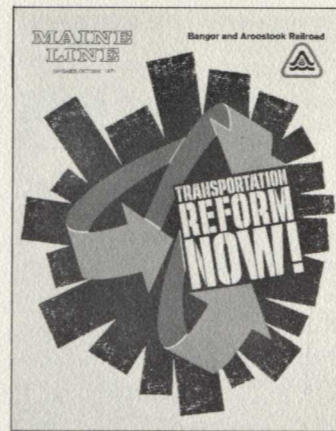
services that are vital to all of us. But the way to bring such economies about is through our elected officials, not by substituting repressive taxes for what is essentially a just and fair tax. We get about what we deserve in the way of government. The youth cult notwithstanding, our form of government is responsible to the ballot box; we can influence government and establish priorities with our votes.

When you go to the polls Nov. 2, you might wish to remember the experience of Connecticut, which has just repealed its state income tax. The compromise tax package that was accepted in its place was an increase in the sales tax from 5% to 6 1/2%; an increase in the gas tax from 8c a gallon to 10c a gallon; and an increase in the tax on cigarettes from 16c a pack to 21c a pack.

In our society, those of us who earn more have an obligation to assume more of the burden than those who are less able. The income tax, imperfect though it may be, seems to me the fairest way to distribute the tax load. To repeal it would, I think, be a step backwards for all of us.

Sincerely,

Alan G. Dustin  
Executive Vice President



### About the Cover

Our front cover was designed by Artist Chuck Cronin to underscore the urgency of the Surface Transportation Act of 1971. (See story p. 4). It needs the support of all railroad employees.

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## NEWS BRIEFS

E. Spencer Miller, president and chairman of the board of the Maine Central Railroad, was elected to the Board of Directors and the Executive Committee of the Bangor and Aroostook Sept. 14.

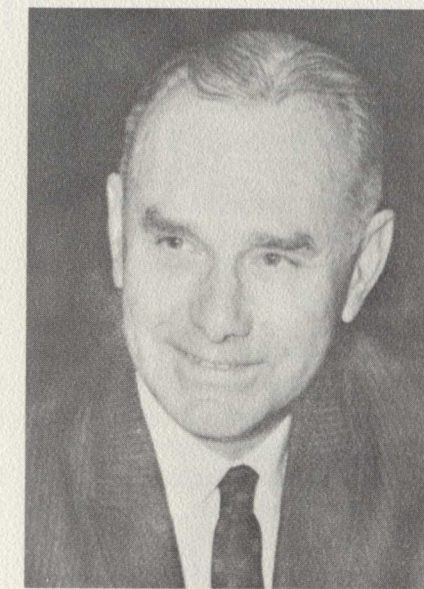
F. C. Dumaine, chief executive officer of the Bangor and Aroostook, said that Amoskeag was dropping its petition to the Interstate Commerce Commission to vote its Maine Central common stock which Maine Central had opposed. Amoskeag owns about 26% of Maine Central's common stock. The stock has been held in a voting trust under ICC regulations since Amoskeag purchased Bangor Punta's interest in Bangor and Aroostook in 1969.

"Mr. Miller brings to the board broad financial and operating experience," Dumaine said in announcing the move. "His acceptance of the post will broaden the areas of cooperation between the two railroads and assure a climate in which Maine roads can offer competitive transportation service for Maine shippers."

Also elected to the Board of Directors was the road's executive vice president, Alan G. Dustin. Dustin came to the Bangor and Aroostook from the Erie-Lackawanna Railway in 1970. He began his railroad career with the Delaware & Hudson Corp. in 1947.



Gary B. Pettengill



E. Spencer Miller

Herschel P. Lee, superintendent of transportation, has announced the appointment of Gary B. Pettengill, of Houlton, assistant to the superintendent of transportation with headquarters in Houlton.

Pettengill entered service with the road as a student operator in 1956. He later became a clerk in the transportation department. At the time of his promotion he was chief clerk. He attended Island Falls High School and served for two years in the U.S. Army between 1962 and 1964.

The Bangor and Aroostook will install a computer and it's expected to be operational by April. The computer, Accounting Department people say, will provide fast, up-to-date information on which intelligent decisions can be made.

Using the computer, the BAR will be able to exchange information with other railroads, a process that the present, obsolete business machines make difficult because most railroads are using computers. Billings with other roads can be done with the computer. There are applications in virtually every department on the railroad.

# A Bright Spot \_\_\_\_\_ The Surface Transportation Act of 1971

Like the spider and the fly, railroads and their competitors, motor carriers and water carriers, have been almost hereditary enemies since anybody can remember. Their feuds have been thunderous in intensity, painfully righteous in their cause, and they have been emblazoned, too many times, across newspaper pages and have echoed down the halls of state legislatures and the Congress. It's true that newspaper editors have become a little cynical about the fire and thunder of a traditional rail/truck battle. So, now, it has all the conviction and fervor of a medicine show.

To add a bit of heresy, the carriers have become weary of it, too.

As William J. Bresnahan, president of the American Trucking Associations and an emerging statesman of the transportation industry, put it, the three surface modes are "determined to avoid the devastating, non-productive battles that so often characterized previous consideration of transportation matters."

In an unprecedented gesture of cooperation the regulated modes . . . railroads, water and motor carriers . . . have pledged cooperation in supporting a legislative program that will benefit all of them . . . the Surface Transportation Act of 1971. Hopefully, it was more than just a matter of hanging together or hanging separately.

But common carriers are in trouble. All regulated transportation shares the malady. The problems are, essentially, outdated regulation, high labor costs, declining profits and the difficulty of getting capital for the very improvements that would trim some of the high costs and increase efficiency.

It's easy for most people to ignore the big problems of trans-

portation. It's a head-in-the-sand attitude because transportation costs are hidden in every item we consume or buy. In fact, 10 cents out of every dollar spent in the United States goes for transportation; it affects everybody. The danger is that the problem will be ignored until only massive surgery will cure the disease.

If the transportation industry is to survive and grow to meet the needs of the next 15 years, the medicine must come now. In the last few years, intercity freight has increased at three times the population rate. It must increase by 100% in the next 15 years to fill the need.

The liabilities of all the modes not only increase costs at home but handicap us in competing in foreign markets. And the financial squeeze on all carriers stifles investment in plant and equipment that would hold down costs and meet future demands.

The railroad industry's concern about the problems led to the formation of ASTRO and specific proposals to aid the railroad problems. ASTRO was more than just a compilation of railroad troubles. It was a call to action, an alarm in the night. At the same time, the other major modes were studying their own problems.

Perhaps the timing was right. Perhaps the carriers suddenly realized the futility of continuing on a perpetual blood feud. Or, perhaps, it was Senator Hartke's blunt warning that the modes must work together for the good of transportation rather than just for their own interests. But the recommendations of the individual modes . . . rails, water carriers and trucks . . . have been combined in a piece of legislation that just might be the first step in the first major overhaul of transportation regulation since 1940.

No one got everything they wanted. But the Hartke-Adams bills (S.2362 and HR 10146) embody major changes that would help every common carrier. As Senator Hartke pointed out, the legislation is late. It is not perfect. But it is a starting point.

"This bill will, I believe, begin the process of restoring this country's surface transportation system," Rep. Brock Adams, cosponsor of the legislation, said in a speech before the House of Representatives, "a revitalization necessary for a healthy interstate commerce and a strengthened American economy."

Proposals in the new bill would:

- Make available up to \$5 billion in loans and loan guarantees to improve transportation services which the public requires but for which the needed financing is not available.
- Seek to encourage investment in the modernization and improvement of surface transportation industries by restoring the investment tax credit and by expanding five-year amortization of rolling stock to all surface modes.
- Put an end to state and local tax practices that discriminate against transportation property.

*A Bangor and Aroostook freight, moving pulpwood and potatoes through the rolling Aroostook County hills, winds its way toward the eastern markets. The railroads represent a vital link for Maine industry, and the weakening of railroads lessens the ability of Maine producers to compete in the marketplace. A vote or letter of support for the Surface Transportation Act of 1971 will bolster the whole network of surface transportation for Maine shippers.*



*"We need a more modern, leaner, more efficient transportation service. I have said the place to start on a program to produce improved service is with the industry itself. I have urged the railroads, the truckers and the water carriers to lay aside their differences and address themselves to a program to upgrade the ability of transportation to perform its vital public function. . . ."*

— Senator Vance Hartke

- Help to assure surface carriers a reasonable opportunity to earn a reasonable rate of return—and thus to generate private capital for future improvements and expansion—by expediting rate adjustments demanded by cost and market fluctuations.
- Eliminate—or at least minimize regulatory inequities concerning dry bulk commodities and certain livestock, poultry, fish and other agricultural products.
- Provide a faster and more realistic procedure for the abandonment of little-used rail lines.
- Require the states to use at least 5 percent of their federal highway funds for grade crossing safety projects—including

crossings on highways that don't presently qualify.

"All of these goals were included in the ASTRO program, and the railroad industry has been fighting for most of them for years," former U.S. Senator George A. Smathers, ASTRO's general counsel, explained.

"The Hartke-Adams bill represents a vital transportation 'package' that Congress can be expected to respond to favorably."

The "railroad" problem has gotten to be a little like the "farm" problem for the nation; it seems like it's always been with us. Yet, here's a legislative package that can make a tremendous difference to all common carriers, especially the railroads.

There's a realistic chance that the bill can be passed. It's not just a matter of the railroads fight-

ing for their own interests. It's a matter of all three modes working for something that's vital to them all.

But the legislation probably can't be passed without a lot of help from railroad people. That means letters to the Congressional delegation saying that you think the legislation is needed, that you support it and that you hope the representative or senator to whom you're writing will, too.

The few minutes you may take to write your representative and senator can mean new life for every railroad in the country. It can make all our jobs more secure.

It can also be a step toward restoring the railroad to a vitality to match this time and place.

It's time to stand up and be counted.



Although the traffic patterns have changed, as well as the eating habits of the American public, the potato culture is still very much a part of the Aroostook County economy. Farms like the one pictured above still represent a sizeable part of the county's money crop.

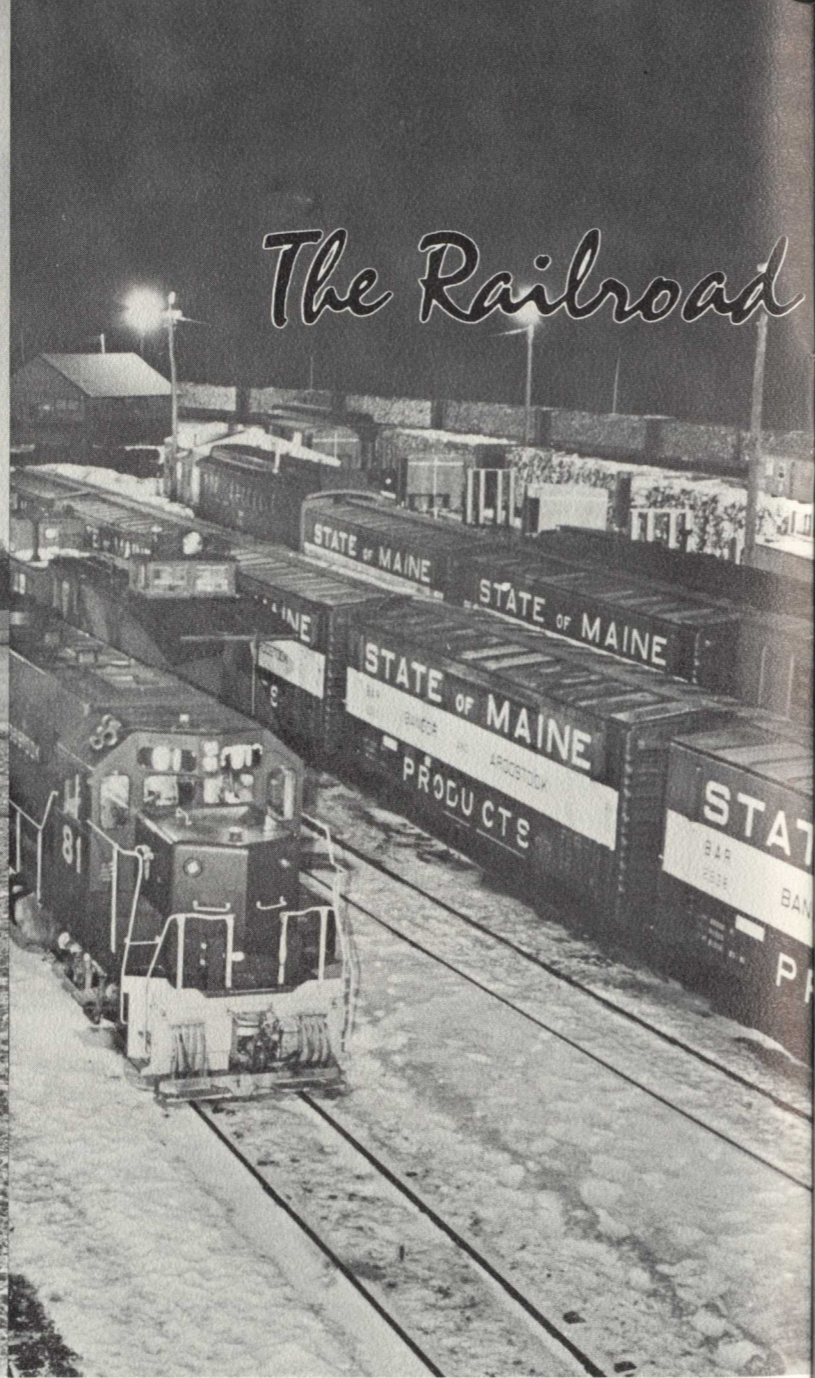
The railroad's drastic traffic loss in potatoes makes it necessary for the road to take a hard look at its potato traffic. The night scene pictured above, right, represents much of the railroad's traffic—wood products and potatoes.

With the potato industry in Aroostook County, it's always been a question of which came first, potatoes or the railroad. At one time, before the coming of the railroad, Aroostook farmers grew hops as a cash crop. But when the railroad was built and opened a direct route to American markets the potato industry burgeoned.

And, until a decade or so ago, the mutual dependence between the railroad and the potato industry was a going thing. Then the slide began. The industry, itself, began to change in character.

With wide-spread affluence, there was greater emphasis on convenience foods like dehydrated and frozen potatoes than on the fresh potato movement that had traditionally been the lifeblood of both the industry and the railroad. And there were changes in the railroad industry. Mergers swallowed up some roads to whom potatoes had been important traffic. There was a gradual deterioration of service that peaked out two years ago.

But the change had taken place. The railroad's share of the fresh potato traffic had plummeted



## The Railroad Takes a Hard Look at Potatoes

from 9,617 cars in the 1969/70 season to 5,253 in the 1970/71 shipping season. During the peak years the railroad shipped 51,141 cars (1948/49) and 36,228 (1955/56). The big crunch came two years ago during an exceptionally harsh winter that accentuated the problems of many eastern railroads and caught potato customers in the middle. Cars were lost, sidetracked and sometimes frozen. To compound the difficulty, claims were slow in being paid.

As a result potato shippers have turned to the itinerant trucker and to private carriage to move more and more of the crop. While the events that led up to the 1970 debacle were the result of grave difficulties in the railroad industry, the Bangor and Aroostook has devoted its energies toward correcting the problem areas that have caused shippers to leave the railroads.

The approaching shipping season shows every promise of realizing the most important of the goals for which the BAR has been negotiating with other eastern carriers. No one has any illusions that the traffic will be wooed back to the rail in one season but the people who make the railroad's budgets and sign the checks are hopeful that the reforms will begin to be felt during the coming year.

The road's Operating people are working with other railroads to publish and maintain freight train schedules to Boston, Harlem River, New York and other Penn Central points. A complaint of rail customers has been incon-

sistent transit times to specific destinations. No one expects railroads to be competitive with trucks in transit time but customers do expect consistency in transit time. Performance based on published schedules should eliminate that particular difficulty.

As a result of unhappy experiences by shippers with the procedures of the Shippers Protective Service, Carriers Protective Service has been offered. It has the advantage of quick claims settlement when a customer's shipment is damaged in transit.

While rail rates are competitive in comparison with trucks to Boston and New York, across-the-board increases of the past two years have placed the railroad in an unfavorable rate position to many destinations.

Among the devices the Bangor and Aroostook is progressing with other roads are multiple car rates and reducing the minimums on 5, 10 and 20-pound packs. Reducing the minimums on these packs would make it easier for the shipper to load and would give the railroads better utilization of equipment. If the proposals are accepted they are expected to attract more volume to the rails. An increase in traffic would exploit the inherent advantage of railroads and show a better overall revenue figure than the present low level of traffic. Perhaps most encouraging is the determination of other railroads to make it attractive for potato shippers to go rail.

At the end of the 1971/72 season, the road's policymakers will be faced with the decision of

whether or not to maintain the BAR's fleet of RS type refrigerator cars. Essentially, what they will have to decide is whether the road is to remain in the potato business, for the 1,631 RS cars represent one of the largest remaining pools of cars in good condition suitable for moving potatoes. The decision whether or not to maintain them becomes a matter of economics. Quite simply, if the road can realize enough of an increase in its potato traffic by initiating changes to make it feasible to maintain the cars, it will remain a factor in the potato business.

But if indications at the end of the current potato season are that the business can not be won back to the rails, the decision will be not to maintain the cars, which will have the practical effect of removing the road as a factor in the movement of potatoes.

Also at stake are many miles of track and dozens of sidings whose purpose is solely for the handling of potatoes. If the potato traffic continues to decline, this trackage would become surplus and would have to be removed. As ugly as the prospects sounds, the railroad would have no choice but to "shrink" the system to the size of the business handled.

Such a move would also present a sobering prospect to shippers of Maine potatoes; it would effectively eliminate the competitive factor of two modes of transportation in the marketing of their crops. But the tools the railroad needs to move potatoes are simply too expensive to maintain for a standby service.



## Coffee, Donuts and Safety

*The unscheduled safety meetings generate a give and take that's often missing in the more formal meetings. Above, at a meeting held at Caribou Station, Conductors Hamel Caron and Robert M. Labonte, discuss methods with Director of Safety & Security, Alvin W. DeLong.*

*At right, center, the crews of Trains 81, 211 and the Oakfield Switcher, meet during the early morning hours with Superintendent of Transportation H. P. Lee, at the Oakfield yard office. The sessions begin with donuts and coffee and has been paying off for the Transportation Department with the best safety record since such statistics have been kept.*

The first pale sunlight was boring through the morning mist when the crews from Trains 81, 211 and the Oakfield switcher trooped into the third floor of the Oakfield yard office. They were met by Superintendent Herschel P. Lee, two trainmasters, the chief dispatcher and the welcoming aroma of freshly-brewed coffee.

Seven o'clock in the morning may not be the most orthodox time to talk about safety but when the coffee and donuts are on the Superintendent and he's willing to get up at the crack of dawn too, the crews are willing to listen. The formula is part of the Transportation Department's new approach to the important matter of safety for its people. And, as one wag commented, 'we must be doing something right because it works.'

He was referring, of course, to the department's outstanding safety record for the first nine months of 1971 . . . only one reportable injury. Statistically one expects a higher rate of injury among transportation employees than among other departments . . . almost double, in fact. Some roads weight their transportation injury statistics on a two-to-one basis when comparing their transportation departments with engineering and mechanical groups.

But the Bangor and Aroostook's Transportation Department is doing very well, thank you, without being spotted any points by anyone in the area of safety. As Herschel Lee points out, no department can do a good job on safety without safety conscious people. The trainmen, enginemen and station employees have this

quality to a high degree and an important element of their success story is a continuing effort to make safety presentations fresh.

Any professional safety man will tell you that safety is as easy to defend as apple pie. It's keeping the interest and awareness at the high level necessary to keep people from getting hurt that's the challenge. Because the very essence of safety is attention to detail. Every day.

"This was the point we'd reached in our safety program," Lee explains. "The regular, hour-long safety meetings just weren't doing the job. Interest was flagging and we felt we needed a more personal approach."

The new format calls for unscheduled, 15-minute safety orientations usually held before crews go on the job. The atmosphere is informal. Lee or the trainmasters furnish coffee and donuts for the crews. Accent is strictly on participation by the

crews, a direction that's encouraged by the small size of the groups, and the spontaneity of the meetings. Assistant Superintendent Leigh S. Milton, who's responsible for safety in the department, thinks the approach works because it's personal and because it gets everyone involved in safety. And that really is the only way safety can work.

Yardmasters and supervisory agents are part of the program, too, and hold the same kind of short, unscheduled safety sessions in their own areas. It has the effect of letting local people handle local problems. The change from hour-long monthly safety meetings has given trainmasters and other supervisors an extra half day every other month to be used for safety instructions.

The contact with trainmen and enginemen is an extra dividend in the new safety approach. It's hard to maintain day-to-day communi-



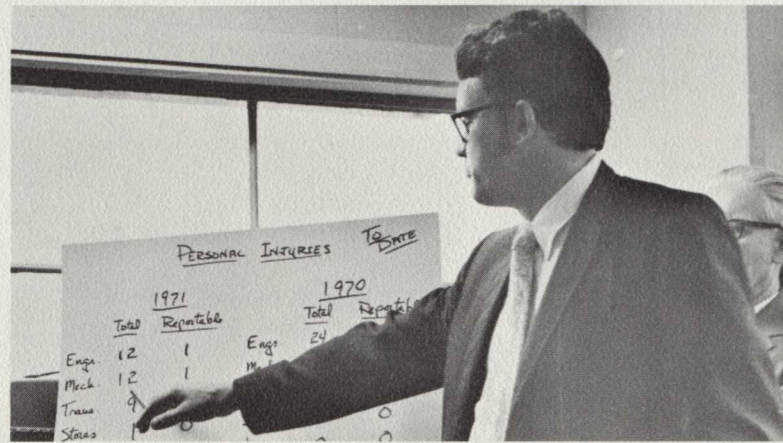
*Superintendent H. P. Lee, left, and Chief Dispatcher Henry White, lead discussion during the safety session at Oakfield.*



cation with train crews by the very nature of their work. But frequent, on-the-job meetings have provided a two-way flow of information that has been helpful in pin-pointing and correcting potential areas of hazard.

The early morning hours aren't the only times that the impromptu safety sessions are held. Lee and his supervisors use cabooses, a station waiting room, any place where their people gather, and the hour could be any one of the 24. The technique is useful for putting out fires in problem areas as well as maintaining a high level of interest in the safety effort.

As Alvin DeLong, the railroad's director of safety and security, puts it, "Let's face it; safety can be a pretty dull subject. What the transportation people have done is breathe some fresh air into the subject. And no one can quarrel with the kind of success they've had."



Although statistics are only tools in a safety program, part of each safety meeting is devoted to explaining where the department stands in relation to other departments on the railroad and a comparison with past performance. Above, Director of Safety & Security, Alvin W. DeLong, runs through safety statistics at a Transportation safety meeting.

Safety meetings are not confined just to train crews. At right, Clerk Roy Doak, Caribou, makes a point at a meeting held with Supervisory Agent, Leland Labbe, and several train crews at Caribou. Chief Clerk Gerald Buchanan, right, listens.

Safety meetings in the Transportation Department were once the province of trainmasters and the department head. Under Superintendent H. P. Lee's new approach to safety, local supervisors are deeply involved in the safety effort. Agents, yardmasters, and other supervisors hold short, unscheduled safety meetings with crews at field points. The system has the advantage of taking care of local problems as they happen and providing better two-way communication between Transportation headquarters and field operations.



Above, Chief Clerk Louis Larsson, Presque Isle, holds the signboard from his grandfather, Lars, potato cars at the New Sweden Historical Museum. Below, names of early settlers who died during the first years of the Swedish experiment, are commemorated on a granite marker in a sun-filled woodland glade at New Sweden.

## A Pilgrim Goes 'Home'

Ever since a band of 51 tough and courageous Swedes emigrated to Aroostook County in 1870 through the efforts of a Maine man, William Wiggery Thomas, Jr., then counsel to Sweden, and carved prosperous farms out of the northern Maine wilderness, the community has been scattering its sons and daughters to every corner of the land. In July, a third generation Swede, a descendant from that original colony, went back to Sweden. Louis Larsson's long journey "home" was only the second time any of his Swedish relatives have seen any of their American kin since 1904 when Louis' grandfather, Lars, went back.

As a railroad man (chief clerk for the Bangor and Aroostook at Presque Isle), Louis Larsson was



fascinated by the sophisticated Swedish railway system. And, as a student of the Swedish colony's cultural and ethnic heritage, the journey back to the starting point of the experiment was a unique opportunity for an American Swede to view the beginnings of the colony from a different vantage point.

He became interested in the history of the Swedish colony when he realized that, with the scattering of the third and fourth generation Swedes, the culture and the strong sense of common identity was disappearing and taking on a different character. A letter of inquiry to Sweden about the beginnings of the emigration, brought a response and a request for help from Dr. Allan T. Nilson,



September sunlight and a crisp blue sky backlight the monument commemorating the settlement at New Sweden, above.



At right Louis visits Anna Johansson, his grandmother's niece, in Varmland, Sweden. Miss Johansson lives in the old family homestead furnished the same as when her parents lived there.



The Larsson daughters, Norma and Joyce, are pictured in front of the old-fashioned fireplace, still in use, in Anna Johansson's kitchen.

director of the Gothenburg Historical Museum, in helping document the growth and development of the Maine Swedish colony for the museum. (See MAINE LINE, Jan.-Feb., 1970).

The exchange led to a visit to Maine by Dr. Nilson and this summer Louis Larsson made the reciprocal visit. The Larssons had talked about the trip for years and decided the spring of 1971 was the time. Ironically, the night the family left New York for the first leg of their trip to Copenhagen, Denmark, the historical museum at New Sweden, Maine, for which Louis had done considerable work, was struck by lightning and burned to the ground. The Larssons read the news in Swedish papers when they arrived in Gothenburg July 3.

As guests of Dr. Nilson in Gothenburg, the Larssons and their daughters, Norma and Joyce, saw a facet of Swedish life that few tourists are privileged to see. When Louis attended a Rotary Club luncheon with the museum director he was told that he would be expected to respond to the introduction. He responded in Swedish and it was like opening a door for the visiting American. The superintendent of the Gothenburg Division of the Swedish State Railroad, Karl Larson, invited Louis to tour the rail facilities in the area and assigned a railroad employee to accompany him.

The family decided to take the train across Sweden to Lake Vanern in Varmland, where Louis' grandparents were born. Besides satisfying a certain professional curiosity, the train ride on the up-to-date Swedish Railroad proved to be a pleasant experience.

"For fast, comfortable transportation," he says, "I wouldn't hesitate to recommend traveling by Swedish passenger trains. Like Sweden's buses, subways, streets and public buildings, their railroads are maintained to the highest degree of cleanliness."

Once the Larssons left the cities and went into the Swedish coun-

tryside, it was, in Louis' words, like going into another world. And it was the world they had traveled so far to see. At Varmland, the family spent a week on the farm where Louis' grandfather was born and another week on the farm where his grandmother was born. Both farms are still owned by the original families.

"It was an unforgettable experience," he says. "These relatives showed us hospitality that you wouldn't believe. It was the more remarkable when you consider the almost total lack of communication between the American and Swedish branches of the family for almost three generations."

More than 75 relatives gathered to visit their American cousins at Varmland. So many, in fact, that they used the village church to hold the party and removed the pews which they replaced with tables laden with Swedish delicacies.

Visiting relatives, Louis says, was hazardous because Swedish standards of hospitality are measured by the bounty of the host's table and not to accept food and drink is a breach of good manners. There were days when he consumed as many as seven meals to satisfy the family honor.

At Varmland, the Larssons met the Swedish Railroad's stationmaster in Saffle, Matts Thunberg, and spent a day with them at their cottage on Lake Fryken. In Stockholm they met other Swedish friends, Par O. Restadh, Eric

At right, Louis Larsson, second from left, examines a family album with, l. to r., Johan Axelsson (86), his grandfather's nephew; Gustav Axelsson, his son, and Birger Anderson. Below, graceful poplar trees lend an old world feeling to the quiet of the cemetery at New Sweden.



Sunden and Bengt Nordin, who spent several days touring the Bangor and Aroostook in 1965. Through them, he was able to visit Swedish Railroad facilities in this most cosmopolitan of Scandinavian cities.

"I came away," he says with a grin, "grateful to my parents for teaching me the language and with a feeling of pride in being a railroad man. I realize that we were taken into the homes of the

Swedish people in a special way because of the friends and family contacts and because we could speak the language."

One supposes that William W. Thomas, Jr., who admired the Swedes so much and contributed so greatly to the success of the Swedish settlement in Aroostook County, might have smiled fondly at the Larsson's sentimental journey. To him, the Swedish immigrants were *mina barn i skogen*, "my children of the forest."

## Mileposts . . .

### FORTY YEARS

Byron A. Ryan

### THIRTY YEARS

Merle R. Clark  
Edmund E. Dunham  
George H. Morrill  
Charles H. Russell  
George S. Webber

### TWENTY-FIVE YEARS

Richard K. Brackett  
Fred Fournier  
Daniel W. Morrison  
James L. Mosher  
Ralph W. Sherman  
Alton W. Simpson  
H. Gordon Sinclair

### FIFTEEN YEARS

Raymond L. Artus  
Vernon B. Libby, Jr.

# The 'Repair Works' at Milo Junction



This aerial photograph of Derby Shops was made when the old hotel was still standing. An early newspaper report covering the building of Derby said that more than 3 million bricks were used to complete the new shops in 1905.

George Bemis, a native of Milo and an employee of the St. Regis Paper Company in Bucksport, is a devotee of auctions. The kind that offer the treasures people have hoarded in attics and barns for generations. His latest acquisition is a copy of the Bangor DAILY COMMERCIAL dated November 18, 1905. In this yellowed and fragile issue a full page is devoted to the news that the Bangor and Aroostook Railroad was building a new car shop and a village to house the workmen at Milo Junction.

The facility was billed as the second largest car shops and 'repair works' in New England. "The enormous sum of about \$1,000,000 will be expended by the railroad company at Milo Junction before the work is completed. It will cost this amount of money to construct the big shops and houses, hotel, casino and numerous other buildings."

The newspaper account described Milo Junction as "a dismal place in which to wait for trains" before the development

of the new shops. "There was nothing here other than a railroad station which had been destroyed by fire and which has since been rebuilt; one water tank, a coal shed and a gloomy looking dwelling house completing the architectural part of the place."

The reporter noted that the walls "have required over 3,000,000 bricks, while the inside finish has used up about 1,000,000 feet of lumber, to say nothing of the many and costly steel trusses which support the walls and roof."

The construction of the shops, of course, came as a natural result of the Northern Maine Seaport Railroad from South Lorange to Searsport in 1905, which became the Bangor and Aroostook's Searsport Branch. The development numbered the days of the road's shops at Hartland on the Old Town Branch, which had been a part of the old Bangor and Piscataquis Railroad.

The completed facilities at Derby included a two story office and stores building, a one story car shop with an area of 54,000

square feet and a locomotive shop that was 242 feet long. The newspaper story called the car shop the largest building in Piscataquis County at that time.

Changing railroad technology has changed the shops in the 66 years since the piece was written. The change from steam locomotives to diesels in the 50's eliminated the need for the huge locomotive shops that had been built for steam. And for many of the craftsmen who were needed to keep them in repair. The machine and contract shop, conceived to offer the skills of men no longer needed for steam, to outside firms, kept many such workers employed. A modern \$300,000 grit blast and paint spray facility was added in 1957.

Because of the railroad's serious traffic and revenue situation, Derby Shops are down from the level of activity of the 50s. But the Shops still account for a payroll of \$1,200,000 a year for the Milo area and the railroad is the largest taxpayer in the community accounting for 18% of the total tax bill.



BACPAV members can purchase snowmobiles and accessories, snowblowers and a wide range of sports equipment from Pine Cone Sports, Old Town. Above, directors George Willette, Calvin Lyford, Dana Lovell, Robert Jay and Carl Williams discuss credit arrangements with owners Ron McConnell and George Mossey, a railroad employee.

Looking at tires with Rod Hansen, retail sales manager, C. E. Noyes Co., and sales manager, Jed Ouelette, fourth from left, are Co-op directors, George Willette, Dana Lovell, Robert Jay, Lewis Neal, Carl Williams and Calvin Lyford.



## BACPAV and the High Cost of Living

Anyone who's not aware of the rising costs of living even the basic essentials of living just hasn't been handling the family checkbook or listening to his spouse lately. Like the weather, most of us just talk about it. But a group of men from BARCO Federal Credit Union decided to do something about it.

What they did was organize a kind of consumer's co-operative to pool their purchasing power. The result is a new association that's an outgrowth of BARCO, but not part of it. To belong, a railroader must be a member of BARCO and pay a \$2.00 dues fee.

Membership entitles employees to make purchases at a substantial discount from several companies in the railroad's operating area. Included are C. E. Noyes Tire Co. in Bangor; American Gear, Bangor; Millinocket, Houlton and Dover-Foxcroft; Pine Cone Sports, Old Town; Rublee's Power Equipment, Milo; and John's Gulf, East Millinocket. Co-op members can purchase automobile parts, tires, snowmobiles, lawn mowers, snowblowers and chain saws.

The directors of the Co-op,

called BACPAV for Bangor and Aroostook-Canadian Pacific-Aroostook Valley Railroad whose employees formed the organization, are looking in other directions for members. Other items under consideration are groceries, fuel oil, electrical supplies, appliances and building supplies.

Harold Grinnell, a director of the Co-op, says that the organization needs more capital to work with to expand and the only way it can grow is for members to use its services. The directors have also voted to accept into membership members of any Federal or State credit union within the state.

To date this year, BACPAV Consumer Co-op members have purchased about \$24,000 worth of goods at prices considerably lower than retail. Of this amount, \$14,000 was in tires and nearly \$3,000 in snowmobiles.

Officers and directors are Philip C. Williams, president; George Willette, treasurer; Harold Grinnell, clerk; Ray Nason, Robert Jay, Dana Lovell and Calvin Lyford, all directors.



# In The Family



Section Foreman *Ludger Lozier*, Wallagrass, has retired after 43 years of service with the railroad. A native of Wallagrass, Mr. Lozier was born there June 10, 1906, and entered service as a trackman in 1928. He became section foreman in 1940. Lozier attended local schools. He is married and has seven children: *Allan*, Brownville Jct.; *Mrs. Beatrice Michaud*, Fort Kent; *Richard*, *Mrs. Ella Morrin*, John, Bristol, Connecticut; *Mrs. Aloma Butot*, Walcott, Connecticut; and *Victor*, Charlotte, North Carolina. Pictured with him is Chief Engineer *V. J. Welch*.

## Transportation Dept.

Supervisory Agent and *Mrs. H. A. Labbe*, Presque Isle, recently spent a week's vacation with their son and family, Mr. and *Mrs. Eugene Labbe*, in Biddeford, Maine, and their daughter and family, Mr. and *Mrs. John Kelley*, in Emerson, N. J.

Miss *Jeanne Bartlett*, daughter of Conductor (deceased) and *Mrs. C. A. Bartlett*, Oakfield has returned to the University of Maine, Orono for her second year.



Clerk *Dave Fessenden*, organizer of the Bangor and Aroostook softball team, presents a certificate of merit from the Bangor Recreation Department to the railroad to Executive Vice President *Alan G. Dustin* for the railroad's support in the softball league.

*Roger Sanders*, son of Engineer and *Mrs. Donald P. Sanders*, Oakfield, has entered his fourth year at the University of Maine, Machias.

*Keith Hersey*, son of Engineer and *Mrs. L. E. Hersey*, Oakfield, has entered EMVTI at Bangor for his first year. He is a 1971 graduate of Oakfield High School.

Miss *Nancy Shields*, daughter of Yardmaster and *Mrs. Paul Shields*, Oakfield, has returned to the University of Maine, Presque Isle.

*Gregory Parker*, son of General Yardmaster and *Mrs. H. T. Parker*, Oakfield, has returned to the University of Maine, Gorham, for his second year.

*Paul Kearney*, son of Timekeeper and *Mrs. G. L. Kearney*, Houlton, has returned to Indiana State College in Terre Haute, Ind.

Supervisory Agent and *Mrs. Hercules Levesque*, Madawaska, drove to Plainville, Conn., to attend the funeral of his brother *Armand Levesque* who died in Sept. after a long illness; he had been a resident of Frenchville, Me., and an employee of the Maine Potato Shippers' Heater Service until two years ago.

Timekeeper and *Mrs. G. L. Kearney*, Houlton, recently spent a week along the Maine coast and visited with their daughter and son-in-law, Mr. and *Mrs. Jerry Chase* in Augusta.

Miss *Karen Plourde* of Hartford, Conn., daughter of Mr. and *Mrs. Norman Plourde* of Madawaska, became the bride of *Philip G. Levesque* of Hartford, Conn. Aug. 7. He is the son of Supervisory Agent and *Mrs. Hercules Levesque*, Madawaska.

The Rev. *Gilman Chalout*, pastor of St. David's Catholic Church of Madawaska, performed the ceremony.

The bride was attended by Miss *Patricia Plourde* of Madawaska, as maid of honor, and Miss *Elaine Plourde* of Madawaska. Miss *Rita Levesque* and Miss *Louise Levesque* of Frenchville were bridesmaids. The flower girl was Miss *Paula Desjardins* of Frenchville. The best man was *Robert Michaud* of Springfield, Mass. and the ushers were *Louis Levesque*, *Lionel Chamberland* and *Richard Queltette* of Frenchville. *Paul Plourde* of Madawaska was ring bearer.

A reception was held at Roland's Rendez-Vous in Madawaska.

After returning from a wedding trip to Nassau, Bahamas, the couple are at home at 24 Babcock St., Hartford, Conn.

The bride is a graduate of Madawaska High School and is employed at the Internal Revenue Service office in Hartford.

The bridegroom is also a graduate of Madawaska High School and Hartford Institute of Accounting and is now employed by Atlas Oil Co. of East Hartford.

Miss *Glenna Rines*, secretary, Houlton, and Miss *Pauline Merrill* of Washington, D.C. recently spent two weeks in Paris, Rome and London.

Retired Engineer *Lyman E. Baldwin*, Caribou, died Aug. 18 at a Presque Isle nursing home following an illness of four months.

He was born at Waltham, Mass. June 21, 1887, the son of *Marshall* and *Hattie (Whitney) Baldwin*.

A resident of Caribou for the past 60 years, Baldwin has been employed for the Bangor and Aroostook Railroad as an engineer from 1913 to 1948 when he retired.

Surviving are five grandchildren, *Warren Baldwin*, Bangor; *Mark Anderson*, Castine; *Mrs. Clark (Laureen) Liscomb*, Big Flats, N.Y.; *Mrs. Robert (Warrena) Trichka*, New Britain, Conn.; and *Mrs. Donald (Rae) Cousins*, Arlington, Va.; six great-grandchildren and two nephews.

Funeral services were held at the Lancaster Funeral Home, Caribou, with the Rev. *Richard Hamlin*, pastor of the Gray Memorial Methodist Church, officiating. Burial was in the family lot in the North Cemetery, Wayland, Mass.

*Waldo O. Milbery*, retired Engineer, died Aug. 26 at a Mars Hill Hospital after a long illness.

He was born at Brownville March 25, 1899, the son of *Joseph W. and Asenith (London) Milbery*. He had been a resident of Bridgewater for the past six years and was a former resident of Oakfield.

He was a member of the Goodwill Chapter OES #49 of Fort Fairfield and a member of the Mars Hill Lodge of Masons. His railroad service was from Oct. 1, 1923 until he retired March 31, 1965.

He is survived by his widow, *Hattie (MacKinnon) Milbery*, Bridgewater; one son, *James*, West Warwick, R. I. and one daughter, *Mrs. Howard Gillette*, Palm Bay, Fla.; two step-sons, *Ralph MacKinnon*, Dover, N. H. and *Lloyd MacKinnon*, Bridgewater; six grandchildren, 10 great-grandchildren and several nieces and nephews.

Funeral services were held at the Dunn Funeral Home, Houlton, with the Rev. *Jerry Cole*, officiating.

Burial was in the Smith Cemetery in Bridgewater.

## Engineering Dept.

Staff Sgt. *Gerald H. Dixon*, USAF, son of Section Foreman and *Mrs. Norman K. Dixon*, recently graduated from 3ABR-60530 Air Passenger Specialist Course as an honor graduate. An honor graduate must maintain an outstanding academic record and is screened for excellent squadron conduct and for demonstration of desirable qualities of leadership, loyalty and dependability. Gerald is now stationed at Omaha, Nebraska.

Accountant *Chris Friel* and family recently returned from Chatanooga, Tennessee, and western Maryland, where they visited relatives and friends. They



S/Sgt. *Gerald H. Dixon*

enjoyed a tour of Washington, D.C., on the return trip.

Retired Section Foreman *Floyd J. Searles* died Sept. 6 at his home in Stockholm after a long illness. He was born Sept. 13, 1908, in Caribou, the son of *James* and *Minnie (Redicker) Searles*. He had 42 years of service with the BAR.

Surviving are his widow, *Mrs. Gertrude (Douchette) Searles*; two sons, *Roger* and *James*; a daughter, *Carol Anne Searles*, all of Stockholm; one brother and five sisters.

Funeral services were held in the funeral home chapel on Thursday, Sept. 9, with the Rev. *Read Blackstone*, pastor of the Duntown Advent Christian Church, officiating. Burial was in the Woodland Cemetery. Our sympathy to the family.

S/Sgt. *Clyde L. Burton*, son of Equipment Operator and *Mrs. John L. Burton* of Oakfield, who is stationed at Forbes AFB in Kansas, left Sept. 9 on a TDY trip to England for two months. His wife is in Topeka.

*Jean Powell*, a member of the Meduxnekeag Pony Club located in Houlton, recently completed two weeks of training at the Northern Riding Center under the direction of Miss *Anne Ticehurst* of Tallahassee, Florida, and *Mrs. Carol Denton* of Houlton. Jean was presented with a cassette tape recorder for being most improved rider with most improved horse during the second week of training. She is the daughter of *Mrs. Flora Powell*, stenographer.

Major and *Mrs. Donald E. Burton* and son, *Michael*, and daughter, *Rhonda*, of the U.S.A.F. Academy, Colorado, spent a vacation with his parents, Equipment Operator and *Mrs. John L. Burton* of Oakfield, and with her mother, *Mrs. Grace Grant* of Island Falls. *Mrs. Grant*, widow of *Mechanic Burns E. Grant*, is spending the winter in Colorado with her daughter and family.

Our sympathy to the family of *Charles L. McPherson*, retired section foreman, who died Aug. 27 in a Presque Isle Hospital after a long illness. He was a sec-

tion foreman for 28 years with the BAR.

Surviving are his widow, *Mrs. Eva (Taylor) McPherson* of Masardis; one son, *Clarence*, of Athol, Mass.; two brothers; four sisters; several nieces and nephews.

Miss *Marilyn Burton*, daughter of Equipment Operator and *Mrs. John L. Burton* of Oakfield, left Sept. 9 to enter her Junior year at Rollins College, Winter Park, Florida. She is an English-Theatre Arts major. During the summer Miss Burton was an aide at the summer reading program for six weeks. She also started a summer theatre group in Oakfield. On July 5 the group presented two plays, "Marybell" and "Our Country," and on Aug. 9 "King Cole's Court," "The Transferred Ghost," and "The Importance of Being Earnest," were presented. A small sum of money was cleared and deposited in the bank for use next year for a summer theatre.

B&B Painter *Linwood Jackins* and three sons, *Mark*, *Ashley* and *Kevin*, recently returned from a trip to Suffield, Connecticut, where they visited *Mr. Jacklin's* brother and sister-in-law, Mr. and *Mrs. Richard Jackins* and two daughters, *Tamra* and *Linda*. They also visited his great aunt *Mrs. Lee Porter*, widow of *Robert Porter*, retired conductor, and her daughter *Natalie Lund* of Southport, Connecticut. *Mrs. Porter* recently celebrated her 95th birthday. One of the highlights of *Mr. Jackins* trip was a reunion with one of his navy buddies, *Chester Duyak* and family, Shelton, Connecticut, whom he had not seen for 22 years.

## Mechanical Dept.



*Richard D. Burton, Jr.*

*Richard Dean Burton, Jr.*, son of electrician-mechanic and *Mrs. Richard D. Burton* of Dyer Brook, celebrated his first birthday Sept. 3, at the home of his great-grandparents, Roadmaster (Retired) and *Mrs. O. G. Armstrong* in Oakfield. Others present were *Mrs. Grace Burton*, (widow of Conductor *Philip Burton*) father and mother Mr. and *Mrs. Richard*



*Donna London*

*Mrs. Donna Campbell London*, daughter of Machinist and *Mrs. Walter Campbell* of Milo has been graduated from the Eastern Maine Medical Center School of Nursing in Bangor. *Mrs. London* has completed the three years of approved study at the 330 bed institution which emphasizes the role of the nurse in care of the sick, rehabilitation, disease prevention and health promotion.

She received her professional diploma as one of a select class of 33 graduating from the Medical Center.

Following her graduation, *Mrs. London* will work as a general staff nurse in the Maine Medical Center at Portland.

*Burton, Sr.*, and aunt, Miss *Wanda Burton*. The birthday cake was made by *Mrs. Richard Burton, Sr.*

We were sorry to hear of the death of *Mrs. Roberta C. Sylvia* of Little Compton, R. I., sister of retired Secretary, *Maxine Scanlon* of Milo.

She was born in Milo, June 4, 1919, the daughter of *Clarence* and *Mary Mitchell Stanchfield*.

She is survived by her husband, *George H. Sylvia*; one daughter, *Mrs. William (Mary) Kirby* of Westport, Mass.; two sons, *George, Jr.* of Little Compton, R. I., and *Kenneth* of Loring Air Force Base, Limestone; two sisters, *Mrs. Maxine Scanlon* of Milo, and *Mrs. Stella Cavaca* of Triverton, R. I.; two brothers, *Donald Stanchfield* of Bedford, N. H., and *Lawrence Stanchfield* of Milo, as well as several grandchildren, nieces and nephews.

Miss *Darla Cameron*, daughter of Car Inspector and *Mrs. Roland Cameron* and Miss *Anne Boutilier*, daughter of Carman Gang Leader and *Mrs. Ronald Boutilier*, all of Oakfield, have returned to their classes at the University of Maine, Presque Isle.



Lewis L. Harris

Painter Lewis L. Harris retired Aug. 6, 1971, after 49 years service. H. W. Hanson, chief mechanical officer, presented him with his retirement pin and congratulated him on his retirement.

Mr. Harris was born November 29, 1906 at Drew, Maine and attended Drew Schools.

He started work for the BAR Aug. 6, 1922 as a painter apprentice.

He is married and has one son, Murrel Harris. He resides with his wife, Natalie, at Willow St., Milo.

He has a niece working for the railroad, Pat Stanchield, who is receptionist in the Stores Department, and a cousin, B. J. Worster, who is a laborer in the Mechanical Department at Derby.

Carman Eugene H. Curtis, Northern Maine Jct., retired Aug. 23, 1971. General Car Foreman L. B. Dow congratulated him and presented him with his retirement pin.

Mr. Curtis was born August 21, 1906 at Frankfort, Maine, and attended schools there.

He started work for the BAR January 3,



Eugene H. Curtis and L. B. Dow

1952 as a carman helper, and then as a carman. Prior to coming to work for the railroad, he worked for MDT Corp. from 1940 to 1952.

He is married and resides with his wife Myrtle at Frankfort, Maine.

We were sorry to hear of the death of Mrs. Nels E. Skoog's mother, Mrs. Leila F. Tetreault of Portland. She was born Jan. 19, 1901 at Atkinson, daughter of Dexter and Bertha (McCorrison) Blethen.

She is survived by her husband Charles L. Tetreault of Portland; one daughter, Mrs. Nels E. (Marguerite) Skoog of Brewer; one son, Melville L. Hamlin of South Portland; as well as two sisters, several grandchildren, nieces and nephews.

Our sympathy to all of the family. Chief Clerk and Mrs. Max E. Place recently enjoyed several days vacation visiting relatives and friends in Detroit, Michigan.

During their visit, a day was spent in Greenfield Village, where they report finding an old friend, Bangor and Aroostook Passenger Coach No. 6. During their visit they were honored with a 25th anniversary party, at Machus Red Fox Restaurant at Birmingham, Michigan.

Miss Susan Bernice Hall, daughter of Welder and Mrs. Stanley Hall of Dover-Foxcroft became the bride of John Stephen Knight, son of the Harold Knights of Bradley, in a ceremony performed at St. John Catholic Church, by the Rev. Albert Long of Madawaska, great uncle of the bride. He was assisted by another great uncle of the bride, Odilon Long of the Peace Corps in West Africa.

The bride's attendants were Mrs. Carol G. Blanchard, Annette Pembroke, Cyndie Knight and Pam Knight.

Thomas Gardner of Old Town was best man.

Following a wedding trip along the coast the couple are at home at 81 Jefferson St., Old Town.

The bride is a graduate of Foxcroft Academy and of Beal Business College. She also has studied at the University of Maine, Orono, where she is employed in the Admissions office.

The bridegroom is a 1969 graduate of Old Town High School and is a junior at UMO, majoring in biology. He is a member of Theta Chi fraternity and is employed at WLBZ-TV 2.

Foreman and Mrs. Dana D. Lovell of Sebec recently announced the marriage of his daughter, Joanne Mary Lovell, to First Lt. Glen Douglas Graves, USMC, Camp Pendleton, Calif.

The bride is also the daughter of the late Eldora Lind Lovell. The bridegroom is the son of Mrs. Lula Paterson of Boise City, Oklahoma, and the late Glen Douglas.

The ceremony was on Aug. 7 at San Mateo Chapel, Camp Pendleton, with Lt. Frank Nitter, chaplain, officiating.



1st Lt. and Mrs. Glen D. Graves

The bride is a graduate of Milo High School and Mercy Hospital School of Nursing at Portland. She enlisted in the U.S. Naval Nurse Corp and is stationed at Camp Pendleton.

The bridegroom is a graduate of the University of Oklahoma, Graceland College at Iowa City. He is a career officer in the United States Marine Corp.

#### Accounting Dept.

Our sympathy to the family of Earle H. Kelley who died unexpectedly at his home in Bangor on October 2. He was born June 3, 1905, the son of Adelbert and Hulda (Graves) Kelley. Mr. Kelley entered BAR service June 7, 1924 as a ticket audit clerk. He was promoted to the position of freight claim agent in 1950 and asst. general auditor in 1962. At the time of his retirement in 1968, he was general auditor.

Surviving are his mother, of Ellsworth, his widow, Mrs. Ellen (Whalen) Kelley of Bangor; three sons, Richard E. of New Jersey, David A. of Gardiner, Charles R. of Bangor; three daughters, Mrs. Leonidas (Marilyn) Jonason of Greenville, Mrs. Edward (Sheila) Hutchins of Junction City, Ore., and Mrs. Neil (Sandra) Smith of New Baden, Ill.; a brother, Maurice of South Portland; two sisters, Mrs. Roland Robertson of Bangor and Mrs. George McKenney of Ellsworth; 14 grandchildren and several nieces and nephews.

Revenue Section Clerk and Mrs. Ward L. Shaw and sons, Bruce and Richard, journeyed to Seneca Falls, New York, where Pvt. Bruce Shaw reported at Seneca Falls Army Depot on Aug. 15 as a Nuclear Weapons Specialist.

Mrs. Theresa Mossey, wife of Clerk George E. Mossey, is convalescing at home following surgery at St. Joseph Hospital in Bangor.

Our sympathy to the family of Mrs. Elizabeth M. Campbell, wife of retired chief clerk Charles T. Campbell, who died Aug. 7 at a Bangor nursing home. Mrs. Campbell was employed by the Bangor and Aroostook Railroad for 35 years until her retirement several years ago.

Bob Girvan II, son of Mr. and Mrs. Robert Girvan, placed second in the Maine Junior Golf Tournament and went on to place second in the New England Junior Golf Tournament held in Hartford, Connecticut during August. The State of Maine team also placed second in New England. Bob is a senior at Central High School, East Corinth, and attends Naples High School in Naples, Florida during the winter. Bob's father is a former employee of the railroad and now operates the Kenduskeag Valley Golf Course.

Our sympathy to Clerk Donald F. Breen, and other members of his family, on the sudden death of his father, Peter F. Breen, Sept. 10, 1971 at Au Sable Forks, New York.

#### Northern Maine Junction

Rex Kneeland, 19 year old son of fur-loughed Engine House Machinist and Mrs. Ralph Kneeland of Carmel, Maine, was in a car accident in August while driving his fish truck in Hartland. As a

result of the accident Rex has 60 to 75 percent of his body covered with burns. He is at the Eastern Maine Medical Center in Bangor and is expected to remain there until some time in October when he can go home. Rex established his fish business to earn money to attend Husson College where he is a sophomore. His hobbies are tropical fish and all sports. Cards and letters from friends and employees are and will be greatly appreciated.

Northern Maine Junction Air Brake Repairer and Mrs. Vernon B. Libby, Jr., will visit his brother, Adrian, and family in the State of Washington during October.

On Aug. 14, Northern Maine Junction Operator Claude Chasse and Mrs. Neola M. Russell were united in marriage in a quiet home ceremony at their new mobile home on the Old State Road, Hermon, Maine.

The Rev. Maurice Amnott of the Advent Christian Church of Bangor, performed the double ring ceremony.

The couple were attended by Mr. and Mrs. Raymond D. McCorrison of Milo, brother and sister-in-law of the bride.

Miss Carla Branscomb, daughter of Highway Division Bus Driver and Mrs. John Branscomb of Oakfield, is attending Lee Academy for her senior year.



Section Foreman William F. Bolstridge, Portage, has retired after 39 years with the railroad. He is a native of Portage and has been trackliner operator, trackman sub-foreman and maintainer operator. Mr. Bolstridge is a member of the Pioneer Lodge of Masons of Ashland and was a member of the school board in Portage for 9 years. He is married and has one daughter, Mrs. Gloria Belanger, of Portage. Pictured with him is Chief Engineer Vinal J. Welch.

Mrs. Jayne Branscomb, wife of Bus Driver John Branscomb of Oakfield, is again a teacher in the Crystal School. Mrs. Branscomb received her degree this past summer from the University of Maine.

## Facts and Figures

We received from:

Hauling freight  
Carrying passengers and express on our busses  
Other transportation services  
Net rental from freight cars and other equipment

A total of

We paid out or provided for:

Keeping roadbed and structures in repair and clear of snow  
Keeping locomotives, cars and other equipment in repair  
Running trains, station and yard expenses  
Pricing and sales of our services  
Managing the business and keeping records  
Payroll taxes  
State and local taxes  
Interest on borrowed money  
Other miscellaneous charges—net

A total of

Our net income (loss) was

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.

—Dividends received from our subsidiaries (excluded above).

The Net Income (Loss) reported to the ICC

	August		Eight Months	Ended 8/31
	1971	1970	1971	1970
Hauling freight	\$ 794,580	\$ 889,939	\$ 8,274,717	\$ 9,002,851
Carrying passengers and express on our busses	27,527	26,651	206,375	185,532
Other transportation services	16,458	22,104	163,588	136,928
Net rental from freight cars and other equipment	309,931	178,031	2,245,000	1,913,462
<b>A total of</b>	<b>1,148,496</b>	<b>1,116,725</b>	<b>10,889,680</b>	<b>11,238,773</b>
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	232,597	276,146	2,350,892	2,485,705
Keeping locomotives, cars and other equipment in repair	339,966	368,378	2,849,462	3,219,841
Running trains, station and yard expenses	255,433	352,867	2,851,094	3,144,659
Pricing and sales of our services	28,955	28,544	209,096	239,075
Managing the business and keeping records	71,383	84,183	572,849	675,540
Payroll taxes	65,353	79,383	553,659	604,537
State and local taxes	28,525	32,576	252,404	256,325
Interest on borrowed money	110,056	119,127	913,242	938,389
Other miscellaneous charges—net	1,582	2,706	8,557	23,496
<b>A total of</b>	<b>1,133,850</b>	<b>1,343,910</b>	<b>10,561,255</b>	<b>11,587,567</b>
Our net income (loss) was	14,646	(227,185)	328,425	(348,794)
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.	50	—	231,427	—
—Dividends received from our subsidiaries (excluded above).	—	40,000	150,811	505,000
<b>The Net Income (Loss) reported to the ICC</b>	<b>\$ 14,696</b>	<b>\$ (187,185)</b>	<b>\$ 710,663</b>	<b>\$ 156,206</b>

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# Changes are made by people who care.

The Surface Transportation Act of 1971 (see p. 4) isn't a cure-all for all the problems of transportation. But it's the best thing we've seen in a long time.

In fact, it's about the first time that all regulated surface transportation has been united and working toward one goal.

The bills before the Congress . . . S.2362 and HR 10146 . . . contain many provisions that are vital to the future health of the railroad industry. It's not *just* the industry. They're important to every individual railroad employee.

With the support of all three major modes of transportation the bills have a chance of passage.

But the legislation probably can't become law without your help.

Here's what you can do:

Write your congressmen and senators saying that you feel the Surface Transportation Act of 1971 is important and ask their support of the measure.

Changes in a democratic society are made by people who care.

Now we have an opportunity to do something about our industry *and* our jobs. So take a few minutes and write a letter. Do it now.

Letters to the Maine delegation should be addressed to:

The Hon. Margaret Chase Smith  
U.S. Senate  
Washington, D.C. 20510

The Hon. Edmund S. Muskie  
U.S. Senate  
Washington, D.C. 20570

The Hon. William D. Hathaway  
Congress of the United States  
Washington, D.C. 20515

The Hon. Peter N. Kyros  
Congress of the United States  
Washington, D.C. 20515

**BANGOR AND AROOSTOOK RAILROAD**

