

MAINE LINE

NOVEMBER-DECEMBER, 1971



BANGOR AND AROOSTOOK RAILROAD

Talking It Over

To My Fellow Employees:

What I have had to say to you in this space during the past year has so often been bad news, it's a pleasant experience to be able to bring you good tidings. For the month of October, we had a healthy net income of \$251,844. This compares to a loss of \$134,747 for October last year. In addition, our September net income was the best September we have records of. Our ten-month net income is \$1,086,286 compared with a loss of \$191,784 for the same period last year.

Both figures include incentive per diem income. The contrast between last year's figure and that for 1971 becomes greater when we take into account the fact that last year's loss included dividends from subsidiaries of \$505,000, most of which was realized from the sale of McKay Rock, while dividends from subs this year amounted to only \$150,800.

One factor in the very good showing we have made in 1971 has been the much improved earnings of our non-mechanical refrigerator car fleet in the transcontinental fresh fruit and vegetable traffic. This fleet has earned \$1,708,544 this year compared with \$1,368,205 for the same period a year ago.

I should point out that our net income figure of \$1,086,000 was not all gravy. We plowed most of it back into the property. For example, we spent \$240,000 on repayment of long-term debt. We spent \$668,500 rebuilding boxcars and another \$617,700 improving our plant and equipment. But our performance made it possible to make these improvements.

But the improved equipment rental earnings only tell a part of the story. Perhaps the most important part is that the steps we have collectively taken the past year are working for us. For example, during the first ten months of this year we were able to reduce our operating expenses by \$1,174,361 from the previous year. The reduction is not just a matter of having fewer people or doing less work. We do have fewer people but a good share of them were part of the bulge in the summer work force. Retirements have accounted for some jobs. Others have simply been the result of decreased business.

Not only have we been able to physically improve our railroad in the past year, we have been able to keep people as a functioning team. And we have been able to increase our efficiency. The accomplishment is more remarkable when one remembers those bleak months in late 1970, when this goal seemed only a wistful dream.

We are well on our way to turning our situation around and I feel a deep sense of pride in being part of an organization whose people have this kind of strength and spirit; for what we have accomplished was a task that could only have been done together. The changes we have made... the consolidation of stations, revamped train and yard operations, the full-time inspection system, the concept of maintenance centers and the changes in our method of diesel maintenance... just would not have worked without the hard work, enthusiasm and cooperation of all the people involved. And it is just these improvements that have helped us turn the tide.

Our problems have not disappeared. We have overcome our most urgent difficulties. But they were mountainous ones and until we solved them we couldn't go on to those that face us now. We are still, for example, confronted by a revenue drop of 5.8% in spite of rate increases. The itinerant trucks have taken most of the potato traffic that formerly went by rail. And the frozen foods traffic is down.

We are negotiating with other railroads now for rate adjustments on fresh potatoes that will make it more attractive for Maine shippers to move their potatoes by rail. Substantial improvements in service have been accomplished that will help in vindicating the poor performance of the railroads two years ago.

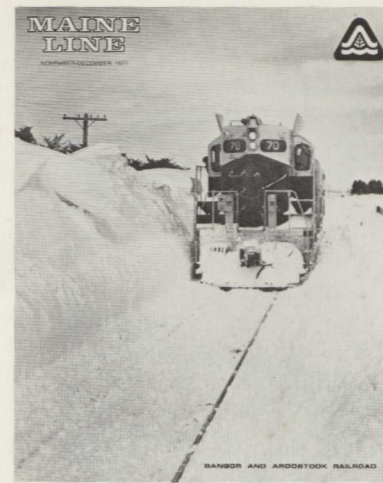
In some areas we are expecting an increase in business. To provide cars for an increase in paper business from the expansion of mills on our line we have placed an order for 200 new 50-foot boxcars with cushioning devices at a cost of \$3.5 million. We are going to have to provide more cars for the increased movement of wood fibre (chips).

These moves have implications for all of us. The benefits of an increase in business are obvious. We all benefit. Adding to or modifying the car fleet means more maintenance, more construction and, ultimately, more work for our mechanical people.

As we go into the new year, all of us have reason to feel a sense of confidence that would only have been wishful thinking a year ago. We have a good deal of hard work ahead of us, but we have proved we are all equal to the task. May I express my personal gratitude to each of you for your contribution and wish you and your families good things for the year ahead.

Sincerely,

Alan Austin



About the Cover

Snow removal is a major expense for the railroad and the flangerman (see story, p. 9) is one of the key employees who helps get the big job done. The cover photograph of the first train through a huge drift on the Limestone Branch after the plowed train has passed, is an indication of the magnitude of the task.

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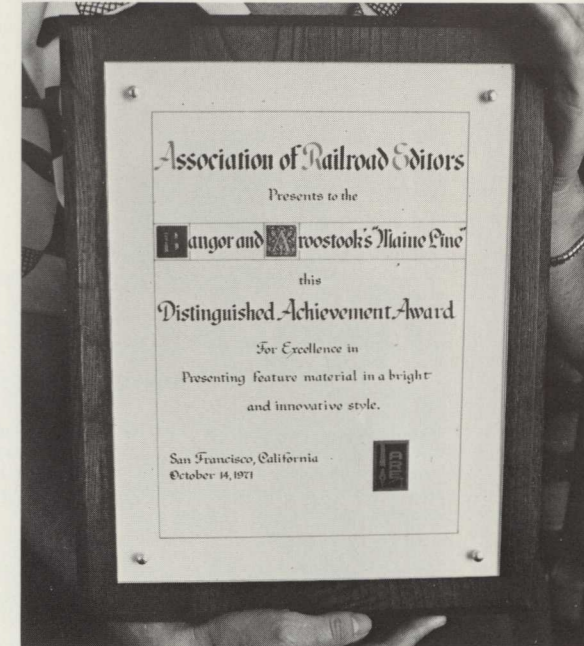
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NEWS BRIEFS

The Bangor and Aroostook was one of six North American railroads selected to receive the Distinguished Achievement Award of the Association of Railroad Editors in San Francisco October 7. MAINE LINE received the award for "presenting feature material in a bright and imaginative fashion."

Other recipients of the award were the Penn Central, Burlington Northern, Canadian National, Canadian Pacific and C & O/ B & O. The BAR's MAINE LINE has been published for customers, employees and friends of the railroad since 1952. The magazine received an award for excellence in feature writing from the Association in 1960, an award for editorial excellence in 1965 and the Distinguished Achievement Award in 1967.

Owen J. Gould, controller for the railroad, said that H. William Oliver,



H. William Oliver

29, of 13 Pond street, Orono, has been named analyst in the road's new computer installation.

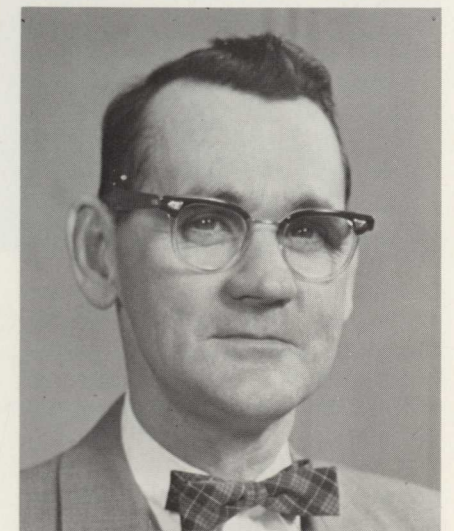
Oliver comes to the road from Eastern Fine Paper, Brewer, where he has been a computer programmer since 1969. Prior to his association with Eastern he was employed by Honeywell EDP. He is an Air Force veteran and attended Deering High School and the University of Maine.

Oliver is married and has two sons, Andrew and Scott.

Leo E. Downie, Houlton, has been named traveling engineer and supervisor of air brakes for the Railroad. He succeeds John C. Connors, Milo, who has retired. Downie will make his headquarters in Houlton.

Downie has been associated with the railroad since 1938 as a painter, fireman, engineer and assistant traveling engineer. He was born in Houlton Sept. 21, 1907 and was graduated from Houlton High School. He is married and has five children.

Connors, a native of St. Francis, entered railroad service in 1935 as a fireman. He was subsequently an engineer and assistant traveling engineer. Connors was born Sept. 23, 1909 and attended St. Francis schools and Fort Kent High School. He is a member of the Masonic bodies, Air Brake Association and Railway Fuel and Operating Officer.



Leo E. Downie



Since 1966, when these boxcars were purchased, the road has increased its fleet of boxcars by 700 at a cost of \$11,570,000. The figures include the latest acquisition of 200 cars at a cost of \$3.5 million. The new cars will have single, 10-foot doors and will be single-sheathed with outside stakes.

1971: The Turnaround Year

The Bangor and Aroostook approached 1971 with very little going for it. The company had a serious cash deficiency, falling revenues and heavy expenses. The best asset it took into the bleak new year was a fierce determination to stem the tide of losses and to change the direction of the railroad toward a black figure and improved health.

As the company goes into another new year a year later the situation has altered dramatically. The cash situation is no longer as critical. Instead of a loss, the railroad is showing a healthy ten-month net income figure of \$1,086,000. And operating expenses are down by 10% under last year's figures. It is not a growth situation, by any means, but it is infinitely better than it was 12 months ago.

Almost anyone can cut costs

simply by slashing vital services. The challenge lies in cutting costs while providing adequate service and standards of maintenance. The railroad has been able to do just that in 1971. While maintenance of way people applied a sharp pencil to its costs it was still able to install 68,000 tons of crushed rock ballast (26.7 miles) and 60,000 ties. These improvements have made the backbone of our railroad, from Caribou to Northern Maine Junction, nearly all ballasted with crushed stone and equipped with creosoted hardwood ties.

Maintenance of way also purchased seven radio-equipped, hy-rail trucks for track inspectors and district supervisors, a Jordan snow and ballast spreader, 11 hy-rail units for section vehicles, a ballast discer, a Fairmont dual

tie-shear extruder, Kershaw tie bed cleaner-tie inserter and a Kershaw tie handler.

While the purchases were important tools for maintenance of way people, the greatest progress was in the change of the entire maintenance concept. For years, the road has depended for the bulk of its routine maintenance on small section crews responsible for 43 sections of track. The system was geared to yesterday's economy and had become inefficient. The small two and three-man crews were not large enough to properly utilize versatile equipment like the road's multi-purpose Pettibones. Nor were they large enough to do much of the maintenance work. And much of their time was spent in unproductive routine patrol work.

To change this, four veteran

trackmen were made full-time track inspectors, doing the work that had required many man-hours from each section crew, and were equipped with hy-rail, radio trucks. The 43 sections were reorganized into 11 maintenance districts manned by much larger crews, each of which has hy-rail equipment and access to heavy mechanized equipment. Supply problems were lessened and efficiency has jumped.

The Transportation people extensively revamped train and yard operations realizing substantial savings but still providing service when it was required.

Maintenance of equipment people rebuilt 35 50-foot friction-bearing 50-ton boxcars to 70-ton rollerbearing boxcars with 15-inch end-of-car cushioning devices. At the same time they

were able to reduce operating expenses by changing their method of diesel maintenance. The drop in potato traffic also meant less maintenance for cars that were not being used.

For 1972, the Mechanical Department will acquire 200 new, 50-foot 70-ton boxcars with impact-reducing devices to meet the needs of expanding paper mills on our lines. These will be purchased at a cost of about \$3.5 million with delivery schedule starting in January. Mechanical Department employees will also install new yard lights in Madawaska yard.

Maintenance of Way will install 14.5 miles of crushed stone ballast (36,000 tons), 55,000 ties and 2.45 miles of new 115-pound rail. They will also relay one mile of 70 and 80-pound

rail with 100-pound relay rail. Primary battery systems will be replaced at semaphore locations with a modern system, obsolete signals at Squa Pan will be replaced and modern waste disposal systems will be installed at various headquarters points for outfit cars.

Of the net income figure of \$1,086,000 for 10 months of 1971, most was plowed back into the property. The same trend can be expected for 1972 providing the forecast for traffic and revenue holds. The important accomplishment of 1972 was to turn around our loss position. Much of the solution was accomplished by changing basic concepts of doing certain jobs and encouraging resourcefulness of our people. It could not have been done without the active cooperation of every employee.



The method of track inspection was changed during 1971 so that four full-time inspectors equipped with hy-rail trucks, as shown above, now perform all track inspection.



Motocars like this one are being phased out. The section crews formerly spent part of their day just patrolling track. Now, under the maintenance point concept, crews are larger and mostly use trucks equipped with hy-rail attachments.

Rails Propose Sweeping Potato Rate Cuts

The Bangor and Aroostook has long been known among railroad people as the "Potato road." And with good reason, for the railroad opened up Maine's northern-most county and the potato industry grew up with it. Until a few years ago, potatoes were the mainstay of the railroad's revenues.

But good roads, truck competition and railroad troubles changed all that within a period of five years. From an all-time high of 50,000 carloads a year, the road's potato traffic slipped to 9,600 carloads in 1969/70. The real nosedive came in 1970/71 when only 5,000 carloads moved in rail cars.

Part of the reason was rates that had become non-competitive. Although the BAR has resisted potato rate increases, a series of general freight rate increases gradually made rail potato rates out of line in some areas. A severe winter and a financial crisis in the industry that made service non-competitive two years ago were also heavy factors. The result was that this season the trucks (mostly itinerant truckers from out-of-state) have moved 94.2% of the crop. The railroads have moved only 5.8%...a 180-degree turnaround from what, for many years, was normal.

The Bangor and Aroostook has the biggest stake, among the New England carriers, in the potato traffic. But the

traffic has now fallen to such a low level that the railroad must soon decide whether economics make it practical to maintain a fleet of refrigerator cars and approximately 100 miles of track just for a traffic level of 5,000 cars.

As a final test to determine whether enough traffic can be won back, the New England carriers will announce plans to reduce rates to Penn Central points west of the Hudson River to a level of approximately 20¢ under the lowest truck rate. The rate will be a "per car" weight with no minimum, a kind of pricing that some shippers have urged. It will be applicable to RS type refrigerator cars only.

The area covered by the proposed rates is largely the area in which the railroads have lost most of the potato business. As an example, 113 cars went into Washington, D.C. in 1969/70, but only five went rail to that point the next year. Some 325 cars went into Pittsburgh in 1969/70. During the past season, only 78 went to Pittsburgh. Baltimore received 234 cars in the 1969/70 season. Only 88 went there in 1970/71.

"The other carriers involved...Maine Central, B&M and Penn Central... want the business," says Vice President-Marketing Howard L. Cousins, Jr. "Penn Central, whose territory covers most of the target area, is going all out for the

traffic. The service has been beefed up and we now have an attractive price advantage over the trucks. If there's any way railroads can regain the business, these rates should do it."

The average savings to the points covered by the proposed per-car rate average about \$120 per car, depending on the pack of potatoes loaded. In a marketplace beset by rising prices at every hand, the rail rates on potatoes to some of the country's major market areas are back to 1960 levels.

Although New England and Harlem River points have not experienced the sharp drop that the territory west of the Hudson did, the railroads plan to establish a per-car-rate to those points similar to that planned for Penn Central points. The rail rate spread has been an average of 13¢ per hundredweight to those points. The additional reduction means a substantial price advantage for the rail shipper.

The trial rates will be effective for a year, time enough to see if this maximum effort can win enough of the business back to the rails to make it possible for the carriers to maintain the low level of rates. For the Bangor and Aroostook, the decision will be more critical.

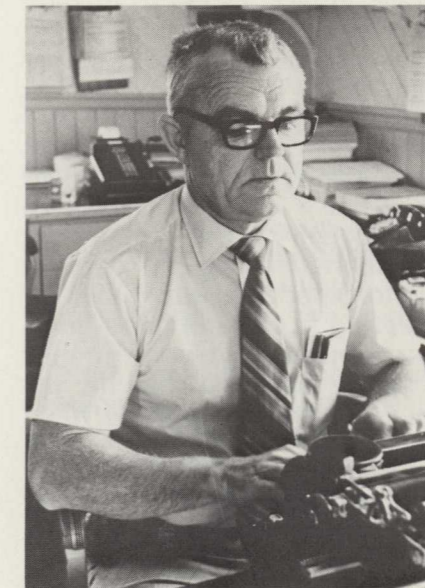
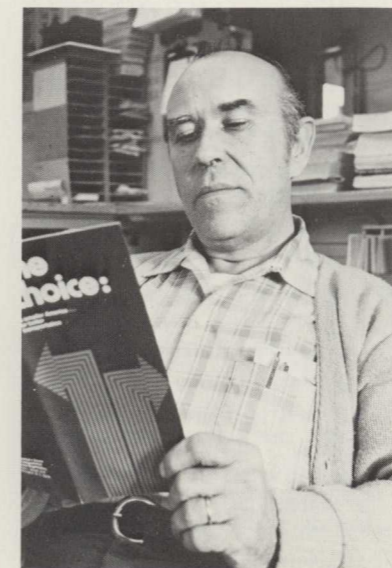
It will have to decide whether it can afford to remain in the potato transportation business at all.



Engineer K. D. Chaney, left, watches as Conductor K. D. Adams writes Senator Margaret Chase Smith asking support for the Surface Transportation Act. Both men wrote letters.

Railroaders Write For Transportation Act

Station Agent Albert Lebel, below, reads ASTRO pamphlet, explaining STA, before writing. Rayno Cote, right, works on his letter at Ashland station.



The Surface Transportation Act of 1971 may just be the single most important piece of legislation to come before the Congress as far as the transportation industry is concerned since World War II. It includes many of the points sought by the railroads in the ASTRO program. But it has now been expanded to include provisions that regulated highway carriers and water carriers need and has the strong backing of all three modes.

Senate hearings by Senator Vance Hartke's Surface Transportation Committee were held in Washington Nov. 4 and 5, and Dec. 7 and 8. House hearings on the bill will be held soon after the first of the year. Passage of this bill is absolutely vital to every railroad and to every man and woman who works for a railroad.

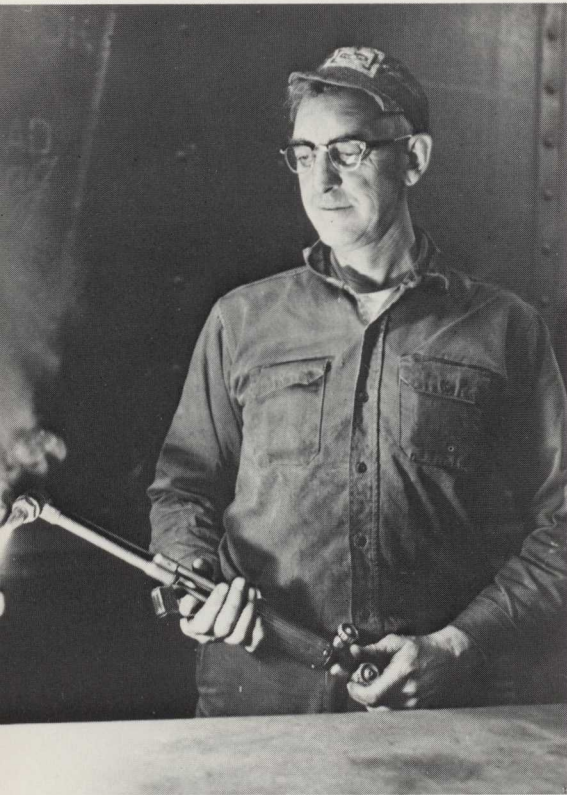
The most important provision

of the act for the railroads is the establishment of \$5 billion in loans and guarantees through which transportation companies could obtain loans for equipment and improvements to their track and other facilities at reasonable interest rates. Financing is presently available to most railroads only at high interest rates and prevents the improvements the railroad industry should make to keep it competitive in the space age.

Sound like an ambitious project? It is. But there's something every railroader can do about it. You can write your Congressman and your Senator, urging support for this important piece of legislation. If you don't think your letter means anything to your elected representative, think again. He's interested in how you feel about legislation he'll be voting on. It's part of the



Welder Stanley F. Hall, left, and Air Brake Repairer Arthur B. DeWitt, pictured above, discuss points they will include in letters to the Maine Congressional delegation asking for support for STA. Others who have written letters are Chief Clerk Gerald Buchanan, standing, and Roy Doak, at the typewriter, upper right, Clerk Hercules Roy, lower right, and Welder Galen Carey, below.



system that's still working very well after nearly 200 years. And if enough people write in support of a bill, it will almost certainly have a strong influence on the way he votes.

A letter to a congressman or senator needn't be long or elaborate. In fact, it's better to keep it simple, stating that you're vitally concerned with the passage of the bill, that you think it will help the railroads and their employees as well as the public. One significant fact is that 10 cents of every dollar spent in this country goes for freight transportation and the demand for transportation services is increasing at a rate of three times our population growth. You may express the hope that he will consider the bill favorably when he votes.

Congressmen and Senators are like everybody else; they react to demands the same way the rest of us do. So your letter should be courteous, *asking*, rather than demanding. There are many diverse interests seeking to influence him and he was elected to act in the best interests

of the nation and his constituency. So a courteous, straightforward letter is the most effective way to be heard. A handwritten letter is perfectly acceptable. He may be addressed as "Dear Congressman....." or "Dear Senator....."

To be effective your letters should go to the following:

- 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

For just a little effort, each of us has a chance to influence our future. The Bangor and Aroostook employees pictured have all written in support of the Surface Transportation Act. The few minutes it would take you to write, too, just could be the best investment you've ever made in your own future.



Breath white in the November morning air, Track Inspector Ralph Tozier, right, reads the morning lineup to Flangerman Beverly Smith before they start down the Searsport Branch for morning inspection.

By the Seat of Their Pants...

Imagine yourself in the cab of a swaying railroad snowplow 12 feet or so above the rails. The headlight bores a hole in the black night but your visibility is limited to only a few yards by the swirling snow. At your back, you can feel the surge of muscle from a powerful, 2000 HP GP-38. Ahead is a cut blocked with an eight-foot snowdrift hardened to an almost rock-like consistency by the action of wind and sun.

The steel plow shudders as it strikes the drift at 45 miles an hour. By the time the plow train breaks through the long cut, you've wiped off 35 miles an hour speed and momentum and you're moving at a sedate 10 m.p.h. During that wild moment

you've hit the air to pull in the wings of the plow and your trembling world is the cockpit of the plow and a void of flying snow against the night sky. It's a fragment of a flangerman's life.

Exciting. Demanding. And definitely not for the weak-hearted.

There are 16 flangermen/plowmen who operate the Bangor and Aroostook's snowplows. Like pilots, steel riggers, divers or any other men whose work depends largely on individual judgment, these men are a kind of elite corps of railroad workers.

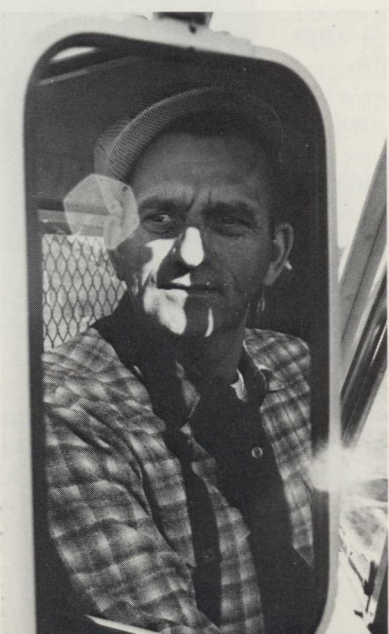
Beverly Smith, of Hermon, is typical of this select group. His face is burned dark from constant exposure to wind and sun. Much

of the time he spends in the plow, his head out of the window in order to add a few precious yards to his vision. He's been working the plows for 20 of his 25 years with the railroad and likes it.

Bev Smith has been "in the woods" once in his plow with a whole train behind him. It was a scary experience, he admits, but he climbed back into the plow.

"If it bothered me," he says, "I probably wouldn't be able to keep at it. It's like climbing or any other kind of job. You just don't think about it after a while."

Smith is qualified on the railroad's Southern Division which means he must know in se-



quence, every switch, crossing, frog and cut in the 195 miles of track over which he'll be operating plows. It's more than just reciting the physical characteristics to a trainmaster in a warm office. It's knowing, almost by instinct, when to pull the wings for a cut or pull the feet for a crossing.

"It's one thing to know where things are when you're talking to the trainmaster," Bev Smith grins, "and something else to know it when you're in the cab of a plow during a snowstorm."

The flangerman's job is simple in theory. His plow is equipped with two steel "feet", operated by compressed air, which extend slightly below the top of the rails. The feet gouge the packed snow so that the flanges of wheels can ride properly. But the feet must be lifted when the plow approaches switches or frogs. If they're left down, it can damage expensive equipment or even derail the train. And because flangermen often operate their plows when visibility is poor, they must literally know the track by its feel, as well as by sight.

No one really knows how long it takes to make an experienced flangerman, but it probably requires several years. The process begins with learning the physical characteristics of the track to a trainmaster's satisfaction. There are reflectorized flangerman's posts along the right-of-way to indicate switches and obstructions. (At one time, the sectionmen stuck bushes in the ground before the snows came and the more modern signs are still known as flangerman bushes among old hands.) But in the heat of action, just being able to

At top, left, Flangerman Stuart McMannus checks in by radio from his Hy-rail truck. Center, frost paints the early-morning landscape a delicate white as Ralph Tozier and Beverly Smith start their run. Bev Smith's face, seen in the mirror of truck, reflects the attention he gives his territory.



Ralph Tozier stops his truck to inspect switchpoint for rail batter. Smith will ride all the trackage on the Southern division to observe any changes he must know of as a flangerman.

recite the road sequence isn't enough. One green flangerman cleaned out three switches a couple of years ago.

Some men, like Leo Levesque, of Fort Kent, have become so adept at their work their responses are nearly automatic. Levesque, who knows every foot of the 351-mile Northern Division, taps his foot to count the rail lengths before a crossing or a switch. He often does this while talking to the head end brakeman who rides the plow with him.

Stuart McMannus is another Northern Division veteran who has learned to fly by the seat of his pants in the snowplows. He's been with the road since 1952 and has been a flangerman for 15 years. But the Leo Levesques, the Stuart McMannuses and the Bev Smiths are the exceptions among the present crop of flangermen. More and more, it's the younger men who find themselves bumped in the fall, bidding in the flangerman jobs.

It used to be that the roadmaster, who has responsibility for training flangermen, picked one of the most experienced men and began breaking him

in on the job. The older man had usually worked over much of the territory he'd worked as a flangerman and didn't require a great deal of training.

But the 40-hour week and the general affluence has made the long hours away from home less appealing, even for the good wages of the flangerman. During the peak snow months, a flangerman can earn as much as \$400 a week in a severe year. But he works long hours to do it and his home is literally in the plow. This leaves the field open for the younger trackmen.

Although only about five new men start their training every year (about the rate of retirement among flangermen), even the veterans must cover all of their division before the snows come. Track is changed. Switches may be added and the flangerman must know it.

The railroad spends an estimated \$150 a year per man on the constant training program. It begins in October and November when the men go out on the line. Like the expensive process of snow removal for the railroad (as much as half a million dollars

a year) it's part of the cost of doing business.

So Bev Smith and his fellows went back to school last month. Their classrooms were diesel cabs, hy-rail vehicles and, sometimes, motorcars. They were intent on their work, drawing sketches of yards and, making careful notations in notebooks. Even the veteran flangermen treat the opportunity for careful observation of their territories in good weather seriously. For the new men, it's the first step in the long process of soaking up the knowledge of the track through their pores.

When the first winter blizzards scream down from the north these are the men who'll be breaking the first trains through the drifts. It's a cold job. The coal stove in the plow glows cherry red and still the cold soaks through the steel plow. The hours are long, and you can be away from home for a week. But there's an exhilaration to it that makes it different from almost any other railroad job.

"We bitch about it a lot," said one grizzled veteran, "but we really do it because we like it."

The Flying Miltons



A little good-natured ribbing from his father is part of the fun for young Dan Milton. The Miltons split the cost of their trim little Cherokee, pictured on the opposite page, right down the middle but there's a keen sense of rivalry in acquiring flying skills. Both father and son hope to have their private licenses by spring and take their plane on a Labrador fishing trip.

Start playing catch with your son when he's a boy and you just never can tell where it will lead.

Take Leigh Milton, assistant superintendent of transportation at Houlton, a conservative, mature man of 44. He started doing things with his son, Danny, when the boy was just a sprout. Then, just the other day, he became half owner of a handsome 1966 red and white Piper Cherokee.

In case you're not familiar with the nomenclature, that's an airplane, and a rather sophisticated craft. The other half of this jewel belongs, of course, to Dan Milton, a Bangor and Aroostook equipment operator and fledgling pilot.

It all began when the younger Milton took one of those scenic rides that every rural airport offers. A couple of doses later he was thoroughly hooked and taking lessons from Ken Larson at Houlton.

One evening at dinner, he casually dropped the information that he was going to buy an airplane. His father was mildly incredulous.

"What a crazy idea," he recalls saying. "How many people do you know who own airplanes, after all."

When Dan was ready to solo Sept. 1, he asked his father if he'd like to come watch. And, of course, he did.

Well, Leigh Milton went to that airport as innocently as a lamb following the Judas goat to the butcher's blade. To make a classic story brief, two lessons later the elder Milton told the younger Milton if they were going to fly they might as well buy the aircraft.

Just a little over a month later, on the fifth of October, Leigh S. Milton, father of three and a dedicated earthling, made his first solo flight. In his own airplane. Well, half of it.

There's a strange chemistry in a first solo flight. The sense of isolation is almost total.

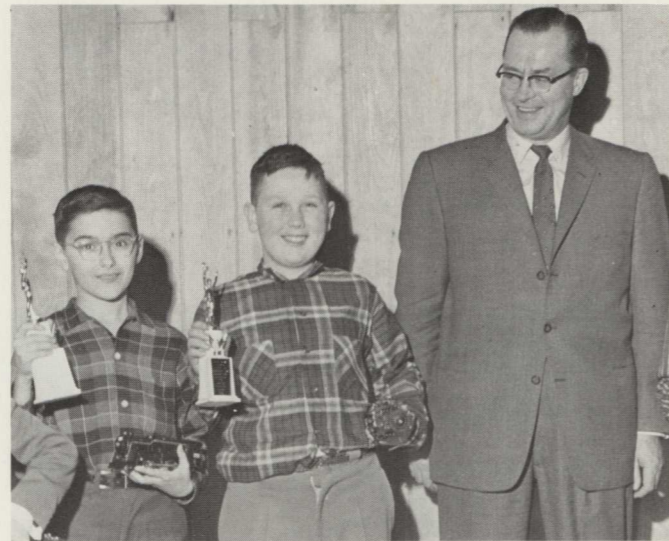
"It's only a four-seater aircraft," he said, grinning, "but it seemed to me as though there was room for ten more people in that airplane."

During that solo flight young Dan Milton had the pins-and-needles experience of waiting on the good earth while his dad experienced his own moment of truth.

Since then, the Miltons have developed a friendly rivalry in honing their flying skills. Dan has 23 hours air time and his father has exactly 21 and a half hours. Both have made their solo cross-country flights. Leigh made his from Houlton to his hometown of Caribou where, to make his



Dan Milton, pictured with former BAR President W. Gordon Robertson, was one of the winners of the railroad sponsored model train races held in Houlton during late 50s and early 60s.



landing approach, he had to put the little Cherokee over the town, an experience he remembers from the butterflies it caused in his stomach.

Although the acquisition of the aircraft may have been partly a case of parental indulgence, the partnership is strictly a business proposition.

"The costs are split right down the middle," Leigh says. "I bought a case of oil the other day. It cost eight dollars. That night I told Dan he owed me four dollars and he paid me right then."

Air time may not be so equitable, however. For when Leigh arrived home from work one pleasant October afternoon and inquired on the whereabouts of his son, he was told he'd taken the airplane on a trip to Millinocket. His wife said that Dan didn't think his father could get away from the office. "But I could have gone," he grumbled.

Like horse racing, the ownership of a private aircraft has come to be regarded as the sport of princes, or at least the wealthy. But the Miltons, by splitting the costs, think it's within reach if it's something a person really wants to do.

The aircraft, with full instrument panel and radio equipment, cost no more than, say, an expensive Buick. Its out-of-pocket flying costs are about \$4.00 an hour, considerably less than the standard \$26 an hour for instructor and aircraft. The insurance is \$512 a year while the pair are students. It will be about \$300 when they earn their licenses as private pilots. They think, perhaps, when the craft is paid for it may cost little more than an automobile.

But, if it has to be justified economically, not many people would buy airplanes. Both Leigh and Dan Milton are infected by the exhilarating sense of freedom that comes with flight.

"For someone who hates commercial flying," Leigh Milton says, "I was surprised at my reaction.

In a jet, my knuckles are white from the time I take off until we're on the ground again. But I can bounce around in that little ship and it's just exciting."

Dan and his father are both attending ground school to get in the skull work for writing the five-hour private pilot's exam. They hope to write the test sometime in the spring. If they've logged the necessary flying time and if Ken Larson thinks they're competent, they hope to take the flight test and have their certificates by June.

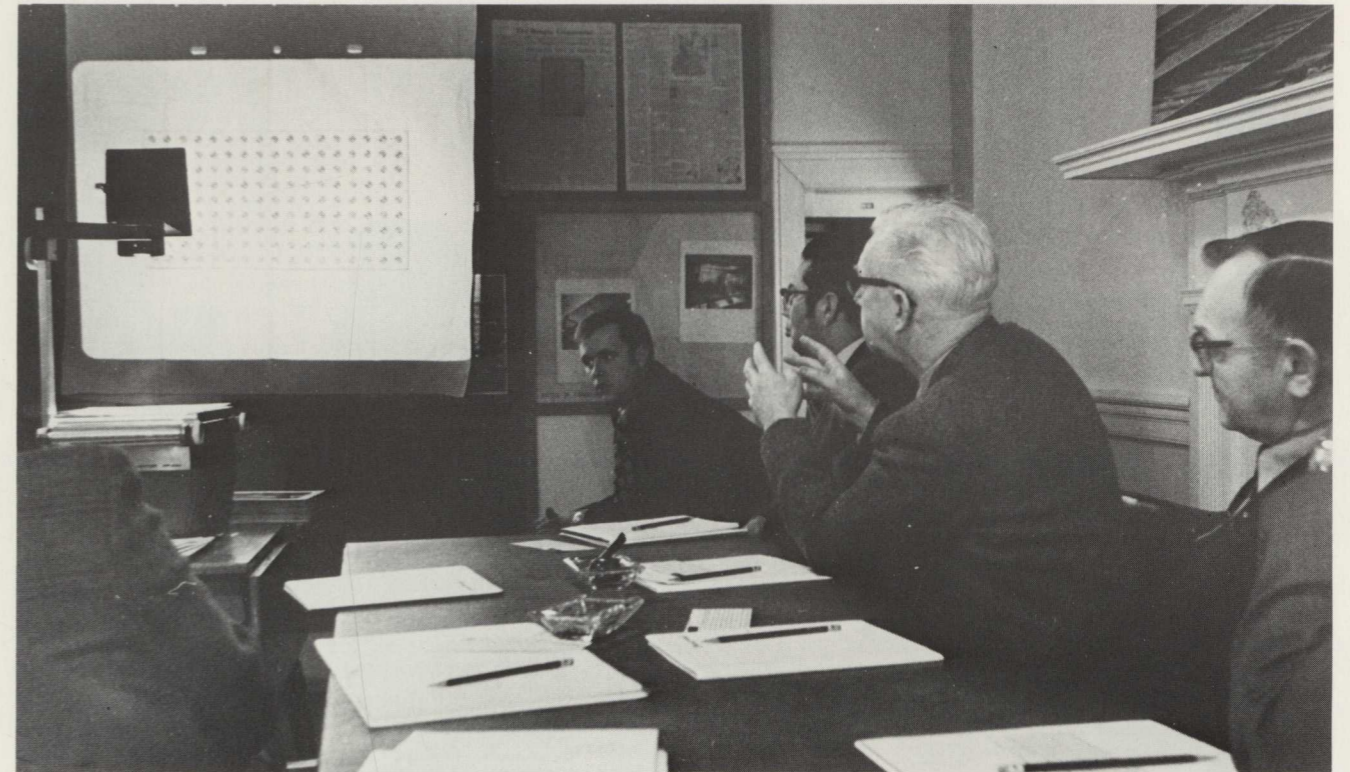
When those who dream dreams think of learning to fly and actually buying an aircraft there's some kind of long term goal. For the Miltons, it's a fishing expedition to fabled Labrador next summer where, it's said, one can actually become bored with taking four-pound trout in the tundra lakes. And maybe a weekend visiting relatives in Pennsylvania and upstate New York won't be such an unreasonable expectation. For Dan, it's the prospect of a commercial license and a career in aviation.

Unlike most, who only dream, the Miltons are doers. And, if the idea of a man in his middle years learning a somewhat hazardous new skill, seems, well, outlandish, there may be a little envy in the thought. For what middle-aged male with red blood coursing in his veins hasn't indulged himself in the speculation of just such a little plane.

His wife has never been up in the ship yet, but she hasn't actually refused to. When her husband and son told her they'd decided to buy the Cherokee, she said, "Leigh Milton, you'll never have anything. You love to play too much."

"She's right, too," he grins.

But Leigh Milton's philosophy is to squeeze the last bit of juice out of every day. And he smiles a lot.



Something like 95% of the Class I railroads in the country are computerized. The railroads that are equipped exchange information by means of computer at speeds that boggle the imagination. Information like car locations, billings and divisions are fed through their machines, eliminating costly billing and providing up-to-the-moment information.

For the railroad that hasn't made the step to electronic data processing, the information gap is almost a crippling disadvantage. It's a little like speaking through an unskilled interpreter whenever you speak to another railroad. This month, the Bangor and Aroostook joined the other 95% of the industry by acquiring its own computer.

The machine, a Honeywell 200 series 120 model, is expected to be fully operational by May.

The computer is presently located at Eastern Corporation in Brewer, Maine, where it is operational. Data Processing Manager Rober E. Clukey said that H. William Oliver, Eastern Cor-

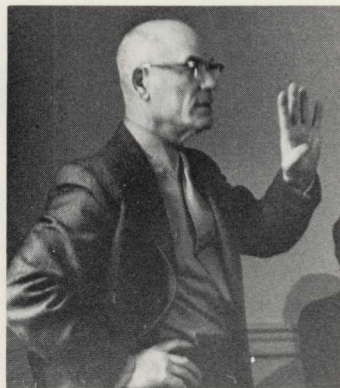
poration's programmer and systems analyst, will join the railroad's data processing staff. He brings to the department not only familiarity with the Honeywell computer, but a background of 6 years in the computer business with Honeywell.

The computer has become so much a part of our industrial structure in the past decade there has sprung up around it a great body of information and misinformation. When it is fed bad data, the mistakes are truly horrendous, as any air traveler who's been confirmed on a computer-overbooked aircraft can tell you. They are tremendously expensive; one cynical definition of a computer is that it's a million-dollar solution looking for a problem.

But a computer, as Clukey points out, is nothing more than a gigantic adding machine. The machine itself virtually never makes an error. People who operate computers sometimes make errors, but the machine itself is an unthinking robot that faithfully processes the infor-

**"do not
fold, spindle
or mutilate"**

Supervisory Agent Byron A. Ryan, center, poses a question at a computer seminar held in Bangor to familiarize Bangor and Aroostook personnel with the road's new Honeywell computer.



Meetings to explain the new computer were conducted by Honeywell representatives at Bangor and Houlton. Robert E. Clukey, pictured above, will be responsible for the EDP function. The major advantage of a computer will be in having up-to-the-moment information.

mation that's fed it by its human masters.

The computer people have kind of an unspoken credo that they mutter under their breath when things go wrong with their marvelous creations: "Garbage in, garbage out." Which means that if wrong information is fed the computer, the results will be equally worthless.

A computer is never a substitute for human skill or imagination. What a computer can do is eliminate mechanical drudgery in the same way that the road's present Unit Record Data Processing machines did to a limited extent when they were adopted in the early 50s. Both systems do the same kind of task. Except that the electronic system is much more sophisticated and infinitely faster.

The two major advantages of a computer system are timely information and the elimination of clerical drudgery. The same

work could be done manually but it would require so much human time as to be impractical.

Some of the monumental mix-ups attributed to computers with mailing lists for magazine billings, car tracing, hotel reservations, still mar the computer's reputation even though they resulted from inexperienced people and new programs. The computer situation in industry is a far different picture than it was ten years ago. As Controller Owen Gould points out, "We aren't pioneers in this field and we have the benefit of the experience of a good many people who have gone before us. As a good beginning, we've picked up some tried and tested programs."

The first priority applications for the new installation will be in revenue accounting, according to Gould. Divisions will be audited by computer as a first step. Car service reports that provide day-to-day information on

the whereabouts of the road's cars will be an important function. The car repair work on foreign cars done by the Mechanical Department will also be billed by computer.

Mechanical and Engineering people will use the Honeywell to compute engineering problems like bridge limitations for heavy or oversize loads, track loadings and other engineering applications that utilize formulas.

But probably the greatest advantage a computer buys is the timeliness of its information. There is a national rail computer network, for example, called TRAIN that furnishes up-to-date national car information. Locally, a computer can furnish a manager with budget information that can help him make intelligent decisions.

The computer is sure to present temporary problems, just as the unit record system did when it was adopted, Gould says. But enough railroads have computer experience to provide a common body of experience that will be helpful.

Bob Clukey, the man who's responsible for making the new installation work, comes back to the human aspect of the system.

"It doesn't matter whether we are processing information manually, by electro-mechanical means (unit record machines) or electronically, with a com-



The railroad's unit record data processing machines, pictured above, are obsolete. Class I railroads are 95% computerized and the non-computerized railroad is under a severe handicap. The BAR's system is expected to be operational in May.

puter that can reproduce 10,000 characters a minute, if we don't have good source information, our results will be worthless.

"As an example, one of our most important documents is the conductor's wheel report.

From this we compute efficiency and revenue. It's the basis of our car service accounting. The report depends on human observation and skill. The computer, in all cases, is just a tool. It can never replace human judgment."

"Back To The Railroad"



A special bus brought Bangor office employees to an open house tour of the new offices at Northern Maine Junction Nov. 3.

For more than half a century the six-story building at Central and Harlow streets in downtown Bangor has been the general offices for the Bangor and Aroostook. But the closest BAR rail facilities are a half dozen miles away and most employees who work in the building never see the company's trains and operating people.

Because of the physical separation of the headquarters and the railroad operations there has been a tendency for general office people to feel somewhat divorced from the rest of the railroad. To get its people out on the line, the railroad moved its executive, legal, personnel, public relations and operating people into renovated temporary offices at Northern Maine Junction in Hermon October 26. Not only does the move bring officers and staff in close contact with the road's day-to-day operations, it will eliminate ownership costs of the expensive downtown property.

Some 50 employees in marketing, accounting, traffic and treasury remain in the Bangor offices but the building has been sold and ground-breaking for a new building at Northern Maine Junction to house all general office people is expected in the spring.

The sale of the Graham building eliminated high downtown taxes and other maintenance costs and generates cash for the railroad. The new building to be constructed on the railroad's extensive property at Northern Maine Junction will be all on one floor and will put all the general office personnel under one roof again.

Open house was held at the new quarters at Northern Maine Junction November 3 for the people still located at the downtown railroad offices.

Move Begins



The first group of employees from the Graham Building pause at new Car Service Department offices during the tour, upper left. Above, Richard Shaughnessy and Mervin Johnston, chat with Assistant to the President Owen H. Bridgham in his new quarters.



Above, Phyllis Leen, secretary in the Operating Department, talks about new facilities with Waverly Alexander, Mildred McNaughton and MAINE LINE Associate Editor Margaret Patterson, center. Refreshments were served in the new conference room. A new building that will put all general office employees under one roof is expected to be finished next year.



In the Family



Supt. *H. P. Lee*, second from left, congratulates Engineer *Murray O. Palmer*, Fort Fairfield, on his retirement after 37 years service. A native of Millville, N. B., he attended Fort Fairfield schools, entering railroad service as a foreman. He is a member of the Masonic order. *Mr. Palmer* is married and has three children: *David*, Presque Isle; *Mrs. Gary Bell*, Fort Fairfield; and *Sandy*, Fort Fairfield.

Traffic & Marketing Dept.

Sgt. *Gregg Goodness*, son of Gen. Freight Traffic Mgr. and Mrs. *Hugh Goodness*, has received an honorable discharge from the Army. *Sgt. Goodness* spent 2 years in the service, one of which was in Vietnam. *Gregg* plans to return to U of M at Portland-Gorham in February.

Asst. Gen. Freight Agent *George Deshane* has been appointed to the Old Town Zoning Board of Appeals.

Mechanical Department

Vernon A. Smith, 75, of Oakfield, passed away Oct. 29 at a Houlton hospital



Chief Mechanical Officer *Harold Hanson*, left, and *John Connors* share a joke at the veteran traveling engineer's retirement party.

after a long illness. He was born on Oct. 16, 1896, at Oakfield, Maine, the son of *Charles* and *Emily Reynard Smith*. *Mr. Smith* entered service for the Bangor & Aroostook Railroad on Jan. 17, 1931 as a house fireman. During his service with the railroad he also held positions as coalman, hostler and machinist, retiring as machinist on Feb. 1, 1949 due to disability.

He was a member of the Oakfield Baptist Church, the Maine State Grange 414, and was Past Master of Pamaona and Oakfield Grange, and Past Noble Grand of Mattawamkeag Lodge, 151, IOOF. Survivors include his wife, *Glendelia Bustard Smith* of Oakfield; one son, *Donald*, of Meriden, Conn.; two daughters, *Mrs. Owen Prince, Jr.*, of Oakfield and *Mrs. Lewis Tweedie* of Oxford, Mass.; one brother, *Herbert*, of Providence, R.I.; one sister, *Mrs. Oscar Thurston* of Dabney, Virginia; six grandchildren, one great-grandchild and several nieces and nephews.

John C. Connors, traveling engineer and supervisor air brakes, retired Oct. 4, 1971. Chief Mechanical Officer *H. W. Hanson* presented *John* with his retirement pin along with congratulations on his retirement.

Mr. Connors was born Sept. 23, 1909 at St. Francis, Maine. He attended schools in St. Francis and Fort Kent High School, and started work with the B&A Feb. 7, 1935 as a fireman. Subsequent positions held were engineer, assistant traveling engineer, and traveling engineer and supervisor air brakes.

Prior to working for the railroad, *John* was a garage mechanic at Fort Kent and St. Francis, and a truck driver on road construction.

John is a member of the Masonic Bodies, Air Brake Association, and Rail-

way Fuel and Operating Officers.

He and his wife, *Eleanor*, reside at 41 Second St., Derby, Maine.

We offer our best wishes to *John* for a long and happy retirement.

We were sorry to hear of the death of Shop Superintendent *E. J. Berry's* mother, *Ruth F. Berry* of Jacksonville, Maine.

Our sympathy is offered to all of the family.

Also, we offer our condolences to AAR Car Accountant *Owen M. Henderson*, whose mother, *Mrs. Luther H. (Rhoda) Henderson*, died Nov. 2 at a Biddeford nursing home following a brief illness.

Laborer *Bert J. Worster*, Derby, retired Oct. 24, 1971. Chief Mechanical Officer *H. W. Hanson* presented *Bert* with his retirement pin, as well as congratulations and best wishes.

Bert was born Aug. 1, 1908 at Webster Plantation, Maine. He started work for the railroad Aug. 31, 1926 as a boilermaker apprentice, and since that time has worked as a boilermaker helper, boilermaker, station foreman, car repairer helper, car repairer, parkman, gas house attendant and laborer.

He attended Bingham Public Schools and Indian Pond School. *Mr. Worster* is a member of Piscataquis Lodge No. 44 A.F. & A.M. of Milo. He is married and has one son, *Robert*, of Rochester, New Hampshire. He resides with his wife, *Cathryn*, on Pleasant Street, Milo.

Our best wishes go to *Bert* for a long and happy retirement.

Engine Cleaner *Ralph W. McKay*, Northern Maine Junction, retired Nov. 26, 1971. Diesel Supervisor *Nels E. Skoog* presented *Ralph* with his retirement pin and congratulated him on his retirement.

Ralph was born Nov. 30, 1908 at Bangor, Maine. He started work for the railroad in March, 1946 as a laborer and



Diesel Supervisor *Nels Skoog* presents retirement pin to Engine Cleaner *Ralph W. McKay*.

since that time has worked as a coalman, machinist helper, hostler, and engine cleaner.

He is a World War II veteran who entered military service Sept. 8, 1942 in the Air Corps, and was discharged Nov. 14, 1945 with the rank of Sergeant. Prior to working for the railroad he was employed with Moores Motor Express.

Ralph attended Bangor schools. He is a member of U.T.U. Local 1690.

Ralph resides with his wife, *Betty*, and daughter, *Patricia*, at Blue Hill, Maine.

Our best wishes go to *Ralph* for a long and enjoyable retirement.

Chief Electrician *E. P. Wiley* retired Nov. 29, 1971. Chief Mechanical Officer *H. W. Hanson* presented *Erwin* with his retirement pin and congratulated him on his retirement.

He was born Nov. 29, 1906 at Milo, Maine. *Erwin* started work for the railroad July 12, 1926 as a laborer. Subsequent positions held include acting laborer, electrician helper, electrician, diesel supervisor, acting chief electrician, and chief electrician.

Erwin is a veteran whose military service dates from May 1942 through Nov. 1945, and Aug. 1946 through Nov. 1946. At the time of his discharge he was a Major T.C.

He is married and has one son, *E. Thomas Wiley*, of Milo, who works for the B&A as an electrician at Derby.

Erwin resides with his wife, *Myrtle*, at Milo, Maine. Our best wishes to *Erwin* for a long and enjoyable retirement.

Following presentation of gifts by Chief Mechanical Officer *Hanson*, Chief Clerk *Max Place*, and Clerk *Annie W. Morris*, refreshments were served.

Statistician and Mrs. *Chester E. Heath* of Derby took a cruise on the ship *Oceanic*, going to Nassau in the Bahamas. They left New York Saturday, Nov. 13, spent two days and two nights at Nassau, returned to New York Nov. 20.



Laborer *Bert J. Worster* is congratulated on his retirement by Chief Mechanical Officer *H. W. Hanson*.

They reported that they enjoyed the trip very much, especially the warm weather.

Carpenter *E. K. Cunningham* of Derby recently shot a large black bear in the Katahdin Ironworks region, which weighed in the neighborhood of 500 pounds.

Engineering Department

Our congratulations to Assistant Engineer and Mrs. *Roy Brockway* on the birth of a son, *Jeffrey Charles*, on Sept. 27.

Miss *Stephanie Jean Cottle*, daughter of Mr. and Mrs. *Fletcher Cottle*, became the bride of *Stephen Michael Fraser*, son of Trackman and Mrs. *James H. Fraser* of Grindstone, on Sept. 18, at the St. Peter's Catholic Church. The double ring ceremony was performed by Father *Antonin Fortier*. Miss *Tammy Lee Cottle*, sister of the bride, was maid of honor. *Mr. Barry Fraser*, brother of the groom, was best man. A reception was held at the Municipal Building.

The couple are 1969 graduates of Schenck High School. The bride is employed at McLean's Shop and Save, and the bridegroom is an apprentice paper maker at the Great Northern Paper Company.

Following a wedding trip to New Hampshire, the couple are at home on the Grindstone Road in East Millinocket.

Mr. Willard Buxton, janitor, *Dave Grant*, mechanic, and Arthur Ireland recently enjoyed a week's hunting trip at Haynesville. *Mr. Grant* came home with a prized four point buck.

Miss *Leah E. Hersey*, daughter of the late *Ernest Hersey*, and Mrs. *Hersey* of Smyrna Mills, is a student at Evangel College in Springfield, Mo. A freshman, *Miss Hersey* is majoring in music. She is a graduate of Oakfield Community High School. *Evangel* is a national four-year accredited college of arts and sciences of the Assemblies of God Church, with an enrollment of 1,228.

The United Baptist Church of Caribou was the scene of the wedding of Miss *Patricia Anne Cochran*, daughter of Mr. and Mrs. *Mark A. Cochran*, and *David Michael LaPointe*, son of Trackman and Mrs. *Adrien LaPointe*, of Caribou. The Rev. *George Budd* of the Baptist Church of Woodland officiated at the double ring ceremony.

Mrs. *Donald Cochran* of Dracut, Mass., sister-in-law of the bride, was matron of honor. *Don Thomas* of Bar Harbor was best man. A reception was held in Fellowship Hall of the church.

The bride graduated from Caribou High School, class of 1969, and attended the University of Maine at Presque Isle and Keene State College, Keene, N.H.

The bridegroom was graduated from Fort Fairfield High School, class of 1968, and from Eastern Maine Vocational Technical Institute at Bangor in 1970. He is serving with the U.S. Navy and stationed at Charleston Naval Base.

Our sympathy is offered to the family of Equipment Operator *Conrad Blair* who died Oct. 2 at his home after a short illness.



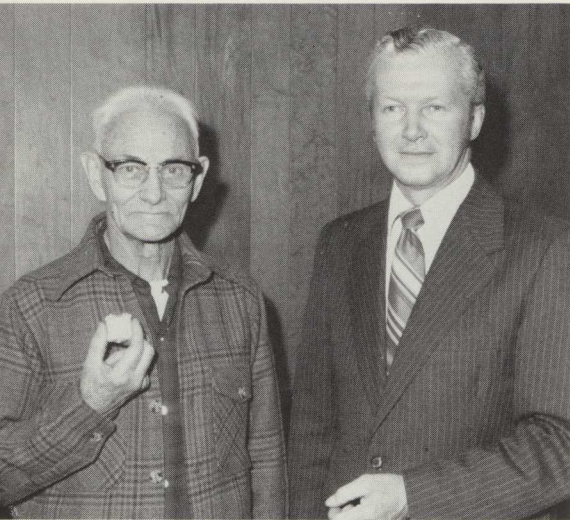
Chief Mechanical Officer *Harold Hanson*, left, watches as Chief Electrician *Erwin W. Wiley* prepares to cut a cake marking 48 years B&A service at his retirement Nov. 30.

He was born in St. John, May 16, 1923, the son of *Marcel* and *Margaret (Pelletier) Blair*. He entered BAR service as a trackman on June 15, 1954.

Surviving are his widow, Mrs. *Annette (Saucier) Blair*; one son, *Gerald*, Wallagrass; three daughters, Mrs. *Jim Corriveau*, Fort Kent; *Sylvia* and *Mary Ann*, both of Wallagrass; two half-brothers, *Leo*, New Britain, Conn., and *Benoit*, Poland Springs; two sisters, Mrs. *Lena Daigle* and Mrs. *Lottie Castonguay*, both of Florida; a half-sister, Mrs. *Ovilla Bisson*, Lewiston.



Mrs. *David M. LaPointe*



Cecil D. Rines, left, receives his retirement pin from Manager of Purchases and Stores H. F. Bell.

Funeral services were held in St. Joseph's Catholic Church in Wallagrass with the Rev. Maurice Lemelin, pastor, officiating at a High Mass of Requiem.

Our sympathy to Shop Foreman Donald McDade, and other members of the family, in the death of his father Thomas M. McDade, retiree, on Oct. 2 in the Woodstock Hospital after a short illness. He was born at Lowell, Mass. on Nov. 25, 1886, the son of James Enoch and Mary (Madden) McDade. Mr. McDade entered BAR service on Aug. 16, 1923 as a carpenter and retired April 2, 1952.

He is survived by a daughter, Sister Camillus Marie of Portland; two sons, F. Francis McDade of Woodstock and Donald McDade of Houlton; a granddaughter, two cousins and several nieces and nephews.

Our sympathy is also offered to Section Foreman Rosaire Deschaine, and other members of the family, in the death of his brother, Omer, Fort Kent, as the result of an automobile accident on Nov. 15.

Equipment Operator and Mrs. Wilfred W. Bell have recently moved from Mat-tawamkeag to Lincoln. They purchased a house on Academy Street.

Mr. and Mrs. Edwin R. Landeen, of New Sweden, were honored on their 50th Wedding Anniversary at the home of her sister, Mrs. Elvira Engstrom. They were married by the late Rev. Oscar Wieden. The party was given by the couple's son and daughter-in-law, Mr. and Mrs. Edwin Landeen of Forestville, Conn. Their grandchildren, Betty Jean and Rickie Landeen, assisted by dipping punch and registering the guests. The cake was made and cut by Mrs. Walter Johnson; Mrs. Hilmer Anderson and Mrs. Elsie Brown served the coffee. Mr. and Mrs. Landeen were presented two money trees along with gifts and cards. Mr. Landeen retired as trackman in 1968 after 41 years of service.

General Offices

Miss Karen K. Littlefield, daughter of Manager Operations and Maintenance and Mrs. Linwood W. Littlefield, has been accepted as a sister in Epsilon Tau Epsilon Academic Sorority at Husson College. Karen is a junior majoring in business education.

Friday, Nov. 5, 1971, a farewell party was held at No. Maine Jct. General Offices for Gaynor Reynolds, secretary in the Operating Department, who has taken a leave of absence after five years service. The B & A girls honored Gaynor with a party at the Pilots Grill on Oct. 27. She was presented a small gold charm, diaper bag, and a yellow baby blanket. Our thoughts are with her as she awaits the arrival of her baby.

Northern Maine Junction

Associate Editor Gloria Tozier successfully showed her three-year-old registered quarter horse mare at halter during her first year of showing at the 1971 Maine shows. *I'll Be Bars* earned Reserve Grand Champion Quarter Horse Halter Mare in Maine Horsemen's Association Shows, and tied another quarter horse mare for Reserve Grand Champion Quarter Horse Halter Mare at the Maine Quarter Horse Association affiliated shows.

Chief Clerk Edith Jordan, No. Maine Jct. Freight Office, is at home recovering after recent eye surgery at Beth Israel Hospital in Boston. Her B & A friends wish a speedy recovery for Mrs. Jordan.

J. Claude Chasse, operator at No. Maine Jct., recently drove to Binghamton, N. Y. for the funeral of his mother, Adeline Chasse, 93, who passed away Nov. 17, 1971, at a nursing home near Scranton. Surviving are nine children. A Requiem High Funeral Mass was sung in St. Rita's Church, Chenango Bridge, New York. Interment was in Mt. Calvary Cemetery at Johnson City, New York.

Sympathy is offered to the family of Bessie Chaples, 80, mother of Chief



We were sorry to learn of the death of retired Section Foreman Charles L. McPherson Aug. 27, 1971. His railroad career began in 1926 as an underhand under the supervision of Orick Pettengill. During his years with the railroad he worked on the snowplows, was sub-foreman, and then foreman, a position he held until his retirement in 1966.

Mr. McPherson served as a cook in the U.S. Army from 1920 until 1926. In 1926 he married the former Eva Taylor and they adopted one son, Clarence.

Clerk Edith Jordan, No. Maine Jct. Freight Office. Mrs. Chaples passed away at her home Nov. 20, 1971, in Bangor. Her husband, Cleveland, deceased, was a retired section foreman for the Bangor and Aroostook at No. Maine Jct. Survivors also include daughters Frances and Lucille.

Congratulations to Highway Division Bus Operator Leslie H. VanTasel who, on Nov. 4, 1971, received his diploma from the International Correspondence School for completing the Condensed Business Practice Course.

A. M. Byers, electrician, No. Maine Jct. Diesel Shop, has returned to work.



Gaynor Reynolds, center, secretary in the operating department, has taken a leave of absence. She was honored at a coffee at No. Me. Jct. Nov. 5. Pictured with her are Anneli McDowell, left, and Mary C. Wood, right.

Treasury Department

Pearl Johnston switchboard operator, was honored at a farewell banquet on Wednesday, Nov. 17, at the Pilots Grill in Bangor. In addition to the honored guest, the following were in attendance: Lucille Brimmer, Helen Brissette, Frankie Brown, Gloria Cyr, Marion Foster, Barbara Kelley, Phyllis Leen, Roberta Lewis, Ouida Long, Anneli McDowell, Mildred McNaughton, Margaret Patterson, Cora Pelkey, Alice Titus and Mary Wood.

Retired Assistant Treasurer Lewis B. Neal has been named manager of the Old Town Community Federal Credit Union, formerly the Trot'n Trumper Credit Union, for employee families of the Penobscot and Old Town Shoe Companies. It has now been expanded to include the entire community of Old Town, with the exception of Diamond International which has a credit union.

Accounting Department

David A. Fessenden of the Revenue Section was honored at a farewell party on Thursday, Nov. 11, at Cap Morrill's Restaurant in Brewer. Mr. Fessenden resigned from the railroad to accept employment with Fox & Ginn, Inc. Those in attendance were: Merv Johnston, Dick Thompson, Owen Gould, Ronald Condon, Gil Jameson, Terry Fahey, Cecil Porter, Jim Garrity, Dana Thurlow, Dick Shaughnessy, Hugh Goodness,



Associate Editor Gloria Tozier with her three-year-old quarter horse mare, which she showed with great success last summer.

Allen White, Walt McCarty, Tom Brissette, and Frank Conners.

Laurel R. Littlefield has been awarded the position of variation and adjustment clerk in the Revenue Section, which was formerly held by Mr. Fessenden.

Purchases & Stores Department

Manager of Purchases and Stores and Mrs. H. F. Bell celebrated their 25th

wedding anniversary on Nov. 8. Cecil D. Rines retired on Oct. 9, 1971 after 25 years service with the railroad. His many friends wish him a long and happy retirement.

Congratulations to Mr. and Mrs. A. V. Carey on their 25th anniversary. Alasco is receiving and shipping clerk in the Stores Department.

Facts and Figures

	October 1971	October 1970	Ten Months Ended 1971	Ten Months Ended 1970
We received from:				
Hauling freight	\$ 932,158	\$ 902,199	\$10,022,089	\$10,740,888
Carrying passengers & express on our busses	23,283	28,534	249,788	238,402
Other transportation services	21,656	22,539	227,369	177,024
Net rental from freight cars and other equipment	436,203	192,836	3,007,941	2,279,588
A total of	1,413,300	1,146,108	13,507,187	13,435,902
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	287,025	293,978	2,881,877	3,046,811
Keeping locomotives, cars and other equipment in repair	385,294	401,115	3,597,379	4,031,031
Running trains, station and yard expenses	282,192	320,015	3,392,360	3,803,800
Pricing and sales of our services	26,208	29,136	260,304	296,688
Managing the business and keeping records	75,461	86,720	716,399	844,350
Payroll taxes	53,564	77,779	672,463	766,725
State and local taxes	33,856	30,936	314,785	319,867
Interest on borrowed money	109,348	118,423	1,131,595	1,177,210
Other miscellaneous charges—net	2,790	9,962	14,564	33,889
A total of	1,255,738	1,368,064	12,981,726	14,320,371
Our net income (loss) was	157,562	(221,956)	525,461	(884,469)
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.	94,282	87,209	410,014	187,685
—Dividends received from our subsidiaries (excluded above).	—	—	150,811	505,000
Net Income (Loss) reported to the ICC	\$ 251,844	\$ (134,747)	\$ 1,086,286	\$ (191,784)

Bangor and Aroostook R. R.
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Bangor, Maine 04401

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You may not believe this -- but --

this message is brought to you jointly by Maine Railroads and Maine Truckers.

These two competing surface transportation modes, along with water carriers, have recognized that they must work together toward solving some common problems. The fact is that most regulated common carriers — truckers and railroads — are in trouble. We have different points of view and will continue in vigorous competition. But we're convinced that the greatest hope for improved transportation lies in a unified policy toward all surface transportation.

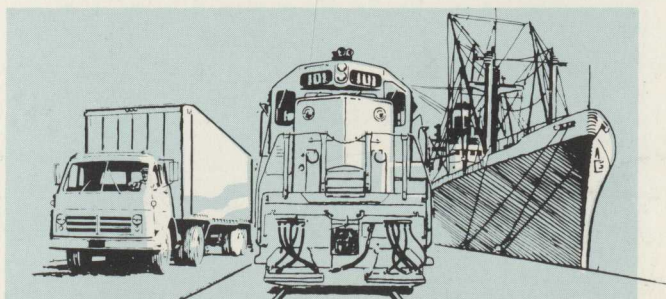
That's what the Surface Transportation Act of 1971 — legislation now before Congress — is all about. It will provide a basis for sound reforms for what's now a patchwork plan for transportation policy. And it will provide the nucleus of a plan for the salvation of an endangered species: the common carrier.

Passage of the Surface Transportation Act of 1971 is absolutely vital to you and to each of us; it won't happen without your help — help in the form of letters to your senators and representatives.

For Maine people, living as far from the markets as we do, good transportation is of vital importance. The industrial prosperity of this State depends upon a sound transportation system.

This Act means a lot to you as a consumer, because ten cents of every dollar you spend goes for freight transportation costs. Passage of The Surface Transportation Act of 1971 will help you get more for your money.

For railroads, truckers, water carriers and the public, a common interest exists — better transportation and an up-to-date transportation policy.



The regulated carriers need each other's help AND YOURS to pass the Surface Transportation Act of 1971.

Bangor and Aroostook Railroad,
Alan G. Dustin
Executive Vice President

Maine Truck Owners Association
David W. Fox
President

Maine Central Railroad,
E. Spencer Miller
President