



MAINE LINE

JANUARY - FEBRUARY, 1972



BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

The legend of American productivity is dying. It is dying hard, to be sure, but it is passing.

The United States, by our own boast the greatest industrial nation on earth, is in last place in productivity in manufacturing among the leading industrial nations of the world. Consider these disturbing statistics: In the last six years Japan has had a 14% average annual gain in output per man-hour. West Germany has risen 5% annually.

The United States has risen 1.8% annually.

But productivity has not kept pace with labor costs. Labor costs have, in fact, soared far above output per man-hour. I would not like to give you the impression that productivity and costs are only a national problem. We have it here on our own railroad.

In spite of our best efforts to cut costs so that we could stay afloat last year, the dollars we spent in wages were down only 5.6%. But the number of man-hours worked by all employees was down 14.2%. Transportation department employees worked 14.2% fewer hours but received only 2.6% fewer dollars for time worked. Maintenance of Way and Structures employees worked 14.8% fewer hours and received .5% more dollars for their labor. We are working fewer hours and getting paid much more for it. This is fine and we could afford it if we were producing more per man-hour but we are not.

Our labor rates increased 9% in 1971 over 1970 man-hour for man-hour. The increase in 1972 over 1971 will be 10%. Under an agreement with the United Transportation Union, wages for those railroad workers will increase 42% for the next 42 months. The huge increase was given in part as a trade-off for some updating of obsolete work rules. The work rules will help the larger roads but will not help small roads like ours. The only result of the settlement for us will be increased labor costs.

When we don't increase our productivity as our labor costs go up, we become less competitive. It is certainly not just confined to the railroad. It is a national problem and we seem very unwilling to recognize it as a problem. To be sure, other nations are raising their wages,

but they are only doing so as productivity per worker increases.

It seems ridiculous that a nation with the know-how to put a man on the moon, the capacity and skill to feed half of the world, and the wisdom and determination to steer a sane course through such troubled political and social waters as we are now experiencing, should refuse to acknowledge and do something about the problem. Instead, we are willing to depend on such artificial devices as import quotas, high tariffs and, in our own industry, the hobbling of technology to protect jobs and maintain artificially high wage levels without a corresponding increase in productivity. This is treating the symptom instead of the disease.

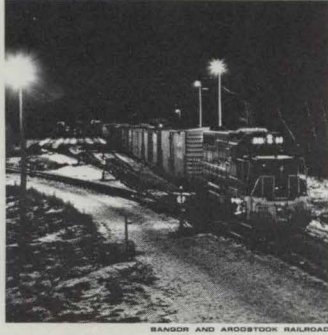
Productivity is the touchstone of our vitality. We must have it to remain healthy. And it is an absolutely essential element of growth. Without it, we cannot pay more money for labor without making the actual *value* of our money less and less until we would need a market basket not only to carry our purchases home from the store but also to carry our money to make the purchase. That's what inflation is all about and why it's deadly and defeating.

Productivity isn't just a management problem. It's a people problem....the concern of anyone who depends on a steady job. Productivity isn't just spewing goods off an assembly line; it's also moving freight, typing a letter and painting a bridge.

More than anything else, productivity is an attitude, like looking for new and better ways of doing things. Like cooperation rather than conflict. It's giving as well as receiving.

Productivity has always seemed kind of an American commodity. It's the spirit that helped us become a great nation. It helped us survive a terrible civil conflict and two global wars. If we are to keep faith with the promise of our society, we must have a reawakening of the American spirit that has served this nation so well.

Sincerely,



BANGOR AND AROOSTOOK RAILROAD

NEWS BRIEFS

About the Cover

As highways become more and more congested and motor vehicles contribute more and more air pollution, trains, like the BAR's No. 57 pictured on the front cover, are providing an answer to the demands for cleaner, less wasteful transportation.

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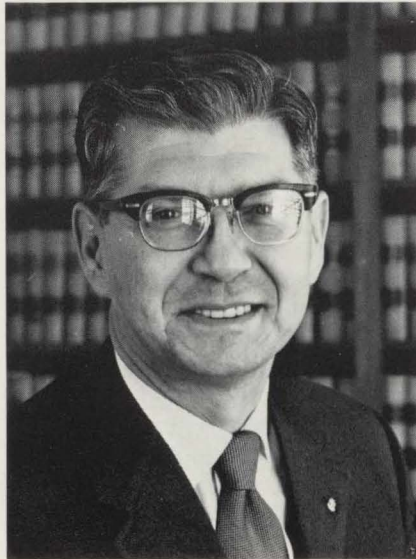
David D. Daigle, Fort Kent, a Bangor and Aroostook director for 20 years, died Jan. 16 after a long illness. He was born in Fort Kent Sept. 28, 1904, the son of P. A. and Elizabeth (Castonguay) Daigle.

Mr. Daigle was also a director of Maine Public Service Co., the Northern National Bank and former director of the First National Bank of Fort Kent. He was president of David D. Daigle Farms, and David D. Daigle Sons, and Daigle and Daigle Furniture and Hardware Store.

From 1945 to 1953 he was a member of the State Seed Potato Board and was named as the state's outstanding farmer by the University of Maine in 1948.



David D. Daigle, 1904 - 1972



Richard L. Foster

He is survived by his wife, Mrs. Irene (Pinette) Daigle; two daughters, Mrs. James Moore, Fort Kent, and Miss Jan-amae Daigle, Portland; two sons, James D. and John A., Fort Kent; two sisters and one brother.

Foster promotion

Richard L. Foster, Derby, has been named chief clerk in the railroad's Mechanical Department at Derby. He succeeds Max E. Place, who retired Jan. 5.

Foster, 45, is a 27-year veteran with the railroad, entering service in 1944 as a laborer. He served in the U. S. Army during WW II and was discharged a sergeant. Prior to his Bangor and Aroostook service, he was employed by the New Haven Railroad.

He was educated in Milo schools and is a member of the Masonic bodies.



The Great American Ecology Machine

A recent syndicated newspaper feature story suggested that, with all the railroad abandonments that will occur in the next 20 years as the burden of moving goods and people is taken over by the highways, the abandoned right-of-way should be acquired as hiking and bicycling paths. Presumably, we must now begin reclaiming land for the simplest recreation as the ever-proliferating highway system gobbles up more and more of the dwindling American landscape.

How sad.

Sad, because building more and more motor vehicles and more and more highways is an exercise in futility; it blights not only the landscape but poisons the air. (There are some who believe it also blights the spirit.) And what a magnificent irony that we build more automobiles and more highways to make movement *easier*. Then we utilize the dry bones of the most efficient system of transportation man has yet devised so that we won't lose the use of our limbs from lack of exercise.

As a society, we seem to be so locked into the system that equates prosperity (President Nixon has said that "every additional 100,000 cars sold means

25,000 new jobs.") with increasing motor vehicle production and more highways it would be shouting into the wind to point out that railroads could increase their capacity by seven times without building another mile of railroad track.

It's a sobering fact, however, that the 200,000 miles of Class I railroads in this country occupy only 3,760 square miles of land. With it, the railroads move 41% of the intercity freight. By contrast, the 900,000 miles of Federal Aid Highway alone occupies 50,760 square miles of land. That's 13 times as much as the railroads use. It is used to move only 21% of the intercity traffic. It's filled to capacity with trucks, busses and automobiles. And the highway lobby and major users are clamoring for more.

The Interstate Highway System has blossomed into a \$60 billion undertaking with more than 42,000 miles scheduled for paving by 1977. But our society now appears to have reached a point of diminishing returns in the tradeoff of jobs for more motor vehicles and more highways. The price of those jobs is becoming too dear. They are costing us clean air, rings of rusting automobiles around every village and city, the pol-

lution of our landscape with trash and the criminal waste of natural resources, including land, not to mention money wasted on inefficient transportation.

Railroads are a ready-made answer to halting the senseless cycle.

They are already built. No more are needed.

They pollute the air less.

They occupy less land.

They have the potential to increase capacity without building more track.

They use natural resources... including fuel... more efficiently.

The railroads are the original American Ecology Machine.

Railroads provide the most in goods and services with the least damage to the environment. One of the major reasons is air pollution. The internal combustion engine has been well-documented as one of the worst polluters of the air. The illustration is dramatic when one compares movement of people by train with hundreds of cars with one or two passengers on a ten-lane superhighway. It's equally revealing in freight transportation, which, it has been predicted, will double by 1985.

Both trucks and railroad locomotives are largely diesel-powered. In environmental terms,

both give off the same amount of air-polluting emissions on a per-horsepower basis. A railroad locomotive has about ten times the horsepower of a truck. On the face of it, it would seem that one diesel would equal about ten trucks for the same air emission.

But consider how much more a diesel locomotive can move than a truck. Five flatcars, for example, with two piggyback trailers each equal the ten trucks. But a locomotive does, in fact, move far more than that. Then there's the horsepower efficiency...the inherent advantage of the steel wheel and steel rail. It offers far less resistance than the pneumatic tire on the highway.

It boils down to the fact that a truck must exert four times as much energy to move one ton of freight one mile than a railroad locomotive. That's why a recent study revealed that in 1970 railroad emissions were 1.03 grams per ton-mile compared with about 3.76 per ton-mile for the trucks. To put it another way, the trucks pollute the air four times as much to move the same amount of freight.

Consider the difference in land use between 200 trucks fighting for highway space and a 100-car freight train. We have an alternative to cutting down val-

uable forests and farmlands, condemning homes and replacing green grass with macadam to build more highways that will inevitably become congested within a few years of their completion. We can encourage the wider use of a transportation mode that already has what land it needs and is likely to need in the foreseeable future.

There's another thing the railroads have going for them: the efficient use of dwindling energy reserves. The amount of fuel available is considerable but not unlimited. Future generations may wish we had not spent it so freely. Remembering the energy requirements of diesel trucks and locomotives, it should come as no great surprise to learn that railroads move twice the ton miles that trucks move while using only half as much fuel.

It has been a long time since any railroad man seriously suggested that the railroads should move all the freight. There is a legitimate place for both rail and truck in a balanced transportation system. But there must be priorities established in the public interest to place the national transportation system in perspective.

We can no longer afford to be blackmailed into producing ever-increasing numbers of

motor vehicles and building more and more highways in exchange for employment, a poisoned atmosphere and the reckless squandering of our resources. A by-product of this wasteful philosophy is that the railroads, a proven, ecologically-sound mode of transport, are being threatened in their basic role as a volume, long-distance, low-cost mover because of pressure from manufacturers, road-builders and special interest groups.

An editorial in the Portland *PRESS HERALD* puts the issue succinctly: "The highway trust fund and the federal mass transit program will come up for congressional review next year. The environmentalists who, if they didn't shoot down the SST, certainly provided much ammunition, will be zeroed in on the highways this time. But quite apart from the more emotional approaches, the federal authorities would do well to listen to proposals for concentrating greater attention on mass transit. Converting the highway trust into a general transportation fund may not be the method, but some alternative to more and more highways and more and more cars must be found."

The suggestion is equally valid for freight transportation.





We Got Your Message ...And Did Something About It!

New per car rates that reduce potato rates to Penn Central points west of the Hudson River to a level approximately 20 cents a hundredweight below the lowest truck rate went into effect Jan. 27. At the same time, the Bangor and Aroostook mounted an intensive advertising campaign aimed at Aroostook County shippers and off-line receivers who control the fresh potato traffic. The rate is a joint effort by the New England carriers... BAR, MEC, B&M and Penn Central. At the same time rates were also reduced to New England points and Harlem River.

The theme of the advertising program (see back cover) is direct and honest, saying that the traffic was lost through rates that were non-competitive and service that was less than satisfactory. We got your message, says the initial ad, and we've done something about it. The "something" that the New England rail carriers did was drop the rate to Penn Central points west of the Hudson by making them "per car" rates on RS refrigerator cars for a saving that averages about \$120 per car.

Service has also come in for some hard scrutiny from the carriers involved. The carriers want the business back and have intensified efforts to improve service for potato shippers. A financial crisis in the industry and an exceptionally severe winter two years ago led to almost non-competitive service and shippers turned to highway carriers.

In the 1964-65 season, the railroad moved 25,474 carloads of potatoes. By the 1970-71 season, the figure had plummeted to 5,250 carloads. Service was not the only factor. Although the Bangor and Aroostook has resisted freight rate increases on potatoes, the rates, through general rate increases, had crept so close to truck rates that the traditional rail savings had all but disappeared.

Although all of the New England rail carriers want the traffic, it is most important to the Bangor and Aroostook and, traditionally, has been the mainstay of the railroad's revenues. At the 5,000 car level, however, it amounts to only about 8% of freight revenues.

The substantial rate deductions and increased emphasis on service is expected to provide an incentive to move some of the traffic back to the rails. Bangor and Aroostook marketing people point out that the traffic slipped away over a period of time and, if the rate cuts and increased emphasis on service do prove an incentive for potato shippers, it will not be an overnight process.

Sales people calling on shippers and receivers after the rate went into effect found interest and a willingness to try the service. At stake for the Bangor and Aroostook is whether it can afford to remain in the potato transportation business at all. The rates are a trial project. If the price advantage and per-

formance can attract a share of the traffic back this season, the railroad will be encouraged to maintain the low rate level and explore other areas to attract the business.

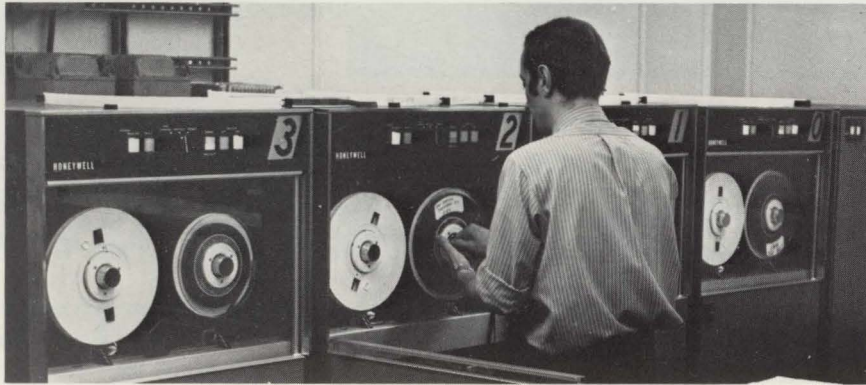
The industry itself has a stake in the outcome, as editorials in the Presque Isle STAR-HERALD and the AROOSTOOK REPUBLICAN and NEWS, Feb. 2, pointed out:....."If the results of this experiment are encouraging, the BAR will naturally give consideration to the future of moving potatoes by rail. If the results are adverse, the railroad will, no doubt, remove itself from the potato business.

"It is our belief that the railroad would not care to take this action, but may well be faced with no other choice. If the railroad retires from transporting potatoes, the shippers may find themselves with an unfavorable situation in that low rail rates have provided some form of control over what the truckers could charge and still be competitive. Whereas the truckers are unregulated, as opposed to the railroad, the shipper may find himself at the mercy of truckers who will be under no obligation to perform the services or to maintain any level of rates.

"We hope that the railroad can generate enough business to stay with transporting potatoes so that shippers will still have a choice rather than a total commitment to a single mode of transportation."



EDP Manager R. E. Clukey, left, holds a tape containing description of every rail car in the U.S. and Canada and the care hire and mileage rate of each. Below, H. W. Oliver changes a tape on the computer.



EDP IS ALIVE AND WELL AND LIVING IN BREWER

The Bangor and Aroostook's new computer is alive and well and operating in Brewer. The Data Processing people began running car accounting programs on it Jan. 31. Other programs, including freight traffic analysis and payroll, are scheduled for a later date. It is expected that the testing will be complete and that the unit record system will be closed down by May 31 when all operations go on the computer.

The computer is a valuable tool, Controller Owen Gould says, but a sudden changeover from unit-record to computer has meant trouble for some companies that have taken the electronic route.

That's why EDP Manager R. E. Clukey and Programmer-Analyst H. W. Oliver are running thorough checks during the transitional period. Computer people call it making parallel runs and it means that as a new program is put on the computer, it will continue to be run on the road's data processing machines for a long test period and the results

checked against each other.

"There's a natural impatience to put programs on the computer and start running, now that we've acquired the installation," Gould explains, "but we know from the experience of others that we can save ourselves a lot of grief by thoroughly checking the programs against the proven results of our present machines."

Even after the parallel runs have been stopped, the EDP people will continue to make thorough checks for accuracy over a period of several months before the program will be considered a proven one.

The dividend from the installation will be a greatly-increased capacity as well as timeliness of information. There's a time lag of several weeks in some reports done on unit record machines that Bangor and Aroostook managers use to check performance. The computer can shorten the interval between computation and finished report so that it's not merely a record of what has happened; it will be timely enough that changes can be

made in the project it concerns if the facts support such a course.

Another important part of the transitional process from the unit record method to computer, Gould says, is to learn how to take advantage of the increased capacity. A committee has been formed with representatives of each department to work with EDP people in determining what information and services the installation can provide each department.

The changeover period is also providing an opportunity for the road's engineering people to work engineering problems with the computer.

Until the railroad moves into new quarters at Northern Maine Junction the computer installation will probably remain at Eastern Corporation in Brewer. When the obsolete unit record machines are shut down May 31, the railroad will have proven programs for its computer installation as it joins the other 95% of the railroad industry that's computerized.

A trainmaster's job isn't an 8 to 5 desk one. It can mean riding a spreader, as Frank Larlee is doing in the photograph at right. It's being out in all kinds of weather. At far right, Larlee squints against driving snow as he uses a walkie-talkie.



The most typical background for a man like Frank Larlee is a locomotive. Nothing is quite so satisfying to him as riding the cab of a high-balling freight. Customer contacts are part of his job, too.

THE MAKING OF A TRAINMASTER

You might mistake Frank Larlee for a professional fighter who's just a bit past his prime...but not much. His red hair is greying slightly. His nose, which has been broken "two or three times", has a permanent list and he walks on the balls of his feet like a fighter. At 55, there's no paunch and his infectious, lopsided grin gives him a droll and waggish air.

This compact man is as much at home in the stern seat of a 20-foot Old Town canoe running a white water river as he is in the cab of a diesel, but he's very much a professional railroad man. With him, it's both his life work and his hobby.

Frank Larlee is a trainmaster, a job that has to be one of the most demanding, the most frustrating and most rewarding jobs a manager can hold. He came to railroading during the hard days of the Depression when a dollar was as big as your hat and a job, any job, was a thing of beauty. But it wasn't a random choice. His father, Bill Larlee, was a railroad man and that's the course his son was determined to chart.

Frank grew up in Caribou and Oakfield. His father was a conductor, an occupation that was often almost nomadic. He played

basketball, supposedly a non-contact sport but which accounted for his often-broken nose. By the time he'd graduated from high school in 1935 he'd had a couple of summers in Warren Wiggins' extra gang crews and was determined to work for the railroad.

He was a brakeman for three years on the southern division and five years on the northern division before he went into the Oakfield yard office under his father in 1944. It was a hard position for both father and son.

"Don't expect any favors," his father warned.

The younger Larlee knew his father better than that. He had grown up in a hard school of railroading when long hours and dedication were normal and expected. He tolerated no less from anyone who worked for him.

"All the time I worked for Dad," he remembers, "I planned on carrying a little more than my share of the load. Before he died four years ago he told me, 'I'm proud of what you've done.' That meant a lot to me."

In the dry language of his job description, the trainmaster is charged with "the safe and

economic movement of trains," a goal so broad that it covers anything that can go wrong. He's responsible for supervising 128 people....agents, trainmen, enginemen, yardmasters and operators....and working with engineering and mechanical department people.

One of the major goals of his job is the training of transportation people. It's also one of the most satisfying for him.

"Take Danny Morrill in the yard office, for example," he says. "I was a brakeman with his father, Ira. His grandfather, Ira, broke me in on train service. This is the third generation I've worked with. There's a lot of satisfaction in watching other people learn a job and become good at it."

Training brakemen is a challenge because the people who actually operate trains often determine whether trains are economic.

"It takes five or six years to make a brakeman," he believes. "First, you have to make him feel that he's wanted. For those first three years, he takes a lot of watching. Then, when he gets to a point where he's safe, you begin working with him on switching techniques and making train

moves. When you get him so he can think ahead and save time, it's the same as ringing the cash register. When he can do that and work as part of a team, too, then he's really a good man."

A trainmaster works odd hours. He can be called out to a derailment in the middle of the night. Answering the telephone during the graveyard shift hours is so routine as to hardly warrant mention. The workweek starts with a briefing by the superintendent Monday morning. The problem areas are discussed.

There are daily goals, too, the end result of which is making the midnight turnover at the two junction points of Brownville and Northern Maine.

"It's like a big checkerboard where you plan your moves almost 24 hours ahead," he explains. "Nearly every transportation employee is involved, from the superintendent to train crews to station agents. Some of those high per diem cars are costly and it doesn't take long to make quite a bit of money."

The two crucial trains are No. 44 which makes the CP turnover at Brownville Junction and No. 28 which makes the Maine Central turnover at Northern Maine Junction. Of course, these

are only the final moves in the game. All other train service leading up to the two final trains must be given the same attention. But these two trains are where the drama is. By 1:30 in the afternoon, Frank Larlee will stick his head in the door of the Millinocket yard office and ask General Yardmaster Cut Foster how it's looking. He'll be on the telephone in the evening if he's not at the office to get the final results of the turnover.

Besides the daily deadlines, Frank Larlee is also responsible for giving rules examinations to trainmen, enginemen, plowmen and others who must qualify. He works with engineering department people in snow removal operations and with customers on switching needs. But what he likes best is to ride the engine of a freight that's high-balling from Oakfield to Northern Maine Junction. He admits though that the highball freight is the gravy that results from careful switching and yard work.

"It's the terminals that kill railroads," he grumbles. "The name of the game is moving freight over the road."

Part of being a trainmaster is being prepared for the unexpected. There is, for example,

an emergency pack with warm clothing, snowshoes, an extra five gallons of gasoline and flashlight always ready in the trunk of his car.

It came in handy one night a couple of years ago when he was called at 1:00 A.M. to go to a derailment at Summit, an isolated siding. He walked several miles on snowshoes from Grindstone in below-zero weather to reach the scene.

Being a trainmaster is cooking a steak on the coal stove of a snowplow at the end of a run or sharing sardines and soda crackers with a crew at a remote siding. It's also remembering being on a plow that jillpoked and went into the woods. Or snagging a 220 volt line with the wing of a spreader and the fireworks that followed. It's being able to depend on your own resources and to keep your sense of humor when things go wrong because trouble is part of the business.

To his boss, Herschel Lee, Frank Larlee is a dedicated and conscientious railroader.

"He'll find a better way of doing a job," Lee says. "Give him an assignment and you can forget about it. I guess it all boils down to craftsmanship....pride in his work."

The Name of the Game is Railroading



Equipment operator Phil Cole, West Seboois, with the snowmobile he used to help the crew of Train 44 repair a breakdown and make a midnight deadline.

The knock at the door didn't exactly startle Phil Cole, but it did surprise him. West Seboois, where the Coles live, is an isolated settlement in the midst of a forest that stretches from Millinocket to Brownville, 14 miles south of Millinocket on the Bangor and Aroostook's main line. Until a few years ago, it was accessible only by a slightly-improved woods road and a mere handful of families live there, including Cole's brother and daughter. Callers at eight in the evening, unless it's a neighbor, are rare.

The caller that December evening was Carl Nickerson, a railroader with whom Phil Cole had worked, and he needed help. Train 44, with 147 cars, had broken a knuckle, he said, and would Phil mind starting his snowmobile and taking him back through the train to find the break. Phil glanced out his living room window and saw the engine almost directly opposite his snug cottage 150 feet away.

On December 7, the night in question, Train 44 was over a mile long and the crew was hurry-

Phil Cole starts the Pettibone equipped with a snowblower that he'll use to clean switches and sidetracks for the day.



ing to make the midnight interchange deadline at Northern Maine Junction. If the cars are turned over after midnight, it means an extra day of per diem payments on every foreign car in the train's consist. As Phil Cole dressed against the bitter night, Carl Nickerson explained what had happened and the need for quick repairs.

The two men quickly boarded the equipment operator's snowmobile and roared up the right-of-way beside the crippled train. The train had automatically gone into emergency braking when the air hose between the cars parted. They found the break about 25 cars from the head end of the train....something over 400 yards away....and the rear of the train, another 20 carlengths farther back.

Cole took his snowmobile back to the rear section of the train and gave Carl Nickerson a back-up signal with the headlight of his sled. Within minutes, the two men had the train together and the air connected.

Phil Cole's willingness to help on his own time and to use his

machine not only saved Nickerson an exhausting mile-long trek through snow that was over his knees, but it also enabled the crew to bring Train 44 into Northern Maine Junction at 11:45, 15 minutes before the deadline. The savings to the railroad in per diem costs, as a direct result of his action, was \$270.

"Such cooperation as this cannot go unnoticed," Superintendent H. P. Lee wrote Phil Cole three days later. "I want to express my thanks to you for the assistance you gave this crew and I can assure you it was greatly appreciated by both the train crew and myself."

Phil Cole thinks of himself as a typical railroader. He's been with the BAR since 1947 when he brought his new bride home from England after World War II service with the U. S. Army. He came to West Seboois in 1948 and stayed, even after his work took him away from his tiny hamlet, because he likes the privacy of life there. He's also a professional guide and usually spends part of his vacation in the fall guiding sportsmen after

whitetail deer. He traps beaver in the winter, an occupation that requires his snowsled, although he admits the vehicle is mostly for fun.

The Coles are very much a railroad family. Allen, a Pettibone operator, lives a couple of houses from his brother at West Seboois. Gordon, another brother, is a trackman and lives at Dover-Foxcroft.

Phil Cole's description of himself as a typical employee may be unduly modest but he does have the qualities of self-reliance and conscientiousness that seem typical of the railroad's people. As Superintendent Herschel Lee points out, "there are a lot of Phil Coles on the railroad, men who quietly do just that extra bit more than what is expected of them, and that's the strength of the railroad. Sometimes we find out when a man has given that extra effort and we can say thank you. Mostly, I think, we never hear about it. In this instance, we discovered it and were able to put a price on what that extra effort saved the railroad."

Happiness is Your Own Tree Farm



Tree farmer Gordon Sinclair uses a snowmobile to yard pulpwood out of his pine grove on Saturday. The selective cutting lets him earmark most of the pine for saw logs.

The great American dream of a golden retirement....according to at least three generations of short stories and motion pictures....has been the small chicken farm and plot of land away from the bustle of commerce. But a Milo man has an interesting variation of the popular myth as his own personal retirement goal. Gordon Sinclair, a 47-year-old carpenter at the Bangor and Aroostook's Derby Shops, wants to be a tree farmer.

And if 47 sounds a bit young to be thinking about retirement, you have to consider there's considerable lead time involved in becoming a tree farmer....from 10 to 20 years, in fact. Actually, Gordon Sinclair isn't the kind of man who's crossing the days off on the calendar until he's 65 and is eligible for the pension. He's very much the kind of man who spends each day as though it represents gold and precious jewels.

But, like a good many Americans in his age group, the appeal of the land is a strong influence in his life. He's worked at Derby Shops since 1946 and likes it, but when he thinks about retirement 20 years away, he remembers life on the family farm in his youth.

Gordon Sinclair's plan for a new lifestyle began on a Sunday afternoon five years ago when he and his wife were out for an afternoon drive and saw a farm on the Pleasant River Road in Milo, just a pistol-shot away from the Milo-Brownville town line. Both of them liked the property. Three years ago, the Sinclairs heard the property was for sale and promptly bought it. That's when the components for a new kind of life began to drop into place and the Sinclairs became landowners and tree farmers. The 235-acre spread was just about ideally suited for what the couple had in mind: a location for a new home where they could enjoy almost total privacy and a place where the restless Gordon could work at a woodlot on weekends.

After contacting the state forester for advice, a service that's free to landowners, the enthusiastic Sinclair immediately planted four acres of his new farm to Douglas fir Christmas trees. In his spare time, he also began pruning and fertilizing the native fir for Christmas trees, and pruning



You have to like it to spend the long hours that managing a woodlot requires. Using a pulphook is a familiar chore to Sinclair and his son Steve, University of Maine student, who helps him.

the native white pine to a height of 17 feet to start a crop of future saw logs that will begin to mature about the time he's ready for the pension.

"Christmas trees," he explains with the fervor of a true believer, "bring more money to the grower than pulp. It takes from eight to ten years to grow a good cultured tree....that means one that's been pruned for proper shape and fertilized. It should bring \$4.00 to the producer. Pulp not only takes a lot longer, but doesn't bring as good a return."

He uses a ladder to trim the white pine that will eventually become saw logs and he can be found almost any winter Saturday yarding out the timber



Gordon Sinclair, a man of many talents, uses a cutting torch in his job at the railroad's Derby Shops, above, left, and to make repairs on his home-made skidder, pictured above. Beside the seedlings he has set out, Gordon also shapes young trees in his lot for Christmas trees.

the state forester has marked to be harvested with his snowmobile and a homemade sled. His son, Steve, a pre-med student at the University of Maine, works with him Saturdays and in his spare time doing the cutting and heavy lifting.

"The pulp we're taking out now," he explains, "will give the remaining pine a better chance to grow and mature."

He's already harvested enough spruce and pine from the property to build the get-away-from-it-all house he and his wife have been planning.

The logs will be sawed into lumber at a local mill this spring and the Sinclairs will start construction of the house in the summer. It will, of course, be a project the Sinclairs will do themselves. That's part of the appeal of taking one's living from the land. It will take about a year and a half, Gordon estimates, to complete the country home and move from his Milo residence on Kimball Street.

Like many other railroaders in the area, Gordon Sinclair grew up with the notion that what you needed, you built yourself or adapted something else to do the job. When he needed a timber skidder, one of those sophisticated \$10,000 vehicles that steer on both ends and bend in the middle, to yard tree-length logs out of the woods, he made one.

Now making a timber skidder from garden variety parts is no modest engineering and

mechanical accomplishment. He and a friend, Stanley Floyd, used two 3/4-ton Chevrolet truck rear ends, a chain-drive sprocket, five-speed GMC transmission and a four-cylinder Vaux Hall engine to make the machine. The power steering came from a Buick. The machine does very nicely, thank you, handling logs 12 inches on the butt with relative ease and has a payload from one fourth to one half a cord. The whole project represented a cash layout of \$253.10, which isn't much for such a machine if you don't count the ingenuity and labor that went into it.

Christmas trees don't require much machinery, Gordon says, but they do require a lot of love. They should be thinned, for example, so that there's five feet of growing space to the closest tree. The tree must be pruned for shape and fertilized, which is accomplished by throwing a handful of 10/10/10 chemical fertilizer into the branches.

It will be a least two more years before Gordon Sinclair starts to commercially market any of his Christmas trees and a good many more before the saw logs he's nurturing so carefully feel the bite of the sawmill blade. But when he reaches retirement age, this energetic railroader will have a living and growing investment from which he can clip coupons for as long as he chooses.

"And," he grins, "in the meantime, I'm having an awful lot of fun!"

Dana Corey Gets a Piece of the Action

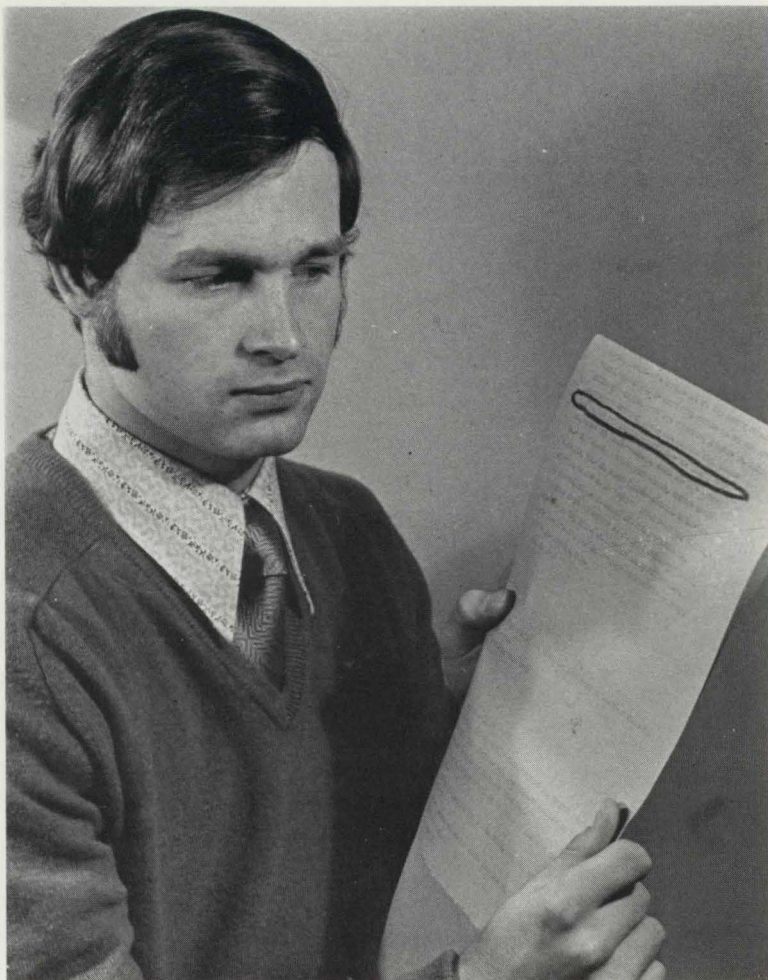
With a dad like Highway Division Manager Shirley F. Corey, Dana Corey almost had to be a good athlete. Slip Corey was a top high school athlete in Brewer and semi-pro player after high school. He still devotes most of his spare time to Little League coaching, where Dana got his start in baseball.

All the coaching and baseball paid off for the Corey's Jan. 23 when Dana, a former Brewer High School and University of Maine player, signed a contract with the Chicago Cubs to play pro ball. He expects to be assigned to Class A, Quincy, Illinois, of the Midwest League. Scout Lennie Merullo, of Reading, Mass., said he had watched Dana compete both at the University of Maine and in the Cape Cod League and said that young Corey "has a lot going for him."

Dana will be asked to report to the parent club's spring practice in Scottsdale, Arizona, in March. Merullo said that his assignment depends to a great extent on how he does during these sessions. The usual procedure is to send newcomers to the Class A team. He added that Dana will continue his education and baseball, attending college in the fall and winter semester.

As a sophomore at the University, the Brewer outfielder batted .351 which was good for fourth place in the Yankee Conference. He tied the home run record of five and had 28 runs batted in. With Yarmouth in the Cape Cod League he batted .268.

Dana was picked up by the Cubs as the 40th in the January draft.



Dana Corey, son of Highway Division Manager and Mrs. S. F. Corey, reads the wire service story that told of his draft by the Chicago Cubs. Photo courtesy Bangor Daily News.

Mile Posts

45 YEARS SERVICE

Sandy E. Cleaves

35 YEARS SERVICE

Lawrence B. Dow
Albert St. Amant

30 YEARS SERVICE

Forest G. Bunker
James R. Clark
Malcolm R. Davis
Alton N. Decker
Harold W. Dickson
Kenneth C. Foster
Donald E. Helstrom
Leland D. Labbe
Albert J. Lebel
Walter J. McCarty
Bernard J. Nadeau
Alfred G. Weymouth, Jr.
Wilfred J. Willette

25 YEARS SERVICE

William H. Barrett
Merle S. Burpee
Linwood C. Callahan
Hamel R. Caron
Bernal E. Clark
Kenneth J. Dickinson
Sterling J. Gamblin
Oden G. Gradie
Treffle Jandreau
Ralph H. King

Malcolm J. Leonard
Merrill F. Pendexter
Hercules R. Roy
William D. Sawtell
Whitmore A. Stairs
John M. Stewart

20 YEARS SERVICE

Carl E. Adams
William S. Adams
Carl T. Barrows
Everett H. Boutilier
Frank L. Boutilier
Kenneth R. Boutilier
Eugene K. Brown
Lawrence B. Brown
Maurice H. Brown
Albert J. Burke
Carlton A. Cameron
Herbert R. Carey
Nelson L. Chadbourne
Kenneth D. Chaney
Delsie N. Charette
George N. Clark
Sterling R. Clark
Delmont E. Cummings
Hilston L. DeLong, Jr.
Ray A. DeLong
Roland E. Dunton
James F. Dwyer
Maynard L. Eldridge
Ralph H. Fowler
George C. Frost
Maurice P. Gillis
Gordon Glew, Jr.
Carl C. Grant
Ernest C. Hand

Clement A. Hatt
Carroll C. Hersey
Ralph V. Johnson
Earle R. Junkins
George F. Kelley
Robert E. Lanphier
Donald E. Lawrence
Thomas W. Lee
Ronald R. Levesque
Irven C. Libby
Kenneth D. Lilly
Linwood W. Littlefield
Lloyd R. Littlefield
Stacy A. Meister
Patrick G. Ouellette
Philip E. Parks
Keith B. Pelkey
Dwinal A. Robinson
Leighton E. Shields
Paul M. Shields
Ansel G. Snow
Elgin E. Stevenson
Tyler V. Stevenson

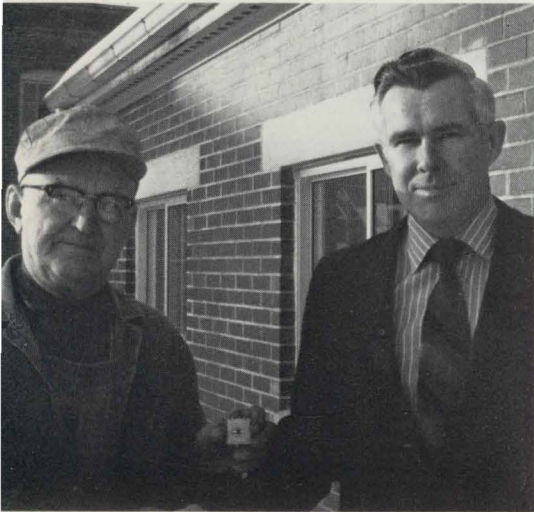
15 YEARS SERVICE

Robert L. Adams
Wanda T. Bishop
Nelson J. Bouchard
Ronald R. Gagnon
John H. Giberson
Vernon L. Jacobs
Carroll A. Robinson, Jr.
Raymond O. Simpson

10 YEARS SERVICE

Raymond L. Eldridge

In the Family



Sheet Metal Worker *Frank E. Morris*, left, receives his retirement pin from CMO *Harold W. Hanson* after 44 years BAR service.

Mechanical Department

Sheet Metal Worker *Frank E. Morris* retired Dec. 27, after 44 years service. Chief Mechanical Officer *H. W. Hanson* presented him with his retirement pin.

Frank was born Dec. 25, 1904 at Chatham, New Brunswick and attended Chatham Public Schools.

He entered service with the Bangor and Aroostook Oct. 22, 1927 as a laborer. Subsequent positions held were car repairer helper, car repairer, boilermaker helper, engine cleaner, machinist helper, blacksmith helper, sheet metal worker helper, air brake repairer, welder and sheet metal worker.

He is a member of the Sheet Metal Workers' International Association.

Mr. Morris is married and has one daughter, Mrs. *George (Elizabeth) Brown*, of Bangor. His wife, *Annie W. Morris*, is a clerk at Derby.

Mr. Morris had worked the past 29 years without a personal injury.

We were sorry to hear of the death of Mrs. *Minnie E. Place*, mother of *Max E. Place*, Derby, Dec. 2, 1971 at her home.

She was born at Hammond, New York, Nov. 23, 1872. Surviving, besides Max, are three daughters: Mrs. *Pearl Day*, Milo; Mrs. *Ray (Ethelyn) Smart*, Waterville; and Miss *Frances Place*, Dover-Foxcroft, as well as grandchildren, nieces and nephews.

Machinist *Harold E. Gray*, Derby, has retired after 44 years service with the railroad. Shop Superintendent *E. J. Berry* presented Mr. Gray with his retirement pin. He had been out on disability since May 10, 1971.

He was born Nov. 3, 1909 at Houlton, Maine, and attended Dover schools.

Mr. Gray entered service with the railroad Nov. 21, 1927 as a laborer. Subsequent positions held were machinist apprentice, engine cleaner, air brake repairer, gas engine machinist, blacksmith helper, crane operator, boilermaker helper, piece work inspector, bonus supervisor, machinist foreman and machinist.

He is a member of the International Association of Machinists. Harold is married and has four children: Mrs. *Barbara Rolfe*, Brownville Junction; *Kenneth Gray*, Brownville Junction; Mrs. *Harriet Boober*, Medford, Maine; and *Philip Gray*, Woodland Hills, California.

Car Inspector *Holman D. Clark*, Oakfield, retired Dec. 1. General Foreman



Lynne MacNair, daughter of Engineer and Mrs. *J. E. MacNair, Jr.* Houlton, receives her second lieutenant bars in the USMC from her father in commissioning ceremonies Dec. 17 at Quantico, Va.



Car Inspector *Homan D. Clark*, Oakfield, receives his retirement pin from General Foreman *B. B. Libby*, right.



Machinist *Harold E. Gray* receives his retirement pin from Shop Superintendent *E. J. Berry* after 44 years with the BAR.

B. B. Libby presented him with his retirement pin.

He was born, March 26, 1903, at Oakfield and attended Oakfield Ridge School.

Mr. Clark entered service Dec. 2, 1946 as a coalman. Subsequent positions held were ashpitman, engine cleaner, helper, car inspector, car repairer, carman gang leader, painter and welder.

He is a past member of Odd Fellows, member of Oakfield Subordinate Grange, Aroostook and Penobscot Pamona Grange and the Maine State Grange.

Mr. Clark is married and has four children: *George N.*, Oakfield; Mrs. *Lillian Mae Lenentine*, South Windsor, Conn.; Mrs. *Sandra Helen Estes*, Lee, New Hampshire; and Mrs. *Alca Lynn Bechard*, Hallowell, Maine.

Relatives working for the Railroad include his son, *George*, bus operator; *Hollis Clark*, a brother who is a carpenter at Derby; *Merle Clark*, a nephew,



Mrs. *Gertrude Witherly* and *Frank Stark* were married in Bangor Dec. 2. Mr. Stark is a retired BAR yardmaster.



Chief Clerk and Mrs. *Max E. Place* photographed at his retirement party Jan. 5.

gas house attendant at Derby and Assistant Machine Supervisor *Stanley N. Clark*, a nephew, Derby.

Chief Clerk *Max E. Place*, Derby, retired Jan. 5 after 47 years service with the railroad. Chief Mechanical Officer *H. W. Hanson* presented him with his retirement pin.

Mr. Place was born Jan. 2, 1909 at Atkinson, Maine and attended grade schools and Foxcroft Academy, Dover-Foxcroft, Maine.

He entered service with the railroad Sept. 8, 1925 as a laborer in the Stores Department. Subsequent positions held were storeman, clerk timekeeper, and chief clerk in the Stores Department. On April 11, 1951 he was appointed chief clerk in the mechanical department and worked in that capacity until his retirement.

Max served during WWII, entering service Nov. 12, 1943. He served with the Hq. & Hq. Co., 2nd Military Railway Service. His rank at time of discharge on Dec. 8, 1945, was master sergeant.

He is active in various Masonic bodies, and is Grand High Priest of The Grand Royal Arch Chapter. He is Past Commander of American Legion and is a member of the Grange.

Max is married and resides with his wife, Anne, on Derby Hill.



Air Brake Repairer *Arthur B. DeWitt*, left, receives his retirement pin from Shop Superintendent *E. J. Berry* after 21 years with the road.

Air Brake Repairer *Arthur B. DeWitt* retired Jan. 24. Shop Superintendent *E. J. Berry* presented him with his retirement pin.

Mr. DeWitt was born Jan. 30, 1907 at Medford, Maine and attended public schools.

He entered service with the railroad Oct. 16, 1950 as a car repairer, and since that time he has worked as a helper, carpenter, laborer, welder, and air brake repairer.

During WWII, he served in the United States Army Medical Detachment, 8th General Hospital.

Arthur is married and has three sons; *Edwin*, of Milo; *Keith* and *Dale*, of Lagrange.

He resides with his wife *Eva* at RFD #1, Lagrange, Maine.

We were sorry to hear of the death of *Hazel A. Baker*, wife of retired Assistant Mechanical Superintendent *Frank E. Baker* of Oakfield.

She was born at Houlton, March 27, 1894 and was a member of the Oakfield Baptist Church, Oakfield Senior Citi-



Section Foreman *Vernie B. Francis*, Stockton Springs, receives his retirement pin from Chief Engineer *V. J. Welch*. He entered service as a trackman in 1927 and was foreman at Searsport when he retired. He is married and has five children.

zens Group and the Maine State Grange.

She was a past master and past chaplain of the Oakfield Grange 414, past chaplain of Pomona Grange 17, a past noble grand of Regina Rebekah Lodge 133, and was a former member of the Eastern Star in Milo.

Mrs. Baker attended Ricker Classical Institute and taught school for several years.

Surviving are her husband, *Frank E. Baker* of Oakfield; a son, *Henry F. Baker* of Charlotte, N. C.; and four grandchildren.

Students on the honor roll for the first ranking period at Penquis Valley High School include:

Seniors - A's and B's: *Kathie Dunham*, daughter of Machine Supervisor and Mrs. *Herbert Dunham*; and *Debra Ricker*, daughter of Welder and Mrs. *Bernard Ricker*.



Supervisory Agent *Byron A. Ryan*, left, No. Me. Jct., receives his gold pass for 40 years service from Supt. *H. P. Lee*. A native of Fredericton, N. B., he became an agent in 1930, working in Perham, Van Buren, Fort Kent, Eagle Lake, Lime-stone and Presque Isle. He is a past president of Rotary and a member of the Masonic bodies.

Juniors - All A's: *Ralph Clark*, son of Welder and Mrs. *Charles Clark*. A's and B's: *Gayle Carey*, daughter of Welder and Mrs. *Galen Carey*; and *Shelley Lewis*, daughter of Electrician and Mrs. *Paul Lewis*.

Sophomores - A's and B's; *Nancy Smith*, daughter of Machinist and Mrs. *Robert Smith*.

Freshman-A's and B's; *Lynn Grinnell*, daughter of Budget Clerk and Mrs. *Harold Grinnell*.

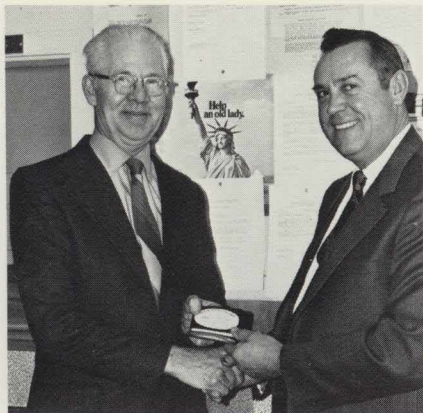
Engineering Department

Miss *Cathy McMannus*, daughter of Flangerman and Mrs. *Stuart McMannus*, Smyrna Mills, and *Arthur Briggs*, foster son of Mr. and Mrs. *Asa Crandall*, Oakfield, were married Nov. 27 at the residence of the Rev. *John Ruth*, Houlton.

Maid of honor was Miss *Brenda Boutilier*, Oakfield, and *Bruce Crandall* was



Trackman *E. A. MacDonald*, right, receives his retirement pin from Chief Engineer *V. J. Welch*. A native of Hersey, he attended schools there and entered railroad service in 1930.



Conductor *Ervin Barnes*, left, receives his gold pass from Assistant Superintendent *L. S. Milton*. He is a native of Caribou, attended schools there and entered railroad service in 1929.

best man. A reception was held at the Oakfield gym.

The bride is a 1971 graduate of Oakfield Community High School. The bridegroom is a 1966 graduate of Oakfield Community High School and a 1968 graduate of the Northern Maine Vocational Technical Institute at Presque Isle. He served two years in the U.S. Army and is presently employed by Walter Davis at Houlton.

The couple are now at home at 169 Military Street, Houlton.

B&B Carpenter *Arthur Taylor*, Robinson, spent a few days in December visiting in Louisiana and other southern states.

Our congratulations to Rail Repairman and Mrs. *Dennis Burpee* on the birth of a son, *Jay Truman*, Dec. 26. Maternal grandparents are S&C Helper and Mrs. *Virgil Dwyer*, Oakfield, and paternal grandparents are Mr. and Mrs. *Perley Burpee* of Smyrna Mills.

Our sympathy to the family of Trackman *Albert J. Plourde* who died unexpectedly Dec. 9 while at work.

He was born in Frenchville, Feb. 29, 1910, the son of *John* and *Leopauldine (Bossie) Plourde*.

Mr. Plourde was a lifelong resident of Stockholm and has been a sectionman for the BAR for the past 44 years. He was a charter member of the Catholic Order of Foresters of Stockholm Court, and a member of the St. Theresa's Catholic Church.

He is survived by his mother, Mrs. *Leopauldine Quелlette*, of Patten; his widow, Mrs. *Mabel (Pelletier) Plourde*, Stockholm; two sons, *Paul*, of New Britain, Conn., and *John*, of Plainville, Conn.; two stepsons, *Robert Pelletier* and *Gilman Pelletier*, both of Coventry, Conn.; three daughters, Mrs. *Vernon (Rachel) Roper*, Plainville, Conn.; Mrs. *James (Joyce) George*, Syracuse, N.Y.; Mrs. *David (Della) Anderson*, Poughkeepsie, N.Y.; four stepdaughters, Mrs. *Gordon (Reona) Dubois*, Georgia, Mrs. *Maurice (Edwina) Paradis*, Fort Kent, Mrs. *Camille (Beatrice) Bernier*, Frenchville, Mrs. *Robert (Anita) Monford*, Ur-

bane, Ohio; one brother *Eddie Plourde*, and a halfbrother *Alfred Thibodeau*, both of Stockholm; a sister Mrs. *John (Rachel) Marquis*, Presque Isle; and 54 grandchildren.

Laurie Ireland and *Shari Ireland*, daughters of Equipment Operator and Mrs. *Roy Ireland*, are honor students for the first semester at Presque Isle. Laurie is a sophomore at Presque Isle High School and Sharie is a sixth grader at Skyway Junior High.

Mrs. *Alice Butler* has announced the engagement of her daughter *Virginia A.*, to *Gary L. Gray* son of Mr. and Mrs. *Albert Gray* of Plymouth.

Miss Butler, daughter of the late *Alvin Butler*, was graduated from Houlton High School and attended the University of Maine at Presque Isle. She attends Bryant and Stratton College at Boston, Mass.

Mr. Gray, a 1969 graduate of Maine Central Institute, attended the University of Maine at Presque Isle. He is serving in the Navy.

Virginia is the sister of *Joan Butler*, stenographer.

Top, *Hugh Goodness* presents a gift of money to *Harold Grant* from his fellow workers. *Harold* has resigned from the Traffic Dept. to become a real estate broker. A party in his honor was held at Pilot's Grill. Lower photo, Trackman *Milford Decker*, right, Lagrange, receives his retirement pin from Chief Engineer *V. J. Welch*. He is a native of Lagrange and entered service in 1948. Below, right, Trackman *Percy Martin*, left, receives his retirement pin from Chief Engineer *V. J. Welch* after 33 years with the railroad. He is a native of Fort Kent and his first railroad service was as a laborer. Below, Caretaker *Chester L. Boutilier*, center, Oakfield, receives his retirement pin from Supt. *H. P. Lee*, left, as Chief Dispatcher *Henry White* watches. He is a native of Oakfield and entered service as a brakeman in 1930.





Section Foreman *James H. Sanborn*, right, receives his retirement pin from Chief Engineer *V. J. Welch*. He became a trackman for the BAR in 1928 and was later an extra gang foreman. He is a native of Milford.

At the Annual Meeting of the First Baptist Church of Houlton Jan. 18, Assistant Engineer-Real Estate *Roger Randall* was elected superintendent of Sunday School. Stock Clerk *Bernice Bailey* was elected historian and Miss *Cynthia Randall*, daughter of Assistant Engineer-Real Estate *Roger Randall*, was elected deaconess.

A railroad family from Van Buren is making some lively music in the St. John River Valley and Central Aroostook and having a lot of fun doing it. "The Nadeau Family", a musical group that appears on local television, furnishes music for Folk Liturgy Masses at St. Bruno's Catholic Church in Van Buren and appears at school and club activities, are all children of Flangerman and Mrs. *Clarence L. Nadeau* of Van Buren.

There's *Debbie*, singer, dancer and player of the tamborine; *Glenn*, the drummer; and *Wayne* and *Butch* guitarists and singers. All the musical activity started when Wayne came home one night with a guitar given him by a neighbor. You couldn't call it new. It had just one string and had seen better days. But a new set of strings and a lively interest produced a chord or two.

Butch, impressed with his brother's new-found ability, acquired another old guitar and the rivalry was on. The Nadeau household resounded with their practice sessions. Debbie became their vocalist. The littlest Nadeau, *Glenn*, then only four, kept time by beating a cardboard box. After a time, he acquired a second-hand drum.

The Nadeau Family, a musical group from Van Buren, belts out a rock tune, top photograph, while Debbie, 12, sings accompaniment. At right, *Butch Nadeau* works on a model of a ranch home he's building while his brother, *Glenn*, watches.

Their progress from noisemaking to music became recognizable, even to an unprejudiced ear. After three years of work they have become quite popular in the area. They have appeared on WAGM-TV's Kiwanis Club Talent Show in Presque Isle and frequently appear at various school and church activities.

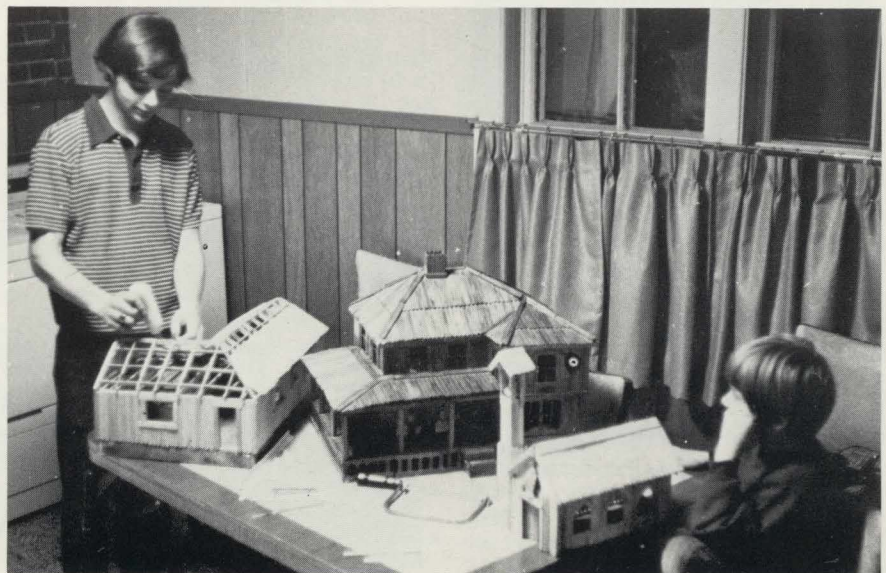
Friends have assisted in financing of new instruments and "The Nadeau Family" appears to be well-launched on a musical career. Butch, a youngster with vast reserves of energy, also builds replicas of buildings with popsicle sticks in his spare-time. He has built a church, one of those spacious St. John Valley houses complete with veranda, and is working on a modern ranch. Who said the family unit is a relic of the past?

Pfc. *Sherry Jackins*, daughter of Painter *Linwood Jackins*, Derby, and granddaughter of Pulpwood Inspector and Mrs. *Guy Jackins*, Houlton, arrived by plane in Bangor on Dec. 23 for the Christmas holiday. She had a ten day furlough with her grandparents and with her father and brothers in Derby.

Painter *Linwood Jackins* and sons spent Christmas day with his parents and daughter in Houlton.



Mechanic *James H. Daly*, left, retired Nov. 30 and received his retirement pin from Chief Engineer *V. J. Welch*. He was born in Houlton, attended Houlton schools and entered railroad service in 1925. He belongs to the Masonic bodies and Anah Temple Shrine. Mr. Daly is married and has one daughter, Mrs. *Andrew S. Harvey*, Halifax, N. S.





Chief Clerk *Ireneé L. Long*, right, receives his retirement pin from Ass't. Supt. *L. S. Milton*. A native of Clair, N. B., he entered service as a freight clerk in 1929. He is married and has five children.

Transportation Department

Retired Engineer and Mrs. *R. J. White*, Houlton, left recently to spend the winter in Florida and Arizona.

Clerk and Mrs. *R. W. Grant*, Presque Isle, recently became grandparents. Their daughter Mrs. *Vaughn Keaton* of Caribou became the mother of a 6 lb., 4 oz. boy, *Benjamin*, Jan. 8.

We are sorry to learn that retired engineer *O. L. Prince, Sr.*, Oakfield, is a patient in the Houlton Regional Hospital, School Street Division, Houlton.

We are also sorry to learn of the deaths of Mrs. *Ruth Fleming*, wife of Brakeman *Paul Fleming* and Mrs. *Merle Lawler*, mother of Operator *Gene Lawler*, and extend sympathy to the families.

Rene Corriveau, 72, retired station agent, died Dec. 29 at a Fort Kent hospital following a short illness. He was born in Frenchville Feb. 15, 1899, the son of *Amie* and *Dometile (Thibeault) Corriveau*. He was employed as operator and station agent on the BAR from May 8, 1922, until retirement Dec. 31, 1967, serving as agent at St. Francis from 1927 until 1967.

Surviving are his widow, Mrs. *Irene (Deschaine) Corriveau* of Fort Kent, four daughters, Mrs. *Willard (Marieange) Hall*, Holliston, Mass., Mrs. *Ervin (Ione) Marston*, Saugus, Mass., Mrs. *Ned (Velva) Jandreau*, Bristol, Conn., Mrs. *Lester (Thelma) Roy*, Whittier, Calif.; one son, *Carlson*, of Reseda, Calif., three brothers, *Ernest*, of Fort Kent, *George*, of Patten and *Israel*, of Millinocket, two sisters, Mrs. *Alex (Marie) Fortin* and Mrs. *Melvin Theriault*, both of Fort Kent; 15 grandchildren, several nieces and nephews.

Funeral services were held at Fort Kent.

Harry E. Tewksbury, 85, retired locomotive engineer, died Dec. 18 at a Dover-Foxcroft nursing home after a long illness.

He was born in Sebec, March 30, 1886, son of *Willis* and *Cora (Hall) Tewksbury*. He was a member of the Brownville Community Church, Pleasant River

Trackman *Clinton R. Higgins*, right, has retired. He is pictured with Chief Engineer *V. J. Welch*. He was born in Sebec and attended schools there and in South Brewer. He is married and has one daughter, Mrs. *Gordon McKusick*, Putnam, Conn. Mr and Mrs. Higgins live in Dover Foxcroft.



Supervisory Agent *Patrick J. Dube*, left, has retired after 42 years with the railroad. Ass't. Supt. *L. S. Milton* presents him with a retirement pin. He is a native of St. Leonard, N. B. and attended Bathurst College. He entered service as an operator. Mr. Dube is married and has one daughter, *Michele*, of Caribou.



Conductor *Francis B. Duffy*, Bangor, left, receives his gold pass for 40 years service from Sup. *H. P. Lee*. He attended Bangor schools and entered BAR service as a brakeman in 1929. He is married and has three children, *Francis, Jr.*, Bangor; Mrs. *Robert MacDonald*, Bangor; and *Thomas*, Cape Cod, Mass.





Operator Lyall S. Brackett, left, No. Me. Jct., receives his gold pass from Supt. H. P. Lee for 40 years BAR service. He is a native of Des Moines, Iowa, and entered service as a leverman. He attended Brewer schools and Husson College. Mr. Brackett is married and has one son, Samuel, Levant.

Lodge of Masons and Anah Temple Shrine, Bangor, Echo Chapter, OES, Brownville, and the Brotherhood of Locomotive Engineers.

Mr. Tewksbury was employed by the Bangor and Aroostook Railroad from Oct. 25, 1916, until his retirement Sept. 1, 1952, as a locomotive engineer and traveling engineer.

He is survived by his wife Mrs. Esther (Harris) Tewksbury of Brownville; one son, James of Bangor; one brother, Sidney, of Weeks Mills; one niece and two nephews.

Funeral services were held at the Lary Funeral Home, Milo, with the Rev. Kwan Lee officiating.

Spring burial will be in the Village Cemetery, Brownville.

General Offices

Congratulations to Mr. and Mrs. James

Reynolds on the birth of a daughter, Victoria Anne, Jan. 10, 1972. Gaynor is a secretary in the Operating Department, North Maine Junction, on a leave of absence. Maternal grandparents are Manager of Operations and Maintenance and Mrs. Linwood W. Littlefield.

Accounting Department

Machine Operator Ralph B. Higgins is convalescing at home following surgery at Eastern Maine Medical Center last Nov. Mrs. Pearl Johnston has joined the staff of the Data Processing Section during Mr. Higgins' absence.

Sgt. and Mrs. Cecil R. Bullard, of Abilene, Texas are receiving congratulations on the birth of a daughter, Suzanne Marie, Dec. 29, 1971 at James A. Taylor Osteopathic Hospital in Bangor. Suzanne Marie is the 13th grandchild of Clerk and Mrs. Seth Gilman, of Brewer.

Facts and Figures

	December		Twelve Months Ended 12/31	
	1971	1970	1971	1970
We received from:				
Hauling freight	\$1,098,846	\$ 869,283	\$12,164,278	\$12,478,389
Carrying passengers & express on our busses	22,968	28,564	292,246	284,727
Other transportation services	23,667	61,269	273,896	258,621
Net rental from freight cars and other equipment	424,810	330,486	3,906,500	2,840,269
A total of	1,570,291	1,289,602	16,636,920	15,862,006
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	305,165	309,682	3,444,557	3,697,779
Keeping locomotives, cars and other equipment in repair	410,723	446,533	4,376,693	4,870,374
Running trains, station and yard expenses	380,411	308,220	4,085,570	4,441,854
Pricing and sales of our services	27,455	24,740	314,119	345,313
Managing the business and keeping records	110,295	57,590	941,963	980,021
Payroll taxes	60,445	78,702	794,369	917,141
State and local taxes	36,279	28,449	385,172	379,016
Interest on borrowed money	108,833	116,137	1,347,194	1,409,467
Other miscellaneous charges—net	(34,384)	10,556	11,853	52,135
A total of	1,405,222	1,380,609	15,701,490	17,093,100
Our Net Income (Loss) was	165,069	(91,007)	935,430	(1,231,094)
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 boxcars.				
—Dividends received from our subsidiaries (excluded above)	158,923	123,590	678,271	423,447
—Gain realized from reacquisition of the First Mortgage 4¼%, Series A Bonds	—	—	150,811	505,000
968,000	—	968,000	—	
Less—Write-off of certain accounts receivable deemed uncollectible due to bankruptcy proceedings	105,332	133,537	105,332	133,537
Net Income (Loss) reported to the ICC	\$1,186,660	\$ (100,954)	\$ 2,627,180	\$ (436,184)

The \$40 billion alternative.

The near failure of a single railroad, recently, shook our entire economy.

The stopping of rail service for only 24 hours brought the nation to the brink of emergency.

Yet the warnings by the railroad industry that it faces an imminent crisis for survival is met with near silence.

The lack of alarm is ominous.

Maybe no one is listening because they think it is a case of "big business" crying wolf. Maybe others are calm because they expect the government will not let the railroads collapse. But it is not a case of crying wolf. And the government is not acting swiftly enough to prevent a collapse.

The alternative is clear and frightening. It is the nationalization of our railroad system.

And it could be a \$40 billion alternative.

In fact, estimates range from over \$20 billion to \$60 billion as to how much it would cost our government simply to acquire the country's railroad system.

And this is only the beginning of what it would cost the country's taxpayers. Another \$36 billion must be spent in the next 10 years to keep plant and equipment operable and to expand and improve it, as the country's growing transportation demands will require.

Then there is the excessive cost of nationalized rail service, as already proven by the highly de-

veloped countries who have nationalized their railroads.

In Western Europe and Japan, the taxpayers must add about 20 cents to every dollar taken in by the national railroads. Such a deficit in this country would amount to over \$2 billion a year.

But the cost of nationalization does not end here. Taxpayers are also consumers. The freight charges collected by government-owned railroads are 50% and, in some cases, even 100% higher than the costs for similar shipments via U. S. railroads.

The real cost of nationalization must be figured into the price of everything we buy.

Is there another alternative?

Yes.

It is the abolishing of century-old laws that are strangling our railroads, that many government officials have admitted are outdated and no longer justified. Laws that are prejudicial to railroads within our total transportation system, that prevent them from freely competing for new business, from ending the causes of huge losses such as unprofitable services, that impose startlingly discriminatory taxes on them and deny them fair participation in government programs for transportation.

These are the alternatives. But, we must choose now...or the choice will be made for us.

POTATO SHIPPERS & RECEIVERS



WE GOT YOUR MESSAGE

So we're doing something about it!

To regain the potato traffic these four railroads have reduced the fresh potato rates approximately 20¢ per hundredweight lower than the lowest truck rates to Penn Central points West of the Hudson River. This is a "per car" rate with no minimum and applicable to RS refrigerator cars only. Rates to New England, Long Island and Harlem River have been reduced 3 cents a hundredweight on minimums of 50,000 to 120,000 pounds. These rates became effective Jan. 27, 1972. This is the first step in a number of other cooperative innovations these railroads are working on to remain competitive and help the potato shippers.

FRESH POTATO RATES LOWERED (APPROXIMATELY)

20¢

PER HUNDRED WEIGHT

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