

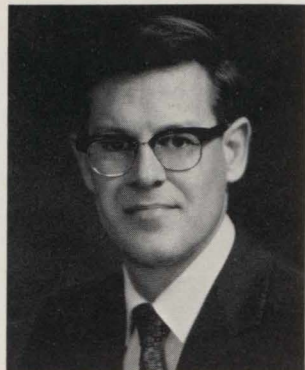


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD



JULY - AUGUST - SEPTEMBER



Talking It Over

To My Fellow Employees,

The railroad industry's longest and perhaps most bitter dispute was settled quietly and without crisis July 20. The joint announcement by the United Transportation Union and the National Railway Labor Conference said that the long-standing issue of firemen without fires to tend had been settled. The dispute has haunted the industry in one form or another since 1937 when the first diesels were coming on line.

It's not an exaggeration to say that no dispute in the history of railway labor relations has caused such deep bitterness and hostility on both sides. The settlement could be the first step toward a better working relationship between railroad labor and management.

There are two aspects of the settlement that are significant for each of us: The settlement was reached without threats or drama, the result of reasonable men bargaining in good faith. And it represents a reasoned, workable approach to the difficult problem of adapting technological change to diverse human needs. It just may contain a lesson for other industries whose workers are faced with job attrition because of technology.

It should be noted that neither side got all the things it wanted, which is probably an indication that it was a fair and just accord. One condition is that all firemen will be employed until they leave as a result of normal attrition, wiping out the 1963 arbitration award that eliminated many firemen jobs. But, on the other hand, the formula provides that only enough new firemen will be hired to maintain a training ground for locomotive engineers.

In contrast with some previous chapters in this costly strife, the negotiators set up a National Disputes Committee to study work rules and to resolve disputes as they arise and a National Manning Study Commission to make a continuing assessment of the results of the agreement. Other awards have often made a settlement that both parties immediately began to chip away at.

It is heartening to me that, in spite of the rancor and hostility generated by 35 years of emotional conflict, the matter was settled without the atmosphere of name-calling that has become almost routine in our society. The protest technique has become almost a way of life. Yet, save for a certain dramatic value in attracting attention, it does little more than harden existing attitudes and divides us more surely. Little understanding, a vital element in any cooperative effort, is possible when the parties involved are shouting at each other.

In our own dispute, neither side is without guilt. The railroads mounted a broad public relations salvo at featherbedding. The union was no more restrained in its efforts to win its point of view with the public. In the end, those who suffered most were the railroads and the people they employ. Traffic dropped. So did employment. Neither development is solely attributable to the dispute. But there are few who would deny that it was a major factor.

I hope we have learned a lesson from this epic family quarrel. Certainly, we have all paid a bitter price in business, jobs and a decline in the role our industry plays nationally. I hope this accord, reached so painfully by good men, marks a change in labor-management relations from an adversary proceeding to a cooperative venture in which the welfare of the total unit management and people is the overriding consideration. I hope that railroad managements never lose sight of the fact that there never would have been a need for unions unless there had been management abuses. And I hope that the unions remember that without capital and without management direction there would be no jobs.

The lesson is there for all of us if we have the wisdom to remember it.

Sincerely,

Alan Dustin



About the Cover

The new locomotive color scheme pictured on the front cover has stirred considerable comment—mostly favorable—among railroaders who have seen it.

In This Issue

(Don't Look Now But...)	
Our Color Is Showing	4
Rent A Locomotive, Anyone?	6
Searsport Shows New Potential	8
Moving Up	11
'...A Policeman's Lot!	12
A Bent For Good Horseflesh	16

Departments

In The Family	19
Mileposts	22
Facts and Figures	23

Volume 20, Number 4
July-August-September, 1972

Address all communications to
RICHARD W. SPRAGUE
VICE PRESIDENT-PUBLIC RELATIONS

Associate Editors

HENRY G. WHITE
MRS. MARGARET PATTERSON
HAROLD I. GRINNELL
GARRETT J. LOVETT
SANFORD C. GENTHNER, JR.
GLORIA TOZIER
FAYE ALBERT

NEWS BRIEFS

The National Safety Council has announced that the Bangor and Aroostook has received the Council's Railroad Employee's National Safety Award for the best employee injury frequency rate among railroads working from one to two million man-hours in 1971. It is the sixth time the Bangor and Aroostook has won the award and the third consecutive year.

Other winners among line-haul railroads include the Atchison, Topeka and Santa Fe, Southern Pittsburgh and Lake Erie, Florida East Coast, and Northwestern Pacific.

Bangor and Aroostook people are continuing the high standards of performance that also won them a Bronze E. H. Harriman Memorial Medal for 1971. At presstime, Association of American Railroad statistics showed the BAR in first place among all the nation's railroads in safety.

Richard Gray, who heads the U. S. Savings Bonds drive for the railroad, says that all employees will be contacted by a fellow employee between Sept. 18 and Oct. 6. About one-third of the work force buys bonds, a figure that Gray urges be increased.

He points out that the interest rate is now 5½% when held five years, that there is no state income tax on them and that they are probably the safest investment available. If you haven't purchased bonds before, he says, weekly deductions start as low as \$1.25.



Regional Vice President-Sales F. B. Lunt presents Bangor and Aroostook trophy to the new Potato Blossom Queen Brenda Snowman of Caribou and Martha Getchell, Limestone, the retiring monarch, watches. The ceremonies were held in Fort Fairfield in July.

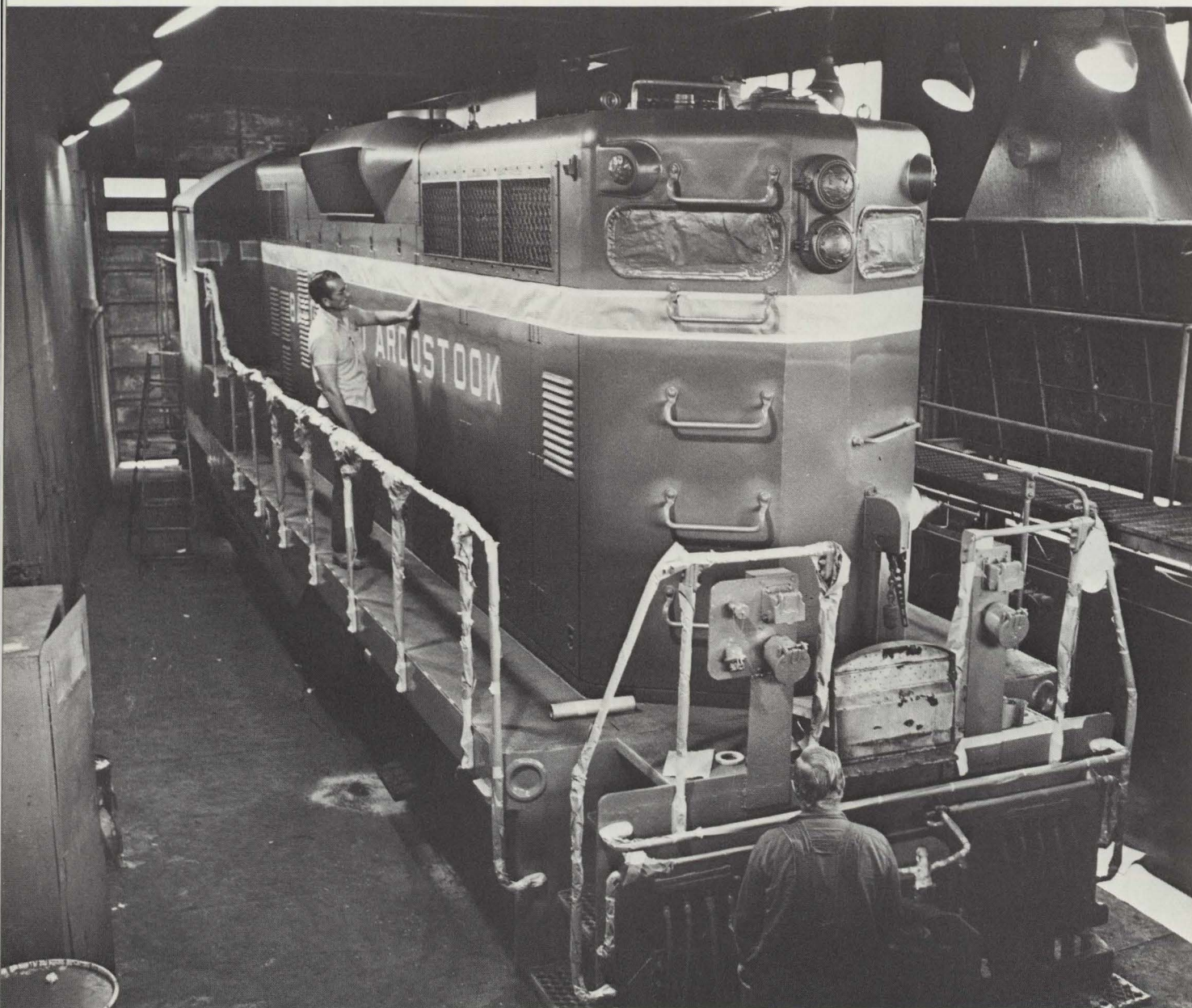
Surface Transportation bills in both the House and Senate are showing progress. It's too early to be positive, but informed Washington sources believe there's a good chance for both House and Senate action in September. No one suggests that the legislation is in the bag. Contacts with Congressmen and Senators by railroad employees should reaffirm the importance of this proposed legislation to all of us.



Executive Vice President Alan Dustin, left, accepts an E. H. Harriman Bronze Medal for Bangor and Aroostook Employees at ceremonies in Washington from Federal Railroad Administrator John W. Ingram. The pretty "superintendent" is Washington model Patty Duncan.

(Don't look now, but...)

Our Color is Showing!



Painter Carleton Lane and Carroll Robinson prepare to remove masking during the first stage of painting using the railroad's new orange, gray and black color scheme. The bright, new design is the product of the men at the Northern Maine Junction Diesel Shop and the mechanical staff at Derby.

If you've seen a couple of bright locomotives on line wearing international orange, gray and black and bearing the Bangor and Aroostook's new symbol, it wasn't really a mistake. The design is the railroad's new locomotive color scheme and at least five units will be completed each year until the entire fleet has been painted.

The new design is the product of the men in the diesel shop at Northern Maine Junction, the engineering staff at Derby and almost everyone else who expressed an opinion during the development stage of the project. And, contrary to the man who wrote that "a camel is a race horse that was designed by a committee", it's a dynamic, exciting design that fits the image of an up-and-coming company. At least, that's the initial reaction from railroaders who have seen it.

The paint job is also in line with recommendations recently issued by the National Transportation Board. The agency states that locomotives painted in wide bands of contrasting colors can reduce the dangers of grade crossings.

Changing a locomotive color scheme isn't something a railroad does casually....even a small road. Painting at the normal maintenance cycle rate, it will take several years to completely make the change for the Bangor and

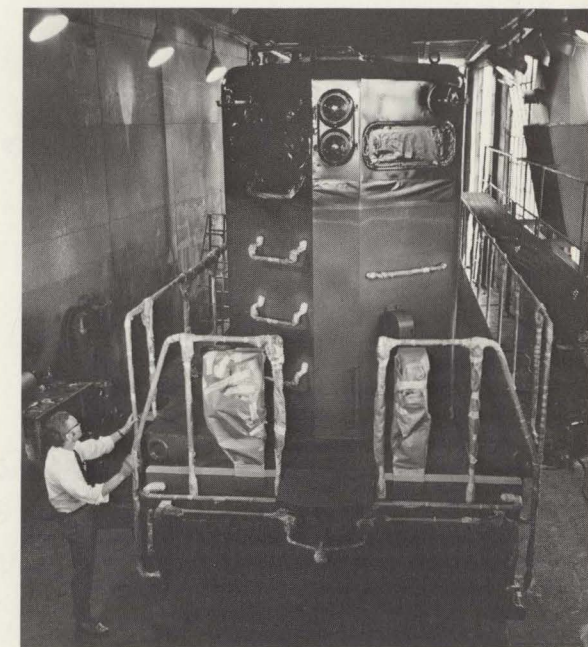
Aroostook's fleet. And during that time, part of the fleet will be wearing the blue-and-gold design. There's also a lot of trial and error involved in producing a really satisfactory design for a painted locomotive seldom gives the same visual impact that it did on the drawing board. Three locomotives have been painted in evolving the design and each successive unit has had refinements that its predecessor did not have.

The design is the fourth in a series of new ones to appear on Bangor and Aroostook equipment in the past two years. The international orange boxcars, introducing the new logo, was the first in the series.

It was followed by a modification of the red, white and blue pioneered by the railroad. The Jolly Green Giant woodchip cars, still being converted at Derby Shops, bear a bright green.

Mechanical department people expect that the paint job will last for about eight years, somewhat less than for a boxcar because diesel units see harder service.

"The departure from conservative colors fits the change we have all made in our railroad," Executive Vice President Alan Dustin points out. "And, after all, there's no reason for a locomotive or a boxcar to be ugly just because it serves a useful purpose."



Assistant Executive Vice President Walter E. Travis examines the unit during a later stage in the painting. One factor in the new design is high visibility of wide bands of contrasting color at grade crossings. The design is the fourth to appear on Bangor and Aroostook equipment in the past two years.

Rent a Locomotive, Anyone?



The locomotive pictured above is one of 10 purchased by the Bangor and Aroostook from the Pittsburgh and Lake Erie. The unit is an EMD SW 9 and is suitable for yard and local service. Three of the units have been delivered and the remainder will be turned over as the P. & L.E. receives new replacements.

It's hard to believe that a Canadian dock workers strike on the west coast of Canada could possibly affect Bangor and Aroostook earnings. But that's just what has happened. And it underscores a growing part of the railroad's business.

The dock strike in Canada doesn't mean that the railroad is in danger of a red figure; the business isn't that big. It does mean that leased Bangor and Aroostook locomotives won't be moving cars of wheat and ore to the Canadian Pacific docks until the strike is settled. And while the locomotives sit idle, they don't bring in their daily lease fee.

Locomotive leasing isn't really new for the railroad. The road has been leasing its surplus power to other railroads since 1955 when it leased the first units

during the summer months to what was then the Pennsylvania Railroad. Because our business is cyclical with heavy demands on motive power during certain months of the year, it makes good economic sense to have surplus power bringing in dollars during those periods when we do not need the power for our own traffic.

"But now we're working at the leasing business," explains Walter E. Travis, assistant executive vice president. "During the past year and a half, we've examined any idea that would bring us extra dollars. Obviously, we're in the railroad business not the locomotive leasing business. But we've found that we can underwrite part of the maintenance costs of the entire locomotive fleet from the leasing program."

Locomotive leasing is expected to contribute about \$300,000 to the railroad's gross income this year. Among the customers for BAR locomotives are the Lehigh Valley, British Columbia Railway, Canadian Pacific and Canadian National.

The leasing operation could bring in \$500,000 next year when 10 more units....EMD SW 9s purchased from the Pittsburgh and Lake Erie....are added to the fleet. The 10 second-hand units are adaptable for yard and local service, a quality that makes them desirable for the road's own uses. Three of the units have been delivered and the remainder will be turned over as the P & LE receives new replacement units.

"The acquisition of the 10 additional units will also make it

practical for us to sell one or two units when there's a demand," Travis adds.

Conditions in the railroad industry have changed drastically since the railroad first began leasing locomotives 17 years ago. Financially hard-pressed roads don't have the money to put into new motive power, making leasing of units attractive and necessary. Weather patterns are also a factor. A severe winter in part of the continent can boost the demand for motive power because cold and snow lessen the efficiency of power.

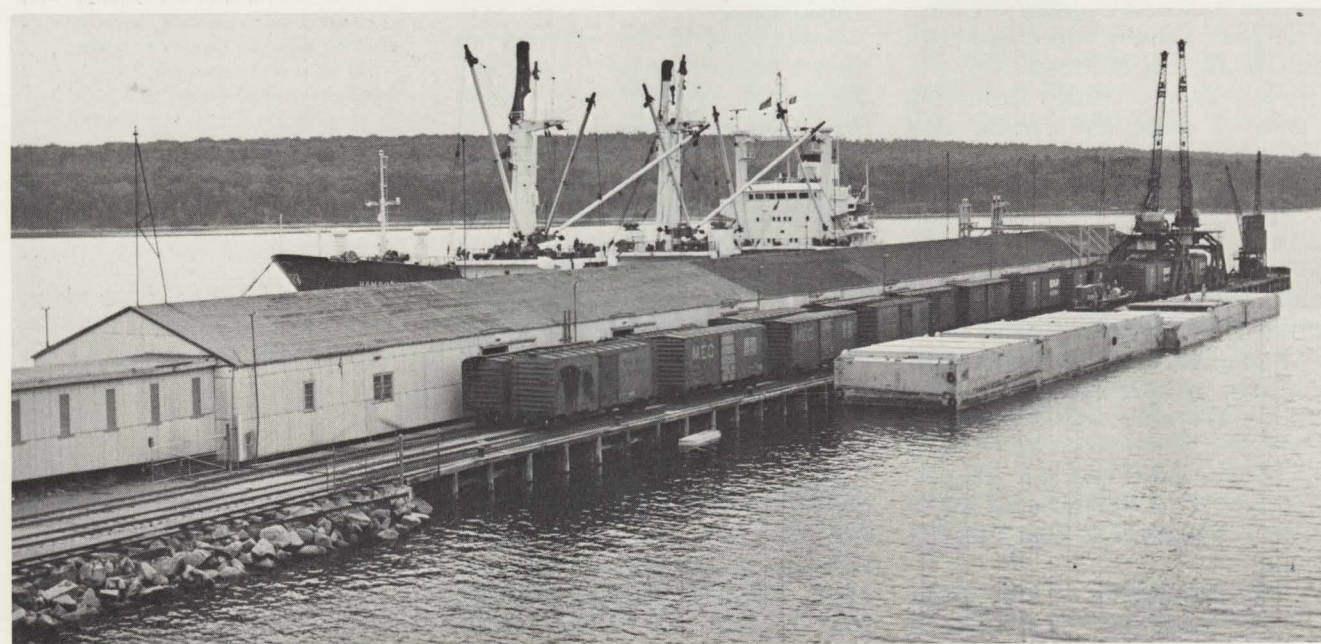
No one is suggesting that the Bangor and Aroostook Railroad will become "BAR Rent-a-Locomotive" but, at a time when every revenue dollar is vital, the locomotive leasing program is in the best tradition of Yankee thrift.

"We're working at the leasing business. During the past year and a half, we've examined any idea that would bring us extra dollars."

— Walter E. Travis



An aerial photograph of Searsport in August shows petroleum development, including the new Irving Oil tanks in the foreground, and the possibilities of growth utilizing the fine harbor and Sears Island in the background. Below, LASH barges are loaded with Great Northern Paper Co. paper for overseas export at the railroad's docks. It was the first time a LASH ship has docked north of a Rhode Island port.



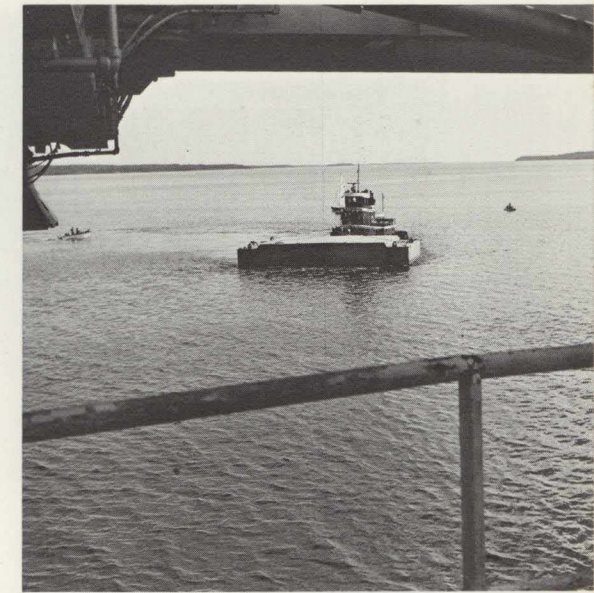
Since the Bangor and Aroostook extended its lines to the sea with the construction of the Searsport Branch 67 years ago, the deep-water facility has provided a steady revenue from imports of raw materials required by Maine manufacturers, fuels, and an ocean outlet route for their products. Growth of the port over nearly three-quarters of a century has been stable, if modest, with the exception of its brief flowering as an ammunition shipping point during WWII.

As the port nears the start of its seventh decade, however, there are unmistakable signs that it is headed for bigger things. Growing energy requirements of New England have made Searsport the storm center of a controversy over crude oil importation and processing. Despite a decision by the state's Environmental Improvement Commission denying Maine Clean Fuels permission to build a refinery on Sears Island, the port continues

business for Searsport and will mean construction of a grain elevator there. Also under study is the importation of soybeans from the southeastern and mid-western states. Soybean meal is used as poultry feed and the oil is used for the processing of vegetables. Such a plan would mean construction of a plant for extracting the oil from the beans.

International politics may also play a role in the development of the port. When President Nixon met with the Russians this summer, one of the results was increased east-west trading with immediate emphasis on grain. There is a possibility that Searsport, with its deep water harbor and lack of congestion, could become a major export port for American grain destined for the Russian market.

The decision to devalue the American dollar in relation to some foreign currencies has also had the effect of giving American manufacturers a better competi-



A tug noses one of the six barges....actually a 61-foot, watertight container capable of carrying 371 long tons....toward the mother ship, LASH ESPANA, anchored in the harbor. The highly automated loading process can be accomplished quickly making for maximum use of the vessel's sea time.

Searsport Shows New Potential

to be a major port for receiving petroleum products for northern Maine. The newest oil facilities are presently being constructed by Irving Oil Corporation on the railroad's property. The facility is expected to be operational this fall.

But the most recent development at Searsport involves not oil, but grain. It would not be a water movement, but would move by rail. The grain in question is poultry feed for the giant Maine poultry industry in central Maine and the railroad's traffic and marketing people are optimistic about the prospects for a movement that would amount to at least 34 unit trains of 50 cars each per year.

No rate for the grain movement has been published yet but negotiations are well under way between the carriers and the poultry interests. If the negotiations are successful it will be new

edge in foreign markets than they formerly enjoyed.... a factor that has played a part in increasing export tonnage of paper through Searsport.

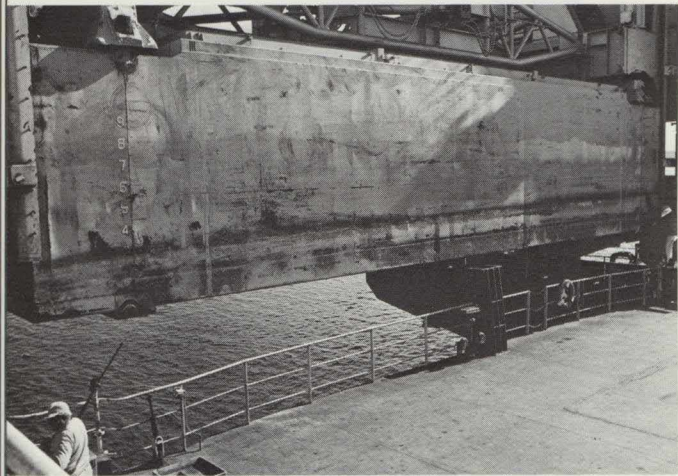
The first LASH (Lighter Aboard Ship) shipment of paper from Searsport was made August 11 and some observers feel that the technique points the way for smaller ports that have depended on break-bulk cargo vessels to compete in the era of big container ships and ports.

With the LASH concept, 61-foot barges, which are really water-tight containers capable of carrying 371 long tons each, are moved by tug into a port for loading. The mother ship may be several hundred miles away. When the cargo is loaded, the mother ship makes a brief stop, the barges are loaded aboard the mother ship with a huge gantry crane and stowed in a matter of

a few hours. The process is fast and highly automated.

When the LASH ESPANA dropped her hook off Searsport August 11, it was 4 p.m. By 10 the same evening she was completely loaded and on her way to the next port of call. With experience, such a load could be put aboard the vessel in two hours. The concept makes for maximum use of the vessel's sea time and an absolute minimum in harbor for loading.... a major advantage for container vessels also.

The only blemish on the promise of Searsport and the LASH concept is the degree to which longshoremen are willing to accept the highly-automated loading process. Barges are loaded by longshoremen, of course, in the traditional manner. But the process by which the barges are placed aboard the mother ship



Guests on the maiden docking watch as the barges are moved the length of the ship with a huge gantry crane that moves on rails, above right. Above, one man at the controls of the gantry lifts the barge and its cargo of paper from the waters of Penobscot Bay. After the barge has been lifted from the water it traverses the deck of the ship for storage. A load like this shipment of six barges could be picked up in as little as two hours with the LASH ships. Below, stevedores and guests watch from the mother ship as the tug MARY E HOLMES nudges the first barge to be loaded into position to be lifted to the main deck by the ship's huge crane.

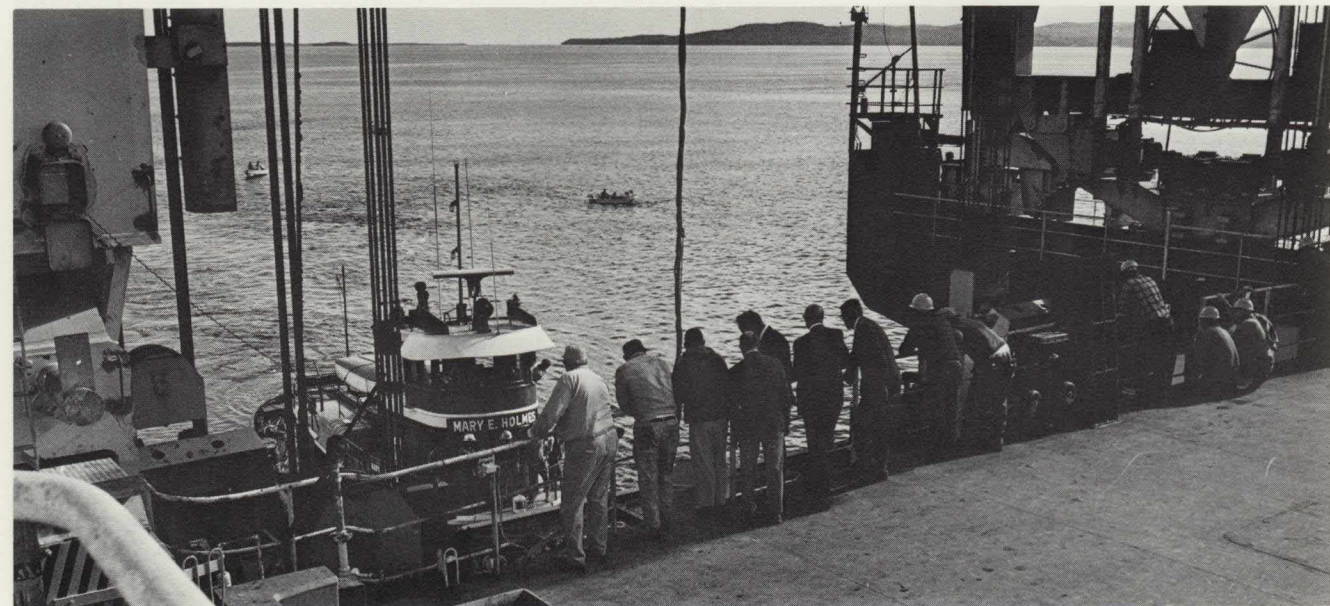
is largely a push-button operation. Longshoremen are present on the mother ship, though, and are paid as though they are working. If there are punitive charges by the union, it could easily kill any chance of developing LASH traffic out of the port.

Labor difficulties have been an obstacle to operators of container ports as the benefits of large ships and fast loading time were eaten up by punitive labor charges. Sea-Land Corporation only recently pulled out as operator of the Massachusetts Port Authority's new multi-million dollar container port because of excessive labor costs.

While there isn't any precise blueprint for what will happen at Searsport in the next five years,

it is very clear that the port will play a significantly larger role in the economy of the area as well as that of the railroad. A \$50,000 grant by the New England Regional Commission, a federal agency, has just been awarded to study the potential of upper Penobscot Bay for port development. The findings are to be completed by June of 1973.

Whether it becomes a container port or merely adapts to the age of containerization with something like the LASH concept and develops other commodities isn't predictable at this point. What is certain, though, is that it will not remain a somnolent port for smaller cargo vessels. And that's a good omen for the railroad.



Moving Up

Chief Engineer Vinal J. Welch has announced a realignment of the management functions in the Engineering Department and the promotions of three Houlton men. O. Dale Anthony, formerly superintendent of bridges and buildings, becomes assistant chief engineer-bridges and structures with responsibility for engineering as well as bridges and buildings. Gordon S. Duncan, formerly assistant to the chief engineer, becomes assistant chief engineer with responsibilities for the departmental safety program as well as for budget and special projects. Gerald E. Wiggins, formerly a B and B mechanic, becomes supervisor bridges and buildings.

The changes were brought about by the resignation of Carvell G. Hatfield, principal assistant engineer, who has resigned to engage in private consulting engineering practice in Houlton.

Anthony, 37, was born in Ellsworth and attended Bangor schools. He received his degree from the University of Maine and was employed by Martin Aircraft before joining the railroad as assistant engineer in 1957. He was subsequently appointed superintendent bridges and buildings.

He is a registered professional engineer, a registered land surveyor, a member of the New England Railroad Club, American Railway Bridge and Building Association, Maine Association of Engineers and the BPOE.

He is married and has three daughters, Vicki, Dawn and Wendy.

Duncan, 38, is a native of Fort Fairfield and attended schools there. He received his degree from Norwich Univer-

sity, Northfield, Vt. and served in the U. S. Army as second lieutenant, Corps of Engineers. Prior to joining the railroad as assistant engineer in 1957, he was employed by Westinghouse Electric Corporation.

He has been assistant superintendent of track and assistant to the chief engineer.

He is a registered engineer and land surveyor, a member of the First Baptist Church of Houlton, a director of the Aroostook Mental Health Association, a member of the BARCO supervisory committee and treasurer of the Southern Aroostook Coordinated Child Care Association. He is married and has one daughter, Bonnie.

Wiggins, 57, is a native of Houlton and attended Houlton schools. He began his railroad career as carpenter-helper in 1935 and has been a carpenter, mechanic and assistant superintendent bridges and buildings. He is a member of Monument Lodge, A.F. & A.M., Houlton.

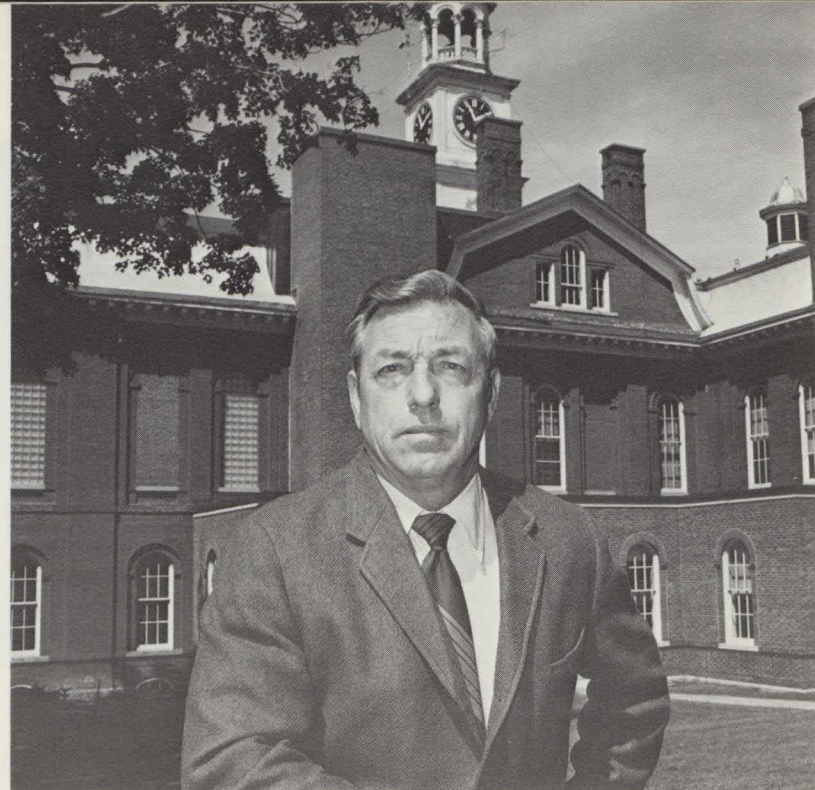
Wiggins is married and has two children, Mrs. Alvin DeLong, Hampden, and Robert, Bangor.

Hatfield, who leaves the railroad after ten years of service, is a native of Mt. Pleasant, N.B. He attended Horton Academy, Acadia University and received his degree from the University of New Brunswick. Prior to joining the railroad as assistant engineer in 1961, he was employed by the New Brunswick Department of Public Works and the New Brunswick Electric Power Commission.

He is a member of Monument Lodge, A.F. & A.M., New England Railroad Club and the American Railway Engineering Association. He is married and has two children, Mark and Heather.



Pictured, top to bottom: Carvell G. Hatfield, O. Dale Anthony, Gordon S. Duncan and Gerald E. Wiggins.



... A Policeman's Lot

If there's a more beleaguered, more maligned figure in this abrasive society of ours than the policeman, he'd be hard to find. He's the convenient target of extremists of both left and right often a physical target as well as a convenient whipping boy. And in this permissive society, the policeman is increasingly expected, along with teachers, to assume the responsibility that many modern parents have abdicated.

To many alienated youths he is fuzz or pig. He is grossly under-paid by the same people who are quick to criticize his shortcomings and reluctant to support him when he needs help.

Truly, in the Gilbert and Sullivan idiom, "a policeman's lot is not a happy one."

Yet, the profession continues to attract more good and conscientious men than the few who wear the blue just for the authority that goes with it. The best of them see it as an opportunity to help their fellows rather than a strictly protective function.

Perhaps the most unsung of this unappreciated group of Americans are the auxiliary police men who often fill in on regular patrols of understaffed local departments or as deputy sheriffs. Nine Bangor and Aroostook men and two of their wives contribute their time as auxiliary law enforcement officers. At least one, Darrell Crandall, is a full-time enforcement professional high sheriff of Aroostook County on leave of absence. Their reasons for making a contribution in an area that is often thankless and controversial are illuminating and, perhaps, reflect the moral fibre of railroad people.

Darrell Crandall, a Bangor and Aroostook brakeman, is high sheriff of Aroostook and the only one of the group who's a full-time professional. Crandall, a blunt, no-nonsense administrator with a reputation for being rehabilitation-oriented, is on a leave of absence

from the railroad for the post he's filled since 1965.

Despite the fact that his is a political post and he must stand for re-election every two years, Darrell Crandall gives the impression of a very non-political type. He's very much an administrator; besides 82 part-time deputies he has nine full-time people at the Aroostook County jail for which he's responsible, three full-time investigators, four full-time patrolmen. He administers a budget of \$185,000 and he speaks with pride of the rehabilitative efforts of his department.

"Sure, we arrest a lot of wrong-doers," he says, "but we help a lot of people, too. There's an opportunity to be of real service."

Typical of this quiet, determined man is the record of one ex-con he helped whose record begins with disturbing the peace in 1952 and continues with AWOL, forgery, assault and robbery. The sheriff spoke for the man at court and agreed to help him. The man now has been out of trouble for a year and has a job. This is part of the job, Crandall thinks, and one positive way that law enforcement people can make a contribution.

David Grant, B and B mechanic at the Houlton Shop, is a 20-year railroad veteran and a member of the auxiliary police at Houlton, often filling in for regular officers on off-duty days. For him, it's a change from his full-time job as well as a chance to do something for his community.

"People have a tendency to think of police as just men who have a restrictive function," he says, "but there's really an opportunity to help people. On one night patrol I was able to help a pair of stranded honeymooners find a motel to spend the night. Sometimes, you can give a young person headed for trouble a nudge in the right direction."

There are moments of anguish and excitement,



Top, left, Darrell Crandall, a Bangor and Aroostook brakeman on leave of absence, is high sheriff of Aroostook County and a full-time, professional law enforcement official administering a budget of \$185,000. Center, Brakeman Donald Thompson, right, an auxiliary police officer for Houlton, is briefed by Chief Donald Dow before a regular patrol. David Grant, a B. and B. Mechanic at Houlton and auxiliary police officer there, displays marksmanship trophies won in Maine State Pistol League Competition.



Relief Foreman Conrad Perry, Hermon, has been a police officer for the town of Hermon for the past four years. He thinks of it as a job "someone has to do." Right, Trackman Donald Doherty, Houlton, has been on the Houlton force for seven years. It's an interesting contrast to his railroad work, he says.



too, as well as satisfaction. Like the night he arrested a 15-year-old girl high on drugs, who had to be hospitalized and used language that would make a stevedore blush. For Grant, who has a 16-year-old daughter himself, it was a heartbreaking experience. Then there was the Friday night when the alarm from the drive-in branch of a local bank rang just as he was booking in for night duty. Alone in the police cruiser, tearing toward what he supposed to be a bank robbery, Dave Grant had some soul-searching thoughts. Fortunately, the alarm was caused by faulty wiring.

For Delmont Cummings, an ex-Marine and 21-year veteran with the Transportation Department, the auxiliary police force in Houlton provides an interesting contrast to his job and gives him an opportunity to work with young people. He works as special officer for high school functions.

He grins when his friends chide him about his baby-sitting job and confesses that he likes young people and the work gives him a sense of helping bridge the generation gap.

Cummings, a WW II scuba diver also works with the Aroostook County Sheriff's Department and the RCMP in the recovery of drowning victims.

Trackman Donald Doherty, Houlton, has been a member of the auxiliary police force seven years. His wife is also a member, doing school-crossing duty. The work gives him a sense of participation in the community, he says, and provides a contrast to his railroad job.

Doherty feels that his police work provides him with an opportunity to help young people that almost no other activity could provide.

"How you approach a young person during their first contact with the law can determine their attitude towards authority for the rest of their life," he says. "If I can possibly give a young person a break, I will."

Foreman Allen Hearn, a Purchases and Stores employee at Derby Shops, is chief deputy for the Piscataquis County Sheriff's Department next in responsibility to the sheriff himself. This muscular man who looks like a professional fighter began his law enforcement career in 1957, the same year he entered railroad service.

"I wasn't working steady for the railroad and the town of Milo was looking for a part-time police officer," he explains. "The money was a help and I found that I liked the work."

It was while he was still a rookie on that first job that he had his first brush with danger. He had stopped a driver for operating under the influence and when he approached the car on foot, the driver, obviously drunk, laid a pistol over the edge of the door and began to berate him.

"My heart was pounding so hard I could hardly hear myself speak," he grins, "but I tried to look calm. I had my hands half raised when two state liquor inspectors drove up and realized something was wrong. One went to one side of the car and one to the other. This distracted the man and I was able to knock his pistol aside."



Delmont Cummings, an ex-Marine and 21-year Transportation Department veteran, is a member of the Houlton Auxiliary Police and likes the work for the opportunity it provides to work with young people. Cummings also does scuba diving for the RCMP and Aroostook County Sheriff's Department.



Brakeman Ray E. Burpee, another ex-Marine, is a deputy sheriff stationed at Benedicta. He began his law enforcement work as town constable for the community.



Trackman Richard Brackett, Stacyville, is a deputy sheriff of both Penobscot and Aroostook Counties. He once freed a youngster who had become trapped when his leg got caught between the ties of a railroad bridge. He has also investigated a homicide and once faced down a man armed with a knife.

There have been a couple of occasions when he has had to assist other officers in going into houses after armed criminals.

His work with the sheriff's department is his way of contributing to his community. It gets in your blood, he explains, the same way that railroading does.

For Trackman Richard Brackett of Stacyville, his law enforcement work was a very personal thing. In 1965, he became so concerned with rowdiness in the small rural community that he volunteered his services as police officer to the town officials.

"Any community has to have some law enforcement," he says. "Our town was at the point where traffic was so fast you were afraid to let your children out. I decided I was going to do something about it even if I had to do it myself."

This quiet man with a shock of red hair and a ready grin that belies an underlying quality of toughness admits that he "quieted it down some."

But he insists that it's a matter of knowing your people, of being a decent, reasonable man. He later became deputy sheriff, the position he now holds. Richard Brackett finds that his work has its hazards. He has been attacked by a wife when he was called to arbitrate a family quarrel. One man pulled a knife on him. He has investigated at least one homicide. Mostly he regards his job as one that somebody had to do and there wasn't anybody else.

It all seemed worthwhile one night when he freed a youngster who had caught his leg

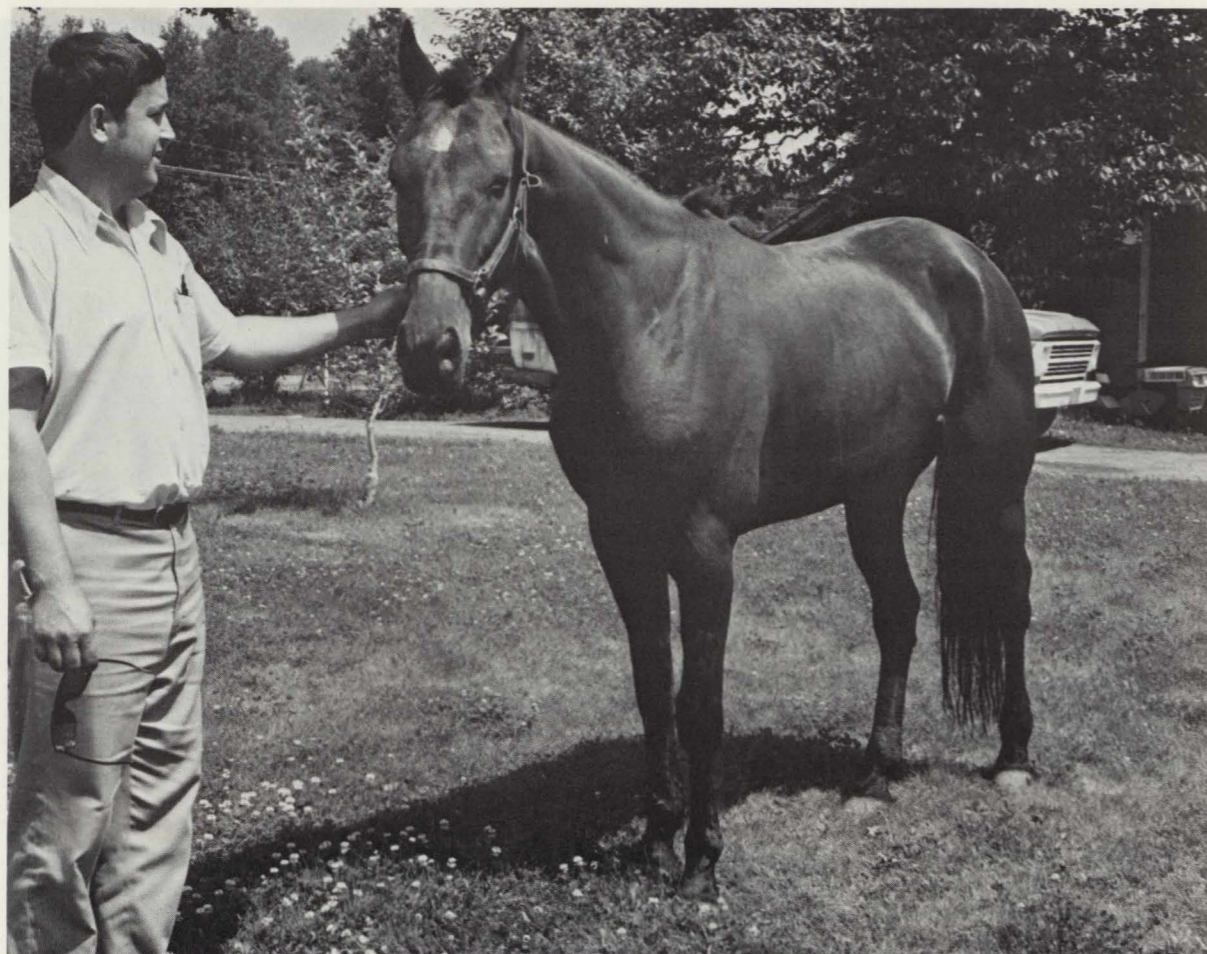
between the ties on a railroad bridge in Sherman. He immediately called the dispatcher in Houlton to halt any approaching trains, then coolly used a lining bar to spread the ties. By this time the boy's leg had swollen so that it could not be moved and Brackett finally had to resort to a track jack to free the scared youngster.

Donald Thompson, 37-year-old brakeman from Houlton, has been a member of the Town's auxiliary police force for nine years. His wife is also active in the auxiliary as a school-crossing officer. Thompson, a grandson of the late Audbur Thompson, a retired B and B employee, is proud of the town's department and likes the sense of participation in the community the work provides.

Brakeman Ray E. Burpee, a seven-year railroad employee and ex-Marine, started his law enforcement activities as town constable in Benedicta, then became a deputy sheriff.

Relief Foreman Conrad Perry has been police officer for the town of Hermon for the past four years. He averages 12 hours a week on the job that "somebody had to do." Harold G. Cole, a BAR equipment operator, is a part-time police officer for Dover Foxcroft.

These men all have one quality in common... a feeling of responsibility for the community and a sense of obligation to do something about it. There's no glory in the job. There's always an element of danger. But the fact that there are people willing to assume such a task is, perhaps, the best answer to the "sick America" critics.



A Bent For Good Horseflesh

Stores Department Accountant Wade Canney shows Smoky Korner, a horse that belongs to his father, Paul, at his Milo home. Wade has driven the horse to several victories during the current race season at Maine Agricultural fairs. He began his driving career in 1967.

There's a new mode word in the American vocabulary. Lifestyle. And it has come to mean any activity that gives a new meaning and direction to one's life. As a people, we take the concept pretty seriously. There was a time when you could pretty well judge a man by observing him doing the job that provided his livelihood.

But now the guy bending over the calculator and ledger may turn into a totally different character at the end of the work day --- like a sky diver, pilot, motorcyclist or auxiliary policeman.

Wade Canney, as an instance, is a very normal, bright young man who's an accountant for the Stores Department at Derby. Wade has been with the railroad for seven years since a brief and disenchanting go at urban living in Connecticut. He's interested in his job, the railroad and the community --- all very standard interests for a young family man. But most nights during the "fair season" in Maine, Wade Canney dons a brilliant purple-and-green jacket that marks him as a professional driver.

This genial young man comes by his bent for horseflesh naturally. His father, Paul, owns race horses. The horse Wade has driven most

frequently this year, Smoky Korner, belongs to his dad. And his grandfather, Manley Canney, 75, has owned and raced horses all his life. Wade succumbed to the lure of the kingly sport in 1966. At least, that's when he made the decision to buy a horse. His decision was influenced, he admits, by the number of race horses in Milo, a community of 2,500. Another Bangor and Aroostook employee at Derby, Merle Clark, and Glen Stanchfield, a former employee, own a horse, Morgan Scott, that Wade sometimes drives.

He bought his first horse in 1967 and decided to begin the long road toward becoming a professional driver. It wasn't a totally smashing season but he came through it wiser and with a steely-eyed determination to master the craft.

"The first season I got a fair license," he says. "I was so nervous waiting for that first race to start, I almost lost my lunch. That was the same year I got a five-day suspension for causing an accident; I was coming out of a hole when I hooked wheels with another driver."

The next step was a qualifying license and then the provisional license, the hurdle that separates the amateur from the developing pro.

The provisional license requires a written exam. The professional license is given after 25 starts as a provisional driver. The whole process takes about four years and is as much a measure of endurance as well as skill.

"Driving is something you've really got to like," he says with a grin. "For the time involved, I figure my wages at this to be about 10 cents an hour."

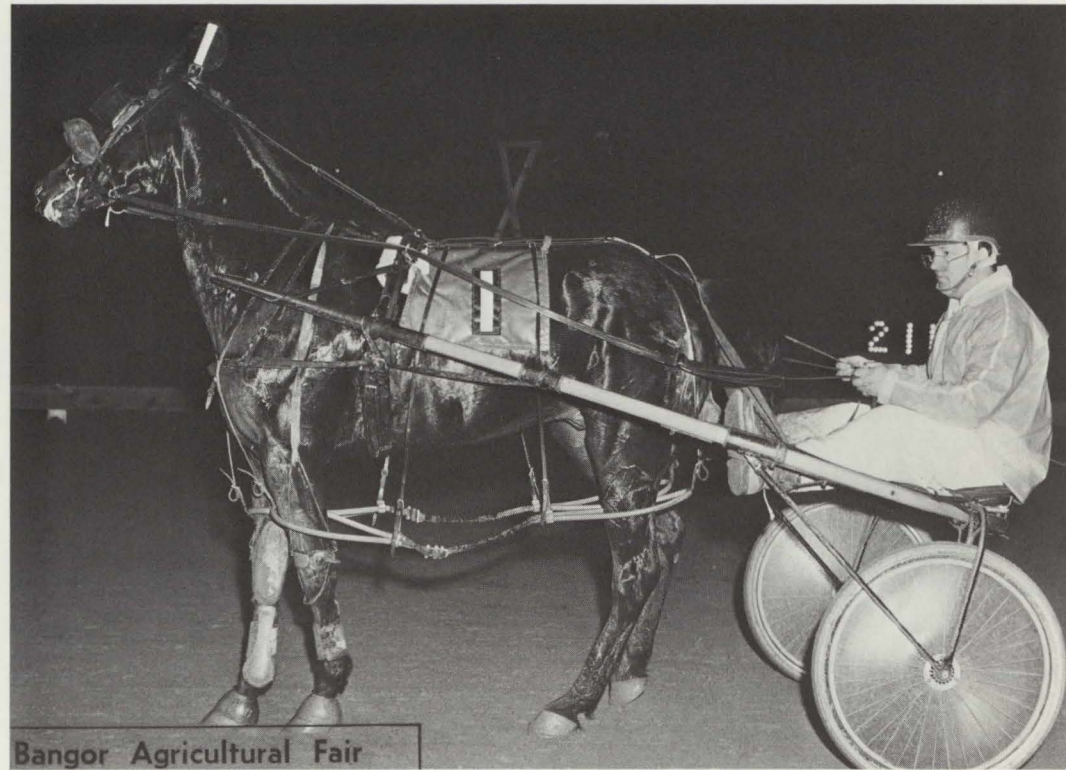
For the two minutes of glamour and excitement of men and horses straining for the finish line of the mile-long course, there's a whole lot of unglamorous dirty work, Wade Canney has discovered.

The horse has to be taken care of between races for openers. As a practical consideration, most drivers either own their horses or are expected to take care of them. And if you haven't cleaned a harness after a race on a muddy track, Wade Canney says, you really haven't lived. The horses have to be cared for between races and there's the long period of conditioning with the jogging cart before the season to get the horse in condition. It takes about 90 days.

The project is a family affair with the Canneys. Wade's brother, Ralph, a teacher at

A hard driving Wade Canney crosses the finish line just a length ahead of his closest competitor at the Bangor Fair this season. The horse is Smoky Korner. Canney bought his first horse in 1967. Since then he has driven for his father and other horsemen. Racing is a family affair for the Canneys. His brother, Ralph, Wade and his father cut the hay, train and race the horses.





Bangor Agricultural Fair

In the winner's circle Wade Canney and Smoky Korner enjoy the moment of victory at the Bangor Fair. Time for the race was 2:11. Canney has also driven Morgan Scott this season, a horse owned by Car Repairer Merle Clark, and a former employee, Glen Stanchfield.

Old Town, helps Wade and his father with the project. The three do their own haying for the string of three horses and share the chores of training and the fun of racing.

"During the race season, particularly during the Bangor Fair," he says, "you're away every night. The hours get longer when we race at places like Skowhegan, Union and Farmington."

Horse racing isn't all hunger and pain, by any means. Starting with the premise that it's fun or you wouldn't be doing it, a man with a decent horse could earn \$4,000 between March and November, Canney thinks. Of this \$2,800 would be clear. A name driver will earn 10% of the purse for a race and most drivers own horses of their own which they may or may not drive. Wade, himself, racks up as many as 60 starts a season. The usual fee for a driver of his experience is \$10 a race.

Considering the risks (yes, drivers do get banged up in the melees that look so exciting from the grandstand) the wages are modest enough. But, when you're 28 and love it, you don't think of getting hurt once the starting gate is up.

Driving is something you mostly learn by doing, Wade thinks — making the mistakes and learning from them. And there probably aren't

any shortcuts to professionalism. The secret, he says, is having complete control of your horse and being able to make split-second decisions under the pressure of the race. The response to a new situation has to be instinctive; a racing sulky at 28 miles an hour doesn't leave much room for error in the heat and dust of a close race.

It's not enough for the fledgling horseman just to want to be a driver. It represents a sizable investment after the purchase of the horseflesh — about \$1,500 for harness, sulky, jog cart and other impedimenta. Wade Canney figured that he had arrived when he paid the United States Trotting Association \$25 just to register his colors. The only part of his driving equipment that isn't expensive and custom are his boots. They're standard Bangor and Aroostook steel-toe safety boots.

"Regular boots don't give you any protection when a horse steps on you," he says sheepishly. "They're always doing it and it hurts."

Even if it's a lot of work for a small return, for Wade Canney the rhythm of a straining horse pounding down the stretch, the sweat and dust of the track and the roar of the crowd in the stands are food and drink. That's part of what it takes to make a horseman and a driver.

In the Family



Roger R. Randall

Engineering Dept.

Our sincere sympathy is extended to the family of Assistant Engineer-Real Estate *Roger R. Randall* who died suddenly June 29 after a short illness.

He was born in Island Falls on Dec. 5, 1925, the son of *Claude* and *Clairbel Willey Randall*.

Mr. Randall was active in civic affairs. He was serving his third term on the SAD 29 Board of Directors and played an active role in the establishment of the Southern Aroostook Retarded Children's Association, of which he was a director, and in the formation of a school in Houlton for the retarded.

Mr. Randall served two years as chairman of the Town Budget Committee, and two years as chairman of the Citizens Advisory Committee.

A past master of Monument Lodge, AF and AM, he also held membership in Aroostook Chapter, RAM, in St. Aldemar Commandery, and in Anah Temple Shrine, all Masonic organizations.

He was a member of the First Baptist Church and a member of the Maine Association of Engineers.

A graduate of the University of Maine with a degree in civil engineering, Mr. Randall served in the U.S. Navy in World War Two before his association with the Bangor and Aroostook Railroad.

He is survived by his mother, of Patten; his wife, *Bernice Clapprod Randall* of Houlton; a son, *John*, of Houlton; two daughters, *Cynthia* and *Marcia*, of Houlton; two sisters, Mrs. *Norma Gilman* of Hampden Highlands, and Mrs. *Carol Porter* of Island Falls; two nieces and a nephew.

Funeral services were conducted from the Dunn Funeral Home with the Rev. *J. Ashton Nickerson* and the Rev. *Ernest Ireland* officiating.

Masonic services were conducted by Monument Lodge.

Interment was in Evergreen Cemetery, Houlton.

Our sympathy to the family of *John Kelley*, retired trackman, who died recently in Caribou after a short illness. He worked 18 years for the Bangor and Aroostook Railroad and retired May 31, 1968.

Miss *Wendy Beaulieu*, daughter of *Mechanic* and Mrs. *Frank Beaulieu*, a junior at the University of Maine, Orono, was on the Deans List for the spring quarter. She attended summer school at the University.

Accounting Department

General Auditor and Mrs. *Ronald L. Condon* of Bangor, are receiving congratulations on the birth of a daughter, *Suzanne Elizabeth*, born May 22, at St. Joseph Hospital in Bangor.

Retired Clerk *Robert Parker* has been a patient at Eastern Maine Medical Center and is now convalescing at home.

Car Service Department

All Souls Congregational Church was the setting June 3 for the wedding of Miss *Anne-Elizabeth Ingerson* and *Stephen John Libby*. The Rev. *Richard Ryder* officiated.



Mrs. Stephen J. Libby

The bride is the daughter of Chief Car Distributor and Mrs. *Oma E. Ingerson*, North Maine Junction Car Service Department.

The bride is the daughter of Chief Car Distributor and Mrs. *Oma E. Ingerson*, North Maine Junction Car Service Department.



Section Foreman *Sandy E. Cleaves*, right, receives his retirement pin from Chief Engineer *Vinal J. Welch* after 46 years with the railroad. A native of Haynesville, Mr. Cleaves attended schools there and at Portage. He entered railroad service in 1926 as a trackman and was subsequently extra gang foreman, spreader foreman and assistant to the roadmaster of district 4. He is married and has four children, *Herbert*, East Machias; *Gary*, Caribou; *Arthur*, Millinocket, and Mrs. *Ellen Morgan*, Caribou.



Pictured are Trackman and Mrs. *Albert L. Norsworthy*, Mapleton, following Mr. Norsworthy's retirement. He was born in Presque Isle and attended local schools entering railroad service in 1930. He is married and has one daughter, Mrs. *Elliene M. Jallett*, Newington, Conn. Mr. Norsworthy is also a member of the Mapleton Volunteer Fire Department.

The bridegroom is the son of the *Howard I. Libbys* of Burnham. Maid of honor was *Julie S. Jones* of Washington, D.C. *Wendy Williams* of South Windsor, Conn., and Mrs. *James A. Phillips* of Norway were bridesmaids. Junior bridesmaid was *Barbara Hanscom* of Brewer.

Standing with the bridegroom was *Gerald Libby* of Farmington. *Wesley Plaisted* of Old Town, and *David Carruthers* of Tatamagouch, N.S. ushered. Flower girl and ring bearer respectively were *Virginia Howarth* of Berwick and *Brian Libby* of Farmington.

A reception was held in the Hearth Room of the church.

The bride is a 1967 graduate of Bangor High School and 1971 of the University of Maine at Orono with a degree in political science. She has been employed at Fogler Library, UMO.

The bridegroom was graduated from Oxford Hills High School at South Paris in 1967 and from UMO in January 1972 with a degree in electrical engineering. He is employed with A. H. Rice, Co., Bedford, N.H. as a sales representative. After a honeymoon through the New England States and New York State, the couple are at home at Broad Pine Apartments, 225 Broadway, South Portland.

The parents of the bridegroom entertained members of the wedding party at a rehearsal dinner at the Red Lion Restaurant in Bangor.

Treasury Department

Our sympathy to the family of *Lewis B. Neal*, who died at a Bangor hospital Aug. 4. He was born in Portage Lake.

Feb. 26, 1904, the son of *William and Bessie (Smith) Neal*. He entered BAR service July 9, 1925 and was assistant treasurer at the time of his retirement in 1969.

He was a member of the First United Methodist Church of Brewer, past master of Mariner's Lodge, AF & AM of Searsport, a member of the Supervisory Committee of Barco Federal Credit Union, and Treasurer of the Bacpav Coop Credit Association. Since his retirement from the Railroad, he had been manager of the Old Town Credit Union.

Surviving are his wife, *Marietta K. Neal* of Brewer; two daughters, Mrs. *Frank (Bessie) Jack* of Brewer and Mrs. *Donald (Sally) Paradis* of Bangor; three brothers, *Levi Neal* of Brewer and St. Petersburg, Fla., *Arthur Neal* of Howland, and *Walter Neal* of Winsted, Conn.; three sisters, Mrs. *Viola Philbrick* of Medford, Mrs. *Maydel Smith* of Santa Monica, Calif., and Mrs. *Lydia Dion* of Covina, Calif.; and 11 grandchildren.

Purchases and Stores

Georgia L. Hussey, daughter of Nightwatchman and Mrs. *George Hussey* of Milo, entered the U.S. Air Force May 19.

Airman Hussey is a 1970 graduate of Penquis Valley High School and attended the University of Maine at Farmington. Having completed her basic training at Lackland Air Force Base in Texas, she is now stationed at Keesler Air Force Base in Mississippi where she is undergoing a technical training course in administration.

Laborer and Mrs. *Steve Hamlin* are the

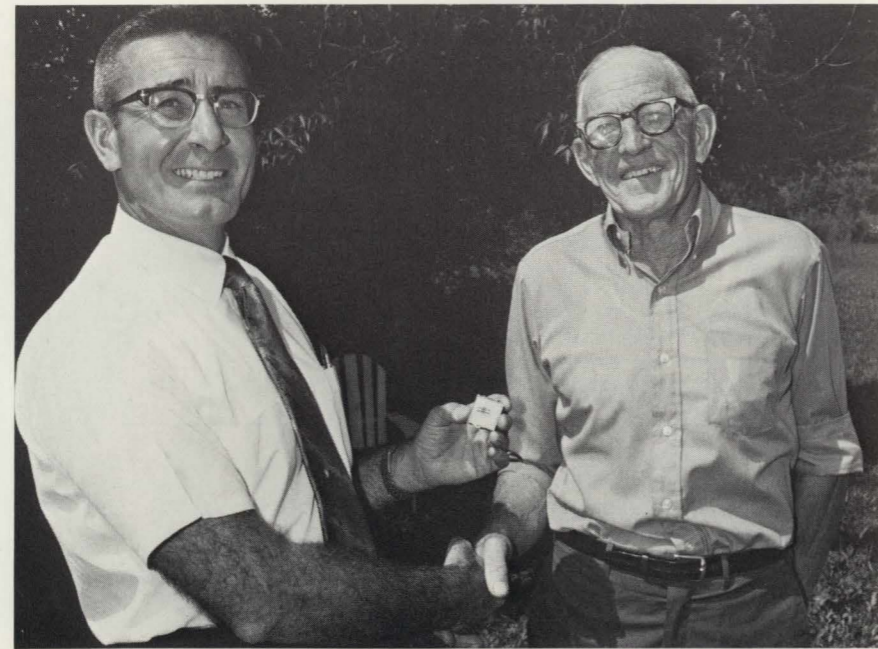


Miss *Georgia L. Hussey*

parents of a daughter, *Michelle Lee*, born July 24 at Eastern Maine Medical Center in Bangor.

Alan Robert Jay, son of Panel Clerk and Mrs. *Robert Jay*, graduated from Penquis Valley High School June 12. He plans to enter Eastern Maine Vocational Technical Institute this fall, Sept. 5, where he will be studying Automotive Industrial which is a two-year course.

Retired receptionist, Mrs. *Hazel Hopper*, returned to Derby for a visit from her home in Florida. While she was in Derby she visited the Stores Department.



Chief Engineer *Vinal J. Welch* congratulates Trackman *Howard R. Gessner*, Stockholm, right, on his retirement after 39 years with the road. A native of Van Buren, he was educated in Stockholm schools and entered railroad service in 1933. He is married and has two daughters, Mrs. *Paul Plourde*, New Britain, Conn.; and Mrs. *John Plourde*, Plainville, Conn.



Alan R. Jay

Highway Division

Miss *Robin L. Crandall*, daughter of Mr. and Mrs. *Guy J. Crandall*, bus operator, Highway Division, became the bride of *Floyd S. Veysey*, son of Mr. and Mrs. *Lawrence Veysey*, all of Houlton, Maine, August 11, at a ceremony at the Unitarian Church. The Rev. *Kenneth Sawyer* officiated in the presence of the immediate families. Miss *Sharon Manchester* of Machias and *Paul Adams* of Houlton were the attendants.

Following the ceremony a reception was held at the home of the bride's parents. Both were graduated from Houlton High School. The bride is employed by the W. T. Grant Co., and the bridegroom is employed by the Town and County Clothing Store.

The couple will reside at 18 Fair Street, Houlton.

Transportation Department

Assistant Agent and Mrs. *E. J. Gerard*, Van Buren, celebrated their 25th Wedding Anniversary on July 7, at the home of their son *Daniel* in Fresh Meadows, L.I., N.Y. While in New York they attended a Mets ballgame at Shea Stadium, visited the United Nations buildings, attended two Broadway shows and saw the filming of Art Flemmings daytime T.V. quiz show "Jeopardy", and while there, they were the guests of Mr. and Mrs. *George Fadel*, also of Fresh Meadows.

Car Clerk and Mrs. *Randy Grant*, Presque Isle celebrated their 27th wedding anniversary Aug. 4 and recently spent two weeks touring the coast of Maine with their camper trailer.

Operator *N. W. Cote*, Presque Isle is adding a new garage to his new home in Mapleton.

Sup. Agent *H. A. Labbe*, Presque Isle, spent a week in June, along with 12 other men from Mars Hill, Presque Isle and

Caribou, fishing on the St. John River. The trip is an annual affair with about the same crew each year. Mr. *Alonzo Jones*, who is in his late seventies caught the most fish, as usual.

General Yardmaster and Mrs. *H. T. Parker*, Oakfield, spent their vacation in July visiting their daughter and son-in-law, Sgt. and Mrs. *Steve Jackson* in Bitberg, Germany where they are stationed. While there they also toured Austria, France and Luxembourg.

Miss *Ruby Shields*, daughter of Dispatcher and Mrs. *E. C. Shields*, Houlton, was graduated from Houlton High School in June and plans to enter U of M at Gorham this fall, majoring in music.

Mechanical Department

One of the nine students graduating with distinction from the University of Maine at Presque Isle June 4 was *Karen Naomi Stairs*, daughter of *Hostler and Mrs. Bernal Clark*. Karen is married and lives in Presque Isle with her husband, *Gary*, and daughter *Anjeanette Lynn Stairs*.

We were sorry to hear of the death of retired Car Repairer *Vernie W. Mayo* of Milo, at a Milo hospital. He was born in Milo, Sept. 17, 1890, the son of *George and Violette (Moore) Mayo* and had been retired from the Railroad since Oct. 1956.

He is survived by four sons, *Leon*, of Grantham, N.H., *Irving* of Chesapeake, Va., *Murray* and *Richard* of Milo; six



Miss *Karen N. Stairs*

daughters, Mrs. *James (Violette) Richards* of Greenville, Miss *Elsie Mayo* and Mrs. *Francis (Jean) Lee*, both of Milo, Mrs. *Robert (Beatrice) Phillips* of Orrington, Mrs. *Barbara Gagnon* of Bangor and Miss *Edith Mayo* of Chesapeake, Va., and 20 grandchildren.

Mr. and Mrs. *Richard Jackins* and daughters, *Tamra* and *Linda*, from Suffield, Connecticut, enjoyed a week's vacation in July with his parents, *Pulpwood Inspector and Mrs. Guy L. Jackins*, of Houlton. While there, Mr. Jackins



Trackman *Lenwood N. Butler*, Limestone, has retired after 27 years with the railroad. A native of Limestone, Mr. Butler has been a trackman, night foreman and equipment operator. He is a native of Limestone and attended local schools. Mr. Butler is married and makes his home on the California Road. Here he is congratulated by Chief Engineer *V. J. Welch*, left.



Joseph R. Viricel, right, receives his retirement pin from CMO Harold Hanson.

attended his 20th high school class reunion.

Electrician Joseph R. Viricel, Nor. Maine Junction retired June 30. Chief Mechanical Officer H. W. Hanson presented Mr. Viricel with his retirement pin. He was born March 12, 1907 at South Brewer, and attended Brewer Public Schools. Mr. Viricel started work for the Railroad Jan. 25, 1946, as a machinist helper and has worked as a machinist, machinist gang leader, assigned diesel electrician and electrician.

Prior to his railroad career he was employed with Eastern Corporation, Brewer, 1930 thru 1941, and with General Electric, Lynn, Mass., 1942 thru 1945.

Teachers retiring from MSAD 41 at the end of the school year in June include Mrs. Ruth Shepardson, wife of Assistant Mechanical Engineer Arno H. Shepardson. Mrs. Shepardson was Home Economics Teacher at Penquis Valley High School and had been teaching for 10 years.

Also retiring, from the Milo Primary School, was Mrs. Eleanor Heath, wife of Statistician Chester E. Heath of Derby. Mrs. Heath was teaching grade four and had been teaching for 26 years.

We were sorry to hear of the death of Clerk Wanda T. Bishop's father, Fred A. Thompson, who died June 27, at the Milo Community Hospital. He was born in

Dover-Foxcroft, Dec. 25, 1888, the son of Louis and Sarah (Brawn) Thompson. Surviving are two daughters, Mrs. Arthur (Wanda) Bishop of Milo and Mrs. John (Juanita) Leonard of West Bridgewater, Mass.; two grandchildren and two great-grandchildren.

Mrs. Laurel E. Fowles, daughter of Car Repairer and Mrs. John Ellison, of Milo, became the bride of Maurice C. Hall, son of Mr. and Mrs. Emery Hall, July 15. The ceremony was performed by Mrs. Ellen DeWitt, justice of the peace, at her home on the Reardon Road in Milo. The couple was attended by the brides sister, Mrs. Lana Badger and Dennis Frenette, both of Milo.

Following the wedding, a reception was held at the Derby Community Hall. Clerk Wanda T. Bishop, Derby, has been a patient at the Milo Community Hospital.

General Offices

Maura A. Hayes, daughter of manager of car service and Mrs. Paul E. Hayes was married June 3, to Michael L. Emerson, son of Mr. and Mrs. Leo F. Emerson of Hampden. The ceremony was held at Bethlehem Chapel, St. John's Episcopal Church. The Rev. Richard Harvey of St.

Joseph's Catholic Church and the Rev. John Miller officiated. The Maid of honor was Nancy Butler of Franklin. Best man was Charles White of Hampden. Maura is a senior at the University of Maine Orono. The bridegroom is a graduate of Eastern Maine Vocational Technical Institute.

David Crandall, 14, son of bus operator and Mrs. G. J. Crandall of Houlton, was recently awarded the "Most Valuable Player" Award of the Bantam team of the Houlton Hockey Association. David is a freshman at Houlton High. He is pictured with his coach, Rick Baietti, of Plymouth, Mass., who is a student at Ricker College, Houlton.

Craig McDowell, 13, son of Mrs. Anneli McDowell, secretary Legal Dept., was a member of the Bangor West Side All Star Senior Little League team which captured the State of Maine title at Bangor July 28. The team traveled to East Providence, Rhode Island, for the New England playoffs and were defeated by the Rhode Island team.

Craig will be in the ninth grade at Fifth Street Junior High School this fall, where he participates in football, basketball, and baseball, and has been elected president of the Student Council for the 1972-73 school year.



David Crandall, left, receives Most Valuable Player Award from Rick Baietti of the Houlton Hockey Association.

Mile Posts

35 YEARS SERVICE

Henry D. Williams
Robert E. Clukey

30 YEARS SERVICE

Lester G. Cochrane
Wallace H. Page
Herman E. Roy

25 YEARS SERVICE

Carl H. Bondeson
Oma E. Ingerson
Norman C. Labbe
Yvon G. Levesque
Frederick R. Lyford
Alton D. Moore

Delbert A. Rideout

Archie M. Swallow

20 YEARS SERVICE

Raymond A. Goodall
Roy E. Ireland
Thomas E. Skidgel

15 YEARS SERVICE

John R. Bartlett
Robert A. MacIlroy
Arno H. Shepardson

10 YEARS SERVICE

Glenna M. Rines

Facts and Figures

	July 1972	1971	Seven Months Ended 7/31 1972	1971
We received from:				
Hauling freight	\$ 794,681	\$ 759,018	\$ 7,816,032	\$7,480,136
Carrying passengers & express on our busses	29,477	28,368	159,663	178,849
Other transportation services	28,612	26,840	210,431	147,130
Net rental from freight cars and other equipment	376,116	259,340	2,566,229	1,935,069
A total of	\$1,228,886	\$1,073,566	\$10,752,355	\$9,741,184
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	239,278	225,990	2,199,854	2,118,295
Keeping locomotives, cars and other equipment in repair	446,001	358,048	2,997,044	2,509,496
Running trains, station and yard expenses	327,293	309,339	2,632,425	2,595,661
Pricing and sales of our services	29,119	26,534	191,474	180,141
Managing the business and keeping records	91,522	39,783	615,768	501,466
Federal income taxes	(101,200)	—	188,700	—
Payroll taxes	65,291	50,848	503,674	488,306
State and local taxes	32,637	28,525	224,764	223,880
Interest on borrowed money	120,928	110,389	821,279	803,185
Other miscellaneous charges - net	(9,171)	(1,513)	(37,140)	7,695
A total of	\$1,241,698	\$1,147,943	\$10,337,842	\$9,428,125
Our Net Income (Loss) was	(12,812)	(74,377)	414,513	313,059
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				
	982	2,228	242,207	231,377
— Dividends received from our subsidiaries (excluded above)				
	—	10,500	555,000	150,811
— Gains realized from reacquisition of the First Mortgage 4 1/4 %, Series A Bonds (excluded above)				
	—	—	76,840	720
Net Income (Loss) reported to the ICC	\$ (11,830)	\$ (61,649)	\$ 1,288,560	\$ 695,967

Bangor and Aroostook R. R.
Route 2
Bangor, Maine 04401

Address Correction Requested
Forward to Addressee
Return Postage Guaranteed

BULK RATE
U. S. POSTAGE
PAID
Bangor, Maine
Permit No. 466

Lighters



\$3.00

Nylon
Flight Bags



\$2.25

Satinetch
Smoky Roly-Poly Glasses
11 oz.



\$5.75
set of 6

Greenskeepers



\$2.25

Please add to all prices of items above a 25¢ handling charge for mailing. All items may be ordered from the Bangor and Aroostook Marketing Dept., 84 Harlow Street, Bangor, Maine 04401.