



MAINE LINE

JANUARY - FEBRUARY, 1973



BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

We've all heard comment from potato industry people about the job the trucks are doing for the Aroostook shipper. The trucks they're talking about are not the common carrier truckers who pay wages and taxes in Maine, but the unregulated, gypsy trucker. These are the carriers who are moving the 23,000 carload equivalents once moved by the railroad. Most of them come from out-of-state and contribute nothing to the state unless you consider their disastrous safety record on Maine highways.

By contrast, the Bangor and Aroostook helps the communities it serves pay their tax bill. Last year we made a \$241,068 contribution to these towns and cities. This means we're helping pay for schools and other vital services in the community. We paid \$121,943 last year to the state of Maine in excise tax for the privilege of doing business in Maine. We also paid the state another \$135,655 in sales and use taxes.

One of the significant differences between us and the competition is what we pay our people, all of whom live in Maine and spend their money here. While the gypsy is most commonly an owner/operator proposition who must overload his vehicle and work dangerously long hours to make ends meet, our employees are among the highest paid in the state. The average annual wage of Bangor and Aroostook union employees is \$10,300. Fringe benefits of paid health insurance, life insurance and pension contributions bring the total compensation to \$12,250.

The money we all earn and spend in Maine amounted to \$8,589,500 in 1972. In Aroostook County alone, the payroll was nearly \$3.5 million. So, in addition to the money we spend in taxes and our considerable participation in various charities and fund drives, our people also contribute to the tax and consumer dollar of the communities.

Last year we purchased supplies and material in Maine that amounted to \$1.5 million. Some \$400,000 of this was spent in Aroostook County. The figure includes items like ties, ballast and other materials we buy from actual producers in

the County. It doesn't include the cost of utilities and services which are acquired on a local basis.

The unregulated truckers, on the other hand, contribute virtually nothing to the economy of either the state or the communities in which they do business....a night's lodging and a little fuel at the most. The money they receive for transporting potatoes leaves the community and the state instead of being spent locally and contributing to the tax load.

We have convincing evidence that many of these trucks leave Aroostook loaded to weights that far exceed allowable highway limits. The result is highways that wear out before their normal life expectancy. And the bill is picked up by all of us - the Maine taxpayers.

With the growing concern for the environment, it should be recognized that a railroad, by virtue of moving multiple loads with a single power unit, pollutes the air only a fraction as much as trucks on a comparable basis. We could move seven times as much traffic without building another foot of track. Nor do tax dollars go to maintain our right-of-way or to keep it free of snow.

Finally, our safety record is exceptionally good while that of the non-common carrier trucks in Maine borders on criminal; it should be of concern to everyone who uses the highways and to the legislature.

So, the next time someone tells you how vital the trucks are to the potato industry you might remind them that there's another side to the coin. There isn't any economic free lunch. The gypsy trucks are running up an economic and an environmental bill that will have to be paid.

The alternative to this short-sighted and destructive trend is a transportation system that has a commitment to the public interests and one which spends much of its income in the communities which it serves.

Sincerely,

Alan Austin



About the Cover

The Danish ship ROMAN REEFER, pictured on the front cover, loaded the second export of Maine potatoes for Argentina at Searsport just before Christmas. The two exports, arranged by McCain Produce, Ltd., spurred the early market for Maine potatoes (See story on page 6.)

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NEWS BRIEFS

New provisions of the Federal Hours of Service law became effective Dec. 26 which will have the effect of further increasing the railroad's cost of operation. Hours of service refers to the maximum time train and engine crews may be kept on duty. Two years ago the hours of service was reduced from 16 hours to 14. The most recent reduction reduces maximum hours of service for train crews from 14 to 12 hours.

An additional 22 trainmen have been hired because of the change in the law and because of normal attrition and it has been necessary to add eight locomotives to the motive power pool. The reduction in the hours of service will tend to reduce overtime to some extent. But the cost of fringe benefits for the new employees and the need to make duplicate runs over portions of the railroad to finish work started by one crew and finished by another is expected to increase expenses substantially.

Snow conditions in the Bangor and Aroostook's operating area have been severe this season with one storm piling up on the heels of another. As a guide, the Maintenance of Way people keep records of snow cover at five points on the railroad. On Jan. 15 the ground cover at Millinocket was 54 inches, Oakfield 49 inches, Ashland 31 inches, Van Buren 45 inches and Fort Kent 30 inches.

By comparison ground cover for the same date last year was 19 inches at Millinocket, 28 at Oakfield, 21 at Ashland, 26 at Van Buren and 20 at Fort Kent.

Snow removal problems were intensified the last of December by gale winds which caused heavy drifting and compacted the snow into a hard mass. Snow conditions also caused a serious derailment on the Fort Fairfield Branch Jan. 2 in which Engineer Gordon Glew, Fireman Earl Adair and Flangerman J. M. Butler were injured.

The railroad has negotiated a rate with Sea-Land, Inc., a shipping company that handles container ships to the Caribbean, Europe and the Pacific, to ship frozen french fried potatoes from Aroostook to San Juan, Puerto Rico. The first shipment moved piggyback from Caribou to Northern Maine Junction, where it was deramped and moved by Fox & Ginn to Boston where it was loaded on a container ship. It is the first time the railroad has been involved in a move involving rail, truck and ship.

Norman J. Tardif, vice president-intermodal services, said that there is a potential movement of 300 trailers a year and added that the railroad eventually hopes to develop fresh potato business with Sea-Land.

The first shipload of bunker C oil for Irving Oil's new tanks at Searsport was unloaded from the tanker Irving Glen Jan. 21. Observers said that the operation went smoothly. Two more tankers were expected before the end of January.

The railroad has just negotiated a new agreement with the Long Island Railroad to lease five Bangor and Aroostook GP 7 locomotives for a period of 12 months. The latest agreement means that 10 BAR locomotives are under lease to other railroads. Five units were leased to the Lehigh Valley last year. Linwood W. Littlefield said that the latest agreement takes care of all the road's surplus power.



BAR Chief Executive Officer F. C. "Buck" Dumaine presents an award to Andrew McCain, of McCain Produce, Ltd., for that firm's leadership in the export of Maine potatoes this season. Below, Dumaine chats with three rail customers, James Daigle, John Vaillancourt, of Fort Kent, and Paul LeBlanc, Presque Isle, during a social hour before the dinner.



Executive Vice President Alan G. Dustin presents an award to Carroll Richardson, sales manager of Maine Potato Growers, Inc., whose firm was the largest rail shipper of potatoes during the 1971-72 season.



We Say 'thanks' To Some Nice People

The Bangor and Aroostook honored 34 American firms and one Canadian company who have supported the railroad's bid to remain part of the scene in the transportation of fresh potatoes by significant rail shipments. F. C. "Buck" Dumaine, chief executive officer of the railroad and president of Amoskeag Company and Alan G. Dustin, executive vice president of the railroad, presented awards to three firms for leadership in early marketing, use of rail shipment, and in promoting export shipments of rail potatoes. The awards were presented at a reception and dinner in Presque Isle Jan. 10.

Receiving awards were Harrington Farms, Inc., of Patten, for early shipment of potatoes; McCain Produce, Ltd., Florenceville, N. B., for putting together two export movements of Maine potatoes during the current season; and to Maine Potato Growers, Inc., of Presque Isle, who was the largest rail shipper of Maine potatoes during the 1971-72 season.

Dumaine told the group that the railroad wants to be part of the potato business, both as a matter of self-interest and because competition is vital to any industry to which transportation is important.

"By holding the line on railroad rates," he said, "the railroad has kept the competition's rates in line. This is a healthy thing. We want you to know that we appreciate your support and that we will continue in our effort to give you better service and the lowest prices."

The financial plight of eastern rail carriers and the severe winter conditions of 1969-70 led toward a breakdown of rail service outside of Maine that cost shipper confidence. The carriers im-

mediately began a campaign for improved service combined with rail rates that are at 1960 levels. The 1971-72 season was a low point in the road's fresh potato shipments at 4200 cars. The current season is expected to produce at least 1000 cars more and, rail officials hope, mark the beginning of the company's emergence as a major factor in the potato industry again.

Other firms recognized by the road for shipping 50 cars or more, according to waybill records, were: H. Smith Packing Corp., Mars Hill; L. E. Theriault, Inc., Caribou Farms, Inc., E. L. Nason Co., Maine Packers, Inc. and Beaver Brook Farms, Inc., all of Caribou;

H. A. Pollak Riverhead Corp., Arc Potato Sales, L. E. Rand Co., Inc., N. H. Grant Potato Co., A&P Tea Co., all of Fort Fairfield; Daigle Brothers, Fort Kent Seed Growers Association and ESCO Potato Company, all of Fort Kent; Perfect Potato Packers and F. J. Reardon, Inc., both of Houlton;

S & R Corporation and W. F. Edwards & Sons, Island Falls; State Potato Sales, Inc., Fort Fairfield Potato Co., Mars Hill; George McCluskey Co., Monticello; and Frederick Quint, Jr., of Patten;

Quinn Potato Company, Potato Distributors of Maine Co., Ballard Seed Co., Maine Farmers Exchange, Northern Farms, Inc., Agway, Inc., Brockville Fertilizers, Inc., Irving Acres, Presque Isle; Washburn Potato Co., Washburn; and Dan LaPointe, Van Buren.

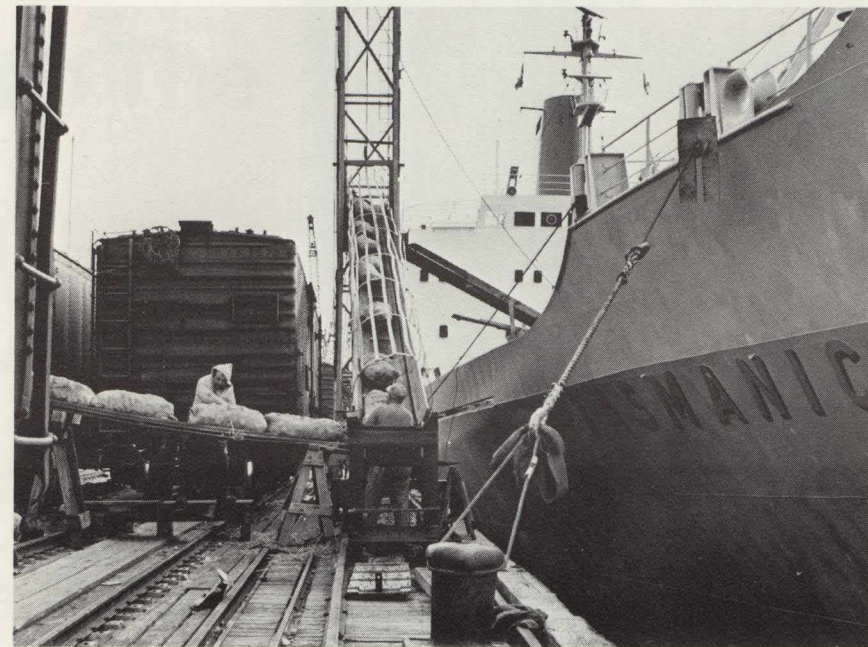
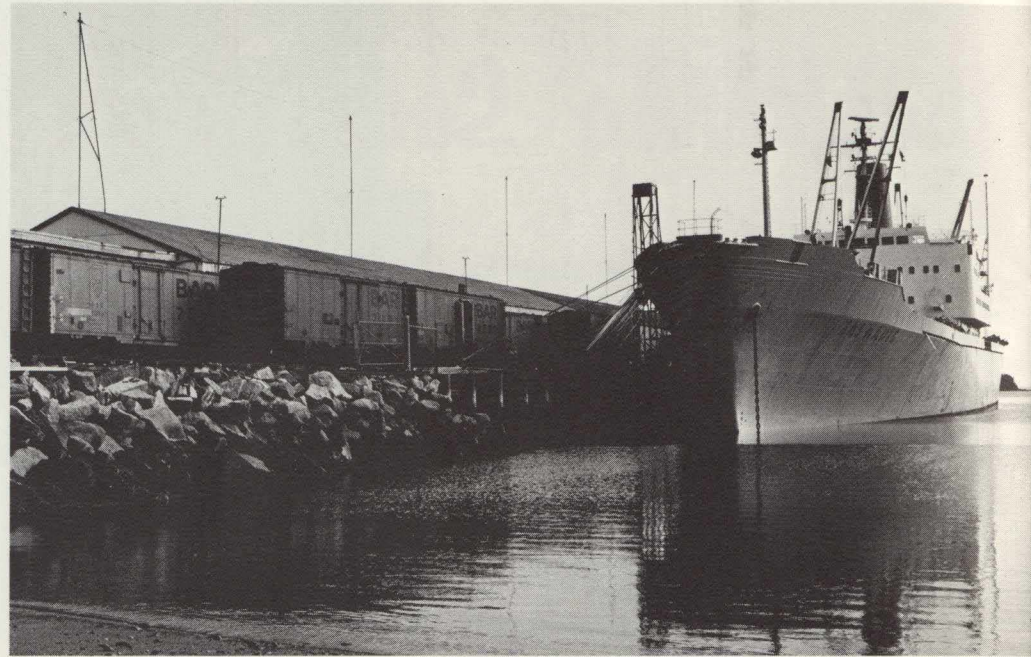
Representatives from the Department of Agriculture, Maine Central, Boston and Maine, Penn Central, Delaware & Hudson, Canadian Pacific and Aroostook Valley railroads also attended.



Vice President - Marketing Howard L. Cousins, Jr., above, was master of ceremonies at the dinner. Right, the meeting provided an opportunity for shippers to get together. Pictured below are Assistant V.P. Marketing J. C. Hickson and Andrew and Robert McCain.



The TASMANIC takes on a load of Maine potatoes destined for Argentina at Searsport November 8. It was the first export of potatoes through the port since 1969. The shipment was arranged by McCain Produce, Ltd., Florenceville, N.B.



Stevedores of ITO at Searsport load potatoes on the first of two ships bound for Argentina with Maine tubers. A second export of seed potatoes left the port at Christmas. McCain Produce, Ltd. handled both exports. There is a possibility of another export this season, according to industry officials.

Exports Are A Boost For Potato Traffic

For four torturous days the week before Christmas the Danish ship ROMAN REEFER fought its way northward off the coast of Virginia through 50-foot seas and winds of hurricane force. She had been expected at Searsport seven days before to take on seed potatoes for Argentina. The trim, new craft took such a pounding from the storm that during the height of the blows she lost bunker coil through her tank vents on deck. And at one point she was actually losing ground to the seas and wind at a rate of six knots. Her 40 year old skipper, Capt. J. Petersen, called it some of the worst weather he'd seen in a lifetime at sea.

While the ship was beating its way north, 106 cars of certified Kennebec seed potatoes were lashed by the same winds and cold that were buffeting the ship.

Neither the delay in the ship's arrival nor the weather made for optimum conditions for potato export. But Dwinal Weeks, who

was representing the exporter, McCain Produce, Ltd. of Florenceville, N.B., the railroad and Capt. Hartley Fraser of ITO and his men understood what they were up against and scrutinized every bag that went into the ship's holds for frozen potatoes. The care paid off and between the efforts of Freight Claim Agent B. A. Sawyer, Chief Claims Adjuster T. A. Mercier, two U.S.D.A. inspectors and the longshoremen on the docks, the frozen potatoes were pulled off during loading. The loss amounted to less than two-tenths of one percent.

The Christmas export of seed potatoes to Argentina was the second export movement of the season and represented a significant movement through the facility. The current season is the first since 1969 when any potatoes have moved through Searsport. The first shipment, 224 carloads of tablestock for Argentina, left the port Nov. 8.

A unique set of circumstances

made the export possible. Argentina doesn't normally raise enough potatoes for its own use but usually imports from Europe. Europe had a short crop of potatoes this year as did much of the United States. Maine finds itself with a good portion of the potatoes in the East.

The firm that actually arranged the transaction is McCain Produce, Ltd., of Florenceville, N.B., a progressive Canadian firm engaged in food processing and distribution. The American representative and the man who put it all together is Dwinal Weeks, Mars Hill, a familiar figure in the Maine potato industry. The Bangor and Aroostook dropped its rates to Searsport by five cents per hundredweight in order to attract the shipment when it appeared that it might go to a Canadian port.

The railroad has a long tradition of encouraging the State's potato industry to ship through its deep-water port. The first recorded water shipment was

reported by the Bangor COMMERCIAL Nov. 21, 1905 when the steamer FOXHALL sailed out of Stockton Harbor for Texas with 18 carloads of potatoes in her hold. By the end of that first season at Cape Jellison, at least 600 carloads were sent to Texas.

So great was the early interest in exports, in fact, that two Aroostook businessmen named Corey and Carter built a potato house as long as two football fields and two stories high for the export trade. It had a capacity of 800,000 bushels of potatoes and until 1908 enjoyed a brisk business. A large number of potatoes were destroyed by frost that year and it proved to be the death knell of the enterprise. After that potatoes were loaded directly from cars to the ship.

Export business from the Cape was brisk until 1921 with a peak year of 15,320 cars in 1912. Until the 20s virtually all potatoes moving from Maine to the South, except for World War I, went by water. The railroad established

a policy of rate and demurrage privileges and extra free time on foreign shipments.

After Cape Jellison burned and the road established new facilities on Mack's Point in Searsport, it was the beginning of a major export movement. More potatoes moved through Searsport than ever moved through Cape Jellison. Between 1931 and 1945, for example, an average of 68,487 tons a year was shipped with a peak of 200,000 tons. Many potatoes were coastwise shipments but some went to Cuba and Argentina.

Between 1946 and 1950 all the potatoes that went through Searsport were government surplus, the result of a federal effort to hold potato prices at an acceptable level. They went to Belgium, Canada, Germany, Israel, Morocco, Greece and Switzerland and between 21,000 and 150,000 tons a year.

The export movement depends on low rates to Searsport

as well as depressed domestic prices and abundant supplies. The current exports are a rare exception to this rule. The railroad reduced rates in 1949, 1951 and 1955. The reductions came in the wake of general freight rate increases authorized by the Interstate Commerce Commission in 1948, 1951 and 1955.

No export since 1950 has exceeded 51,000 tons but this season's shipments of approximately 8,325 tons provided a timely catalyst for an early movement of Maine potatoes, an event that is believed to contribute to price stability of the season as well as an orderly movement of the crop.

There is a possibility of another export this season, industry officials say, although they are not optimistic because of the high domestic price of fresh potatoes. For the railroad the export shipments have been a welcome bit of encouragement in its efforts to regain a part of the fresh potato traffic.



The Bangor and Aroostook again published reduced rates to Penn Central points west of the Hudson River and to certain New England points this year. Assistant General Freight Agent George Deschane and Tariff Clerk Allen J. White, pictured at right, work with the rates. No one considers them a cure-all for the railroad's difficulties with the potato traffic, but many shippers feel that the reduced rates have helped the railroad remain in the fresh potato business.

Rails Keep The Lid on all Potato Rates

For at least two decades, the Bangor and Aroostook has used every device to keep the cost of transporting potatoes at the lowest possible level. The battle has been waged while costs of labor, material and just about everything else has spiraled upward. Rail rates on fresh potatoes are now at 1960 levels, reflecting the rate reductions put into effect last year and again this year to attract traffic back to the rails.

The railroad's low rate level has also had the effect of holding the line on truck rates. For, while truck rates are higher because of speed and mobility, there is a point at which a shipper must weigh the price he's willing to pay for transit time. And the rail rates have been a stabilizing factor in keeping transportation costs for Aroostook shippers down.

Not all potato growing areas have had the advantage of a railroad that's held the line on rates; and where rail rates have gone up, truck rates have outdistanced them. A national report by the Department of Agriculture pointed out that rail rates on fresh potatoes have risen nationally 32% since 1967 with seven separate rate increases.

No one had any illusions that low rates would solve the problem of potato shipments for the railroad when the road introduced its rates last year. But the combination of low rates and improving rail service helped the road move 4,200 carloads last year. Performance this season indicates an improvement over last year's low.

"There's no question in my mind that without the lower rates the railroad would have had a far greater drop in traffic than you showed last year," says Carroll Richardson, sales manager for Maine Potato Growers, Inc., the

road's largest carload shipper of fresh potatoes.

"If the railroad hadn't made the rate reduction last year and again this year," he adds, "the truck rates 'would have gone out of sight and the railroad would have been out of the potato business. That's something I never want to see. Higher truck rates would have hurt the industry."

Lionel Theriault, a Caribou shipper and truck broker, says that "by keeping the rates down the railroad has enlarged the area in which Maine can compete with other growing areas. If the railroad hadn't lowered its rates, I think you would have lost the business. Then I wouldn't have had a choice and I hope that day never comes."

In Fort Kent, John Vaillancourt of the ESCO Potato Company says that growers in his area must pay a 10cents per hundredweight differential for trucks over what the Presque Isle shipper pays. "If the railroad hadn't held its rates," he says, "the truck margin would have been much greater than 10 cents. The railroad rates are an umbrella over the whole potato industry."

The railroad's marketing people are hopeful that the second season of the rates and steady improvements in service will produce a healthy gain in the potato traffic. The road began the new year with an increase of 161% over the same date a year ago. The trucks had increased 44½%. The export movement through Searsport accounted for 30% of the increase leaving a solid gain of 131%. In actual numbers, the railroad had moved 1,118 cars by the end of December compared to 362 last year.

Maine potatoes in rail cars are also getting into some points that were not served at all last year.

Springfield is one. Washington, D. C. is another. Baltimore has received more than three times the number of rail cars that it did on the same date last year. And rail potatoes are regularly getting into Pittsburgh, Philadelphia and West Virginia.

Howard L. Cousins, Jr., vice president-marketing, feels that the potato traffic "is good in comparison to last year and it will give us the courage and money to continue our efforts to get back into the business."

It may sound odd to say that potatoes represent an area of potential growth for the railroad because it moved most of the traffic for so many years. But it is only realistic to view the thousands of carloads no longer moving by rail as potential business. The road back is neither short nor easy; there must be further improvements in service and customer confidence must be won bit by grudging bit. But there are some who are beginning to sound as though the goal is not as unrealistic as it seemed a year ago.

"I believe the cycle is changing back toward rail shipment," Carroll Richardson says. "The trend is toward repacking operations at destination and the only way Maine is going to get a fair share of that market is to ship to large volume repackers at a price that will put potatoes in the markets. I believe that means volume rail transportation. By staying in business today, the railroad will be a much more important part of the transportation picture tomorrow."

And while the railroad wages its own battle for survival in the potato business, it is performing a valuable service for the potato industry by holding the whole structure of rates down for all transport.



The unregulated truckers who now move much of the potato crop that formerly moved by rail present some hazards for potato shippers as well as rates that are considerably above rail rates. At right workers transfer potatoes from a wrecked tractor-trailer that was proceeding south on the Maine Turnpike when it hit a guardrail on the median strip, catapulted over it into the northbound lane, then continued into a gully. State police think the driver fell asleep. Photograph courtesy Portland PRESS HERALD.



Those Railroading Beaupres



Pictured at top are four of the seven Beaupres, of Grand Isle, who have worked on the BAR. From left are Gilbert, Guy, Addis and their father, John. The photograph reproduced above was made by Gilbert at Grand Isle when ice and spring floods caused the St. John to flood the tracks and part of the town.

John Beaupre couldn't have known it at the time but on that morning of July 15, 1910, when he first reported for work on the just-completed section of the BAR at Grand Isle, he was starting a tradition of railroading that his sons have continued. There were seven boys in the family of eleven and each of them has worked for the Bangor and Aroostook. Addis, 59, is still a Bangor and Aroostook conductor, and Gilbert, 61, retired last year as a trackman after 43 years of service.

Among them, John Beaupre, the patriarch of the clan, and his sons, Addis, Gilbert, Roger and Guy, have 135 years of service with the Bangor and Aroostook. The other sons, Clarence, Berney and Emilien, had summer jobs on the road. Emilien was killed in 1944 during a kamikaze attack of the aircraft carrier, Belleau Woods. Roger, although he left BAR service, is a Penn Central employee at New Britain, Conn., and Guy owns a restaurant in Grand Isle and still dreams of trains. Berney is also a restaurateur.

At 86, John Beaupre looks back over a railroad career that spans 39 years and saw the blossoming of the St. John Valley from pioneer settlements to a rich agricultural and manufacturing community. The St. John Valley Extension was being built when John Beaupre started railroading. It had just reached Grand Isle and passenger trains were turned there before the return trip to Bangor the next morning.

The eight-hour day was still several years in the future when the elder Beaupre began railroading. The hourly wage for a trackman at the time was a magnificent 17.5 cents an hour for a 58-hour week. As a comparison, beginning trackmen now earn \$4.08 an hour. When he retired in 1950, the 10-hour day was just a memory but railroad men still worked a six-day week.

It wasn't uncommon, John Beaupre remembers, to walk from Grand Isle to Notre Dame, a bracing six miles, to clean switches on a snowy winter's day when the old handcars wouldn't go through the snow. Work began at 6 a.m. and the mode of transport was walking or handcar.

It was the custom of the engineering department, when the first Sheffield powered motor cars were introduced, to award them as prizes to the section that was judged the best maintained. John Beaupre was the first foreman on the system to receive one of the heavy Old Sheffields.

The spare and weathered Acadian grinned at his son Addis who was translating from the soft St. John Valley French. "Dad says," he repeated, "that it was nice to get the Sheffield and even nicer to get rid of it when the men were issued the lighter Fairmont cars."

In 1918, he worked as second foreman during the construction of Van Buren yard. Except for that brief stint, all of his service was on the section at Grand Isle where he first went to work.

John Beaupre talks about the spring ice flows and floods on the St. John River that often wiped out large sections of track and the winter storms with the sure knowledge of one who has been there. He remembers the floods of '36 when the ice and water backed over the tracks peeling the track like banana skins. The winters were much more severe in the Valley then than now, he thinks. During one long period when the area was buffeted by storm after storm, a single crew of 22 men did nothing for six weeks but shovel snow and there were many nights when he and his crew were called out in the night to shovel out a train that had been stranded by snow.

There have been great changes on the railroad, Mr. Beaupre says, and even greater changes in the St. John Valley. As a boy in the 90s, he saw the Valley begin to change from a life style of subsistence farming to cash crops and the opening of the area by the coming of the railroad.

His father, Francois Beaupre, came to the Valley when it was still a wilderness with an occasional cluster of farms marking the site of future villages. Van Buren (later renamed for President Martin Van Buren) was called Violette Brook, and Lille was named for the small island in the St. John at that point. Grand Isle took its name from a large island in the river.

Francois Beaupre was born just outside Montreal in 1839 and at 20 walked to the St. John Valley to settle, clearing a wilderness farm of 200 acres and rearing a family of 12. As a boy, John Beaupre remembers land being cleared by burning. The crops...mostly buckwheat, oats, barley and potatoes...were for the use of the family. There was no such thing as a cash crop, and travel was mostly by the river or rude roads.

Like many Acadians, who numbered among the best of Maine river drivers, John Beaupre lumbered in the big woods and made the spring drives for three years before he went railroading. He worked both the West Branch of the Penobscot and the Little Black-St. John drives.

John Beaupre still lives in the house he built as a young man. When his children were young, there were beef cattle, chickens and pigs. He often brought home the hay he had cut with a hand scythe on the railroad right-of-way for feed. His sons remember the family table groaning under the food that the family produced itself.

The livestock is gone but John Beaupre still delights in working the garden behind his house. There's also a far-away look in his eyes when he raises his hand in a highball to a passing Bangor and Aroostook freight, and it's obvious that the railroad is still a meaningful part of his life. John Beaupre's sons still accord him the old world respect and affection due a patriarch. Watching these close-knit Beaupre men, there is the persistent thought that the legacy of quiet morality and industry this erect and vital man has given his sons was a great gift, indeed. One of the beneficiaries has been the Bangor and Aroostook for the Beaupres are known as uncommonly good men to railroad with.



'winter ain't all fun and sleighbells'

By Alvin DeLong
Director of Safety and Security

Railroading is a hazardous business, although it is less so on the BAR than most other roads, but the hazards of summer operation are greatly multiplied by the sub-zero cold, snow and ice, that descend on us so predictably each winter. For BAR employees winter poses special hazards requiring greater care and a closer attention to personal safety.

Clothing to combat the chilling effects of the cold must be a major consideration for every railroader. Trainmen, section crews and mechanical forces are all faced with long hours of exposure to below-zero temperatures and wind speeds which combine to produce chill factors that challenge the best available cold weather gear. No cold related injuries — frost-bitten or frozen toes and fingers — have been reported in recent years, which speaks for

the high degree of care and planning among railroad people.

Snow, the real enemy of winter time operations, must be reckoned with in several ways. Blowing snow restricts vision and piles up to resist passage of motor cars, hy-rail trucks as well as powerful locomotives. Snow and ice accumulation on spurs and sidings is the major cause of derailments and a source of frustration for everyone concerned with moving trains. Even the process of removing snow can generate hazards peculiar to railroading in snow country. Extended wings on plows and spreaders can assault an unwary trainman or switch cleaner. The flailing brushes of snow blowers send up a barrage of ice and debris with an attendant possibility of injury to those working in the area. Cleaning switches by hand is a strenuous task and a potential for injury from over-exertion in handling heavy snow.

Apart from our railroad duties,

winter presents other dangers for each of us. The complications of winter highway travel are a major source of off-job injuries to us and our families. Youngsters and oldsters alike should be aware of serious injury possibilities in winter sports activities, including sledding and skiing. The rapid increase in the use of snowmobiles has added a new dimension to winter fun...and to winter hazards. Especially dangerous to the snowmobiler is mixing with other forms of traffic — automobiles and trains in particular. Again this year, snowmobiling is adding grim statistics to the record of fatal and serious injuries.

Be careful, thoughtful and safe when outdoors, whether working or enjoying the winter sports scene.

So, whether you're working or just enjoying the winter sports scene, be careful. Very often being safe is just a matter of being thoughtful. Make it a safe winter.



A machine like the Pettibone, being used in snow removal in the top photograph, presents a potential hazard to railroaders working in yards and sidings where such equipment is being used and requires extra care. The foreman below is giving directions on a spreader train clearing one of the railroad's yards. Extended wings on spreaders or plows can assault the incautious trainman or trackman.



Winter is especially difficult for train crews. For personnel operating during the hours of darkness, snow and ice present even greater hazards, obscuring rails and other obstacles for the unwary. The scene at right shows what can happen in a few hours when fresh powder is driven by high wind. The photograph was made at Northern Maine Junction.



Frederick B. Lunt



Norman J. Tardif



Brian C. Baker

Moving Up on the Railroad

A veteran Presque Isle railroad executive has a new assignment and another Presque Isle man has been promoted. Frederick B. Lunt, 61, regional vice president-sales, becomes vice president-staff with headquarters in Bangor. Norman J. Tardif, 45, assistant regional vice president-sales, becomes vice president-intermodal services with headquarters in Presque Isle.

Howard L. Cousins, Jr., vice president-marketing, said that Lunt will be responsible for liaison with other departments of the railroad, for sales activity with the lumber industry and special assignments.

Tardif will assume direction of the road's Northern Maine Sales Office in Presque Isle with prime responsibility for the BAR's growing piggyback activities. Cousins said that the concept of intermodal services represents an important area of growth for the road. Tardif will also be responsible for all of the company's marketing activities in Aroostook County, he added.

Lunt, a native of Waterville, joined the Bangor and Aroostook as a locomotive fireman in 1934 and pioneered the first bus service to Aroostook in 1936. He was appointed commissary steward for dining cars in 1941 and was subsequently supervisor of dining cars and the highway divi-

sion, assistant passenger traffic manager (1949), and manager of the highway division (1951).

He was made manager sales promotion in 1953 and assistant to the vice president-sales in 1955. He became regional vice president-sales the same year.

Lunt has been active in civic affairs in the area, serving as treasurer and a director of the Presque Isle Chamber of Commerce, president and director of the United Fund. He has just finished nine years of service on the Presque Isle City Council and has twice served as chairman. He has been a member of the Presque Isle Industrial Council, chairman and a director of the Central Aroostook Chapter of the American Red Cross, chairman of the Finance Committee for the Boy Scouts, past president and trustee of the Pine Tree State 4-H Foundation.

In 1967, he received an Outstanding Civic Leaders of America Award. He has also served as president, secretary and director of the Presque Isle Rotary Club.

During WWII, he served in the U. S. Coast Guard.

Lunt is married to the former Phyllis W. Libby. The couple has two children, Frederick, Jr., and Mrs. Libby Hersom.

Tardif, a native of Van Buren,

began his railroad career as a clerk in Van Buren in 1944. He later worked as a clerk in the road's Accounting Department in Bangor before becoming assistant division agent in Presque Isle in 1949. He was subsequently appointed sales supervisor. In 1955 he was made sales manager-l.c.l. and became manager of piggyback in 1959. He was named assistant regional vice president-sales in 1961.

Tardif has taken courses at American University, Washington, D. C., and at American Management Association Headquarters in New York. He is a member of the National Piggyback Association, the Maine Traffic Club, a past president of the Van Buren Chamber of Commerce and a director of the Opportunity Training Center in Presque Isle.

Tardif is married to the former Margaret Kane. The couple has four children, Stephen, Laurie, Julie and Tommy.

Vinal J. Welch, chief engineer, has also announced the appointment of Brian C. Baker, a native of Castine, as assistant engineer for the railroad with headquarters in Houlton. He attended schools in Bucksport and received his degree in civil engineering from the University of Maine in 1971.

Baker is married to the former Mary C. Wentworth of Bucksport.



Pete and Paul McCarty (seated), sons of Clerk and Mrs. Walter McCarty, were stars on Bangor High's football team last season and they both were named to the All State Class A football team this year. They are also on the school's varsity basketball team.

A Case of Sportsmanship

It would be hard to find two boys who have carried home more hardware for athletic prowess than Peter and Paul McCarty, sons of Miscellaneous Clerk and Mrs. Walter McCarty of Bangor. The family's living room is lined with trophies and citations for the boys' performance in football, basketball, baseball and swimming.

Pete is 17, a six-foot, 200-pound Junior, played defensive end and fullback on offense, had 83 tackles from the end position and 6 touchdowns at fullback. He was selected as all state defensive end by the 16 Class A coaches, is one of the two juniors on the team, and will be one of the captains for Bangor next year.

Paul is 15, a 6'2" 175-pound sophomore, was halfback on offense and defensive back on defense. Paul ran for 11 touchdowns and 8 interceptions on defense and was selected as all state defensive back, the only sophomore on the 22-man team.

Both are members of Bangor's varsity basketball team.

But the measure of an athlete isn't just what he can do on the playing field. Both McCarty boys have a reputation for being straight arrows when it comes to sportsmanship. Paul, a sophomore who scored 11 touchdowns for the Bangor Rams last fall, demonstrated how such

things are done when he was listed by the Portland paper as the top individual scorer for Maine Class A schools. In the final game of the season against Brewer, McCarty gained a two point edge over Deering High fullback George Egbert.

After the article appeared Paul went home and wrote a letter to PRESS HERALD statistician Phil Erlick:

"Dear Sir: In regard to the article you wrote in the Nov. 5 issue, you made a slight error. You gave me credit for a touchdown against Waterville which my brother, Pete, scored. This gave me six extra points to the Maine state scoring title which I shouldn't have had. Therefore, this should make Egbert of Deering the winner and drop me to third place. Please make this known."

It was a direct and honest act to set the record straight and something every parent would hope his son would do.

"We've had kids call us up and say they should have more points than the tally showed," Erlick said, "but this is the first time one of them has ever written to take away points."

Walter and Laura McCarty must be doing something right.

In the Family



Mr. and Mrs. Eugene A. Worcester

Stores Department

Yard Foreman *Allen P. Hearn* recently returned home from a trip to the Air Force Academy in Colorado Springs, Colorado. Allen was one of two people from Maine chosen by the Air Force to go on a Distinguished Visitors Tour. The group included 37 people from the eastern United States.

The trip consisted of several tours of Air Force Bases across the United States, also a tour of the Air Force Museum, which is located at Wright Patterson Air Force Base, Dayton, Ohio.

The group spent several days in Colorado Springs where they visited the Air Force Academy and observed the Cadets in Training.

Shipping-Receiving Clerk and Mrs. *Alsco V. Carey* have a new grandson, *Kenneth Ashley Carey*, born Nov. 24. The parents are Mr. and Mrs. *Alsco V. Carey Jr.* of Bangor.

Pamela Ann Bell, daughter of Mr. and Mrs. *Harold Bell* of Derby, became the bride of *Eugene Alden Worcester*, Oct. 20 at the Mjlo Methodist Church. The Rev. *Kwan Lee* performed the ceremony. Parents of the bridegroom are the *Alden Worcesters* of East Corinth.

Honor attendant for the bride was Mrs. *Stephen Hamlin* of Milo. Miss *Teri*

Harris, of Brownville Junction, *Betty Worcester*, of East Corinth and *Valerie Howard*, of Milo were bridesmaids. Standing with the bridegroom was *Charles Artus*, of Milo. *Robert Worcester*, of Brewer, *Stephen Hamlin*, Milo, and *Larry Bell*, Derby, ushered. A reception was held at Community Hall, Derby.

Engineering Department

Our sympathy to the family of *Warren M. Norsworthy*, retired section foreman, who died at his residence in Limestone on Nov. 13. He was born in Houlton Jan. 19, 1905, the son of *William W.* and *Annie (Parker) Norsworthy*. Mr. Norsworthy retired June 1959 after 44 years of service.

He is survived by his widow, Mrs. *Pearle (Acheson) Norsworthy*; a son, *Earlon*, New Britain, Connecticut; three daughters, Mrs. *Patricia St. Amand*, Sanford, Mrs. *Carroll (Gloria) Knox* of Caribou, and Mrs. *Philip (Betty Ann) Thompson*, Billerica, Massachusetts; three brothers; three sisters; several grandchildren and one great-granddaughter. One of his brothers, *Albert*, is a BAR trackman.

Miss *Nancy Kennedy*, daughter of Machine Operator and Mrs. *Edward Kennedy* toured Europe during the month of November. She traveled through thirteen countries.

Retired Section Foreman and Mrs. *Louis H. Levesque* of Winterville, recently returned from a trip to Europe



Pictured with their son, Dr. *Patrick R. Levesque*, in Zurich, Switzerland, are Retired Section Foreman and Mrs. *Louis H. Levesque*, of Winterville.

where they visited in France, Switzerland and Italy. They were accompanied by their son and daughter-in-law, Dr. and Mrs. *Patrick R. Levesque* of Cumberland, Rhode Island. Upon their return they visited with their daughter Mrs. *Robert (Thelma) Guerin* in Lenox, Massachusetts, before returning home. Mr. Levesque retired from the Railroad Company Jan. 1968 with over 50 years of service. Mrs. Levesque retired this year as Postmistress of Quimby Post Office.

Our sympathy to Leading Signalman *Fred W. Bickmore* and family of Presque Isle, whose wife, *Geraldine*, died at a local hospital on Nov. 28. She was born March 13, 1934, in Oakfield, the daughter of *Angus* and *Sylvia (Springer) Burpee*.

Surviving are her mother of Oakfield; her husband; two sons, *Marvin* and *Donald*; two daughters, *Ruth* and *Susan*; and a brother *Alton Burpee* of Oakfield.

S&C Helper and Mrs. *Gerald McGuire* of Oakfield recently announced the engagement of their daughter, *Jerral*, to *Richard A. Rockwell*, son of Mr. and Mrs. *Colby Rockwell* of Winterport.

Miss McGuire attended Oakfield schools. Mr. Rockwell graduated from Hodgdon High School and served three years in the armed forces. He is presently employed at the K Mart in Bangor. A January wedding is planned.

Miss *Edna Dionne*, daughter of Mr. and Mrs. *Leo Dionne* of Clair, New Brunswick, Canada, recently became the bride of Trackman *Norman Babin*, son of *Flangerman* and Mrs. *Eddie Babin* of Fort Kent.



Mr. and Mrs. Norman Babin

Our sympathy to Roadmaster *Roland Tweedie* on the death of his brother, *Truman*, of Crystal, who died on Nov. 21 after a long illness.

Sp/4 and Mrs. *Rodney Kennedy* and son, *Jason*, of Fort Bragg, North Carolina, recently spent a 10-day leave with his parents, Machine Operator and Mrs. *Edward Kennedy* of Oakfield. Mrs. Kennedy and son remained in Oakfield. Mr. Kennedy will be discharged Jan. 21, 1973.

Mechanic and Mrs. *Frank Beaulieu* of Houlton are announcing the engagement of their daughter, *Wendy L.*, to *Andrew Willard Gavett, III*, son of Mr. and Mrs. *Andrew Willard Gavett, II* of Orono. Miss Beaulieu and Mr. Gavett are students at the University of Maine, Orono, and will graduate in June. A summer wedding is planned.

Just 40 years ago Thanksgiving Day, a group of five young men from Houlton High School earned national recognition for themselves, their school and their State. They comprised the Houlton High School cross country team, and with their coach, *Clyde Stinson*, traveled to New Jersey and won first place in the national interscholastic cross country meet. Recently some of the members of this team and Coach *Clyde Stinson*, who is now retired, were guests of the Houlton Rotary Club. Supervisor *Bridges* and Building *Garold Wiggins* was Captain of this championship team.

Traffic and Marketing

Richard Duplessis, son of Asst. General Freight Agent and Mrs. *Armand Duplessis* of Presque Isle, Sales Dept. has accepted a mathematical teaching position at Presque Isle High School. Richard was a 1972 graduate of University of Maine at Presque Isle.

Transportation Department

Retired Train Dispatcher, and Mrs. *T. B. Carleton* recently left for St. Petersburg, Fla, where they will spend the winter.

Watchman *H. C. Garcelon*, Searsport, served on the Waldo County Jury in October and Brakeman *Dean Fitzgerald*, Millinocket, served on the Penobscot County Jury in November.

Our sympathy to Conductor *P. E. Parks*, Bridgewater, on the recent loss of his wife.

Clerk and Mrs. *Dana Jewel*, Houlton, are receiving congratulations on the birth of a daughter, *Gail Lea*, at Houlton Dec. 7.

Miss *Mary Esther Ryan*, daughter of Conductor and Mrs. *M. F. Ryan*, of Island Falls and *James Michael Cunningham* of Benedicta were married Sept. 30 at St. Agnes Catholic Church, Island Falls. The Rev. *Valcourt Gilbert* officiated.

The bride, given in marriage by her father, had as maid of honor, Miss *Marcia Webb*. Best man was *Michael Qualey* of Benedicta. Ushers were *Greg Rush* and *Patrick Qualey* of Benedicta. A reception was held at the Fish and Game Club with music furnished by *Jack McFee* of Woodstock, N.B.

Following a trip to the coast, the couple are at home on Main Street, Patten.

The bride attended schools at Island Falls. The bridegroom attended schools at Benedicta and is a graduate of Katahdin High School at Sherman. He is employed with his father in a woods operation.

We were sorry to hear of the death of *Harold D. Marble*, 76, retired station agent, who died Nov. 13 at a local hospital after a long illness. He was born at Shirley, March 26, 1896, the son of *Ivory* and *Carrie (Huff) Marble* and was a member of the Molunkus Masonic Lodge. He was a veteran of World War I and was employed by the Bangor and Aroostook Railroad from May 7, 1917 until his retirement Dec. 10, 1966.

Surviving is his wife, Mrs. *Dorothy (Howard) Marble*; two sons, Dr. *Craig Marble* of Brownsville, Ore., and *Walter Marble* of Westminster, Mass; and nine grandchildren.

Funeral services were held at the Bowers Funeral Home, Sherman Mills and burial in Maine Veterans Memorial Cemetery, Augusta.

Eugene A. Hale Sr., 75, retired locomotive engineer died Dec. 8 at a Belfast Hospital. He was born at Fort Fairfield, Mar. 2, 1898, the son of *William* and *Ida (Twaddle) Hale*.

His Bangor and Aroostook service was from Jan. 5, 1918 until he retired Mar. 2, 1963.

Mr. Hale resided at Caribou before moving to Searsport 12 years ago. He was a member of the Brotherhood of Railroad Engineers and formerly a member of the Caribou Male Quartet. He was a well known tenor soloist and sang at State Fairs.



Miss Wendy L. Beaulieu

He is survived by his widow, *Margaret (Tozier) Hale* of Searsport; two sons *Eugene A. Hale Jr.*, of Presque Isle and *Bernard E. Hale* of Sioux Falls, S.D.; two brothers, *Harold Hale* of Caribou and *William Hale* of Florida; a sister, Mrs. *Evelyn Scully* of Olympia, Wash.; five grandchildren.

Funeral services were held at Young's Funeral home, Searsport Sunday Dec. 10. Burial will be at Presque Isle in the spring.

Car Service

Gloria Jean Adams, secretary Car Service Department, showed Pinewood Arabian Horse Farm's, Hermon, Maine., Arabian horses during the 1972 show season. With their two-year-old Arabian stallion, *Rome Silver Storm*, she received the Maine Horse Association Reserve Champion Model Arabian ribbon and the Maine Arabian Horse Association's Reserve Champion Model Horse. With Pinewood's mare, *Meadow Haya*, she rode to Reserve Champion Arabian English Pleasure in the Maine Horse Association and also Reserve Champion English Pleasure Arabian Horse in the Maine Arabian Horse Association. This was Pinewood Arabian Horse Farm and Gloria's first year of showing Arabians.

Gloria Jean Tozier, secretary in the Car Service Department and a MAINE LINE associate editor, and *Robert L. Adams*, a trainman for the railroad at Northern Maine Junction, were married Dec. 2 at the North Brewer-Eddington Methodist Church.



CMO Harold Hanson, right, and Reginald W. Johnson.

The ceremony was performed by the Rev. Keith Peterson. Best man was Richard Kenney, of Orrington. Matron of Honor was Mrs. Alan Pinkham of Hermon. Following a wedding trip to Florida, the couple is at home in Hermon.

Mechanical Department

Chief Mechanical Officer H. W. Hanson, right, congratulates Laborer Reginald V. Johnson, No. Me. Jct., on his retirement. Mr. Johnson was born July 1, 1905 at Rumford and attended Old Town Grammar School and Carmel High School. He entered service Jan. 19, 1952, as a laborer and also worked as a car repairer helper. He is a former member of the Carmel Board of Selectmen, having served for 20 years.

Mr. Johnson is married and has four children; Mrs. Carolyn Curlass of Brunswick; Edward Johnson, Elliot; Laurel Johnson, Carmel; and Mrs. Judith Clark, Syracuse, New York.

He and his wife, Olive, live in Carmel. Our sympathy to the family of retired Clerk Fred F. Gould who died Nov. 23, at a Bangor hospital.

He was born at Milo, Sept. 4, 1904, the son of Bert and Abbie Owen Gould. At the time of his retirement, Nov. 20, 1970, he was a clerk at No. Me. Diesel Shop. He was a member of the United Baptist Church of Milo, past master of Piscataquis Lodge of Masons, a member of the Rabboni Chapter, Milo, and the Aldworth Chapter of the Order of Eastern Star.

He is survived by his wife, Phyllis West Gould, of Milo; one son, Willis Gould of Ft. Wayne, Ind.; a daughter, Mrs. John Esther O'Brien of Hampden; two sisters and four grandchildren.

Miss Arletta Hill, daughter of Millman Gangleader and Mrs. Ralph E. Hill of Milo, became the bride of Norman L. Sullivan of Portland, Oct. 7, at the Park Street Methodist Church. The Rev. Kwan Lee, performed the ceremony.

The bridegroom is the son of Mr. and Mrs. Darrell N. Sullivan of Portland. The bride is a graduate of Milo High School and Maine Medical Center of Radiologic Technology, Portland, and is employed as a registered X-Ray Technician at Maine Medical Center.

The bridegroom is a graduate of Deer-ing High School and is employed as Sales Manager and Commercial photographer at Sullivan Cameracraft, Portland. A reception was held at the Derby Community Hall.

Following a wedding trip to Quebec City, Canada, the couple are residing at Forest Ave., Portland.

Our sympathy to Machinist Welder Frank F. Drake on the death of his father, Bruce F. Drake, 57, who died Nov. 30, at his home in East Dover.

Also surviving are a son, Bruce A., of East Dover; three daughters, Mrs. George (Mina) Quirk of Cincinatti, Ohio, Mrs. Shirley A. Conrad of Hamburg, New Jersey, and Miss Loretta Drake of East Dover.

Retired Painter and Mrs. Daniel Gilbert of Milo, recently observed their 50th Wedding Anniversary, and a reception was held in their honor at the Pleasant River Grange Hall.

Mr. Gilbert has been retired from the railroad since July 24, 1964.

They were married Nov. 30, 1922, at the home of her parents, the late Mr. and Mrs. Jerry Hoskins of Milo.

The couple have two sons, Roscoe, of San Diego, Calif., and Robert, of Centerville, Utah; three daughters, Mrs. Lloyd (Gertrude) Johnston of Milo, Mrs. Teresa Thompson of Warwick, Rhode Island, and Mrs. Barbara Bloodsworth, of Old Town.

On the Honor Roll for the first quarter at Penquis Valley High School in Milo, from the railroad family are:—

Sophomores - Honors, Lynn Grinnell, daughter of Budget Clerk and Mrs. Harold Grinnell of Derby, and Kim Lewis, daughter of Electrician and Mrs. Paul Lewis, of Milo.

Juniors - Honors, Susan Carey, daughter of Welder and Mrs. Galen C. Carey, Milo, and Karen Hanson, daughter of Chief Mechanical Officer and Mrs. Harold Hanson of Derby.

Seniors - High Honors, Ralph Clark, son of Welder and Mrs. Charles Clark of Derby.

Seniors - Honors, Shelley Lewis, daughter of Electrician and Mrs. Paul Lewis of Milo.

Electrician G. C. Folsom, Derby, has been a patient at the Eastern Maine Medical Center, Bangor.

Facts and Figures

	December		Twelve Months Ended 12/31	
	1972	1971	1972	1971
We received from:				
Hauling freight	\$1,223,600	\$1,098,846	\$13,059,693	\$12,164,278
Carrying passengers & express on our busses	23,593	22,968	280,872	292,246
Other transportation services	66,302	23,667	411,792	273,896
Net rental from freight cars and other equipment	446,446	583,733	4,944,470	4,584,771
A total of	\$1,759,941	\$1,729,214	\$18,696,827	\$17,315,191
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	368,510	305,165	3,767,913	3,444,557
Keeping locomotives, cars and other equipment in repair	369,670	410,723	5,114,435	4,376,693
Running trains, station and yard expenses	444,192	380,411	4,443,400	4,085,570
Pricing and sales of our services	34,313	27,455	341,480	314,119
Managing the business and keeping records	106,720	110,295	1,052,897	941,963
Payroll taxes	70,393	60,445	866,335	794,369
State and local taxes	19,537	36,279	366,070	385,172
Interest on borrowed money	126,735	108,833	1,432,429	1,347,194
Other miscellaneous charges - net	(21,213)	70,948	(109,527)	117,905
A total of	\$1,518,857	\$1,510,554	\$17,275,432	\$15,807,542
Our Pre-Tax Net Income (Loss) was	241,084	218,660	1,421,395	1,507,649
— Dividends received from our subsidiaries (excluded above)	—	—	555,000	150,811
— Gains realized from reacquisition of the First Mortgage 4 1/4 %, Series A Bonds (excluded above)	—	968,000	80,960	968,720
Pre-Tax Net Income (Loss) reported to the ICC	\$ 241,084	\$1,186,660	\$ 2,057,355	\$ 2,627,180

Mile Posts

45 YEARS SERVICE
Gerald E. Buchanan

35 YEARS SERVICE
George L. Kearney
Earle F. Kimball
John S. Porter, Jr.

30 YEARS SERVICE
Clair O. Wilmot

25 YEARS SERVICE
Clarence E. Caroll
Patrick A. Carroll
Norman D. Clark
Leroy E. Hersey
Arthur F. Larlee

Donald P. Rafford, Jr.
Charles R. Smith
Carleton L. Whittaker

20 YEARS SERVICE
Donald E. Andrews
Lawrence J. Boucher
Wilfred J. Deane
David L. Grant
Keith D. Greenlaw
Hilton L. Hersey
Philip E. Howard
Robert S. Libby
Carl L. Nickerson
Edwin L. Roberts, Jr.
Ernest E. Saunders
Paul A. Swallow

William J. Warner
Allen J. White
Rhodes A. White

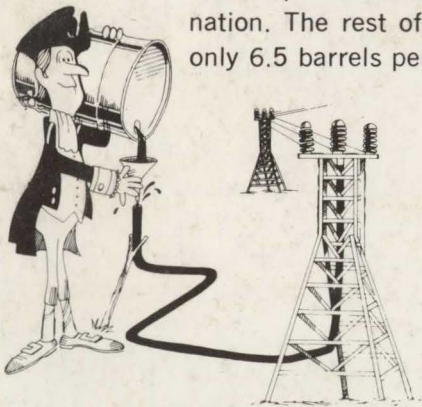
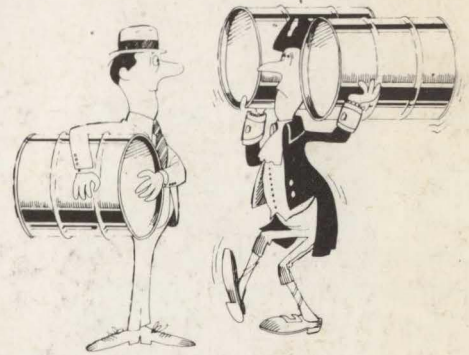
15 YEARS SERVICE
William E. Estes
Alice K. Titus

10 YEARS SERVICE
James N. Decker
Carl B. Francis
Glenn O. McMannus
Lawrence S. Veysey

5 YEARS SERVICE
Malcolm E. Davis

Will New England Lose Its "Cold War?"

The world's demand for residual oil continues to grow. If this demand outpaces our supplies we will face major energy cutbacks. New England will be hardest hit of all. It is now assumed that nuclear energy will carry much of the load by the 1980's, thereby forestalling disaster. But this could be a costly misjudgment. A decade ago we believed that atomic power would make electricity practically "free" by the 70's. The blackouts we now face each summer are, in part, a result of that belief. To plan for the future, we must rely heavily on known sources of energy — and, here in New England that means oil. Compare our per capita consumption of residual oil with other areas of the nation. The rest of the East coast, the second biggest user, consumes only 6.5 barrels per person each year. Here in New England the average is 11.8 barrels — nearly double!



Or compare the use of oil for the generation of electricity. The Middle Atlantic states use residual petroleum to produce 33% of their power — the South uses it for only 20%. Here the figure is over 67% — more than twice that from natural gas, coal, nuclear energy and hydroelectric stations combined. But utilities are not unique. Seven out of ten factories, office buildings, schools, hospitals

and apartments are heated or powered by this precious commodity. Though the seasons change, our needs remain — and continue to grow each year.

It is for these reasons that a guaranteed supply of residual oil is so important to all of us. Just to maintain our current 20-year supply, nearly one billion barrels of new oil reserves must be discovered by 1985. This is more than the total amount discovered since 1859 when the oil industry began. All this to keep all of New England running hard.



SPRAGUE ENERGY
C. H. SPRAGUE & SON CO.

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