
MAINE LINE

MARCH-APRIL, 1973

Railroads . . .
The Closest Thing to
Environmental Free Lunch



BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

You may think it strange that an entire issue of MAINE LINE is devoted to the environmental implications of railroads when many of our readers and railroad people are, presumably, already knowledgeable about such things. There are two reasons for this effort: (1) More than two-thirds of our readers are not railroad people and (2) we need railroad people to sell the concept of railroads as a transportation mode of light environmental impact to legislators, educators, concerned environmentalists and almost anyone else who will listen.

The points we talked about in this issue are of great significance to Americans of the 1970s. Most people tend to think of railroads in terms of when they last rode a train (we have notoriously short human memories) but, as railroad people, we know how deeply railroad transportation reaches into our lives, from the automobiles we drive to the food we eat.

We have pointed out that we're simply running out of room to build more highways for more and more automobiles and more and more trucks; that the demands on our fuel reserves are growing while the supply of fuel is shrinking at an alarming rate; and that the railroads can move freight four times more efficiently than its closest competitor in overland transportation while creating only one-fourth as much air pollution.

In short, we have arrived at a point in our history as a society and as a people when we must question the pioneer ethic which regarded nature as something to be wrestled to the earth and natural resources as something to be converted into treasure as quickly as possible. It means, I think, that we must begin spending our resources...whether land, iron and minerals, or energy...with care and with the sure knowledge that they are finite resources with measurable limits.

It is unfortunate that we, as railroaders, should make these observations ourselves for it makes these truths seem only self-serving. It's true that we do speak in terms of self interest. But that should in no way reflect on the credibility of the great promise the railroad industry holds for helping us solve some grave environmental problems. This industry can make as great a contribution to the 20th century as those early roads did in the development of the America of the 19th century.

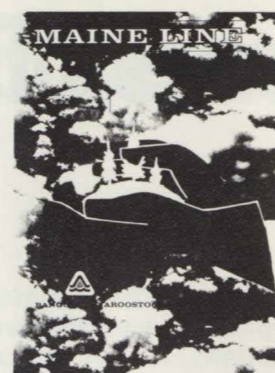
We do not speak alone, though. As respected a scientist as Dr. Barry Commoner speaks of greater use of the railroads in his book THE CLOSING CIRCLE, pointing out the inherent efficiency of energy consumption per ton mile and lesser air pollution from railroads. There is underway, too, an effort on the federal level to tap the sacrosanct Highway Trust Fund to develop a modern mass transit system. And a growing number of individual Americans are expressing their disillusionment with a system whose economy is tied to the manufacture of more and more motor vehicles and the construction of more and more highways.

It's a pity that our preoccupation with the new makes us so casual about tools that have been tried and found to be sound. Perhaps railroads were invented 150 years too soon. For if they had been invented yesterday they would surely be hailed as a great solution to moving masses of people and goods without disturbing the environment very much.

As Dr. Commoner points out, there's no such thing as an environmental free lunch. But railroads are the closest thing to it.

Sincerely,

Alan Austin



About the Cover

Artist Chuck Cronin, one of the design team who did the railroad's new logo, is the creator of our 'environmental' cover, tying together the concept of our growing awareness of the environment and the contribution railroads and railroad people can make to the goal. (See stories on pages 4, 7, 10 and 12.)

In This Issue

Railroads....The Closest Thing to Environmental Free Lunch	4
Railroads....A Good Way to Use Land	7
An Environmentalist Looks at Railroads	10
A Man In Harmony with the Environment	12
Safety: 'It Was A Very Good Year'	15
Piggyback Grows and Grows and Grows	18
Burying the Hatchet	20
A New Advisory Council is Named	21
Departments	
Mileposts	19
Moving Up on The BAR	22
In the Family	22
Facts and Figures	27

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NEWS BRIEFS

Increased Mileage and Per Diem Rates

Increased rates on mileage and per diem for boxcars were placed in effect March 1 by the Association of American Railroads Committee on Car Ownership. The move means that the Bangor and Aroostook will earn approximately \$400,000 more for car hire in the next 12 months than it did in 1972.

The BAR is a "credit" road, which means that it takes in more dollars for the use of its own cars on foreign roads than it pays out for use of foreign cars on its lines.

ICC Proposes Extension of Incentive Per Diem

The Interstate Commerce Commission has also proposed that the incentive per diem program, which has been in effect for six months of each year for the past two years, be expanded to include the whole year. The purpose of the incentive per diem assessment is to encourage purchase of new boxcars or the rebuilding of old general purpose boxcars. The money may not be used for any other purpose. The Bangor and Aroostook has used funds for rebuilding 35 boxcars and for the purchase of 200 new boxcars.

If the ICC does order the incentive per diem charges to be assessed on a 12-month basis, it will mean an estimated \$700,000 that the Bangor and Aroostook could use for purchase or rebuilding of boxcars.

Tentative Wage Agreement Made

The National Railway Labor Conference, bargaining agent for most U. S. railroads, and a joint committee representing the National railway labor organizations have announced a tentative agreement which would settle pension, wage, health and welfare matters through Dec. 31, 1974.

It would raise wages and benefits by about 10.7% during the 18-month period. It would become effective July 1, 1973 if ratified by the unions and appropriate action is taken by Congress to amend the Railroad Retirement Act. It is the first time in the industry's history that an agreement has been reached on all pending issues in advance of any deadline.

If ratified, the settlement will cost the Bangor and Aroostook an additional \$800,000 in 1974.

Railroads ... The Closest Thing to Environmental Free Lunch



Railroads, long the "disadvantaged" of the transportation industry, have the tools to correct many of the environmental abuses that the public demands be righted. Railroad facilities, like the BAR's Northern Maine Junction facility pictured here, do not interfere with travelers using public facilities. Air pollution from railroad is one-fourth of that of highway carriers and rights-of-way are privately-maintained.

Anyone who thinks there isn't a strong public mandate for environmental reform just hasn't been listening.

Maine has turned thumbs down on three oil refinery proposals in as many years, one oil storage facility and an aluminum manufacturing plant. Most recently, environmentalists have challenged a bona fide agreement between a state agency and the Great Northern Paper Company to exercise a cutting rights agreement of long standing in a remote section of Baxter Park and appear to have made it stick.

Clearly there is, in the winds of change that are sweeping the country and the state, an irresistible force to clean up the air, the water and the land itself. The environmental movement is an idea whose time has come. The company that doesn't understand that phenomenon will leave its bones bleaching in the wake of the next decade.

Railroads, which have been the "disadvantaged" of industry for so long, find themselves in the ironic position of having the tools to correct many of the environmental abuses that the public is demanding be corrected but lacking the financial base and governmental support to translate it into reality.

Consider what's happened to us in less than 50 years. We've glamorized air transportation and only occasionally do we recognize the perennial financial loss that's become a fact of life with the airlines. And the federal subsidies that have resulted have become a fact of life.

We have promoted the automobile as a toy to our young people, ignoring the fact that it starts them out in life in debt (a condition that continues to the

grave), surrounds our cities and towns with rings of rusting metal and contributes (with trucks) something like 60% of our air pollution. Our dedication to this unparalleled personal mobility is personified by the automobile and has uprooted our culture and changed the whole structure of our society.

When the trucking industry was developing, it enjoyed the paternal protection of government...and still does even though trucks now move 22% of the total intercity freight in the United States. Trucks enjoy the use of public highways at a very nominal cost while competing with railroads which own and maintain their own rights of way. As a comparison the trucking industry spends an average of 5% of its revenues (through taxes) for right of way. The average for railroads is 30%.

All of this is part of the reason we got where we find ourselves today...with foul air, a countryside that is being paved for highways at the rate of 236,800 acres a year and cities that are being choked with vehicular traffic. But experience is what keeps us from reinventing the wheel and it should remind us that the railroads...that 150-year-old invention...have the elements of salvation for the cumulative abuses of the past 50 years.

Encouraging to railroad people who have seen their companies eclipsed by the shadow of government-favored transportation is the attention railroads are receiving from environmental thinkers. In his book, *THE CLOSING CIRCLE*, Dr. Barry Commoner refers to the ecological cost of the displacement of railroad freight haulage by trucks. The energy required to move one



The tracks pictured above (the BAR yards at Oakfield) could handle the estimated 58,000 truckloads that move out of northern Maine with more efficient fuel consumption, less pollution and at less cost than by any other mode. Only about 18% of the total is estimated to move by common carrier trucks...motor carriers which have the same public interest obligations that the railroad has and who leave a lot of their dollars in the towns they serve.

ton of freight one mile by rail, he says, averages about 624 British Thermal Units of energy while for trucks to move the same amount required 3,460. This means, he adds, that trucks burn nearly six times as much fuel as

the railroads and emit six times as much environmental pollution.

At the same time, he says, the amount of power needed to produce the cement and steel to lay down a mile of four-lane highway is 3.6 times the power needed to



Mechanized track crews, like the one pictured, have increased the efficiency of track maintenance but it's an unequal contest when compared with roadways that are built and maintained with tax dollars. From an environmental point of view and for the sake of conserving fuel a reordering of transportation priorities back to the railroads has a great deal to recommend it.

produce the steel track for comparable rail traffic. The displacement of rail traffic by automotive vehicles, not only for freight, but also for passenger travel, has intensified the environmental impact per unit of economic good, he concludes.

Other studies, more conservative than Dr. Commoner's findings, indicate that railroads move four times as much freight per unit of fuel and emit only one-fourth as much pollution. For cargo aircraft the rate of fuel consumption per ton mile is 125 times greater than for railroads. Even taking into consideration the discrepancies between the studies, the records show that in 1971 the railroads bought only half as much fuel as was purchased for highway diesels and moved 75% more ton miles.

With increasing pressure being placed on the reserves of fossil fuel because of energy needs, common sense demands that the largest share be allocated to that mode of transportation which uses it most efficiently and creates less damage to the environment.

In our own area it's estimated that trucks move more than 58,000 loads out of northern Maine that could be handled by rail...with more efficient fuel consumption, less pollution and, although it is not relevant here, less cost. All but about 18% of this total is estimated to move by private carriers, not the common carrier motor carrier with a public interest obligation.

No one is suggesting that all surface transportation be diverted to rail. But it does make a great deal of sense to set some priorities among the modes. It is absurd, from an environmental point of view and for conserving energy, to use motor carriers for long distance transportation. Railroads do the job better and more efficiently.



This grading crew was working near Portage during the construction of the Fish River Railroad (later to become the BAR's Ashland Branch) when this photograph was made just after the turn of the century. The last tree that was felled to build the BAR struck the earth 62 years ago. The tree most recently felled to build highways in northern Maine came down today.

Railroads...A Good Way to Use Land

Land is fast becoming our most precious national resource. Even in Maine, where both the wealth and the ugliness of the 20th century have often been slow to catch up, we're feeling the crunch of people competing not only for living space but space just to breathe.

Yet, to build highways we continue to gobble up this precious resource as though the forces of Creation were still making it.

Environmentalists are "discovering" that railroads can cut air pollution from transportation sources and that the same 150-year-old principle of steel wheel and steel rail can also mean fewer square miles of our dwindling living space being paved with asphalt and concrete in the name of progress.

To place the matter in a different perspective, the Bangor and Aroostook occupies approximately 5,170 acres of land. The last tree that was felled to add to our system struck the earth 62 years ago. Just main highway arteries (I-95, portions of Route 1, 2, 11 and 163 only) that serve generally the same area we do between Northern Maine Junction and the Canadian border occupy about 11,000 acres. The tree that was felled most recently to add to it came down today.

And the mindless plundering of the forests and countryside shows no indication of diminishing. The present Interstate 95 system is being pushed to completion to Houlton with the addition of another lane. There is already talk of pushing another

expressway to northern Aroostook.

Since 1955, land occupied by highways has increased an average of 370 square miles a year nationally. That amounts to 236,800 acres a year. It's also 45 times as much land as the Bangor and Aroostook occupies and 11 times as much space as is taken up by the main highway arteries of our area. The rights of way for streets and roads now occupy more than ten times as much land across the continent as railroads do. At this moment, we have one linear mile of highway for every square mile of land between the two oceans.

Clearly, we're doing something wrong.

Time is running out on the pioneer mentality whose thrust was only to subdue the wilderness



While the nation's railroads are being used to only about one-third of their capacity, highways like I 95, pictured above, are becoming increasingly congested with trucks and automobiles. The spaghetti bowls of urban highways comprise only 14% of the Interstate system yet account for 45% of the total costs. The human costs we pay for increased use of automobiles and trucks must be counted dearer than just the dollars the indulgence costs us.

and extract the treasure from the land. A century ago, when there were still vast, unpeopled plains and forests that stretched to the western horizon, the land seemed limitless. But the message that we have now reached the limits of exploitation of our land is abundantly clear.

One of the monumental stupidities of this decade may well be that the handwriting is there for all to see; we have acknowledged the message. Yet, our headlong race toward ecological disaster with the automobile/internal combustion engine culture continues unabated.

As one government official put it, we are in danger of becoming one big spaghetti bowl of highways. We are producing automobiles one-and-a-half times as fast as we're producing people. (We have, at least, acknowledged the need to limit population growth and have slowed the birth rate.)

The automobile occupies space in our cities and countryside that is needed by people. In city after city across the country precious land used to store and operate motor vehicles is second only to housing space... 40% for homes, 28% for motor vehicles.

Automobiles are slowly strangling cities, uprooting people and compressing vital living area. (It is suggested that the root cause of much of the violence of our society is the result of urban crowding.) In Denver, of the 338 acres that make up the downtown core, 150 are devoted to the automobile. Some 40% of Boston's downtown business district is just for cars. The figure for Los Angeles is a whopping 50%.

Not only do highways and motor vehicles spew tons of pollutants over the landscape every year; THE WALL STREET JOURNAL points out that the new high-

ways we build consume valuable real estate and wipe millions of dollars off the tax rolls as well as displace 50,000 people from their homes every year.

These are all human costs which must be regarded as a dearer price than just the dollars that we pay for our preoccupation with the automobile culture. But there is also a dollar value which must be noted. In the cities where mass transportation is a top priority need, those growing spaghetti bowls of urban highways comprise only 14% of the total interstate system yet account for 45% of the total cost.

Of course, there's an answer to the problems caused by the automobile culture and the railroads are part of it. While highways are increasingly congested with trucks and automobiles competing for existing space, the railroads of the country are being used to only about one-third of their capacity.



Just the principal highway arteries in Aroostook and Penobscot counties that serve the same general area served by the Bangor and Aroostook occupy twice as much land as occupied by the railroad. Nationally, we have one linear mile of highway for every square mile of land in the country. And we are producing automobiles one-and-a-half times faster than our population growth rate. Clearly, this writer says, we're doing something wrong.

The congestion of cities by automobile traffic demands viable and modern mass transit systems for moving people. As a "for instance", a moving car with a safe buffer zone occupies about 800 square feet of highway. Statistically, it is known that each car on such an expressway carries 1.7 persons. It takes only one six-car, double-deck commuter train to equal a full mile of three-lane expressway filled to capacity with automobiles in passenger-carrying capacity. In terms of land use, pollution and utilization of energy, the railroad wins hands down.

People who study such things predict that our freight traffic needs will double by 1985. Unless the railroad potential is tapped to move a much larger share of this traffic, more highways must be built, more homes taken and more grass and trees replaced by concrete. We do still have an alternative: by using

existing technology, railroads can increase their capacity seven times without requiring more land.

Besides diverting us from a collision course with ecological catastrophe, such utilization of railroads would have some other benefits. In the area of highway safety, the National Transportation Safety Board has estimated that a shift of as little as 4.4% of the motor carrier share of surface transportation could mean saving 553 lives a year and preventing 7,302 persons being injured in highway accidents.

A lot of things will have to happen, of course, before logic overcomes the economic and advertising pressures of automobile and truck manufacturers, highway builders and industries that have a financial stake in fostering the malignant growth of the internal combustion engine. The Federal Highway Trust Fund, which has long been the sacred treasury of the highway builders,

auto and motor carriers, must be tapped to develop a truly modern mass transit system for urban areas. And the railroads, which have long been discriminated against by government in favor of "developing" motor carrier and air transportation industries, must be helped to a sound financial base and plant.

There has been, in the public awakening to the dangers of pollution and the squandering of our natural resources, an unfortunate implication that all conservationists are environmental militants. But conservation, as viewed by the majority of thinking Americans, doesn't mean a return to an agricultural society and wood stoves.

It does mean setting priorities in transportation and the utilization of our resources. Certainly revitalizing the railroads of the country and using them when they do the particular transportation job best is a vital first step.



A BAR conductor (background) gives No. 7's engineer a highball as the railroad's crack passenger train to northern Maine prepares to leave Bangor's Union Station in the mid-Fifties. Both the train and the station are gone, but an increasing number of Americans are becoming convinced they made a bad trade-off in spurning trains for more automobiles.

An Environmentalist Looks At Railroads

By Ken Buckley
Staff Writer
Bangor Daily News

As far as one environmentalist is concerned fast public rail transportation is the answer to playing "road roulette" over the holiday weekends when motorists take their lives in their hands.

For Frederick C. Pitman, director of the Air Quality Control Bureau of the Department of Environmental Protection in Maine, public rail transportation is something that he and perhaps many other people would like to see in full operation.

The rebirth of public transportation would, of course, see a reduction in pollution from automobiles, is the way Mr. Pitman assesses such a proposition. It also would bring with it increased side benefits for consumers, notably by reducing lost time in travel.

Mr. Pitman recalled the days when he traveled the rails while a student between Brunswick and Boston. He knows only too well the ease in which a traveler could disembark from the train at Boston and fully avail himself of the public transportation at his disposal at the terminal.

But today, he compares the trip, as do many motorists, with a preliminary to an attack. "How do I get to Boston alive?", he says many think before striking out along the automobile-congested highways in the heat of a summer day.

Likewise, he looks askance at the air situation whereby an air traveler arriving in Boston may find himself riding to Portland and Bangor and then back to Boston, leaving the sole alterna-

tive of reaching home by bus. "One of my boys had to do it and finally arrived home four hours late."

The start of such rail service, he believes, could begin by railroads utilizing existing track with the possibility of eventually relocating the beds into straighter runs. The viability of such a road would of course have to include stops at Portland, Lewiston and Auburn, he said.

Touching on freight haulage, Mr. Pitman said "I think the bulk of freight should go by rail, although a customer may have quicker service by truck and consumers feel that it is more expedient to use trucks. They do however raise the devil with highways and under awkward conditions are difficult to anyone else on the road.

"Granted, the truckers claim they are giving better service. But, at the same time, you are paying for that service and it's the consumer who eventually picks up the tab on it," he continued.

In a nutshell: "Certainly if they put freight on the rails you leave the highways available for the guy who is paying the way..."

While he does not consider Maine's transportation condition "nearly as critical" as larger

metropolitan areas, it appears that eventually Maine will have to face the situation and seriously consider either more highways, or a railway coach.

However, he points to the Boston area where there has been much excitement over a super-highway that offered chances to

bet against the other guy on how fast he could get from here to there. The story had a different ending: "If you've ever ridden over the Mystic River Bridge between 3 and 6 pm, it's still a matter of taking a tranquilizer, buckling up and muttering a prayer."



These children, who are part of the majority of American children who had never ridden a train, are rapt with the experience of their first train ride under the watchful eye of BAR yardmaster Jim Steeves, Northern Maine Junction. A whole generation of Americans is reaching maturity without knowing the pleasures of rail travel, a trend that bodes ill for the environment.

A Moment of Truth

Sunday, March 25, was a bright clear day with spring in the air. The temperature nearly made the 40 degree mark causing snow to melt and made frost heaves in highways and roadbed easier to tolerate. No one would really have blamed Engineer Eleazer Carver, at the throttle of Train No. 41 northbound, Engineman Gary Karam and Brakeman Richard Carr, if they had put the thump felt on the floorboards at Milepost 91.50 near Millinocket down to spring track conditions. But Engineer Carver is a seasoned and conscientious railroader and he immediately radioed Millinocket that his train had hit something that could possibly have been a broken rail, an experience he's had once before. The dispatcher immediately notified the Northern Maine Junction Turnaround job to reduce speed to 5 m.p.h. at this point. When Section Foreman Clair Cain reached the scene, he found that a piece of rail 3½ inches in length had been broken off the end of the rail. Supt. H. P. Lee said that the broken rail could have caused a serious derailment before the regular track patrol detected it if it had not been for Eleazer Carver's alertness, and that of his fellow crew members. All of which goes to prove that it's people who make railroads and companies successes or failures.

A Man In Harmony with the Environment



Blaine Lambert is that rare breed of man who lives totally at peace with the environment, not taking more from it than he needs to live nor regarding the works of nature with anything less than reverence. The quality that perhaps makes him most conspicuous in the society of 1973 is his stubborn dedication to principle. He pauses, above, by the banks of the North Branch of the Meduxnekeag River during the daily swing of his trap line.

Blaine Lambert isn't a railroad man. His only connection with the Bangor and Aroostook is that he has occasionally helped the road by trapping troublesome beaver who flood tracks and sometimes cause washouts with their dams. But his lifestyle is very relevant to a company that's concerned with man's relationship with the natural world, for Blaine Lambert is a man who lives in almost perfect harmony with nature.

By profession and inclination both, this stocky, soft-spoken man is a beaver trapper. There aren't many of his kind left. And, while the calling may sound like an inconsistency to armchair nature lovers, it is, in practice, very much a part of the natural scheme of things.

He would never, for example, trap out an entire colony of beaver which could number as many as five of the animals. Instead, he'll try for two of the largest and "leave the rest for seed."

"I trap within a 30-mile radius of Houlton," he explains. "I intend to be trapping this area for a long time to come and it wouldn't make any sense to clean out whole colonies just for the short-time gain."

The only exception he makes to the rule is when a beaver colony has caused trouble with the nearby railroad tracks or road.

"I love beaver trapping," he explains with a grin. "I'd love it even if there weren't any financial reward. That's just the frosting on the cake. I love the woods and that's part of it. There isn't a day when I don't look forward to going out."

Those who are concerned about this ubiquitous fur bearer's future might be reassured if they followed Blaine Lambert on his trap line. A day on the trail, during which he'll tend maybe one-fourth of his 66 traps, can well stretch into ten hours. He'll frequently have to chisel through 18 inches of ice to check each set. And, whether he takes a beaver or not, he rebaits the trap using fresh poplar.

It's usually after dark when he loads the snowsled he uses for the trap line into his pickup truck and heads home. He may have also skied three or more miles during that day on the trail,



Open water during the month of January is a rare phenomenon in northern Maine, but Blaine Lambert would be wearing the hip boots in any case. They come in handy here, though, as he lifts a beaver from the icy waters of the river. He'll frequently have to chisel through 18 inches of ice to tend his traps.

crusing for beaver signs in places where his homemade, seven-foot skis are easier to handle than the snowmobile.

After dinner, he'll skin and flesh his day's catch. If he's had a good day, he won't be able to complete the job in a single evening. Even though his deft hands can skin a beaver in 12 minutes, the fleshing of the hide takes an hour to an hour and a half. It's a part of the process that must be done with great care for a knife cut in a "blanket" can wipe dollars from the cured pelt.

The skinning is done on the kitchen floor and he usually fleshes the hides in front of the huge fieldstone fireplace he built himself in the living room of his house. He remarks, with a wink at his wife, that in 25 years of marriage they've developed a very understanding relationship.

When he finishes the day's work, it will be at least 11 at night. He will have been working, with time out for a quick lunch on the trail and the

Blaine Lambert whets his blade to a razor edge as he prepares to flesh a beaver hide before the television set at home. The process will take an hour and a half. He remarks with a wink at his wife, Pam, that they have developed a very understanding relationship in 25 years of marriage.



dinner hour, from 16 to 18 hours. One good reason why beaver are in little danger, from trapping at least, is that it's plain, long, too hard work to be appealing to many people.

"I've got a strange disease," he says, a grin splitting his leathery face. "If I don't work like hell, I don't feel good. If I do, I feel like I'm 18 years old."

Nothing is wasted from Blaine Lambert's labors. The beaver's scent glands, the castors, are removed and dried. They'll be worth \$10 a pound in the spring to a manufacturer of perfumes. The hide will be fleshed with infinite care and tacked on a stretcher for sale to a fur buyer in the spring. The carcass will be worth 75 cents to some sporting camp owner for bait. A dedicated organic gardener, he'll save enough of the carcasses for himself to plant one under each hill of squash.

"You never saw such squash as a beaver carcass will produce," he says.

The Lamberts eat out of their garden all summer and fill their freezer from it for the winter. No chemicals will ever touch his crops. His only concession to the 20th century is a small rototiller. In the spring, he'll pick bushels of fiddlehead greens...the emerging head of the ostrich fern...and he and his English-born wife will freeze them.

Perhaps the quality that makes a man like Blaine Lambert most conspicuous in a society where expediency and the fast buck sometimes appear to be the dominant values, is his stubborn dedication to principle. If he gives his word, it's as good as a signed contract. He also feels strongly that it is unnatural and unhealthy for people to be exposed to chemicals most of us consume unknowingly in our food and drink. He never uses sugar as a sweetening, preferring

honey because it's a natural food. And when the town of Houlton began to fluoridate its water supply, Blaine Lambert stopped using city water and had a well drilled because he felt the additive violated some personal rights. There aren't many who feel that strongly about principles. And perhaps there never have been.

He'll be 60 in April, this muscular man with a face weathered to a permanent tan by 50 years of living in intimate contact with nature. He expects no free lunch from the life he has chosen for himself.

"Out there in the woods," he says softly, "there aren't any problems. It's people who make problems. If I get into trouble out there, I know it's my own fault."

But how long, one asks as delicately as possible, can a man follow such a vigorous calling before nature demands the principal and interest for a lifetime of strenuous living.

As a finish carpenter, his training and natural inclination have made this man deliberate and he answers the question with the same care he'd exercise to make a mortise joint.

"I was sick a year ago," he says, weighing the words carefully. "The doctors told me not to trap any beaver, not even to skin one. And for a month I took pills that cost \$12 a bottle and gave me nightmares. I watched television. I studied. I drew a set of plans for a house. And I damned near went crazy. At the end of the month I started trapping again. I took it easy, didn't lift much and caught and skinned 48 beaver.

"There's 125 game wardens in the State of Maine. And someday one of them is going to earn his money because he's going to have to bring me in. I'd a hell of a lot rather die doing something I like than sitting in my living room being scared."



Safety: 'It Was A Very Good Year'

The Bangor and Aroostook brought employees from the length of its system here March 12 to honor them for the best safety performance the company has had since it began keeping records in 1951. The group of 55 met at a Bangor restaurant to receive trophies and commendations.

In making the awards, Executive Vice President Alan Dus-

tin told the group that safety is a difficult goal and that the good performance reflects the individual efforts of employees. The road has won the railroad industry's prestigious E. H. Harriman medal for employee safety nine times and the top National Safety Council award six times.

Conductor Glenn Jones, Engineman Gary Karam, and Station agent Rayno Cote accepted

the Executive Vice President's Award for the Transportation Department. The award is given the department with the best safety record compared with other New England railroads.

Trackman Beverly Smith accepted the Vice President-Operations Award for the Engineering Department for the most improved safety performance.

Crane Operator Donald Mor-



Station Agent Rayno Cote, Ashland, accepts the Executive Vice President's Award for employees of the Transportation Department from Alan Dustin, left. Pictured are Dustin, Engineman Gary Karam, Conductor Glenn Jones, Cote and Asst. Supt. L. S. Milton. A group of 55 employees from all over the system (left photo) met at a Bangor restaurant March 12 to mark the company's best safety performance since it began keeping records.



Trackman Beverly Smith, second from left, is congratulated by Assistant Chief Engineer Gordon Duncan, right. Smith and Signalman Frederick W. Bickmore, second from right, accepted the Vice President-Operations and Maintenance Award from L. W. Littlefield, left, for employees of the Engineering Department.

rison accepted an Award of Merit for Purchases and Stores employees who have had no lost-time injuries since 1965.

Bus Operator Guy J. Crandall accepted an Award of Merit for employees of the Highway Division who have not had a lost-time injury in more than 17 years.

Chief Engineer Awards were accepted by Beverly Smith, representing the employees of

maintenance of way division 1 and Signalman Frederick W. Bickmore, representing signals and communications employees.

Chief Mechanical Officer Awards were accepted by Car Inspector Albert Burke for employees of the Northern Maine Junction car repair facility who have not had a lost-time acci-

dent since 1965 and Machinist Homer Johnson, representing employees of the machine and blacksmith shop at Derby.

Superintendent of Transportation Awards went to Conductor Hamel Caron for the conductors and trainmen of districts 2 and 3 and Engineman Wayne E. Duplisea for the enginemen of district 1.



Above, left, Engineman Wayne Duplisea, second from left, accepts Superintendent of Transportation Award, from H. P. Lee for the enginemen of District 1. Also pictured are Traveling Engineer Tim Ryan and Trainmaster Frank Larlee. Lower left, Conductor Hamel Caron, center, accepts Superintendent of Transportation Award for conductors and trainmen of Districts 2 and 3, from H. P. Lee. Trainmaster Keith Greenlaw is pictured at right. Above, Signalman Frederick Bickmore, right, accepts Chief Engineer's Award from Assistant Chief Engineer Gordon S. Duncan.



Foreman Alan Hearn, second from left, accepts Award of Merit for employees of the Purchases and Stores Department who have not had a lost-time injury since 1965. Pictured, from left to right, are L. W. Littlefield, Hearn, Assistant Manager Purchases and Stores Harold Mountain, and Crane Operator Donald Morrison.



Bus Operator Pat O'Connell, second from left, accepts an Award of Merit from Vice President-Operations and Maintenance L. W. Littlefield as Guy J. Crandall, third from left, and Manager of the Highway Division S. F. Corey watch. The employees of the Highway Division have not had a lost-time injury in more than 17 years.



Trackman Beverly Smith, center, accepts Chief Engineer's Award from Vinal J. Welch for the maintenance of way employees of District 1 for their 1972 safety record from Vinal J. Welch. Also pictured is Roadmaster L. J. McMannus.



Machinist Homer Johnson, third from left, accepts a Chief Mechanical Officer's Award for employees of the machine and blacksmith shop at Derby for their safety record in 1972. Pictured, left to right, are CMO Harold Hanson, Master Mechanic Charles Burgess, Johnson, and Foreman Henry Williams.



Car Inspector Albert Burke, third from left, accepts Chief Mechanical Officer's Award for employees of the Car Repair Facility at Northern Maine Junction who have not had a lost-time accident since 1965. Pictured, left to right, are Hanson, Burgess, Burke, and Foreman Stanton Andrews.





A Sea-Land trailer is loaded onto a rail piggyback flatcar at Northern Maine Junction by a Fox & Ginn trailer. It's among the first truly intermodal shipments from Potato Service, Inc. of Presque Isle that will reach its destination in Puerto Rico moving by rail, highway and sea.

Piggyback Grows and Grows and Grows...



Car Repairers John P. Withee, left, and Leland Nowell, right tie down a Sea-Land trailer at Northern Maine Junction as Fox & Ginn Driver Carl Hammond watches.

The Bangor and Aroostook's piggyback traffic has not only doubled in the past 12 months, it has taken on a truly intermodal character for the first time. Norman J. Tardif, vice president-in-termodal services, says the railroad has begun to handle Sea-Land shipments in its piggyback traffic. The traffic, frozen foods in special containers from Potato Service, Inc. in Presque Isle, is moved by rail to Northern Maine Junction, by common carrier truck to Boston and from Boston to Puerto Rico, its final destination, by sea.

Tardif said that the piggyback business is expected to double again in 1973, with paper shipments leading the list.

The breakthrough in the railroad's piggyback business came, not as a result of any new physical capability, but because of rates published jointly with common carrier truckers like Fox & Ginn and Nelson Freightways, who connect with the railroad at Northern Maine Junction. The establishment of piggyback rates with either motor carriers or other railroads has been a slow and uncertain business and it wasn't until the railroad established Plan 5 (rail-common carrier truck) rates to points in Massachusetts, Connecticut, Pennsylvania, New Jersey and New York that the traffic began to show a dramatic increase.

"The difficulty in establishing competitive piggyback rates among New England rail carriers points up the basic problem that confronts the roads in establishing their rail rates and, indeed, their whole competitive position," says Alan Dustin, BAR executive vice president. "The pie

is too small for each road to have a piece large enough to support its own separate plant and management. If there were a single carrier between Northern Maine and Boston, service and rates would open up a great potential for piggyback, perhaps even in the area of fresh potatoes."

Even though there isn't enough money in piggyback for three rail carriers to share the pie, it's an attractive proposition with a single rail carrier and a single motor carrier. Norman Tardif hastens to point out that none of the piggyback loads in either the paper movement (50% of the total piggyback) or the processed potato movement (23% of the total) are competing with the railroad's own carload traffic. The piggyback loads are ones that the railroad would not have in any case and in the past 12 months the business has made a healthy contribution to the railroad's revenues.

The most recent points added

to the piggyback business have been in Pennsylvania, New Jersey and New York with Nelson Freightways. The latest addition has a potential move of 20 trailers a month, Tardif says.

The railroad also moves pre-fabricated log cabins, starch, chemicals and steel buildings by piggyback and Tardif feels that there is considerable potential for growth.

"We know there are 7,500 trail-erloads of frozen foods leaving northern Maine now and we view this as potential," Tardif says. "We're somewhat handicapped by a shortage of equipment but we've leased more trailers and eased the situation some. We expect this business to grow. But the really big breakthrough could come with a consolidated rail movement to Portland or Boston and then put the equipment on the ground. At this point we could seriously consider piggybacking fresh potatoes."

Mile Posts

45 YEARS

Harold A. Nice
Elmer W. Ryder

35 YEARS

Sanford C. Genthner
Paul E. Hayes
John S. Porter, Jr.

30 YEARS

James H. Fraser
G. Glenn Henderson
Theodore S. Jay
Lewis J. Marks
Gerald E. Piper

Alfred Thibodeau

25 YEARS

Joseph G. Boucher
John M. Butler
Frederick C. Cain
Eleazer Carver III
Allen L. Cole
Philip B. Cole
Roland Corbin
Kenneth C. Greenlaw
Glenn W. Jones
Laurel R. Littlefield
Alfred N. Nelson
Maurice Raymond

Harold Robinson
Clement A. Ryan
Sandy C. St. Peter
Joy P. Smith

20 YEARS

Philip G. Corneil
Harold C. Garcelon
J. Charles Hickson
Austin S. Kinney
John A. Lajoie
William T. McDonald

15 YEARS

Edwin J. Berry
Sanford C. Genthner, Jr.



The railroad telegrapher's automatic key, now part of the past, and a Maine common carrier truck symbolize the community of interest expressed in the organization of the Maine Rail Truck Common Carrier Association. The group, composed of the two Maine railroads and four Maine-based common carrier trucking companies, will work for the strengthening of the common carrier system in Maine.

Burying The Hatchet

It's been almost a tradition in Maine that the only posture between railroads and trucks should be one of unwavering hostility. The confrontations have been biennial affairs that usually coincided with the convening of the legislature.

The brouhahas were monotonously predictable and spilled over onto the pages of the newspapers with all the stylized drama of a professional wrestling match.

But attitudes change. Conditions in the Maine transportation picture have changed, too, in the past five years. Always competitive, the race for the transportation dollar now makes the gas station or supermarket business seem almost leisurely. No longer is it just common carriers, with public interest obligations, competing with each other. Private carriers and others without scheduled service or much responsibility have taken such a large piece of the action that common carrier trucks and railroads are discovering there's more to bind them together in a community of inter-

est than to separate them.

Talks between the Bangor and Aroostook and representatives of Maine-based common carrier trucking companies began cautiously a year ago. It took time and patience for the parties to break through the barriers built up by years of public and private quarreling, but good will prevailed and the Maine Rail-Truck Common Carrier Association was born Feb. 16.

The basic goal of the new organization is "to encourage the concept of common carriage in transportation." High on the list of problems the alliance will consider is illegal transportation that hurts both the railroad and the trucks and enforcement of all weight regulations. Common carrier trucks have a good highway safety record and scrupulously observe weight regulations.

Blaine Sanborn, president of Sanborn's Express, was named chairman of the new group. Alan G. Dustin, BAR executive vice president, will be vice chairman. Other firms who are members include Maine Central Rail-

road, Cole's Express, Fox & Ginn and O'Donnell's Express.

Sanborn said that the impetus for the Association came a year ago when an epidemic of highway accidents involving unregulated truckers threatened to give common carrier truckers, whose safety record is very good, a black eye. All common carriers, including the railroads, suffer from illegal transportation practices, poor safety performance and poorly-maintained equipment.

"We believe that the erosion of the system of common carriage has created an area of mutual interest for both the motor carriers and the railroad that makes cooperation imperative," Sanborn added. "Both are heavily regulated and both have a public interest commitment. At this point there's more to unite than to divide us. This venture doesn't mean that there won't be vigorous competition between the two modes; it does mean that both rail and motor carriers have a vital stake in a healthy system of common carriage in Maine."



Executive Vice President Alan Dustin, third from left, presented U.S. Savings Bonds to five retiring members of the 15th Advisory Council in January. They are, left to right: Richard Gray, V.T. Wark, (Dustin), Keith Greenlaw, George Clark, and T. R. Brissette.

A New Advisory Council is Named

A new Advisory Council has been elected...the 16th group to be named since the railroad initiated as a study group of supervisory people. Earle Kimball, Bangor, was elected chairman of the Council. Joel Mills, Houlton, was elected assistant

chairman and assistant secretary. James Steeves, Bangor, will be secretary and parliamentarian.

The Advisory Council was begun 16 years ago as a training device for managers and to provide the management with a

vehicle to utilize the reservoir of problem-solving talent of its supervisory group. Nearly all of the present officers of the railroad have been members of earlier Councils. The group is presently engaged in a communications study.



Members of the new Council, seated, are Joel Mills, Gerald Wiggins, Earl Kimball, James Steeves and Nels Skoog. Standing are G. H. Jameson, G. L. Kearney, H. E. Childers, G. E. Somers and R. A. White.

Moving Up on The BAR

A Hermon man has been elected vice president - operations by the directors of the Bangor and Aroostook Railroad. Elected to the top operating post was Linwood W. Littlefield, 48, a veteran executive of the road. He will be responsible for transportation operations as well as maintenance of equipment and track.

Littlefield began his railroad career with Merchants Despatch Transportation Corporation serving in various positions from 1942 until 1951 when he became associated with the Bangor and Aroostook. He was named manager of car service in 1967 and manager of operations and maintenance in 1970.

Littlefield attended Hermon schools, Husson College and the Atlantic Summer School of Advanced Administration of Kings College at Halifax, Nova Scotia. During WW II, he served with the U.S. Army in the European Theatre from 1944 to 1946.

He is a member of the Railroad Owned Refrigerator Car Committee, Chairman of the Car Efficiency Committee of the New England Shippers' Advisory Board and the New England Railroad Club. Littlefield is active in civic affairs and is a member of the Hermon Charter Commission. Besides the Odd Fellows, he is also active in the Masonic bodies, where he served in the Grand Lodge of Maine.



Linwood W. Littlefield

He is married and has three daughters.

In the Family

Accounting Department

Gilbert Jameson, II son of Manager Accounting and Mrs. *Gilbert Jameson*, Bangor, has been awarded his Eagle Scout badge, and, since the photograph at left was made, has received an additional bronze palm for achievement. He was also named cadet major in the ROTC at Bangor High School this spring, a post he will fill during his senior year at the school.

Gil has been active in Scouting since he was 14, working his way up to the highest rank in the organization in three years. He holds 28 merit badges and last summer attended a survival course conducted by the U.S. Navy at Rangeley. After the course, Gil and his fellow Scouts used the knowledge they acquired in making a 70-mile hike on the Appalachian Trail.

He'll be a life guard at a municipal swimming pool this summer. Gil hopes to attend one of the Service Academies.

Randy Littlefield, son of Freight Revenue Clerk and Mrs. *Laurel Littlefield*, was installed to the honorable office of Master Councilor of the Bangor Chapter of the Order of DeMolay on March 4 at

the Bangor Masonic Temple.

Randy joined DeMolay in 1969 and has held various offices throughout the years. He is also the State Representative of Bangor for the Maine DeMolay Association and is on a State installing suite. He also joined the Order of Knighthood recently. Randy is a senior at Bangor High School.

Our sincere sympathy to Traveling Auditor *Joel Mills* and family on the death of his mother, *Hazel W. Mills*, 83, who died March 16, at a Houlton Nursing Home.

Also surviving are sons, *Gerard* of Nashville, Tenn., *Spencer* and *Gregory* of Monticello, nine grandchildren and six great-grandchildren.

Our sympathy to Assistant Manager of Data Processing *Rodney J. Cyr* and family on the loss of his father and mother, Mr. and Mrs. *Joseph Cyr*, of Caribou. Both died following surgery—Mrs. *Cyr* on November 21, 1972 and Mr. *Cyr* on February 18, 1973.

Mr. *Robert N. Gerow*, son-in-law of Key Punch Operator *Helen* and *Ed Brissette*, was graduated Magna Cum Laude from Palmer College of Chiropractic, Davenport, Iowa, March 24, 1973. Mr.



Mrs. Clifford M. Johnston

Gerow will go into practice in Lebanon, N.H. in July 1973.

Mr. Gerow is married to the former *Donna Brissette* and they have two children, *Steven* and *Michelle*.

St. Anne's Catholic Church, Barrington, Illinois, was the setting of a wedding ceremony Nov 25, 1972, when Miss *Sharon Ann Burke*, daughter of Mr. and Mrs. *Donald Burke*, Fox River Grove, Illinois, and *A1C Clifford M. Johnston*, son of Mr. and Mrs. *Mervyn H. Johnston*, Bangor, exchanged wedding vows. Father *Sheridan* officiated.

Attendants were: *Deborah Kidder*, maid of honor; *Teresa Phalin* and *Mary Burke*, bridesmaids; *Nancy Burke*, junior bridesmaid; and *Susan Burke*, flower girl. Best man was *Brian Jellison* and ushers were *Timothy Burke* and *Bryce Johnston*.

A reception was held at the Fifth Wheel Inn at Barrington, Ill. The couple is residing at Jacksonville, Arkansas where *A1C Johnston* is a six-year enlistee in the United States Air Force. The bride was graduated from Barrington High School and attended Northeastern Illinois University. *A1C Johnston* is a 1969 graduate of Bangor High School and attended the University of Maine before entering the Air Force.

Mr. and Mrs. *Gary W. Lewis* of Clearwater, Florida, are announcing the birth of a daughter, *Shari Ann*, Jan. 2, 1973. Paternal grandparents are *Roberta* and *Liston Lewis*, General Offices, Bangor. Maternal grandparents are Mr. and Mrs. *Lewis E. Perry* of Hermon. Mr. *Perry* is a former BAR painter. Maternal great grandparents are Mr. and Mrs. *Vernon J. Perry* of Nokomis, Florida. Mr. *Perry* retired from BAR as chief electrician.

Specialist *Bruce W. Shaw*, son of Clerk and Mrs. *Ward L. Shaw* of Bangor, was discharged from the Army on Jan. 26, 1973. Shaw received his basic training at Fort Knox, Kentucky, and was then sent to the Nuclear Weapons School, Sandia Base, Albuquerque, New Mexico. He served the remainder of his tour as a nuclear weapons technician in New

York. Specialist *Shaw* is a graduate of the University of Maine and holds a B.S. in English. He is currently seeking a teaching position.

Richard R. Shaw, son of Clerk and Mrs. *Ward L. Shaw* of Bangor, was a dean's list student for the fall semester at the University of Maine, Orono. *Shaw* is a junior in the College of Education and is majoring in English.

General Offices

Bill Houston, 15, son of Vice Pres. and General Counsel and Mrs. *W. H. Houston*, set two Bangor High School swim records at a recent swim meet held at the University of Maine at Orono pool. *Bill* was a double winner in individual events, winning the 200 freestyle in 1:58.265 and the 400 free in 4:15.526. Bangor High's freestyle relay team of which *Bill* is a member set a state record winning in 3:39.268.

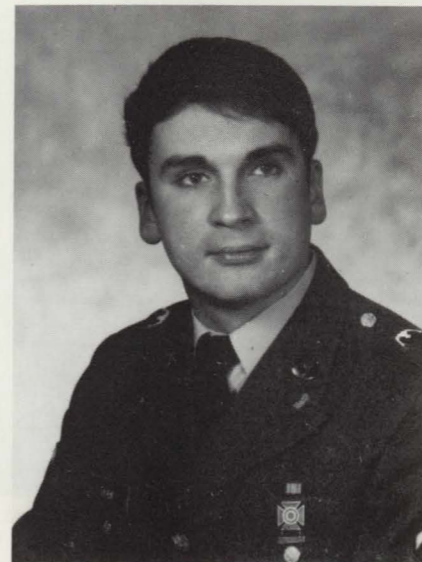
The *Houstons* also have two daughters, *Heather* and *Holly*, who are outstanding swimmers. *Heather* recently won the 1973 State Championship in the butterfly stroke. *Holly* in the 100 freestyle was a close second only 2/10 sec. behind the winner. Both girls are members of the Y.W.C.A. swim team.

Chief Clerk *Edith Jordan* of the Northern Maine Junction Freight Office, has been off due to illness. We all wish her a speedy recovery.

Clerk *Russ Small*, Northern Maine Junction Yard Office, has also been off for some time because of illness.

Traffic and Marketing

Tim and *Tom Deshane*, twin sons of Asst. General Freight Agent and Mrs. *George Deshane*, are members of the Old Town Hockey Team (Senior Division). The team finished the season with



Bruce Shaw



Section Foreman *Cecil A. Richards*, left, receives a retirement pin from Chief Engineer *V. J. Welch*. A 40-year veteran of the B and A, *Richards* was born in Dover and attended schools in Oakfield and Merrill. He is married and has nine children.



Trackman *Lloyd T. Connors*, left, of Millinocket, receives retirement pin from *V. J. Welch*. A native of Houlton, he entered service in 1937 and was extra gang foreman, sub foreman and section foreman. Mr. *Connors* is married and has three daughters; *Ina Lacourse Nancy Henry* and *Eloyd Hooper*.

a 7 won, 2 lost and 4 tie record. They also won the Downeast Hockey League Tournament at the University of Maine.

Transportation Dept.

Conductor *H. L. Hersey*, Oakfield, served on the Aroostook County Traverse Jury for the February term of Court in Caribou and Houlton.

Retired Locomotive Engineer and Mrs. *R. J. White* are spending the winter in Florida.

Our sympathy to Conductor *W. W. Doyle*, Northern Maine Junction on the recent death of his wife.

Assistant Chief Dispatcher and Mrs. *P. A. Carroll*, Houlton, are announcing

Gilbert Jameson, II



Catherine Ann Carroll

the engagement of their daughter, *Catherine Ann*, to *Ronald Merritt Reardon*, son of Mrs. *Lloyd Chase* and the late *Ronald M. Reardon* of Houlton.

Miss Carroll is a senior at Houlton High School. Mr. Reardon is a student at the University of Maine.

A summer wedding is planned.

We were sorry to learn of the following deaths;

Archie S. Virgie, retired conductor, died Dec. 26 at a Houlton Hospital after a short illness.

He was born at Hillsboro, N.B. on May 19, 1884.

A resident of Houlton for the past nine years, he was a former resident of Brewer, Caribou and Fort Kent.

His service with the B&A was from Sept. 15, 1905 until his retirement Nov. 29, 1955.

He was a 50 year member of the Brotherhood of Railroad Trainmen and a 50 year member of the Fort Kent Masonic Lodge.

Surviving are two sons, *Archie S. Virgie, Jr.*, of Guilford and *Dr. Wilford A. Virgie* of Houlton; a daughter, *Mrs. Martha Barton* of Houlton; and four grandchildren.

Funeral services were conducted at the Dunn Funeral Home and burial will be in Evergreen Cemetery.

Kenneth A. Sloat, 71, retired conductor died at Millinocket Community Hospital Jan. 24.

He was born Jan. 31, 1901 in Marysville, N.B. the son of *Frank* and *Jennie Smith Sloat*.

His service with the B&A was from Sept. 16, 1921 until retirement Jan. 31, 1966.

He attended the First Congregational Church of Millinocket, he was a member of Nollsemic Masonic Lodge, Past High Priest of Katahdin Royal Arch Chapter; St. John Commandery of Bangor; Central Council, Dover Foxcroft, Order of the

High Priesthood, Anah Temple Shrine and Brotherhood of RR Trainmen.

He is survived by his wife, the former *Edith Clark* of Millinocket; three daughters, *Mrs. Juanita MacDonnell*, *Mrs. William Dillon Roach*, *Mrs. Catherine LaPlante*, all of Millinocket; a foster daughter, *Mrs. Bonnie Dinneen* of South Weymouth, Mass.; one foster son, *John K. MacDonnell*, Manchester, Conn.; three brothers, *George* of Chicago, Ill., *Theodore* of Maple Creek, Saskatchewan, Canada, *Fred* of Fredericton, N.B.; seven grandchildren and seven great-grandchildren.

Funeral services were held at the Congregational Church, Millinocket with the Rev. *Richard Bellingham*, officiating.

A Masonic Memorial service was held.

Edward J. Burns, 70, retired telegrapher, died Feb. 26 at a local hospital in Presque Isle following a short illness.

He was born at Chatham, N.B., July 16, 1902, the son of *Michael* and *Mary (Kerr) Burns*. He had lived in Presque Isle since 1923 and was employed by the Bangor and Aroostook Railroad from Nov. 29, 1923 until his retirement Aug. 1, 1968.

Surviving are one daughter, *Miss Donna Burns* of Presque Isle; three brothers *Kerr* of Winterport, *Thomas* of Wichita, Kan., and *James* of Windsor, Ont.; two sisters, *Mrs. Charles (Frances) Dunn* of Newcastle, N.B., and *Mrs. Noreen McHugh* of St. John, N.B.

Mass of the Resurrection was celebrated at St. Marys Church, Presque Isle at 11 AM, Feb. 28 with the Rev. *Michael McDonald* officiating. Spring burial will be in the North Main Street Catholic Cemetery, Presque Isle.

Pvt. Louis A. Levesque, son of Supervisory Agent and *Mrs. Hercules Levesque*, has been home recently on furlough before reporting at Fort Ord, Calif. where he will be stationed. *Pvt. Levesque* is a 1972 graduate of Wisdom High School; he received his basic training



Mr. and Mrs. Horace Howe

at Fort Dix, N. J. and his special training at Fort Leonard Wood, Mo.

Retired Conductor and *Mrs. Horace Howe*, Oakfield, recently celebrated their 50th anniversary at an open house held at the Oakfield Baptist Church. This occasion was hosted by their four children, *Mrs. Vinal (Lona) Friel* of Smyrna Mills; *Mrs. Norman (Alma) Clark* of Oakfield; *Alvie Howe* of Grand Mannan Island, N.B. and *Elwood D. Howe* of Mt. Rainier, Maryland. The couple was married Jan. 1, 1923, by the Rev. *William P. Richards* at the home of Mr. and *Mrs. Fred McFarland* in Island Falls. Mr. and *Mrs. Howe* have been residents of Oakfield for 46 years. Mr. Howe was employed by the Bangor and Aroostook Railroad Company for 41 years retiring in 1968.

Transportation Dept.

Mr. and *Mrs. George Foster* of Hampden Highlands are announcing the engagement of their daughter, *Brenda Ann*, to *James P. Nickerson*, son of trainman and *Mrs. Carl L. Nickerson*.



Pictured with Conductor *Ervin J. Barnes*, center, on his retirement are Supt. *H. P. Lee*, and *L. S. Milton*. A 40-year veteran, Conductor Barnes is a native of Caribou and attended schools there. He is married and has four children, *Marvin*, *Mrs. Dawn Peters*, *Stephen* and *Reginald*.



Brenda Ann Foster

Miss Foster is a 1972 graduate of Hampden Academy and is employed as a secretary at Down East Toyota. James is a 1972 graduate of Hampden Academy. He is employed at Grant's Department Store. A fall wedding is planned.

Bangor and Aroostook employees have been among the enthusiastic workers in the Penobscot Snowmobile Club which has its headquarters and 56 acres of land in Hermon. The club has recently completed a new clubhouse with well, oil heat, kitchen and restroom facilities. The three-year-old organization has grown to 100 families in the area and has been active in arranging for new trails as well as self-regulation. Engineer *Wayne Duplisea*, a director of the club, said that 16 BAR employees are members. Clerk *Russell Small* is secretary of the organization.

Engineering Department

Fenton Beals, son of Carpenter Foreman and *Mrs. K. H. Beals*, Derby, recently accepted a position as Project Manager for Cunningham-Limp, an architectural firm located in Brussels, Belgium. *Mrs. Beals* is originally from Berlin, Germany. He reported for work Feb. 15 and expects to be traveling throughout Europe working on projects. Mr. and *Mrs. Beals* will make their home in Brussels. Mr. Beals is a 1967 graduate of the University of Maine in civil engineering.

Miss *Karen Beals*, daughter of Carpenter Foreman and *Mrs. K. H. Beals*, Derby, has accepted a teaching position with the Millinocket School System.

Chester L. Drew, retired section foreman, died recently in Princeton, Massachusetts.

He was born in Glenburn Oct. 7, 1903, the son of *Clarence* and *Katie (Morey) Drew*. Mr. Drew was employed by the Bangor and Aroostook Railroad Company for some 47 years.

He is survived by three sons, *Francis E.* of Frankfort, *Clarence G.* of Stockton Springs and *Paul F.* of Hermon; three daughters, *Mrs. Clarence (Doris) Bowley* of Princeton, Mass.; *Mrs. Mack (Ruth) Ujars* of Monterey, California and *Mrs. Ellsworth (Mary) Bowley* of Levant. Our sympathy to the family.

Mr. and *Mrs. Warren Cain* of Caribou are receiving congratulations on the birth of a son, *Warren Peter, Jr.*, born Dec. 11, 1972, Cary Memorial Hospital in Caribou. Grandparents are Equipment Operator and *Mrs. John O. Cain*, Masardis, and *Mr. George Fitzpatrick* of Littleton.

Signal Helper and *Mrs. Lester Sanders*, Oakfield, have announced the engagement of their daughter, *Gail Allyn*, to *Michael Dean Marshall*, son of *Mrs. Lloyd Stairs* and step-son of Mr. Stairs of Ludlow.

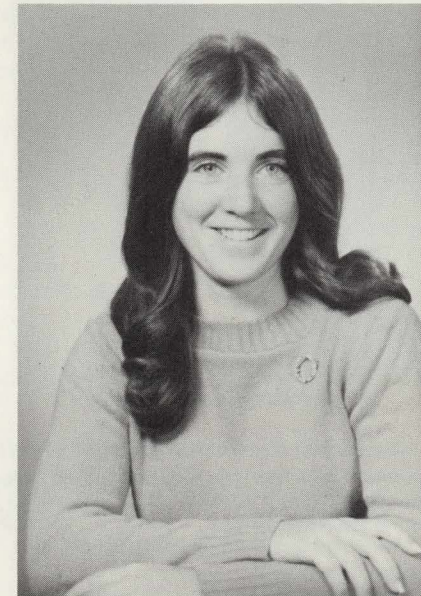
Miss Sanders is a junior at Oakfield High School. Marshall is employed at Houlton International Mill.

Miss *Marilyn Burton*, daughter of Trackman and *Mrs. John L. Burton*, Oakfield, with other members of the Rollins College group, spent the month of January in London, England. This was made possible by her winning of the William Constable award last spring.

Her specific area of study was Shakespearean production at the Old Vic and Aldwyck theatres in London. This study will be the project to complete Miss Burton's education at Rollins College at Winter Park, Florida.

During her three and a half years in college she has participated in many theatre productions. She was production coordinator for the musical "Anything Goes" in October, 1971, stage manager for "Rain" last May and this past October she directed her own adaptation of Ibsen's Hedda Gabler to capacity audiences in the Fred Stone Theatre. The past two summers she has directed a successful children's theatre in Oakfield.

Track Patrol Foreman and *Mrs. J. Albert*



Bonnbelle Bustard



BAR employees who are members of the Penobscot Snowmobile Club pictured at the new clubhouse are: l. to r. *Wayne Duplisea*, *Fred Fowler*, *Lloyd Littlefield*, *Enoch Trafton*, *Leland Nowell*, *Perley Duplisea*, *Frank Duffy*, *Sid Andrews*, *Carl Barrows* and *Watson Nowell*.

Snow, Bangor, recently celebrated their 30th wedding anniversary at a dinner party given by their family and took an anniversary vacation in Hawaii.

Mr. and *Mrs. Carl Bustard* of Merrill recently announced the engagement of their daughter, *Bonnbelle*, to *Dale R. Pratt*, son of Signalman and *Mrs. Robert Pratt*, Oakfield.

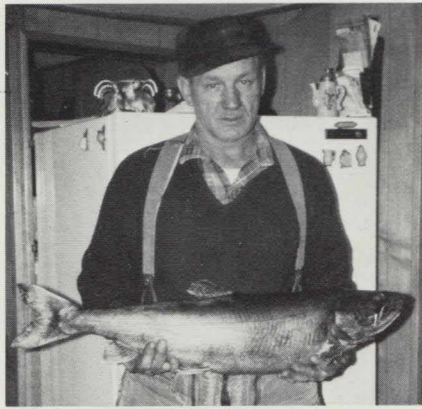
Miss Bustard and Mr. Pratt are both seniors at Oakfield Community High School. Mr. Pratt is employed part-time at Thomas' Garage, Oakfield. No date has been set for the wedding.

Miss *Catherine Jo Daniels*, daughter of Mr. and *Mrs. John Daniels*, recently became the bride of *David E. O'Leary, Jr.*, son of Mr. and *Mrs. David E. O'Leary, Sr.*, all of Houlton, at the Military Street United Baptist Church. The Rev. *George Urban* performed the double ring ceremony.

Mrs. Richard Goodwin, sister of the bride, was the matron of honor. *Mark Anderson* was best man.

Following the ceremony a reception was held at the residence of the bride's parents. Mr. and *Mrs. O'Leary* are residing at 20 State Street, Houlton. Miss Daniels is the niece of Secretary *Faye Albert* and granddaughter of the late *Fred W. Albert*, B&B Cook.

Trackman and *Mrs. Charles Russell* and family wish to express their sincere thanks to the railroad employees and the union for the many acts of kindness and gift of money presented to them when their home with complete furnishings was recently destroyed by fire.



Equipment Operator *Philip Cole*, Mil-
linocket, recently had a most success-
ful fishing trip at Chamberlain Lake and
the big one didn't get away. He landed a
prize togue weighing 12½ pounds.



Pictured are Sheetmetal Worker *Alfred
J. Bushway* of Derby, and his grandson,
Christopher Bushway, with the replica
of a steam locomotive that Ike built.

Ike and his wife delivered the locomotive
when they spent the Christmas Holi-
days with their son, *Alfred*, and his family
in Lafayette, Indiana.

Ike mentioned that it took him about
three months to build the engine which
is made from plywood and metal. He also
said that his wife, Dot, put in a lot of time
on the project.

Alfred is a graduate of the University
of Maine, and is attending graduate school
at Purdue University.

Mechanical Department

Our sympathy to the family of Engine
Cleaner *James R. Clement*, Northern
Maine Diesel Shop, who died Dec. 6,
1972. He was born March 2, 1917.

Mr. Clement started work December,
1947 as a laborer at Northern Maine,
and had also worked as a hostler, and an
engine cleaner.

He had been out on sickness since
Aug. 11, 1972.

The Science Department of Penquis
Valley High School in Milo presented
its 5th annual science fair Feb. 17 at the

High School with 82 exhibitors with pro-
jects in the fields of astronomy, biology,
chemistry, earth science and physics.

First place winner for the Seniors was
Ralph Clark, son of Welder and Mrs.
Charles W. Clark of Derby.

Ralph's project was the Barkhausen
Effect Variation with High Temperature.

We extend our sympathy to the family
of retired AAR Car Accountant *Ray D.
Burton*, who died Jan. 22, 1973, at the
Milo Hospital. He was born September
20, 1894, at Fort Fairfield.

Mr. Burton had been retired since June
1970.

He is survived by his wife *Melida*, of
Milo; three sons, *Hanford* and *Richard* of
Milo, and *Roderick* of Sebect; one daugh-
ter, Mrs. *Theresa Thurlow* of Orono; two
brothers, *John* of Newport and *Elmer* of
Merideth, New Hampshire; two sisters,
Mrs. *Irene Adams* of Houlton, and Mrs.
Letitia Moore of Houlton, as well as sev-
eral grandchildren, nieces and nephews.

We extend our sympathy to the family
of retired Painter, *Daniel Gilbert*, who
died Jan. 9, 1973, at his home in Milo.
He was born in Bangor June 9, 1895.

Mr. Gilbert had worked for the railroad
for more than 40 years, retiring July 24,
1964 as a painter at Derby.

He is survived by his wife, *Florence*
of Milo; two sons, *Roscoe* of San Diego,
Calif., and *R. Daniel Gilbert* of Center-
ville, Utah; three daughters, Mrs. *Lloyd
(Gertrude) Johnston*, of Milo, Mrs. *Robert
(Barbara) Bloodsworth* of Old Town, and
Mrs. *Thomas (Teresa) Thompson* of War-
wick, Rhode Island, as well as several
grandchildren, nieces and nephews.

He was a veteran of World War I, and
a member of the Joseph P. Chaisson
Post, American Legion.



Mr. and Mrs. *Herbert Dunham*

Manager of Contract Shop *W. Herbert
Dunham* has been a surgical patient at
the Greenville Hospital, and is now at
home convalescing.

We wish Herby a speedy recovery and
return to work.

The family of Manager of Contract Shop
and Mrs. *Herbert Dunham* arranged an



Engineer *Alton H. Hodston*, right, re-
ceives his retirement pin from Supt.
H. P. Lee after 27 years with the rail-
road. A native of Limestone, Mr. Hod-
ston was employed by Cole's Express for
seven years before entering railroad
service. He is married to the former
Vera Curry.



Trackman *Mark D. Tibbetts*, Milo, re-
ceives his retirement pin from Chief
Engineer *V. J. Welch*, right. Mr. Tibbetts,
a native of Oakland, N.B., entered ser-
vice in 1934. He attended schools in
Sherman. Mr. Tibbetts is married and has
five children, *Melba*, *Milliron*, *Laurence*,
Gary, *Delmar* and *Brian*.

open house Feb. 18 at the Pleasant River
Grange Hall in observance of their 25th
wedding anniversary.

Mr. and Mrs. Dunham were married
February 20, 1948 at the home of her
brother-in-law and sister, Mr. and Mrs.
Roger Stanchfield of Milo, by the Rev.
Fred Staples, pastor of the Park Street
Methodist Church. They were attended
by Mr. and Mrs. Stanchfield.

Mrs. Dunham is employed by the Mer-
rill Trust Co., Milo.

Both Mr. and Mrs. Dunham are mem-
bers of the Park Street United Methodist
Church and Pleasant River Grange, Milo.

The couple has three children, *Gary
Dunham* and Mrs. *Melanie Hussey*, both
of Milo, and *Kathie*, of Milo and Bangor.
They also have two grandsons.

The couple received many gifts, in-
cluding a money tree.

Welder and Mrs. *Henry Mannisto* of
Boyd Lake, have announced the engage-
ment of their daughter, *Ellen Anne*, to
Dennis Gero, son of Mrs. *Corrine Lange-
vine* of Milo, and the late *Charnel Gero*.

Miss Mannisto is a graduate of Eastern
Maine Vocational Technical Institute
School of Nursing and is employed at
Mercy Hospital in Portland.

Mr. Gero attends EMVTI.
A summer wedding is planned.

Mrs. *Eda H. Chambers*, widow of the
late *Guy Chambers*, retired trackman,
died recently at a Patten nursing home.

She was born at Oakfield January 29,
1885, the daughter of *Moses* and *Helen
(Lougee) Barrows*. She is survived by a
son, *Allen*, of Jacksonville, Florida.

Mr. *Harry P. David*, 93, retired track-
man, Hudson, died recently at a Bangor
hospital. He lived in Hudson all of his
life and worked some 20 years for the
Bangor and Aroostook Railroad Company
and retired in 1952. He is survived by
several grandchildren.

When *Ben Edwards*, former chief clerk
in the transportation office in Houlton
and MAINE LINE associate editor retired
a couple of years ago, he moved to Mar-
garee Centre on beautiful Cape Breton
Island, N.S., and bought a campground.
As proof of the good life, Ben sent us a
photograph of himself holding a 19
pound Atlantic salmon caught within 50
yards of his campground. The salmon
took two-and-a-half hours to land.



Ben Edwards

Facts and Figures

	February 1973	February 1972	Two Months Ended 2/28(29) 1973	Two Months Ended 2/28(29) 1972
We received from:				
Hauling freight	\$1,105,078	\$1,113,841	\$2,317,461	\$2,210,769
Carrying passengers & express on our busses	20,555	20,378	44,717	38,910
Other transportation services	84,125	28,746	110,325	48,546
Net rental from freight cars and other equipment	424,540	340,150	868,348	735,651
A total of	\$1,634,298	\$1,503,115	\$3,340,851	\$3,033,876
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	312,053	311,522	637,033	613,745
Keeping locomotives, cars and other equipment in repair	421,830	398,219	839,701	791,720
Running trains, station and yard expenses	406,415	414,798	894,909	820,551
Pricing and sales of our services	26,749	26,867	52,590	53,188
Managing the business and keeping records	74,643	87,220	160,207	172,388
Payroll taxes	81,581	69,774	171,997	138,954
State and local taxes	31,033	31,425	63,699	64,878
Interest on borrowed money	119,021	107,646	243,484	217,145
Other miscellaneous charges - net	(14,692)	2,005	(24,645)	2,218
A total of	\$1,458,633	\$1,449,476	\$3,038,975	\$2,874,787
Our Pre-Tax Net Income was	175,665	53,639	301,876	159,089
Add— Dividends received from our subsidiaries (excluded above)	—	—	—	*520,000
— Gains realized from reacquisition of the First Mortgage 4-1/4%, Series A Bonds (excluded above)	—	—	—	—
Pre-Tax Net Income reported to the ICC	\$ 175,665	\$ 53,639	\$ 301,876	\$ 679,089

*Proceeds from Sale of Bangor Office Bldg.

Bangor and Aroostook R. R.
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"It's a pity that our preoccupation with the new makes us so casual about tools that have been tried and found to be sound. Perhaps railroads were invented 150 years too soon. For if they had been invented yesterday, they would surely be hailed as a great solution to moving masses of people and goods without disturbing the environment very much."

— Alan Dustin

Our "Can Do" attitude is almost a part of our national character. So is the "hurry" syndrome, for there was so much to be done.

Both helped us tame the wilderness.

We built the richest society the world has ever known.

But, to do it, we laid waste great forests

Tore treasure from the earth like there was no tomorrow

Built cities without regard for people

Made cesspools out of rivers and lakes.

Hurry!

Get yours before the treasure is gone.

But there's no free lunch. And the earth is demanding payment of principal and interest for those free-wheeling years. Only the dullest of us don't realize that we have to treat our resources.... land, minerals, energy....with great care and the knowledge that they are limited. There is a tomorrow.

Railroads, long eclipsed by the "glamour" of air travel, the love affair with the automobile, the convenience of trucks, can help us conserve the precious resources of land and energy.

The railroad is truly the path of least resistance.