



MAINE LINE

JULY-AUGUST, 1973



BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

One nice thing about coming to a new job from inside the organization is that one is sure of what's expected and knows what he can expect from the people around him. In my own case, my two years with the Bangor and Aroostook have convinced me that I am in very good company; and I consider myself very fortunate. I hope that you are as aware of my hopes and aspirations for this company as I am of yours.

In this very orderly management change, the most conspicuous change has been in the faces. The goals, the policies, in short the way we conduct our business will remain essentially the same. And, of course, I don't mean to imply there'll be any moratorium or innovation or new ideas from any source.

I do want to share some thoughts with you about our railroad and the railroad industry. These are times when almost everybody feels entitled to take a free poke at the industry; it's the sort of pack instinct that senses a weakening of the prey, perhaps. For career railroaders, as most of us are, it's a disheartening experience. We all want to feel that what we do is worthwhile, after all, and it's hard to feel that way when nearly everyone with access to a typewriter or microphone feels entitled to give the railroads a kick.

I want to remind you that you have a right to be proud of what you've done....not just in the growth of this state....but for what you have accomplished in the past few years to improve the situation of this road. And you can be proud of what you are as a railroader. For one thing, you're helping to keep the world we live in a little bit cleaner because the railroad is the least polluting form of overland transportation. And at a time when many seem to think that we're living in the midst of a huge refuse heap, that should count for a lot.

It's very true that some of the problems we have were brought about by the shortsightedness of the industry itself. But a good many more were the result of deliberate government policy that discriminated against and weakened the railroads. What I am saying is that conditions will change. Railroads have too much to offer this crowded nation of ours to indulge ourselves in the luxury of further castigation.

Looking to our future, I think one of our best assets for our short-term future will be the ability to be flexible that we have already demonstrated. Where we have experienced losses in traffic, we have moved in other directions. I hasten to add that many of the intermediate moves we have made to keep the roof from falling as a result of the northeast rail situation would not have been possible without the cooperation of manager, employee and brotherhoods. Together we have made it work.

What we have done up to this point has been essentially a holding action. It's important for us to be able to grow and we will. But just as important as growth is growth with stability. I think we have the potential for it as a company and I think the state has the potential for it as an area. It isn't in the cards for us to become a center for heavy industrialization nor is it desirable. But a broadening of the base that uses our raw materials is clearly in the future. I am convinced we can share in it.

I look forward to working with you during what could be exciting and challenging years for all of us.

Sincerely,



About the Cover

Linwood Littlefield, right, accepts the E. H. Harriman Bronze Medal Award in recognition of the railroad's outstanding employee safety record in 1972. Making the presentation at a Washington, D.C. luncheon is Rep. Harley O. Staggers (D.-W. Va.), chairman of the House Committee on Interstate and Foreign Commerce. (See story Page 4)

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NEWS BRIEFS

Court Ordered To Hear 'Punta' Case

The U.S. Circuit Court of Appeals in Boston has ruled that Federal Judge Edward T. Gignoux, of Portland, must hear the case brought by the Bangor and Aroostook against Bangor Punta Corporation in which the railroad seeks a total of \$7 million in damages on 13 separate counts from Bangor Punta for alleged "looting" of the BAR by Bangor Punta in 1960-67 when Bangor Punta controlled the railroad. Judge Gignoux dismissed the BAR suit last year on the grounds that Amoskeag, now owner of more than 99% of the road, wasn't a stockholder at the time of the alleged looting.

Judge Levin H. Campbell, of the Circuit Court, in reversing Judge Gignoux's decision, said that "BAR should be permitted, and indeed has a duty, to recover for itself any assets which were divested from it in violation of state or federal law."

Derby Crews Get More 'Outside' Work

Crews at the railroad's Derby Shops are at work converting ten more covered hopper cars to open-top ballast cars for Morrison-Knudsen, a worldwide construction firm specializing in railroad track work. At the same time, 20 boxcars are being converted to open-top chip cars on a regular assembly line for the Canadian Pacific Railway. The cars are coming off the line at the rate of three a week. When the present order of 20 is finished, the BAR will have converted a total of 54 cars for the CP.

Highway Division Receives New Bus

The railroad's highway division has taken delivery of a new GMC 46-passenger bus. The purchase price of the bus was \$61,000 and it has a useful life in excess of 500,000 miles, according to Highway Division Manager S. F. Corey.

The bus will go into the New York City-Fort Kent pool with Greyhound, an arrangement where Greyhound contributes two busses to the pool and Bangor and Aroostook contributes one. The railroad will have five busses in its fleet, Corey says, after an older bus is sold. Charter business is brisk, he reports, although regular passenger runs continue to remain at low levels.

No Reportable Crossing Accidents in '72

The Bangor and Aroostook is one of only four U.S. railroads which experienced no ICC reportable crossing accidents in 1972, according to the Federal Railway Administration's office of safety. It is the first time the BAR has experienced a zero figure. Reportable crossing accidents are those which result in injuries, fatalities or in which property damage occurs in excess of \$750. There are more than 600 crossings on the BAR's 542 miles of track.



We Win The Big One

Awards presentations were made to employees at Houlton (above) and at Bangor (top, opposite page) to give the array of awards made to the railroad for its safety record this year "to the people who really earned them." Holding awards, above, from left, are Signalman Robert Pratt, Engineer David Chase, Walter Travis, Engineer Earle Adair, and Leading Signalman Ivan Morton.

"It's great to win safety awards," Executive Vice President Walter E. Travis told railroaders at awards luncheons at Houlton and Bangor July 26 and 27, "but the real reward comes from not hurting people and causing suffering and loss of income." The occasion was presentation of a veritable hatful of safety honors to those whom the newly-appointed executive vice president described as "the people who really earned them".

The railroad received its 10th Harriman Memorial Medal, a bronze one, June 19. The award was accepted by Vice President-Operations Linwood W. Little-

field from Rep. Harley Staggers (D-W. Va.), chairman of the House Committee on Interstate and Foreign Commerce, in ceremonies in Washington, D.C. Bangor and Aroostook employees were among three Group C railroads to win the coveted medals this year. Group C roads are those line-haul roads reporting less than five million man-hours a year.

BAR employees also won the top National Safety Council Award for the railroad for the fourth consecutive year and a total of seven times.

Transportation Department engineers won the National

Safety Council Award of Merit for working 605,380 man-hours without a reportable injury from Feb. 26, 1969 to Dec. 31, 1972.

Others winning National Safety Council Awards of Merit were the Car Shop at Northern Maine Junction for 767,055 man-hours from Sept. 7, 1965 to Dec. 31, 1972 (record continuing to date); and the Highway Division for 485,085 man-hours from Jan. 1, 1956 to Dec. 31, 1972 (record continuing to date).

Two groups of employees also received National Safety Council Certificates of Commendation. They were the Purchases and Stores employees who worked 252,722 man-hours without a reportable accident from May 27, 1965 to Dec. 31, 1972 (record continuing to date) and employees at the Northern Maine Junction Diesel Shop who worked 104,451 man-hours from Oct. 13, 1971 to Dec. 12, 1972 (record continuing to date).

The Signals and Communications employees received a National Safety Council President's Letter for working 112,378 man-hours from Oct. 17 to Dec. 31, 1972 without a lost time accident.

In recognition of outstanding safety performance, jackets were presented to all employees of both the Highway Division and the Purchases and Stores Department.

"I don't intend to make any changes in the safety program," Travis told employees who attended the awards luncheons, "unless we can find a way to put even more emphasis on the program. I'm proud of what you've done. It shows what teamwork and determination can do."



Pictured with awards after a safety awards luncheon held in Bangor (top photograph) are, from left: Bus Operator Leslie Van Tassel, Storekeeper Henry Thies, Stock Clerk Robert Jay, Car Repairer Leland Nowell, Electrician Lloyd Johnston, Car Repairer Roland Dunton and Machinist Shirley Babcock. Jackets for outstanding safety performance were presented to the Highway Division employees (center) and Purchases and Stores, (lower photograph). Pictured receiving new windbreakers, (center), are S. F. Corey and Leslie Van Tassel. V. J. Willinski, Henry Thies and Robert Jay (lower picture) receive their jackets from Safety Supervisor Alvin Delong, Assistant V.P. - Operations Robert Groves and Executive V.P. Walter Travis.

Northern Division Goes "on the Party Line"



The speck atop the railroad's new 100-foot antenna tower on Parkhurst mountain in Presque Isle is Bob McPhereson, of Aroostook Communications, Inc., the Motorola representative who erected the tower and installed the antenna. The new facilities will house a repeater system that will broaden the road's radio capabilities and provide a more versatile system. Completion of the new radio system will replace all telephone communications on the Northern Division with radio.

When the Bangor and Aroostook's Engineering Department people talk about Phase Two, they aren't referring to the on-again-off-again government wage-price guidelines. Their Phase Two, to be completed in September, is a sophisticated two-channel radio net that will link mobile units with fixed stations on the road's Northern Division.

It may sound like an ordinary, garden-variety work project but it's really the end product of an effort that began in 1951. Those were times when the business use of radio was so new that the road placed decals emblazoned with a lightning bolt symbol and the legend "Radio-Equipped" on locomotives with radio.

But the radio equipment being installed in the railroad's base and mobile stations now makes that early equipment seem primitive. And the impact of the new system may be as great as that produced in those first installations.

"What the new system will do," explains signals and communications superintendent, Hiram Childers, "is to replace all company telephone communication on the Northern Division with radio. That means dispatching will be done by radio as well as most administrative communications."

When you consider that the road's Northern Division covers nearly all of Aroostook County, an area that's almost as large as the combined land area of Rhode Island and Connecticut, the new communications net becomes a major accomplishment.

Two years ago, the operating people began studying a brand new set of communications needs brought about by changing conditions. (See MAINE LINE, May-June, 1972, "Some Cloud Nine Thinking About Radio".) Maintenance crews had been consolidated and covered a much larger area with hy-rail vehicles; the telephone was no longer an adequate link for crew and supervisor. Yesterday's brass pounder had given way to the company telephone system for dispatching. The rail-owned 'phone line had fallen victim to rising maintenance costs. And vandalism and theft of copper wire from the lines, once while the lines were in actual use, just added to the problem.

Phase One consisted of determining whether a radio system for such a large and mountainous area was even practical. It involved an expenditure of \$36,000 for new equipment and a thorough engineering study by both the railroad and an outside supply firm. The year-long study and upgrading of equipment proved that the concept would work. But it essentially was only an upgrading of the old 1951 system bolstered by new technology. There were some blind spots in the net and occasional irritations. With only one frequency, there was competition for air time.

Phase Two meant adding an additional channel for dispatching trains, improving the reliability so that there were no blind spots and making possible communication between mobile units and fixed stations.

Signal and Communications

crews are adding a repeater station and 100-foot antenna on top of Presque Isle's Parkhurst Mountain, a new antenna on Cyr Mountain in the St. John Valley and updating individual base stations and mobile units.

When the system becomes operational next month, the only telephone lines North of Oakfield in use will be leased New England Telephone Company lines between the dispatching office in Houlton and the repeater station in Presque Isle.

The first frequency remains unchanged. Assistant Chief Engineer Gordon S. Duncan says, but the second channel added in Phase Two will provide all stations with a party line capability. What happens in a technical sense is that all units transmit to the powerful repeater station which re-transmits the message over the entire division. Dispatching traffic will have priority over all other communication on the second channel. And while other units may use the dispatching channel, the dispatching office has the ability to override other traffic by knocking out the repeater.

The new radio link will provide the most reliable and versatile communications the railroad has known, Leigh S. Milton, assistant superintendent of transportation, thinks. For one thing, a major ice storm has been known to completely knock out the company pole line for several days, he points out, and the radio is much less vulnerable.

After a total investment of about \$56,100, the Northern Division network will need only

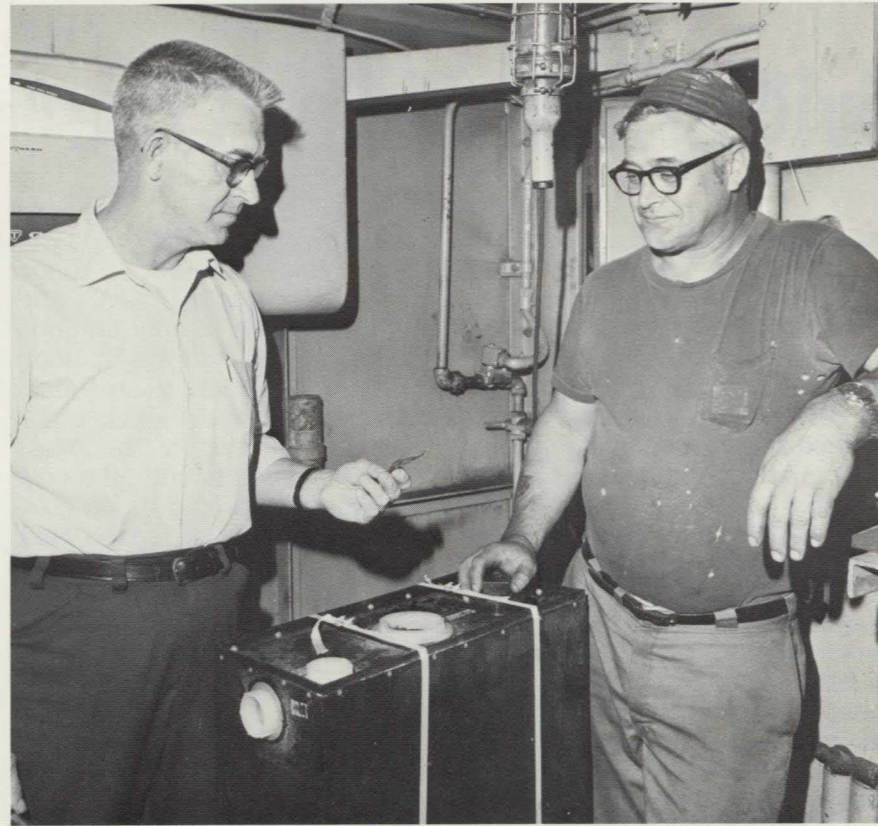


Radio Maintainer Darwin Turner works on a cabinet containing \$1200 worth of cavity filters, electronic devices that separate the company's assigned radio frequencies.

to add more mobile units. The Southern Division, from Oakfield to Searsport, is more dependent on present telephone lines, Hiram Childers says, and there's no decision yet on whether to go microwave or to beef up the company pole lines and add a radio link that will interface with it. But the options are all open.

When the switch is thrown at the new installation on Parkhurst Mountain sometime in September and the new system goes on the air, it will mark the beginning of a new era in railroad communications in northern Maine. An agent may miss listening to the distinctive sending style, or "fist", of an agent down the line but the chances are good that he'll never miss the frustration of the failures of the system or its successor, the dispatch phone.

Diesel Supervisor Nels Skoog, left, and Machinist Carroll Robinson, Jr., examine a piece of redwood bark that's the heart of the new aerobic toilet system being installed in all of the road's locomotives and cabooses. Redwood is used because it lasts indefinitely. The only products of the system are water and carbon dioxide gas. The railroad will be required to spend \$90,000 on the program.



Technology Triumphs Again!

The railroads, more than any other American industry, have an older and more stringent history of regulation than any other. But even in a business as tightly regulated and as unpolluting, some of the regulations emanating from diverse government agencies are enough to make strong men weep. One case in point is a regulation from the Food and Drug Administration in Washington establishing a cutoff date of Dec. 31, 1974, for converting the traditional, trap-door toilets in cabooses and engines.

Well, it's really a little more complicated than that. The FDA doesn't actually say that the railroads have to convert. It merely says that the traditional equipment can't be used after Dec. 31, 1974. It's the State of Maine that says you have to convert. Sort of. It says that each locomotive and each caboose shall be equipped with a toilet.

Simple, right?

The FDA announcement caused quite a flap in the industry when it became law three years ago because no one was making a toilet like the FDA was talking about. Besides that, the FDA wasn't sure what it was talking about. In terms of bacteria count of waste deposited at high speed

along railroad tracks, that is. (Railroad workers have a lot of interesting theories on the effect of velocity and dispersion on waste dropped from a speeding train.)

Having long experience in heeding the dictums of 75 years of bureaucrats, the industry decided that it would play it safe and specify that any by-products of the yet-to-be developed toilet would have zero bacteria count. And you can't do much better than that.

Well, technology and American industry triumphed again and now we have the aerobic toilet. And it just may be the first significant advance in the disposal of human waste since the whole problem was created with the invention of the "water closet" a century ago. Sort of. In an aerobic system, the bacteria which breaks down the waste lives and performs its work in the presence of oxygen which, for mobile purposes, eliminates disposal problems. The only effluents from the aerobic system are harmless carbon dioxide and crystal water with get this zero bacteria count.

By contrast, the home septic tank is an anaerobic system which means that the bacteria can only live in the absence of oxygen. In this

system, the tank must be cleaned of sludge regularly. With the aerobic system, there is literally no residue.

The new system the railroad is installing in engines and cabooses consumes a single quart of water per use and it's propelled in a tank filled with redwood bark by a blast of compressed air. It's a neat piece of engineering and design. Any bark would do the job, the engineers say, but redwood bark lasts indefinitely while other barks decay after a time.

That's all there is to it. For the modest sum of \$90,000, science has found a way to keep the 542 miles of track, most of which winds through forested wildland, almost sterile. That's if you don't count the bear, deer, moose and other little critters. And the government has decreed that it will be done.

Enginehouse wags are having a lot of fun estimating the cost per pound of treating the waste. No one was able to document any figures but considering the numbers involved (206 men) and the dispersal field (5,170 acres) it has to be one of the world's most effective and expensive processes.

Of course, there are some very positive aspects to the project. The railroad is very much committed to helping keep the environment clean. And if we can find a way to police all those trees

and bushes along the right-of-way, we will have scored some kind of first. Then the use of bark suggests all sorts of possibilities for enterprise, so we'll actually be creating jobs for foresters and all kinds of entrepreneurs. Eventually, of course, someone will discover how to make the bark out of plastic and we'll have returned full circle.

The exercise in sanitation reminded one rail veteran of a time in the mid-fifties when the railroad was still naively attempting to run first-class passenger service, the passenger department received a solemn request from an organization that will remain nameless, to lock all toilets on its trains when crossing a certain river. A quick exercise with the slide rule revealed that the road's four passenger trains were over the river approximately one minute each every 24 hours and the request was courteously declined.

The scary part is that everyone thought it was funny at the time.

Considering the frills that the \$90,000 would have bought....like rail, new ties, rock ballast.... it may not be unkind to suggest that the railroad ought to have some recognition for its sanitary sophistication. Maybe a kind of industrial Mr. Clean trophy to hang on the bunkhouse wall.

—Richard Sprague

Delsie's Timely Phone Call

Delsie Charette, third trick operator at Oakfield, was driving to Madawaska from Fort Kent on the evening of August 4. He was off duty at the time but, like most career railroad men, he ran his eyes over the tracks parallel to the highway with a quick, professional appraisal. It was fortunate for the crew of No. 212 and for the railroad that he did because he noticed a large deposit of gravel washed across the crossing at V 37.93 and immediately called the dispatching office. He advised that heavy rains the night before had undoubtedly caused washouts in the area and that the track there should be patrolled before allowing trains to operate over them.

The dispatcher arranged to have the track patrolled and, as Operator Charette had predicted, there were between two and three feet of gravel washed over the track at Mile V 30. The track was immediately closed until the condition could be corrected.

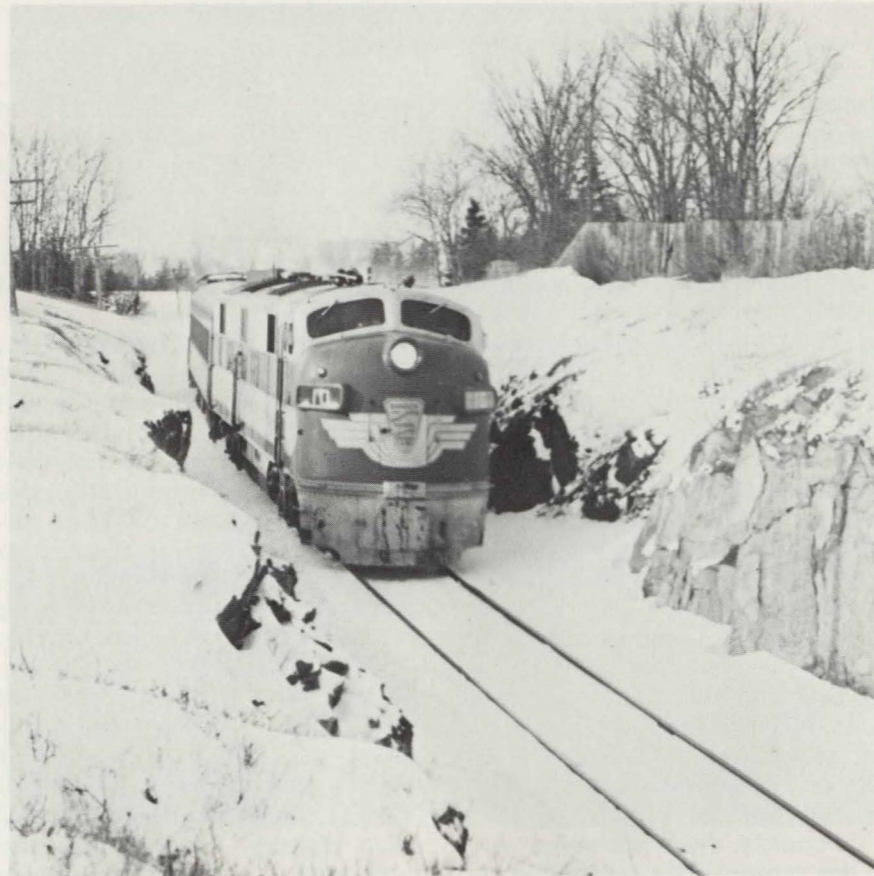
Superintendent H. P. Lee directed that a commendation be placed on Delsie Charette's service record and wrote him personally expressing his appreciation:

".... Had this not been called to the dispatcher's attention immediately, it is possible an accident could have occurred before the washouts were discovered by a track patrol crew.

"As you know, Delsie, a defect in this particular section of track can create a real hazard and No. 212 could have been in serious trouble this morning had you not acted as you did. We are sincerely most appreciative that this condition was called to our attention."

As Superintendent Lee points out, it's a happy circumstance for the Bangor and Aroostook that so many of its people feel as though a piece of the business belongs to them. And, in a very real sense, it does.

No. 1, the Bangor and Aroostook's morning north-bound passenger train, rounds a curve near Timony crossing in Oakfield on a winter morning in the late Fifties. There's considerable interest in re-establishing rail passenger service in Maine, despite the poor use of the highway bus service. The railroad's petition to abandon 10.11 miles of track between Monticello and Bridgewater and use the steel and ties is being held up because a federally-funded agency says it may be needed sometime in the future for passengers.



Public Transportation: "Great for the Other Guy"

There's a persistent movement afoot to re-establish rail passenger service in Maine. One group wants to establish a seasonal service between Portland and Rockland as part of the national bicentennial observance. And Representative Hayes Gahagan, Caribou, is making a searching inquiry into the economics of re-establishing rail service between Bangor and Aroostook County.

Quite beyond the traditional sentimentality of those who yearn "for the good old days when you could take the train" (but seldom did), are genuine concerns about mass transit based on stark facts.

There is a real gas shortage. (A recent wire service story

indicated that compact cars are difficult to obtain while the larger models are very much available.) There is a widespread awareness of and concern about pollution from motor vehicles. Then, as our population grows so does the total number of automobiles and the attendant problems of safety and congestion in both city and suburb.

And, finally, there's a gnawing doubt among many thoughtful people that the unlimited personal mobility implicit in almost universal automobile ownership may represent the road to anarchy instead of the way to freedom. A litterer who would not think of throwing trash on his neighbor's lawn is, after all, virtually anonymous

in an automobile 10 blocks from his own abode. The automobile spirits the armed robber away from the scene of his crime and makes citizens remote from high crime areas victims of his predation.

So the new interest in passenger service is soundly rooted. And there is every reason to believe that conditions have indeed changed since 1961 when the railroad abandoned its passenger service. One aspect of our society that has not changed, except upward, is the ownership of private automobiles.

Contrary to the body of public opinion, it was neither the airplane nor the bus that killed off the passenger train. It was the passenger car and the vast and improved system of federally-financed highways. The Bangor and Aroostook's own decline in passenger business began as early as 1920 when the automobile industry was literally in its infancy. Thereafter, for every successive year until 1961 when the camel's back finally broke, rail passenger traffic showed a decrease as automobile registrations went up.

It's obvious that passenger train service, if it could take the 1.2 persons occupying each passenger car between Aroostook County and Bangor, would serve a socially and economically useful purpose. But ecology and the gas shortage notwithstanding, there's little reason to believe that any driver is now more disposed to use public transportation than in those months preceding the cessation of rail passenger service in 1961 when the BAR carried an average of about four revenue passengers a day.

The opinion isn't just a matter of off-the-cuff expert opinion, S. F. Corey, manager of the railroad's highway division, points out. "If we had to depend on revenues from our regular passenger bus runs," he says, "the highway operation would be a deficit proposition. The charter business makes us

whole but it's still a marginal operation."

Nor is the railroad's bus service an isolated instance, Corey says. Nationally, bus lines have fallen on hard times. The competition, again, is basically from the passenger car.

And, while BAR management is sympathetic with the reasoning behind the various passenger train revival schemes, there seems very little reason to believe that the availability of passenger service would attract more passengers than it did a decade or so ago when the road had first class equipment and offered good service. The only imperative that should be understood before enthusiasm sweeps such a proposal into reality is that it will require large amounts of government subsidy to initiate such a service and more to sustain it which may be poetic justice for it was the government that created the monolithic Interstate system which drains so much of our national energy and wealth.

There can be no question of the Bangor and Aroostook, or any other eastern carrier, supporting a money-losing passenger operation again. There was a time when the road's freight revenues were large enough that it could afford to lose money on its passenger business. But improved highways and the attendant growth of private trucking operations have taken care of that.

Ironically, the railroad's petition to the Interstate Commerce Commission to abandon 10.11 miles of its track between Monticello and Bridgewater has been formally opposed by the Northern Maine Regional Planning Commission, a federally funded agency, on the grounds that "there is a present planning project underway for the reinstatement of passenger service from main line points in Aroostook County, Maine, to other Maine points and, hopefully, even Boston."

The selectmen of the town of

Monticello (a community that shipped and received only 145 carloads of freight last year, representing revenue of \$15,816) also protested the railroad's petition saying, "...the elimination of the track in question will sever, at about midpoint, the line between Houlton and Phair, Maine. This was and may again need to be designated as the main line of the railroad. The town of Monticello is greatly concerned that this is only the first step in the eventual elimination of the line between Houlton and Phair. Such a result would be disastrous to the whole area and the Town of Monticello."

The reasoning and the rhetoric are reminiscent of a recent survey among commuters of a major western city on the development of a mass transit system that revealed the overwhelming majority of those questioned favored the project and favored massive government aid. When asked if they would personally use such a system, only a minority answered that they would take the proposed commuter train instead of their own automobiles.

It is this public-transportation-is-great-for-you-but-I'll-stick-to-my-car attitude that makes professional transportation people doubtful about the success of any rail passenger scheme. Until private automobiles become infinitely more expensive and inconvenient to own, there's every reason to believe that the majority of the traveling public won't take the railroad except as a standby service any more than they "leave the driving to us."

The sad thing about the business is that the railroad needs the steel and ties of the little-used track to upgrade another section of track that has become high density track. The justice of being forced to maintain track that may or may not be used sometime in the future seems somehow out of step with the times and conditions.

Green Is Beautiful



Chief Dispatcher Henry White, of Houlton, holds a double handful of rich black compost from his own pile pictured in the background. He uses only compost on his garden and believes his fruits and vegetables have a better flavor, although there's a considerable controversy over the value of organic vs. chemical fertilizers. But if lushness is any criterion the organic method is certainly doing a job for White.

Those who enjoy getting their hands ... and knees...dirty in the soil are often regarded by those who don't as gentle, woolly-minded folk with some special touch for making the earth fruitful.

It's not true, of course. We're neither eccentric nor woolly-minded.

Not necessarily.

Those of us who have this special preoccupation with the perennial miracle of "green power" well know that the urge casts its spell over divers kinds of people with magnificent disregard of social status, race, income, or anything else that man uses to distinguish his fellows.

For the true gardener, economics have very little to do with gardening.

But, suddenly, for an astonishing number of people, including a good many railroaders, a garden has become very much of an economic resource. And any seed and garden supply store will admit that it has been a seller's market in this summer of 1973.

The home vegetable garden has suddenly gone beyond the domain of those who merely like such things. Sharply rising food prices have made the home vegetable garden a practical alternative for the family who wants to stabilize an out-of-control budget. A recent University of Maine study indicates that an average 4,800 square foot garden supplying a family of four means a net saving in the food budget of \$430 plus the bonus of convenience and freshness of produce.

Gardens have sprung up in backyard plots all over Maine. In fact, the profusion of home gardens reminds one of Europe where every scrap of land is carefully cultivated.

In the railroad family, it would be hard to find a more experienced or dedicated tiller of the earth than Chief Dispatcher Henry White, of Houlton, who admits that his real reason for gardening is simply that he likes it. He's the kind of gardener whose first symptoms of the year will be a growing impatience until the seed catalogues arrive in February. They'll occupy the



White cans all of the vegetables he eats during the winter months including tomatoes, center jar, and two varieties of beans. His late wife, a home economist, taught him the art which, he says, makes a garden a considerable economic asset.

winter evenings while the winds howl out of the north and the snow covers the fields with "poor man's fertilizer." The first blush of spring finds him with his hands in the soil, intoxicated with the ritual of burying dry seeds that will soon be living plants and with the ancient vibrations and smells of the earth.

His lifestyle reflects a voracious capacity for reading, travel, an interest in all aspects of the natural world as well as a certain self-sufficiency that's part of his cultural heritage. He does all his own housekeeping chores, including washing and ironing, and thinks there's not enough time to do all the things he wants to do. Four years ago he and his daughter, Janet, a supervisor in the trust department of the Bank of Maine, made a three-week trip to England. He often gets up before dawn to photograph the wildlife in Baxter Park or some other preserve before his work day begins. He likes walking the mile to the office because he "sees more". And he grows and preserves much of the food he eats.

In addition to being a skilled and serious student of home agriculture, this soft-spoken man is also one of that growing breed of gardeners who believes that the delicate balance of

White, pictured at work in his tomato patch, also grows sugar beets (foreground) which he feels are superior to all other beets for greens.



earth, water and air is less disturbed by growing vegetables and flowers organically without chemicals and chemical fertilizers and that the fruits of the organic garden are more tasty and beneficial.

The 61-year-old widower began gardening in 1946, two years after he moved to Houlton, and became interested in the organic method in 1951. His wife, Elizabeth, was afflicted with asthma and it was aggravated by burning of leaves in the fall.

Why not add the leaves to the soil, he asked himself, to build that elusive quality that agriculturalists call tilth. A couple of years later he had acquired a grinder which reduced leaves and other vegetable debris to small particles and considerably hastens the rate of decay that reduces it to rich, black humus.

Composting of nature's waste materials has become a familiar process in the intervening 20 years since Henry White tentatively constructed his first compost pile. And since that time he hasn't put as much as a spoonful of chemical fertilizer or insect spray on his 25 x 80 foot plot.

The secret of composting, he says, is like getting a good sourdough recipe going; it must have active bacteria, moisture and circulation. After that you can add almost anything in the way of vegetable matter to it.

"This has only been in the hopper a couple of weeks," he says, scooping rich, black compost from a layer some six inches into the pile.

Compost is used like commercial fertilizer. Henry tills some into the soil in the fall. The leeching action of the fall rains and the melting snow in the spring breaks down the compost completely. The only evidence of it is the almost explosive growth effect it produces on growing plants.

A garden could amount to just recreation and some very good summer meals, he admits, if a person doesn't preserve or freeze the fruits of the summer's labor. Henry White has a special advantage; his wife was a home ec. teacher and, during WW II, had charge of a canning project in Houlton.

"She taught me how to do it," he says, "and I've never had anything spoil on me. I do it because I enjoy it. When I'm doing tomatoes, I usually pick them during my lunch hour and do them in the evening. They're easy. Beans are a lot more work. I freeze the corn. After a person has had the home frozen and preserved product, he'll never willingly go back to the store variety."

Last year Henry "put up" 55 pints of tomatoes and 50 pints of green and yellow beans. He also froze raspberries from his own patch, spinach, beet greens, corn, and wild fiddlehead greens which are a far-north delicacy of the swamps and river bottom lands.

Is a garden worthwhile, economically, to a family? Henry White answers with an emphatic yes.

"Of course, I enjoy it. I like pulling a few weeds or hoeing for a few minutes before I go to work in the morning," he says. "But I save money, too. The only money I put into it are for seeds, a bag of lime and what little gas I use in my rototiller."

"Besides that, every leaf, every twig goes into the compost pile and back into the earth, instead of being burned or hauled to the dump. And that makes a lot of sense to me."

Whether the Year of the Great Green Thumb is the direct result of rising food prices or the expression of a subtle longing to return to simpler days before pollution, the population bomb and rampant development, it is certain to create more awareness of the earth and man's intimate relationship with it. Some historians have suggested that when a society no longer hears those ancient rhythms of the earth and its seasons and when it ignores those laws of replenishment, it is doomed.

While the garden movement may have a practical aspect, it could have some valuable intangible benefits. For by learning some of those arts that the riches of an industrial society have made us forget, we may have found part of the solution to littering, a pre-packaged, throw-away culture and the growing heaps of refuse with which we surround ourselves.

In the Family

Engineering Department

Section Foreman and Mrs. Wesley N. Bell, of Smyrna Mills, are announcing the engagement of their daughter, Diane Apryl, to Gerald H. Stone of Gardiner, Mass. He is the son of Mr. and Mrs. Lyman L. Stone of Maynard, Mass., formerly of Masardis. Miss Bell a graduate of Houlton High School in 1967 and Gallaudet College in Washington, D.C., in 1971, holds a BS degree in home economics. She now resides in Meridan, Conn., where she is employed at Veterans Memorial Hospital.

Mr. Stone is a graduate of Ashland Community High School in 1967 and attended two years at Mount Wachusett Community College in Gardiner, Mass. He now resides in Gardiner where he is employed at the First Safety Fund National Bank. A November 10 wedding is planned.

Assistant Engineer Paul Wheeler recently retired after over 30 years of service with the railroad in the Engineering Department in Houlton. This was a family affair since his wife, Donna, also retired the same day. She taught for a number of years in the Houlton school system and her last position was a teacher in the Junior High Department. Paul and Donna were honored at a retirement party given by the employees of the Engineering Department in the office at Houlton. Attending were employees from the Engineering, Transportation and Operating Departments. Refreshments were served including a retirement cake. Chief Engineer Vinal Welch made a few brief remarks and presented Paul with a gift from the company. He was also presented gifts from fellow employees and friends.

Stenographer Joan Butler played her first sub-par round of golf recently at the Houlton Community Golf Club. On the front nine she carded 1 bogey, 7 pars and 1 birdie for a 39, while scoring 3 bogies, 2 pars and 4 birdies on the back nine for a 38, or an 18 hole total of 77, 1 stroke under par. The sub-par round was played on a Friday evening accompanied by Secretary Faye Albert who picked up at the 15th hole and caddied the remainder of the game, thus allowing Joan to complete her round before dark.

Our sympathy to the family of Edson H. Wentworth, retired trackman, who died recently at a local hospital after a long illness. He was born in Hermon, July 31, 1905, son of Ezekele and Nancy (Bralley) Wentworth. He retired from the railroad in 1960. He is survived by his wife, Mrs. Dorothy (Blanchard) Wentworth of Hermon, two sons, Warren, of



Pictured at retirement party for Paul and Donna Wheeler at Houlton are, from left, Faye Albert, Paul, Donna, and Joan Butler. Both Wheelers retired the same day, he as assistant engineer and Mrs. Wheeler from teaching.



Jean Powell, daughter of Stenographer Flora Powell, of Houlton, was a delegate to Girls Nation at Washington, July 12. She's pictured above, left, with Senator William Hathaway and another delegate, Stephanie Philbrick, of Rumford.

Orono, and Edson, Jr., of Hermon; three daughters, Mrs. Richard (Lois) Emerson, of Hermon, Miss Lorraine Wentworth of Hermon, Miss Loretta Wentworth of Bangor; three step-children; one sister and thirteen grandchildren.

Miss Marilyn Burton, daughter of Trackman and Mrs. John L. Burton, Oakfield, participated recently in the commencement exercises at Rollins College, Winter Park, Fla., where she received her B.A. degree in English and Theatre Arts. After a brief stay with her parents she will return to Winter Park to begin her employment as company manager for the Annie Russell Theatre at Rollins College.

Miss Wendy Lou Beaulieu, daughter of Mechanic and Mrs. Frank A. Beaulieu of Houlton, participated in the 147th Commencement at the University of

Maine at Orono and received a B.A. degree.

Miss Jean Powell, daughter of Stenographer Mrs. Flora Powell, attended Girls Nation at Washington, D.C., recently as a "Senator" from Maine. While attending Dirigo Girls State in June she was selected as outstanding girl resulting in a trip to Girls Nation with all expenses paid by the American Legion Auxiliary.

Signalman Fred Bickmore of Presque Isle was recently married to the former Margaret Lee of Fort Fairfield in the Full Gospel Assembly Church of Presque Isle. The couple enjoyed a week at Cross Lake.

Leading Signalman Fred Lyford and his wife of Presque Isle recently took a trip to Toronto and visited Mrs. Lyford's sister, Mrs. Bert McClouch.



Mr. and Mrs. Francis J. Cyr

Traffic and Marketing

Mr. and Mrs. Francis J. Cyr, 51 Fifth Street, Old Town will celebrate their golden wedding anniversary Sept. 11.

They were married at St. Marks Catholic Church at Sheridan, Maine. Attendants were Laura Chasse, sister of Mrs. Cyr, Blanche Cyr and Leonide Cyr, sister and brother of Mr. Cyr and George Cyr, cousin of Mr. Cyr.

Mrs. Cyr is the former Gertrude Chasse, daughter of the late Mr. and Mrs. Paul Chasse of Edmundston, N.B. and Mr. Cyr is the son of the late Mr. and Mrs. Ubald Cyr of St. Helaire, N.B.

Mr. and Mrs. Cyr have resided in the Old Town area for the past 40 years.

They have three children, a daughter, Gloria, who is personal secretary in the Marketing Department at Bangor; and two sons, the Rev. Myles V. Cyr, OMI, Director of Adult Education Program at St. Joseph Center, and the Rev. Roger T. Cyr, OMI, Director of St. Joseph Center, both of Lowell, Mass.

Renewal of Vows and Mass will be celebrated by their two sons on Tuesday, Sept. 11, at 9:00 A.M. at St. Joseph Catholic Church in Old Town for relatives and friends. A brunch will be served at the family home immediately following the Mass.

Michael Duplessis, son of Asst. General Freight Agent and Mrs. Armand Duplessis of Presque Isle Sales Dept. made the dean's list his freshman year at New England School of Art in Boston. He will be continuing his education in Boston this fall.

Jim Garrity, rate clerk in Traffic Department, has finished his first year as coach of Merrill Trust Farm League Baseball Team. The team's record of one win, ten losses didn't dampen his spirit and he's looking forward to next year.

Asst. General Freight Agent George Deshane has been coaching Sewell's team in the Old Town Little League. This year's record of 15 wins and 3 losses brought the League Title. George has been coaching in the Old Town League for 8 years.

Transportation Department

Paul F. Kearney, son of Timekeeper and Mrs. G. L. Kearney, Houlton, was graduated from Indiana State University, Aug. 21.

Capt. Robert L. Chasse, USN, son of the late Station Agent Maxime Chasse and brother of Clerk George E. Chasse, Frenchville, was a recent visitor of his brother. While home he attended the 25th anniversary of his high school graduation. Capt. Chasse is a 1952 graduate of Holy Cross College in Worcester, Mass. After his graduation he was commissioned a lieutenant in the US Navy. He has seen duty on ships of all sizes from aircraft carriers to atomic submarines. He is at present stationed at the Naval Base, Norfolk, Va., and is presently comptroller for the entire Atlantic Fleet.

Retired Conductor and Mrs. Mahlon T. Adams, of Linneus, observed their 50th wedding anniversary July 29 with an open house. Mrs. Maurice Tozier of Somers, Conn., was hostess for the 150 guests attending.

Mr. and Mrs. Adams have been active in community affairs. Mr. Adams has served as a member of the school board for 20 years and Mrs. Adams assisted in the school clinics and other affairs at the school.

Mr. Adams is a retired conductor for the Bangor and Aroostook Railroad, a member of the Masonic bodies in Houlton and a member of Anah Temple Shrine in Bangor.

Mrs. Adams is a past matron of Fidelity Chapter, OES, in Houlton.

Mrs. George Merrill and Mrs. Neil Timm served refreshments and at the punch bowl were Sue Ann Tozier, Aileen Roach and Debra Hovey.

Mr. and Mrs. Adams received a money tree and many cards.

Jill O'Roak, daughter of Mr. and Mrs. Walton O'Roak of Island Falls, became the bride of Wilbur Hersey, son of Conductor and Mrs. Hilton Hersey of Oakfield, at a June 23 wedding ceremony at the United Church of Christ, in Island Falls, with the Rev. Donald Davenport officiating.

Matron of honor was Mrs. Robert Porter. Bridesmaids were Mrs. Roderick Chase, of Bucksport, Mrs. Chris Bowers, of Norway, and Mrs. Daniel Rafferty. Flower girl was Heidi Mitchell, Sherman Mills.

Best man was Linwood Hersey, Oakfield. Ushers were Rodney Swallow, Ralph Collier and Robert Porter. Ring bearer was Daren Boutillier.

The reception was held at Birch Point Lodge.

The couple will reside at Island Falls. Joan Sandra Brown, daughter of Mrs. Joseph Allott, of Billerica, Mass., and William Cedric Lloyd, Jr., son of Mrs. Ruth Nickerson and Conductor W. C. Lloyd Sr. of Houlton married Feb. 15 at the Tatnuck Country Club in Worcester, Mass. Pink and white flowers were used as decorations for the double ring ceremony.

The bride was given in marriage by her stepfather Joseph Allott. She wore a floor length empire styled gown of white silk brocade trimmed with pearls. Her plain headdress was of the same material and she wore a sheer white veil. She carried a single red rose.

Miss Jayne Lloyd sister of the bridegroom was the maid of honor. She wore a wine colored gown and carried a single pink rose.

The bridegroom's attendant was Ronald M. Perry.

A reception was held at the Tatnuck Country Club. Michelle Lloyd, sister of the bridegroom, circulated the guest book.

The bride attended Billerica Schools and is now employed by the Rutland State Hospital.

The bridegroom attended Nashoba Valley Technical High School and is now employed at L. Hardy Knife Company in Worcester.

The couple are at home in Rutland, Mass.



Mrs. Edwin Wesley McCarrison

Miss Darlene Marie Morrison, of Milo, daughter of Crane Operator and Mrs. Donald Morrison was married to Edwin Wesley McCarrison, of Boston recently. The bridegroom is the son of Mr. and Mrs. Raymond McCarrison, of Milo. The wedding took place at the Park St. Methodist Church in Milo. The couple is at home in Melrose, Mass.

Mary Jane Lloyd, daughter of Mrs. Robert M. Nickerson and Conductor



On July 9, Jenny Fournier was picked among eight other contestants and crowned Miss Van Buren. Jenny, the 19-year-old daughter of Foreman and Mrs. Martin Fournier was chosen to represent Van Buren in the 1973 Maine Potato Blossom Festival in Fort Fairfield July 19.

A 1972 graduate of Van Buren District High, she is entering her second year at the University of Maine at Orono where she is majoring in Child Development for nursery school and Elementary level education. In the Potato Blossom Pageant, held the evening of July 21st, Jenny was voted "Miss Congeniality" by the other contestants and awarded the silver bowl.

W. C. Lloyd, Sr. of Houlton became the bride of Dennis E. Adams, son of Mr. and Mrs. Murray C. Adams of Linneus in a double ring ceremony May 3 at St. Mary's Catholic Church, Houlton. The Rev. Paul Cote officiated.

The bride wore an old fashioned gown of yellow rosebud print with a halo of baby's breath and yellow roses in her hair. She carried a single long stemmed yellow rose.

Maid of honor was Mickey Lloyd. The bridegroom's attendant was Blake McPherson.

A reception was held at the American Legion Hall in Houlton. Decorations were white bells and streamers.

Mrs. Robert I. Becker served the cake and Christen and Pam Adams and Maria Annett served the cake.

Ann Adams circulated the guest book and Mrs. Ronald Smith and Mrs. Vernon Spooner presided at the gift table.

The bride will be graduated in 1973 from Oakfield Community High School and the bridegroom was graduated from Hodgdon High School in 1971. He is employed by Bartley Builders.

The couple is at home in Linneus. We were sorry to hear of the death of retired Station Agent Ralph A. Hood, 69, at a Bangor hospital June 14. He was born in St. John, N.B., Aug. 16,

1903 the son of George and Maggie Powers Hood. He was a member of the Piscataquis Lodge of Masons of Milo, the Order of the Eastern Star, Milo, Anah Temple Shrine, Bangor, Pleasant River Grange, Milo, and the Episcopal Church, Houlton.

He was employed by the Bangor and Aroostook Railroad from Sept. 19, 1930 until his retirement Nov. 28, 1969.

He is survived by his wife Madeline Hood of Milo; one son, George of Old Town; one daughter, Miss Mary Hood of Philadelphia, Pa.; two sisters, Mrs. Dorothy Adams of Philadelphia, Pa. and Mrs. Julia Crawford of Peak's Island, Maine, and several nieces and nephews.

Funeral services were held at the Lary Funeral Home of Milo Sunday, June 17. Burial was in the family lot in the Evergreen Cemetery, Milo.

Accounting Department

Robert E. Clukey, manager data processing, retired July 31, after completing 36 years of service with the railroad. Mr. Clukey started working for the BAR on August 25, 1937 as a Clerk in the Freight audit Section of the Accounting Department. A retirement party honoring Mr. and Mrs. Clukey was held Tuesday afternoon, July 31, at the Bangor office. Refreshments were served and congratulations extended to Mr. and Mrs. Clukey. Controller Owen J. Gould presented Mr. Clukey a gift from his fellow employees and Executive Vice President Walter Travis presented him with a gift of luggage from the railroad. Mr. Clukey was also made "permanent chairman" of the BAR golf tournament and was presented with a symbolic trophy by Howard Cousins, Vice President-Marketing.

Clifford M. Johnston, son of Lead Clerk and Mrs. Mervyn Johnston, has received a promotion to the rank of Sergeant while serving a three-month tour of duty in Germany. He will be returning to Little Rock Air Force Base in Arkansas where he resides with his wife, Sharon. Cliff is a six-year enlistee in the USAF.

Controller Owen Gould and family spent the first two weeks of August vacationing at Prince Edward Island.

Keypunch Operator Alice Titus is a patient at St. Joseph Hospital in Bangor, at this writing, and is expected to return home shortly.

Car Accounting Clerk Mildred McNaughton and her sister, Annie McDonald, spent a week vacationing in Nova Scotia, Cape Breton Island and Prince Edward Island.

Freight Revenue Clerk Donald Andrews is recuperating at home following a bout with pneumonia.

Mechanical Department

We were sorry to hear of the death of retired machinist Willis I. Osgood, Sr., of



Mr. and Mrs. Robert E. Clukey



Chief Mechanical Officer H. W. Hanson, right, congratulates Car Repairer Roland E. Dunton, Northern Maine Junction, on his retirement, August 1. He was born July 12, 1907 in Hampden, Maine, and attended Hampden Schools. Mr. Dunton started work for the B&A January 1, 1952 as a carman and has worked in that capacity until his retirement. Prior to working for the railroad he worked for Merchants Despatch Transportation Corp., from October 1941 thru June 1951. He served with the U. S. Army in 1944. Mr. Dunton is married and has two children, Diana Jamerson, Hampden, Maine, and Beverly Sherwood, Belfast, Maine. He resides with his wife Vivian May at RFD #2, Hampden Highlands.

Milo. He was born in Medford, May 20, 1893. He had been retired since July, 1959, and at that time he was a machinist at Northern Maine Junction.

He is survived by three sons, Gardner, Willis, Jr., and John, all of Milo. One brother, Lynn Osgood of LaGrange, as well as several grandchildren, nieces and nephews.

Moving Up



Diesel Supervisor *Nels E. Skoog*, right, congratulates Machinist *Fred F. Fowler*, on his retirement, June 22, 1973. He was born at Oakfield, June 22, 1908 and attended Oakfield Public Schools. He started work for the B&A in March 1937 as a car repairer helper, and subsequently was engine cleaner, car cleaner, machinist helper, boilermaker helper, hostler, boilermaker, and machinist. He has two children, *Diane Hanscom*, of Presque Isle, and *Bruce Fowler*, of Oakfield, Maine.

We extend our sympathy to the family of Electrician *George C. Folsom*, who died recently at the Milo Hospital. He was born in Dover-Foxcroft, June 21, 1912.

He was a member of the Piscataquis Lodge of Masons, Milo, the Rabboni Chapter of Milo, Central Council of Dover-Foxcroft, Maine Council Order of High Priesthood, Maine Consistory, Ancient Accepted Scottish Rite, Milo Masonic Club, Aldworth Chapter of O.E.S., Pleasant River Grange, Three Rivers Citizens Club, and the Dover-Foxcroft Baptist Church.

He is survived by his mother of Dover-Foxcroft, his wife *Ernestine Folsom* of Milo, one son, *Wayne*, of Canaan, and one daughter, *Mrs. Cheryl Fairbrother*, of Dover-Foxcroft, as well as three brothers, four sisters, and four grandchildren.

Laborer *Gordon S. Ellis*, 59, of Derby, died at a Togus Hospital August 1, 1973. He was born in Derby, February 28, 1914. He had been retired on disability since June 1968. He was a veteran of World War II and a member of the Joseph Chaisson Post, American Legion, Milo. Mr. Ellis is survived by one daughter, *Mrs. Cheryl Cunningham* of Bangor; five sisters, four brothers, and several nieces and nephews.

Robert E. Clukey, manager of data processing for the road and a familiar figure in Maine amateur golf circles, retired Aug. 1 after 36 years with the railroad. Clukey will be succeeded in the post by H. William Oliver, of Hampden.

Clukey, 60, is a native of Bangor and was educated at John Bapst High School and Beal Business College. He entered railroad service as a clerk and worked in various positions in the road's accounting department until he became manager of data processing in 1950. He played a major role in the company's changeover from business machines to computer. During WW II, Clukey served with the U.S. Navy and was discharged in 1945 as a chief petty officer.

He is married to the former Leona West. The couple has one son, Dr. Robert E. Clukey, Jr. of Bangor.

Oliver, 31, is a native of Portland and attended Portland schools and the University of Maine. Prior to his appointment as programmer-analyst for the railroad in 1971, he had been employed by Honeywell EDP and, later, by Eastern Fine Paper of Brewer. He is a veteran of service in the USAF.

Oliver is married to the former Elinor Dicker. The couple has two sons, Andrew and Scott.



Robert E. Clukey



H. William Oliver

Facts and Figures

	June		Six Months Ended 6/30	
	1973	1972	1973	1972
We received from:				
Hauling freight	\$1,025,373	\$ 877,969	\$6,850,685	\$7,021,351
Carrying passengers & express on our busses	28,210	25,998	145,969	130,186
Other transportation services	35,231	40,663	266,642	181,819
Net rental from freight cars and other equipment	366,239	622,853	2,361,177	2,431,338
A total of	\$1,455,053	\$1,567,483	\$9,624,473	\$9,764,694
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	301,423	262,699	1,930,382	1,960,577
Keeping locomotives, cars and other equipment in repair	450,980	449,438	2,600,507	2,551,043
Running trains, station and yard expenses	396,861	338,601	2,583,448	2,305,132
Pricing and sales of our services	29,077	27,016	171,357	162,354
Managing the business and keeping records	77,215	77,638	503,912	524,246
Payroll taxes	84,598	71,699	505,361	438,383
State and local taxes	30,149	32,786	183,297	192,127
Interest on borrowed money	118,697	121,742	730,547	700,351
Other miscellaneous charges — net	(16,276)	(8,501)	(99,629)	(27,969)
A total of	\$1,472,724	\$1,373,118	\$9,109,182	\$8,806,244
Our Pre-Tax Net Income was	(17,671)	194,365	515,291	958,450
Add—Dividends received from our subsidiaries (excluded above)	—	—	—	555,000
—Gains realized from reacquisition of the First Mortgage 4-1/4%, Series A Bonds (excluded above)	—	—	—	76,840
Pre-Tax Net Income reported to the ICC	\$ (17,671)	\$ 194,365	\$ 515,291	\$1,590,290

Mile Posts

20 YEARS SERVICE

Howard L. Cousins, Jr.
Richard E. Daigle
Richard N. Dee
Harold W. Hanson
Harold J. Hogan
Herbert J. Labbe
Daniel W. Morrill
Thornton C. Rainey
Herbert R. Russell
Clarence W. Worster

30 YEARS SERVICE

Harley B. Faulkner
Owen M. Henderson
Mildred H. McNaughton
James L. Nadeau
Robert K. Tinkham
John J. Willinski, Jr.

25 YEARS SERVICE

Sylvio W. Cyr
Clarence A. Hamilton
Camille Morneault
Edward L. Paradis
John A. Rowe
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We operate two busses a day in each direction between Bangor and Northern Maine. We even have an equipment exchange with Greyhound so that you can ride the same bus from Fort Kent to New York City if you want.

We're pretty big in the charter business, too. If your organization is planning a trip it'll pay you to talk with us before you make your plans. For the businessman there's bus express for those smallish rush shipments that you need yesterday.

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And if you have any questions, call us at 848-3326. Ask for Slip.