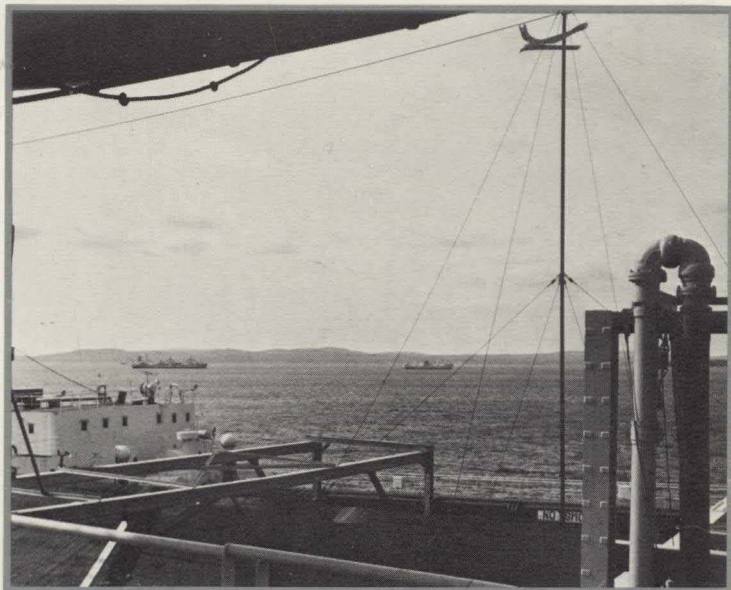


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD • SPRING 1976





Talking It Over

To My Fellow Employees,

Making a budget is probably a familiar process to all of us. And it may not surprise you to know that it's no less painful to make a budget for a business than to make one for your home. There are the same limitations. One cannot, for example, spend more than one earns no matter how worthwhile the project. And one must exercise a degree of judgment that distinguishes the essential expenditure from the merely desirable.

The first step in making a budget for Bangor and Aroostook is to estimate revenue for the year. Then it becomes a matter of calculating how many people that revenue will support, because more of the railroad's dollar is spent on people than on tools, materials, taxes, diesel fuel or anything else. In fact, our payroll dollars (\$9.4 million last year) were the largest expense item in the \$16 million we spent in 1975.

Unfortunately, wage increases over the past five years (about 56%) have outstripped increases in earnings and have reduced the number of people the railroad can support. So each time another round of wage increases is negotiated at the national level, some lose out because there aren't enough dollars to pay the increased costs. The unacceptable alternative is to pass on the added costs to customers and price ourselves out of business.

We've been able to protect people, for the most part, when we've had to make those hard decisions. But there have been a lot of jobs that haven't been filled after retirement. In the beginning, I suppose, we had enough fat so that we could pare without impairing our efficiency. But we have counted out our people so carefully that, now, when we lose a job it hurts.

There is an idea gaining currency among low-density railroads like ours and among the less affluent that shows some promise for companies like ours. As you know, our negotiations are conducted on a national level with the largest and richest railroads having the biggest voice. The results are settlements acceptable for the large and healthy and often **not** affordable by smaller roads with a lesser density and income base. There have

been serious proposals that future negotiations be conducted on two levels, one for the large affluent roads and another for small solvents and bankrupts.

The concept is fraught with potential problems, not the least of which is selling it to the national union leadership. But it has enough merit, I think, to deserve serious consideration. There are precedents for it. In many other industries union contracts are made on a regional basis that takes into account the ability of firms to pay. But in the railroad industry it is blandly assumed that a small Maine railroad has the same ability to pay as a Union Pacific or a Burlington Northern. It is rarely true, of course, and the result is that when the small railroad is presented with the increased bill, it finds it can no longer afford as many people at the higher price.

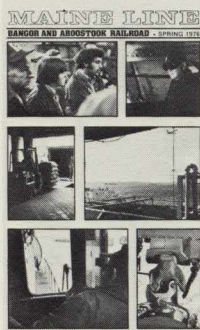
I sense a willingness among brotherhood employees to consider the idea and to realistically come to grips with the concept of employee security as opposed to larger and larger pay increases for fewer and fewer employees. I believe we can employ more people at favorable regional pay rates with substantial increases and provide more employee security than we do under the present system of nationally-negotiated wage rates.

The decision, if it comes, won't be made by local union people, of course. But they may well have some influence on it. I think the question goes beyond the survival of the small railroad. I believe what we may be talking about is whether this society will any longer tolerate the small institution if it cannot conform to the economic pattern of the vast national monoliths.

If we lose this kind of tolerance, if we insist that all our institutions conform to a single standard geared to national standards, we will have lost something very precious, not only to our economy, but perhaps to our liberty.

Sincerely,

Walter E. Travis



NEWS BRIEFS

COAL TO NEWCASTLE DEPT.

The first export of fresh Idaho potatoes through Searsport left Idaho Falls, Idaho, in April bound for Maine. Idaho Potatoes are normally exported through Gulf ports or West Coast ports. The 61 carloads of potatoes were shipped in mechanical refrigerator cars for the ship ROSA DANIA and are destined for Europe. The exporter is McCain Produce, a firm which has been a major exporter of Maine potatoes through Searsport in 1976. The unique export occurred because of availability of potatoes in Idaho, price and the competitive position of Searsport's facilities.

About the Cover

The photographs on the cover reflect the diverse activity taking place on the railroad ... from the large export movement of potatoes and our ability to handle it (pages 4 and 8) to unique new school for equipment operators (see page 11).

BARTIS ON LINE

The last remote terminal in the BARTIS (Bangor and Aroostook Railroad Train Information System) went on line March 29 when a computer input terminal was installed in the Presque Isle agency. All forwarded traffic is now being billed on the BARTIS system, according to Assistant Vice President-Operations R.P. Groves, who's coordinating the BARTIS project.

Groves describes the waybill capability of BARTIS as the keystone of the system. The next step, he says, will be to develop advance train consists of all trains in and out of major terminals and the development of a car file which will list current car location and detail what has happened to any individual car for the previous 30 days or whatever useful time frame is required.

WE'RE NO. 7 IN THE U.S.

The Port of Searsport, served by Bangor and Aroostook, was listed in seventh place in volume of railcars of general cargo exported through U.S. Ports for the first quarter of 1976. Searsport ranked above Mobile, San Francisco, Los Angeles, Charleston, Houston, Galveston, Pensacola and 38 other ports including Boston, which had 47 cars, and Portland, Maine, which had none.

Those ports with a greater volume of general cargo railcars for export were: New Orleans (the highest), Hampton Roads, Baltimore, New York, Savannah and Philadelphia. Searsport accounted for 3.8% of the U.S. total of general cargo export railcars and 11.5% of those exported by North Atlantic Ports.

FIRST CONTAINER SHIPMENT

The first container shipment of paper through the Port of Searsport was loaded on the CARGO PETRA April 30. The Great Northern Paper Co. trial shipment — 39 containers holding 500 tons of newsprint and 312 tons of catalog paper — was destined for England and France.

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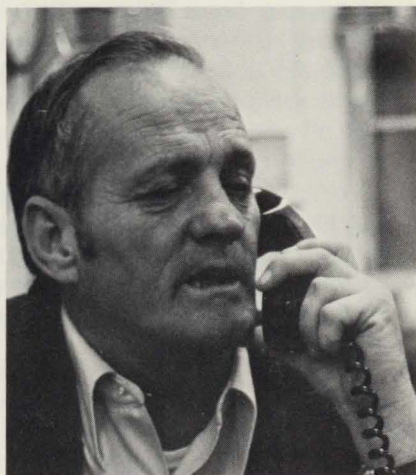
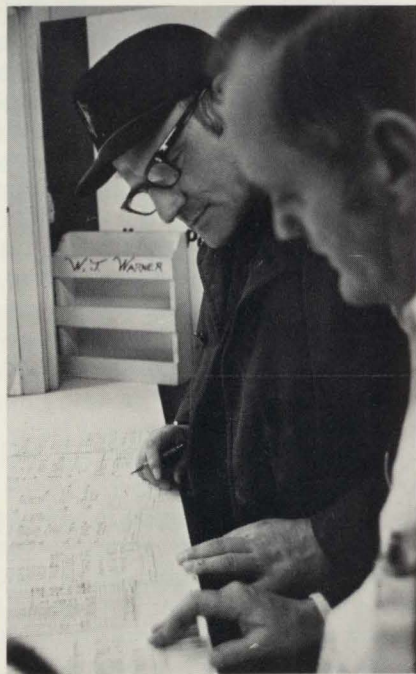
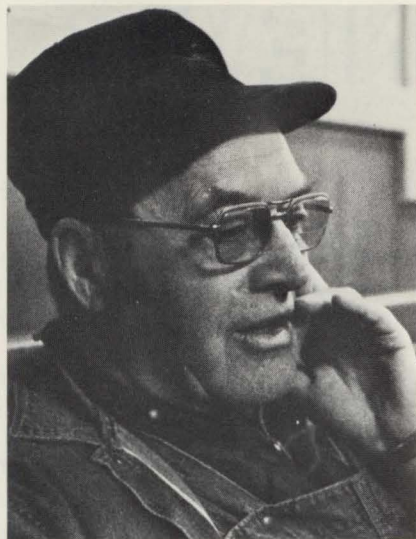
HENRY G. WHITE
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We Measure Up

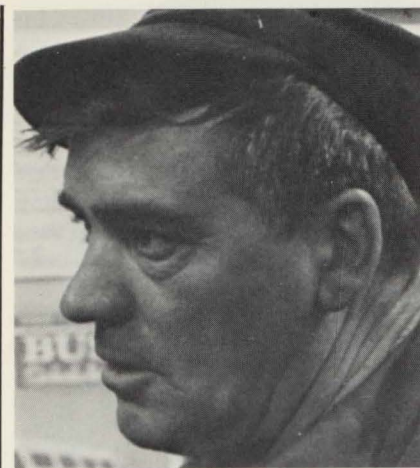
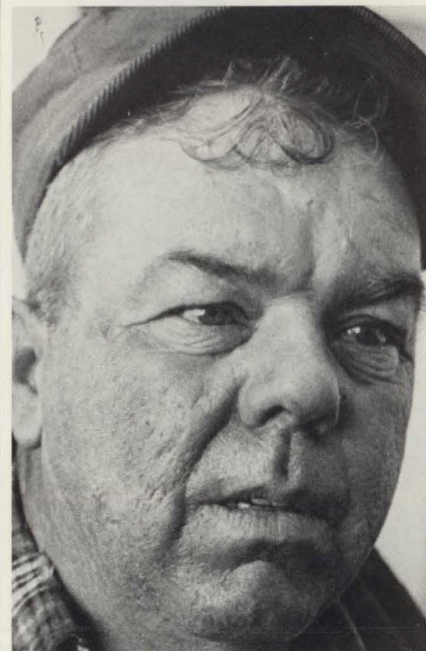
The Bicentennial year, not the month of March, came in like a lion in northern Maine. One northeaster chased another and each was followed by a thaw and a deep freeze until, as one imaginative brakeman put it, "you were railroading on blue ice."

Railroad people who can remember are calling it the worst winter since 1932. Engineer Earl Capen, Presque Isle, recalls that year as one "when you could get on your fields every month of the year." That year, too, every snowstorm was followed by a thaw and a tight freeze until the landscape was encased in a coating of ice. The winter of '76 will also be remembered by future Bangor and Aroostook people as the year when railroading was a matter of cutting ice and re-railing cars.

One important rail development that was complicated by the vagaries of the weather was a heavy export movement of potatoes through the railroad's Searsport facility. It began just as the first of the winter storms struck and by the end of March had swelled to 2,000 cars, the heaviest in 12 years.



The faces of the Bangor and Aroostook men pictured above reflect the effort and hours that went into moving the export crop.



The railroad once moved as many as 30,000 carloads of fresh potatoes a year but, as the interstate highway system was completed, the traffic went to trucks. As the potato movement lessened, the railroad began mothballing its fleet of RS refrigerator cars. When the export orders started pouring in, the cars, stored on remote sidings, had to be dug out of the snow and prepared for the movement of potatoes. It was a big chore accomplished under considerable pressure.

While mechanical crews were preparing cars for service, snow removal crews were clearing sidings that had not been touched all winter. As the momentum of the shipments built up in January and February, so, too, did the fierceness of the winter storms.

The heavy potato orders strained both the human and physical resources of the railroad. Railroaders found themselves staying on the job simply because there was no one to replace them and the work had to be done. Spreader Foreman Weldon Simpson stepped off the X445 in Presque Isle one February morning after nearly two consecutive tours of duty. Edward Kennedy, his counterpart in Oakfield, was working the same kind of hours. So were dozens of other men.

But through the grueling hours, the grinding hardship of sub-zero cold and hip-deep snow, there was a curious kind of chemistry at work. The train crews, the trackmen, the mechanical crews and the snow removal crews on whom such great demands were being made began to take a perverse pride in taking whatever the freakish winter served up while they kept the cars rolling.

It was as the poet John Hay described Jim Bludsoe, engineer of the riverboat PRAIRIE BELLE, who held his burning vessel against the shore until the last passenger escaped:

"...A thousand times he swore
I'll hold her nuzzle agin the
bank
Til the last galoot's ashore.
...And they all had trust in his
cussedness
And knowed he'd keep his
word."

During the height of the storms and the demands of shippers for potato cars and train service, spreaders and snow trains operated around the clock. Trainmaster Keith Greenlaw set up a command post at the railroad's Presque Isle agency and manned it night and day, catching a few minutes of sleep on a cot when he could. Listening to the dialogue over the train radio and watching the crews come and go was like having a seat on the 50-yard line at a hard-fought game.

At 7:30 in the evening of February 25, Conductor John Plante books in with his crew and Engineer Sandy St. Peter. They've been cutting ice with a spreader at nearby Fort Fairfield for nearly 12 hours.

As he writes with cold-numbed fingers, Greenlaw tells him that the crew is to report back at 4 a.m. to relieve Conductor Beaver Arnold and his crew at another ice-breaking job.

There are groans and a howl of indignation. A brakeman, stepping out into the biting night, shouts over his shoulder, "Sleep fast, Sandy!"

Plante leaves, whistling the chorus of the "Mexican Hat Dance". They are tired, but pleased with themselves.

Greenlaw, groggy himself from three days of putting out fires



Rail workers at Easton (top photograph) rerail a carload of potatoes that went off the iron as it was moved on a snowed-in siding. Supervisory Agents Leland (right) Harold (seated) Labbe and Operator Ted Clark worked late into the night on the paperwork of the export (center photograph). Engineer Hilston DeLong, Jr. (left) eases the spreader into an Easton siding. Brakeman Beverley Chapman (right) confers with Spreader Foreman Weldon Simpson.



and only an occasional hour of sleep, muses that these are men who expect to do a day's work.

After a brief lull, the radio crackles into life. A train crew with a plow is running dangerously low on diesel fuel. Operator Ted Clark calls a local contractor to deliver enough fuel to complete the job and promises to bring a hose adaptor to fit the diesel's tank in 15 minutes.

The Fort Kent local calls on the radio to report Unit 52 is off the iron. A mechanical crew is called and the unit is re-railed.

A train crew radioes in with a report of a headlight that keeps tripping the circuit breaker. Greenlaw calls Reid Morrill who says he'll take the call.

The action continues until the early hours of the morning, reports of difficulties, answers, understated reports of extraordinary effort. It may not be dramatic but it is testimony to the competence of these men who are

starting a transportation machine that has been idle for several years and getting it moving under the worst possible circumstances. By 2 a.m. Greenlaw is snoring gently on the cot, the telephone quiet at his elbow.

For two months the tired crews would no sooner finish cleaning up after one storm when another would sweep across the Aroostook plateau burying sidings and tracks again. By the end of March, though, the struggle to keep shippers supplied with cars and trains moving was nearly done and a semblance of normalcy returned. In April the melting snows caused extensive flooding. The docks at Searsport were still humming with activity and there was still pressure. But, for a pipeline that had lain unused for two years, the men and women of the Bangor and Aroostook accomplished a remarkable task in getting it into action.

Supervisory Agent Leland Labbe spoke for a lot of Bangor

and Aroostook people when he reflected on the job that was being done.

"I'm glad we could do the job," he says, "but you remember the kind of service we were able to give when we were handling 25,000 cars of potatoes a year and it makes you feel bad that you can't give it now."

A number of the same men who were working such long hours in the cold and storms voiced concern that the railroad would not be able to earn a profit from the movement so great was the expense of cranking up the machinery. The financial managers of the railroad share the concern. But great as the need for revenue is, the achievement, itself, is probably a valuable lesson for those shippers who suddenly found themselves dependent, again, on railroad transportation and for railroaders who sometimes forget what giants they are.

Mileposts

40 YEARS SERVICE

Harry L. Ewings
Frank D. Larlee
Graden L. Swett

35 YEARS SERVICE

Elden J. Wilcox
Vernon F. Willinski

30 YEARS SERVICE

William H. Barrett
Frank A. Beaulieu
Cleon H. Cole
Kenneth L. Colpitts
Wendell E. Corey
Kenneth F. Crockett
Bernard W. Donahue
Virgil L. Dwyer
Irvin L. Foster
James N. Furlong
Randolph W. Grant
James W. Green
Roger A. Greenlaw

Robert P. Groves
Stephen J. Leavitt
John E. Plant, Jr.
Paul L. Pratt
Donald P. Sanders
Edward A. Wing

25 YEARS SERVICE

John A. Brannen
Gedeon M. Dionne
Clement A. Hatt
Gilbert H. Jameson
Lloyd G. Johnston
Herbert J. Labbe
Lionel D. Madore
Leroy M. Mersereau
Francis R. Stubbs
Paul E. Washburn

20 YEARS SERVICE

Chester A. Bailey
Shirley F. Corey
George E. Deshane

Dale K. Greenlaw
Allen P. Hearn
Maurice J. Levesque, Jr.
Paul F. Lewis
John H. Logie
Craig D. Morrison
Eugene A. Rideout

15 YEARS SERVICE

George W. Bragg, Jr.
Beverly C. Chapman
Vincent M. Crosby
Raymond L. Eldridge

10 YEARS SERVICE

Dale R. Chapman
Philip E. Hodsdon
Anneli E. McDowell
Thomas F. O'Connor
Gary R. Porter
Paul W. Rosebush
Lyle E. Shelley



Maine's Sleeping Giant

No one is quite sure how much — or whether — Bangor and Aroostook earned a profit on the 3,000 cars of fresh potatoes it has moved since the first of the year from Aroostook County points to waiting ships at Searsport. But there are few in the railroad family or out who dispute that it was a magnificent achievement.

The refrigerator cars had been mothballed for two years and were literally dug out of the snow. They were loaded and moved in the heaviest snows of the season in temperatures that sometimes plummeted to -43 degrees.

There were mistakes, to be sure. But, as one of the exporters, Dwinal Weeks of McCain Produce Company, Ltd., Florenceville, N.B., points out, "The company that doesn't make mistakes is one that's not doing anything." The overall performance of the railroaders who moved the export under the worst possible conditions was considered by their customers to be extraordinary.

The export did three things: It added, Weeks believes, \$4 a barrel to the price the Maine grower got for his crop this year; it provided work for approximately 130 stevedores in the Searsport area and added thousands of dollars in payroll; and it demonstrated to any potato

shipper who thinks beyond today, what a valuable tool for the potato industry this railroad is.

For, as Dwinal Weeks points out, without the Bangor and Aroostook there wouldn't have been any potato export. A trickle of potatoes moved by truck to Portland and St. John, N.B., but it was the railroad that provided the muscle.

Charles C. Libby, whose house at Sandy Point overlooks the Bangor and Aroostook tracks (and who is not a railroad employee), put it beautifully in a letter to the Bangor DAILY NEWS: "As a train watcher of some years standing I have seen the hopper cars of coal, the refrigerator cars (in happier days they were called 'refs'), and boxcars disappear until one could take long odds that the train up from Searsport would include only two diesel units, oil tank cars, and a caboose. The extra trains and long strings of refrigerator and boxcars are a welcome sight. May these trains continue to roll.

"I cannot help but wonder if anyone appreciates the fact that Maine has such a remarkable 'sleeping giant' capable of awakening to such a task. Could this job have been done if the fleet of refrigerator cars had gone the way of passenger and mail cars?

"I cannot help but wonder if anyone appreciates the fact that Maine has such a remarkable 'sleeping giant' capable of awakening to such a task."

— Charles C. Libby

"If the movement of this tonnage was attempted on the highway, what would be the cost and the inconvenience? A ride up Route One from Searsport will give one a rough — a very rough — idea of what heavy truck traffic and winter weather can do to the roads.

"We need all forms of transportation. Perhaps this demand for rail transport will make us realize that none can be neglected. A sleeping giant can awaken to do great things but what happens when the giant is dead?"

Herschel Smith, an Aroostook grower and shipper, whose export was the first to move this year, asks, "What would we have done without the railroad. What would we have done if the B & A had been out of the potato business, without refer cars?"

"I think the export added at least \$2 a hundred-weight to the price", he says. "The western market's dead. The Idaho boys feel just like spectators sitting in the bleachers. It's been our ball game."

Charlie Smith, whose Fort Fairfield potato company has been exporting through Searsport, agrees.

"If it hadn't been for the export movement," he says, "we'd be getting \$2 to \$3 less on the market. The railroad deserves a lot of credit for the job it's done. There's no question but that it's made a good many friends in the industry."

The sudden...though temporary...need for a rail movement of potatoes may well be a preview of tomorrow.

Charlie Smith believes that more export business will be available now that Maine shippers have acquired the know-how.

"It won't be like this year's movement," he says, "which was caused by European crop failure, but I believe, with better facilities, we can compete with Canada in the world export market."

Men like Herschel Smith look to rail potential for other reasons. Smith expresses his deep concern for the rate the nation is consuming energy...as if oil reserves were infinite or that technology will miraculously produce other sources of cheap energy.



A ship (opposite page) takes on potatoes at the east berth of the railroad's Searsport docks while another loads on the west side. Longshoremen (top) put a pallet of Aroostook potatoes on a ship's sling while a forklift truck shuttles potatoes from a rail car to the loading area.



A rare aerial photograph by Wayne Hamilton (upper left) shows two ships at the dock loading while three others lay at anchor in Penobscot Bay. Trucks were permitted on the docks for the first time (left) under a new tariff. Herschel Smith (top), who participated in the big export, predicts a swing of the pendulum back toward the railroads.

"Just in my generation," he says, "look at the fuel we've burned...mostly in the United States. Look at the change of energy use on the farm. My father used hardly any energy farming. He moved his machinery with horses. Heated with wood. I can remember when he bought his first tractor. And look at the little trucks we used to have; those first ones hauled 24 barrels or so. Look how we've increased our energy consumption in the last 30 years. What'll happen in the next 200? We simply cannot afford this cheap energy.

"But the only thing that'll change it is a dollar bill and I don't think we're far away from big change. The pendulum is swinging in the opposite direction; I think in another 10 years we'll be right back in the railroad business."

Smith has some strong feelings about government and railroads, too.

"Now is the time for railroad men to get rid of as many shackles as they can while the government is concerned about railroads," he thinks. "The federal government has to put more money into railroad tracks. At the same time I can see

less money being put into highways. If you can't get rid of the shackles now, the railroads will be nationalized and we'll be in the soup forever. It'll be nothing but a bill of expense for the taxpayers."

The lesson is plain for anyone who thinks about it. When the tomorrow of expensive energy arrives...and there are many who think it's here... it will be the energy-efficient railroads that will have to shoulder the bulk of the country's surface transportation needs. And the transition will be less painful if they have not been allowed to deteriorate.

Here in Maine, the first signs of the changes that may be in store for us were precipitated by a short crop of potatoes in Europe. That remote event brought about the potato industry's renewed need for the railroad. The equipment was still available. And the railroad still had the skills and equipment to get the job done.

Charles Libby, watcher of trains and a man who thinks about things, put it nicely:

"A sleeping giant can awaken to do great things but what happens when the giant is dead?"



Changing 'Them' to 'Us'

Mechanic Lawrence Vesey explains the intricacies of track machinery maintenance to an interested group of operators at an innovative school held for its track machinery operators by the Engineering Department. At least half of those attending were there on their own time. The two-day school was held at the Maintenance Shops in Houlton April 6 and 7.

In the dim past, railroad tradition often decreed that a man learn his craft before the railroad would pay him a regular wage. As recently as 1940, in fact, telegraphers were required to learn the wire on their own time.

That kind of apprentice system went the way of the steam locomotive, of course, and now railroad people are paid quite handsomely while they learn.

But there's some reassuring evidence (for those who pine for 'the good old days') that today's railroad people are as interested in acquiring railroad skills as they were a couple of generations ago. When the Engineering Department held a school for ma-

chine operators in Houlton April 6 and 7, more than half of those who attended the voluntary sessions did so on their own time. With the approval of the Brotherhood of Maintenance of Way Employees.

What happened was this: Engineering Department managers recognized the need for some formal training of machine operators but dollars were so tight that paying operators, at least half of whom were furloughed, to attend made the idea prohibitive. No one really thought it would work on a volunteer basis, but it was either that or nothing so the letters went out.

When the acceptances were

counted, the astonished Engineering Department managers found that 80% of the eligible operators had accepted the offer.

Admittedly, it might never have taken place without the detente between rail labor and rail management that swept through the industry like a fresh breeze in the early 70s. But labor detente notwithstanding, the enthusiasm and intelligence of the new generation of railroaders was a tonic for veterans steeped in the contemporary notion of indolent youth.

"I came away from the training session," says Chief Engineer Vinal J. Welch, "with a sense of awe at the human resource this



Operators gather around Mechanic Ronald Brewer (center) in a "hands-on" training session in machine maintenance and operation (above). It wasn't just young machine operators who attended the voluntary sessions (center fold); veteran railroaders were intent on upgrading their skills, too. The absorbed expressions on the faces of G.P. Guimond (left), John Cain, V.C. Junkins and F.C. Cain reflect their concentration. Bill Moorhead, of the D.W. Hallberg Co., (top, right) covers some operating hints for the Kershaw ballast regulator. Most of the classes were held inside the Houlton shop (center, right and lower right) although the first aid session and orientation were held at the Parkview Restaurant in Houlton.



company has. I wish some of those who are predicting the end of excellence and the irresponsibility of the young workers of this country could have seen it. It was a very positive experience."

The training school concept came about as a result of increasing maintenance costs on the railroad's battery of 63 heavy (and sophisticated) machines that do most of the maintenance on the railroad's roadbed and track.

"When you consider that we spend 17% of the value of these machines on maintenance every year," says Assistant Chief Engineer Gordon S. Duncan, "the potential savings in teaching new operators basic maintenance and operating techniques is significant. If we can cut the maintenance figure of \$4,100 per machine per year, we can spend

that money on ties and ballast and steel."

Two of the railroad's new crew cars were moved onto tracks at the Maintenance Shop in Houlton. B&B Cook Roland Fournier estimates he served 111 of his hearty meals to the operators, instructors and brass, including President Walter E. Travis. The equipment manufacturers sent skilled technical representatives. And the students had an opportunity to talk with railroad mechanics who work on the machines.

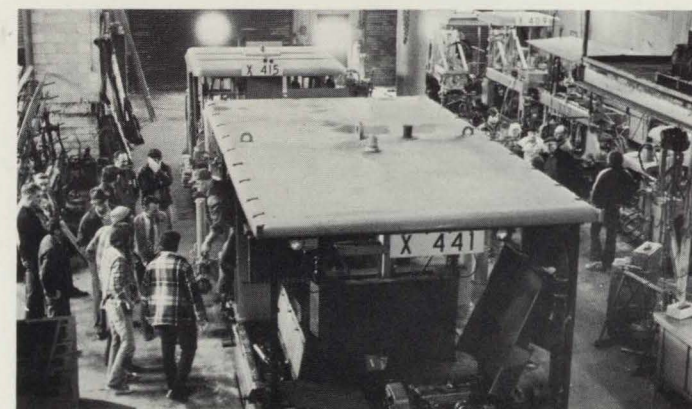
The primary purpose of the school was, of course, to upgrade the skills of regular operators and to train new men. Vinal Welch thinks the "hands-on" training sessions and the give and take of living together for two days accomplished that nicely. But he's just as pleased about some of the incidental

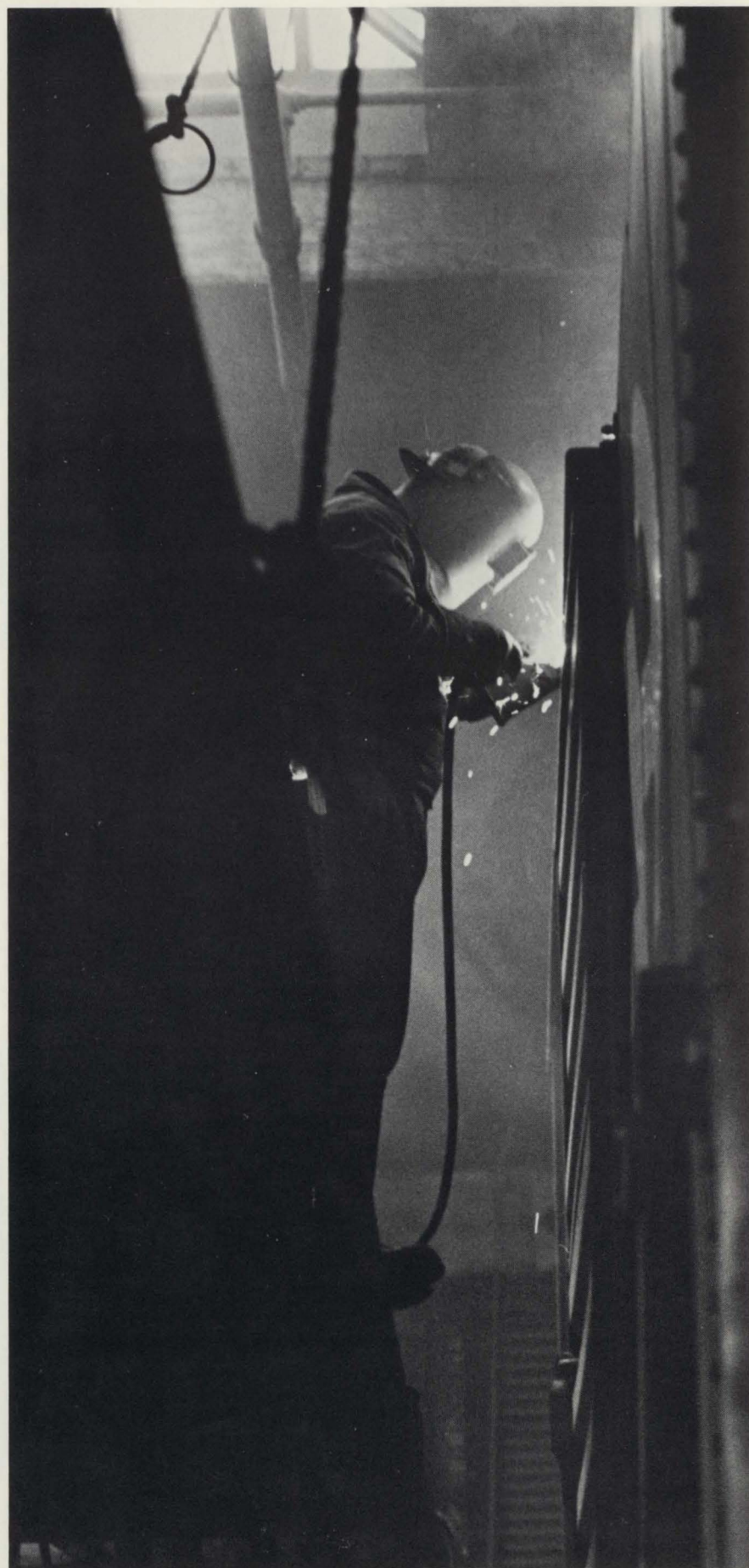
benefits of the sessions as he is about the training.

"You wouldn't think a small company where most of us know each other would have any communications gap," he says, "but we do. In the school situation we had supervisors, mechanics, factory representatives, new men and veterans in informal situations. What happened was that they talked with each other about everything from lubrication to train orders and it worked."

But probably the real significance of the school was not the nuts and bolts of machine maintenance and operation. What came through loud and clear is that a lot of railroad people care enough about upgrading their skills that they're willing to invest their own time doing it.

They're changing the "them" to "us", and that's a very good omen.





New Car Programs Make Derby Shops Hum

For the first time in a decade, new men are being added to the roster at Derby shops. They're not all really "new" men, though. They're mostly furloughed workers from other departments of the railroad. And the reason for the welcome bulge in the work force is a lot of new car program work at the shops.

A boxcar rebuild program, using incentive per diem money (car earnings that can only be used for purchasing new boxcars or for rebuilding boxcars to new standards), is scheduled to be completed in July. The Derby crews have completed 17 of a total of 50 cars and when the 50 are finished, the program will have cost in excess of \$1.5 million. \$215,000 of the cost of the program will have been spent in payroll dollars in Piscataquis County.

When the present programs are complete, Bangor and Aroostook crews will have rebuilt a total of 85 boxcars using incentive per diem funds, Chief Mechanical Officer Harold Hanson says.

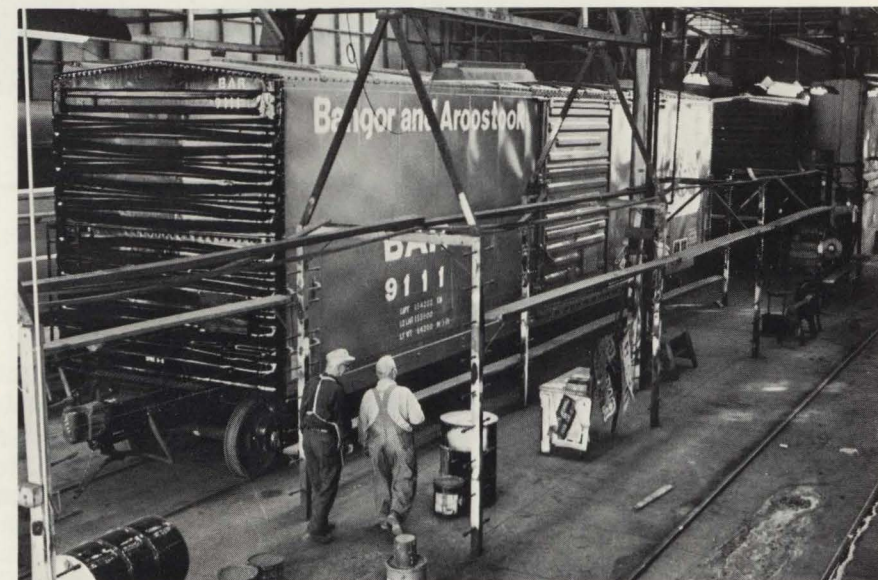
Derby crews are also upgrading 54 woodchip cars. Four cars a week are being outshopped and the program is expected to be complete in July. When it's done, the railroad will have a chip car fleet of 354 all-steel cars. The cars are used by Great Northern and Diamond International paper companies.

Two more programs will mean full employment through at least part of 1977 and perhaps longer. Some 140 cars to move eight-foot pulpwood from northern Maine to International Paper's Jay plant are to be converted from BAR 44-foot end rack pulpwood cars. Plans call for 45 of the cars to be completed by August of 1976 and the remainder by May of 1977.

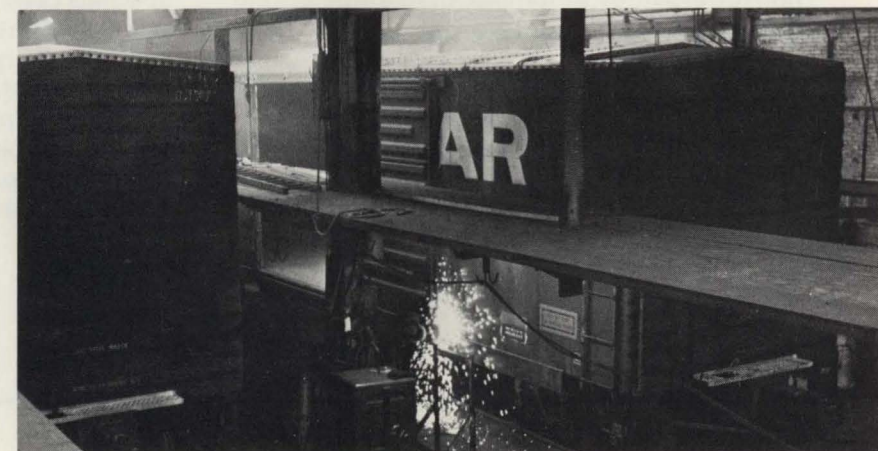
Wood fiber for Maine mills has traditionally moved in four-foot lengths in end rack cars and, more recently, as wood chips in top-loaded cars designed for that purpose. There has always existed something of a spillage problem from the end rack cars and test loads were moved during the past winter with eight-foot wood in the end racks.

As a result, the 44-foot cars will be modified with the addition of permanently attached side stakes for lengthwise loading of eight-foot wood.

International has estimated that it will also require for its operations 120 chip cars in addition to the pulpwood cars. The cars are to be completed by April of 1977. The two programs will cost an estimated \$1,000,000. Mechanical Department managers are optimistic that the increased employment from car programs at Derby (up 50% from a year ago) are indicators that the economic tide is beginning to turn.



New car program work at Derby Shops is keeping employment high; men are being added to the roster for the first time in a decade. Besides boxcar rebuilds, workers are upgrading woodchip cars and converting cars to move eight-foot pulpwood.



ConRail, the 4-R Act and the 'Small Solvents'

On April 1, more than two years after passage of the law creating it, the Consolidated Rail Corporation — ConRail — took over the operations of seven bankrupt railroads in the Northeast and Midwest. Its goal is to mold the seven financially-plagued roads into a single viable system.

The funding of ConRail is one aspect of what some observers have called the most important railroad legislation of this century. The law is the Railroad Revitalization and Reform Act of 1976. And it has potential significance for every Bangor and Aroostook employee.

While the Act makes the giant ConRail a reality, on the one hand, it also provides a flexibility in the all-important rate area that may well work to the advantage of the small railroad like BAR.

"One of the difficulties of the past," says Ray Chambers, BAR's Washington representative, "has been that small railroads, in the all important rate area, have been captive to the giants. Heavy density railroads moving large volumes of freight between major population centers simply have different requirements than the light density railroad which originates a goodly percentage of its own freight in a highly competitive market."

The Act provides a number of reforms in rate making and ICC procedures:

- A rate may not be found too low if it covers variable costs.
- The ICC may not judge a rate "too high" if the railroad has competition.
- There are changes in rate bureau operations

and special incentives for rail capital investment.

- The Act substantially modifies the power of the ICC to suspend proposed rail rates, sets time deadlines and establishes a two-year period during which rates may be increased or decreased by 7% each year.
- Rates can be established based on seasonal, regional or even peak period demand for specific rail services.
- The Act requires the ICC to report to Congress on the need for any additional legislation to establish "demand sensitive rates".

Some of the concepts are those that have been urged by railroad managers and have potential to help both railroad and shipper. As a practical matter, however, the rate provisions all require ICC implementation and, as Chambers comments, it remains to be seen how effective that agency will be in cutting back its own power to regulate.

"But the thrust of the legislation is important," Chambers emphasizes. "It is toward flexibility. If the BAR can identify areas where lower rates will attract more business and higher rates on specific commodities will add to revenues (without losing the commodities to truck) the rate flexibility can become an important tool for management.

"Creative pricing, which may soon be possible for the bold and adventurous, could well allow a railroad like the Bangor and Aroostook to succeed in a new era of competitive growth. It

will be difficult for the giants of the industry, with their bureaucracies and rigid relationships, to make rate flexibility truly work for them."

ConRail is a major fact of life that must be faced by all railroads, particularly those in the Northeast, Chambers believes. But, he points out, it **must** succeed in terms of service since it is an important connection to the BAR and all other solvent carriers in the region. If it fails as a first class service carrier, then all railroading can be expected to collapse in the Northeast and to be folded into the government corporation.

The other side of the coin, he says, is that, with a massive infusion of federal dollars, ConRail could ultimately overwhelm and destroy all solvent rail competition. If there is a struggle between ConRail and the small solvents, Chambers believes the major battleground will be in Washington.

"Fortunately," he says, "the solvents also have the ability to muster political clout as was demonstrated to some degree during Congressional consideration of the Act."

The 4-R Act provides forceful incentives for mergers and consolidations, too. Procedures are expedited; the Commission must handle all proceedings within 2-1/2 years and the DOT may propose or actively participate in merger proceedings before the ICC. And it's expected that some of the \$1.6 billion in loan monies available to the Secretary will be used to rehabilitate properties of merger candidates.

There is some danger that rehabilitation funding could work against interests of the small

road, Chambers believes. The U.S. Secretary of Transportation will have sole control over distribution of these funds. It is quite possible that to encourage big healthy railroads to merge with big sick railroads, government loans will be given to the "sickies" to make them attractive to the Burlington Northern, the Santa Fe, Union Pacific and other big healthy roads.

It was Maine Congressman Bill Cohen who proposed an amendment on the floor of the House of Representatives which makes BAR eligible to participate in the government or government-backed loans. The original bill excluded any line carrying less than 5 million gross ton miles a year.

This means, Chambers believes, that there's no reason why BAR shouldn't be eligible for a loan on good terms. But, he adds, if we want a 30-year, 2-1/2% federal loan, or even a government-guaranteed loan, we will have to make a strong case and compete for it.

No one, including the knowledgeable Chambers, is venturing many hard and fast predictions about ConRail or the long-term results of the important new legislation. It will depend, as Chambers points out, on how the people who comprise the BAR come to grips with the challenges and opportunities presented by the Act.

"It is, in my view, vital that railroads like BAR stay healthy," he concludes, "if we are going to stem the kind of erosion that led to the creation of ConRail. We have a greater need than ever to establish a national identity for a Small Competitive System in and out of New England."



The cafeteria of the General Offices (above) resembled a disaster area March 6 when BAR employees and their families were instructed in life saving cardiopulmonary techniques.



Instructor Grace Drinkwater, right, shows Bob Laffey the pressure point for external heart massage on an anatomical model. The course was divided into general first aid and cardiopulmonary resuscitation, a technique for rescue breathing, and external heart massage.

Instructors Lloyd and Grace Drinkwater, certified instructors, demonstrate cardiopulmonary techniques for the March 6 class. (below)



Not for Boy Scouts Only

By Alvin DeLong
Director of Safety and Security

The cafeteria in the General Office Building looked like a disaster area. The injured littered the floor area while "rescue workers" splinted broken limbs and applied bandages to wounds. But it wasn't as bad as it looked. The "victims" were all railroad employees and their injuries were simulated for the special two-day first aid course sponsored by the railroad for railroad employees and their families. Classes were held on two Saturdays, Feb. 21 and March 6.

All employees and their families in the Northern Maine Junction area were invited, although some employees came from as far away as Presque Isle. The sessions drew 35, including three Boy Scouts working on the first aid Merit Badge.

Although the first sessions were instituted as a pilot project in response to employee interest, it has since been given again as part of the Engineering Department's equipment operators' school in Houlton. (See page 11.)

The course is taught by Lloyd and Grace Drinkwater of Belfast, who have had extensive experience in training Maine Rescue Squads, Maine State Police Academy students, Fire Departments and industry groups. Both the Drinkwaters are certified as instructors by the Maine Heart Association and the American Red Cross. Mr. Drinkwater recently retired as Civil Defense Director of Waldo County.

The course was divided into general first aid procedures and cardiopulmonary resuscitation, a technique for rescue breathing and external heart massage. Several anatomical models were used to teach emergency aid for cardiac arrest and breathing difficulties.



Mervyn and Pearl Johnston (above) are coached by Drinkwater in a hands-on training session. Faye Albert and Dick Gray question Mrs. Drinkwater during a coffee break.

Director of Safety and Security Alvin DeLong (right), who organized the classes, watches Dick Gray in his first attempt at resuscitation. Using working model dummies, the students quickly mastered the technique.



In the Family

Engineering Department

Lieutenant Colonel *Donald E. Burton*, son of retired Equipment Operator and Mrs. *John L. Burton*, Oakfield, has received the Meritorious Service Medal at Wright-Patterson AFB, Ohio. Colonel Burton was cited for his outstanding duty performance as administrator of the U.S. Air Force Hospital at Tachikawa AB, Japan. He now serves at Wright-Patterson with the USAF Medical Center. A 1951 graduate of Oakfield Community High School, the Colonel attended the University of Maine at Orono and is a member of Sigma Phi Epsilon. His wife, *Marion*, is the daughter of the late Burns E. Grant, mechanic, and Mrs. *Grant* of Island Falls.

Sincere sympathy to Carpenter-Plumber and Mrs. *William P. Flemming* and family on the recent death of his father, *George P. Flemming*, 90, retired carpenter-plumber. Mr. Flemming went to work for the Railroad in May 1924 as a carpenter and retired as a carpenter-plumber in October 1957. He is survived by his wife, *Hattie (Graham) Flemming*, Houlton; two sons, *George J.* of Bangor and *William P.* of Hodgdon; two daughters, Mrs. *Bernice Nickerson* of Houlton and Mrs. *Gloria Barnes* of Washburn; several grandchildren and great grandchildren.

Retired Cook *Lettie L. McLain*, Hermon, widow of the late *Llewellyn P. McLain*, retired carpenter foreman, died Feb. 25 following a short illness. She worked as a cook for the Railroad for 23 years with her husband on a carpenter construction crew. She is survived by two sons, *Albertson L. McLain*, Rosemont, Minn., and *Douglas L. McLain*, Trumbull, Conn.; two grandsons of Rosemont, Minn., and two granddaughters of Trumbull, Conn.



Mr. and Mrs. *Lester S. Mitchell*

Carpenter-Plumber and Mrs. *William P. Flemming* have announced the engagement of their daughter, *Jane Elizabeth*, to *Edward J. Leahy*, son of Mrs. *William A. Dramer* of St. Petersburg, Fla., and *Donald C. Leahy*, Rochester, N.Y. Miss Flemming is a graduate of Hodgdon High School and is employed as a cashier at Sampson's Super Market, Houlton. Leahy graduated from Monroe High School and is attending Northern Maine Vocational Technical Institute, Presque Isle. He is employed part time at the Houlton Post Office.

Painter and Mrs. *Linwood Jackins* and son, *Kevin*, Milo, had the pleasure of a visit from Mr. and Mrs. *Michael Stakim* of Auchinleck, Scotland, for a few days. Mr. and Mrs. Stakim visited in Maine on the way to their niece's wedding in Barrie, Ontario. Mr. and Mrs. Jackins and son, *Ashley*, visited their home in Scotland last summer.

While in Maine the Stakims had their first snowmobile ride since snow is practically non-existent in their part of Scotland.

They enjoyed sightseeing and shopping in the Bangor area and made a trip to Aroostook County to visit Mr. Jackins' parents, Retired Timber Agent and Mrs. *Guy Jackins*, Houlton. This trip was made on Valentine's day which was the occasion of the Stakims' anniversary and Mr. Stakim's birthday. On their return trip to Houlton a small anniversary and birthday party was given in their honor by Mr. and Mrs. Guy Jackins.

Mr. and Mrs. *Lester S. Mitchell*, Abbot, recently celebrated their 65th wedding anniversary with an open house at their home arranged by their children. Many friends and relatives braved a winter storm to bring congratulations to the couple. Mr. Mitchell is a native of Jeddore, Nova Scotia, having been born there in 1889. He migrated to Maine where he married *Edith Perkins* Jan. 3, 1911. The couple had eight children, five of whom are still living. Mr. Mitchell worked for the BAR for over 30 years as a trackman and section foreman. The couple enjoys good health and Mr. Mitchell looks forward to the annual Retirees Banquet each fall.

Mechanical Department

Jennifer Fournier and *John Hackett* were married at St. Bruno's Catholic Church, Van Buren Nov. 29, 1975, with the Rev. *Julien Rondeau* officiating.

Mrs. Hackett is the daughter of Foreman and Mrs. *Martin L. Fournier* of Van Buren. Mr. Hackett is the son of Mr. and Mrs. *Thomas Hackett*, West Nyack, New York.

Sharon Fournier, sister of the bride, was the maid of honor and *Keith Hackett*, brother of the groom, was best man.



Pictured with 40-year service award holders *Frank D. Larlee*, *Merle W. Curtis* and *Graden L. Swett* are President *W.E. Travis*, *R.P. Groves* and Chief Engineer *V.J. Welch*. *Larlee*, *Curtis* and *Swett* were honored for their service at a dinner at Bangor's Red Lion Restaurant.



Mr. and Mrs. John Hackett

Bridesmaids were *Joan Vernon*, Braintree, Mass.; *Marianne Deschaines*, Portland; *Monica Fournier*, sister of the bride, Van Buren; and *Karen Cyr*, Van Buren. Ushers were *Jack Jefferson*, Coral Gables, Fla.; *Leo Kane*, Nanuet, New York; *Peter Clark*, Brunswick; and *Andrew Archambault*, Lewiston.

After a reception at the Hammond Hotel and a wedding trip to Canada, the couple is residing at their home in Bangor.

The bride is a senior at the University of Maine at Orono. The groom is a 1975 graduate of the University of Maine at Orono and is employed at Equitable Life, Bangor.

We were sorry to hear of the death of Retired Freight Car Foreman *O. Manley Wood*, who died at a Bangor hospital Jan. 14. He was born in Elliott Plantation, Feb. 6, 1899, the son of *Otis* and *Gertrude (Evans) Wood*. He had been retired since Feb. 6, 1964 from Derby Shops, with 45 years service.

He was a member of the Piscataquis Lodge of Masons for 55 years, the Rabboni Chapter, and Order of the Eastern Star. He was a veteran of WW I, a charter member of the Milo American Legion Post, the Penquis Barracks, and member and past president of the Milo Masonic Club. He was also a member of the Milo Fish and Game Club and the Sebec Lake Association.

He is survived by his wife, *Monda (Rollins) Wood* of Milo, one daughter, Mrs. *Kennyson Nason* of Millinocket, one granddaughter, Mrs. *Sterling Helstrom* of Easton, and one grandson, *David Nason* of Millinocket.

Mr. and Mrs. *Arno H. Shepardson* of 119 Lancaster St., Bangor, have announced the engagement of their daughter, *Julie*, of Gorham, to *Marc Gaucher* of Boston. He is the son of Mrs. *Gaston Gaucher* of Nashua, New Hampshire.

Miss Shepardson graduated from Milo High School and West Virginia Wesleyan College, Buckhannon, West Virginia. She is employed in the laboratory of the

Osteopathic Hospital of Maine in Portland. Her fiancé, a graduate of Nashua High School and the University of New Hampshire, is employed at Fischer Scientific Co., Boston.

A September wedding is planned.

Our sympathy to the family of retired Machinist *Melville A. Wibberly*, Derby, who died at his residence in Milo March 20. He was born in Houlton, Nov. 13, 1907, son of *George* and *Jessie (Marrity) Wibberly*. He had been retired since Sept. 5, 1972, and had 44 years service with the Railroad.

He was a member of the United Baptist Church, a trustee of the Milo Library, a member of the Piscataquis Lodge of Masons, Three River Senior Citizens, Eastern Maine Task Force and the Greater Bangor Council.

He is survived by his wife *Vivian (Davis) Wibberly* of Milo; three sons, *Donald* of Milo, *Gerald* of Thailand, *George* of Korea; one daughter, Mrs. *Bruce (Dorothea) Hodgkins* of Farmington; and seven grandchildren.

We were sorry to hear of the death of retired Hostler *Milton P. Higgins*, Millinocket, who died Jan. 6 at a local hospital. He was born in Island Falls May 25, 1900, the son of *Isaac* and *Jenny (Clark) Higgins*. He retired Jan. 15, 1965 after 46 years service.

He is survived by two sons, *Hanley* and *Philip*, two daughters, Mrs. *Doreen Monaco* and Mrs. *Imogene Mason*, all of Millinocket, three brothers, four sisters, 11 grandchildren and seven great grandchildren.

He was a member of the United Transportation Union and attended the Millinocket Baptist Church.

Transportation Department

Retired Supt. of Transportation and Mrs. *H.P. Lee*, Houlton, and Retired Supv. Agent and Mrs. *B.A. Ryan* are spending the winter months in Florida.

Lisa Kale and *Paul Kearney* were married Dec. 6, 1975 at Saint Thomas Aquinas Chapel, Purdue University, by the Rev. *Philip Bowers*, S.J.

Parents of the couple are Mrs. *Marilyn Kale* of West Lafayette, Ind., and the late Mr. *Kale* and Timekeeper and Mrs. *George L. Kearney* of Bangor.

Paula Kale, sister of the bride, served as maid of honor, and *Steven Roach* of Boston served as best man.

The couple is residing in Glencoe, Ill.

Retired Brakeman *Gerald Marquis*, 63, died Dec. 7 at a Houlton hospital. He was born at St. Agatha June 28, 1912, the son of *Vital* and *Flavie (St. Peter) Marquis*. He is survived by five brothers, *Henry*, *Rosaire*, *Leonard*, *Clifford Babbirk*, *Herbert Babbirk*; six sisters, *Donaldy Streed*, *Cora Moreau*, *Irene Parvin*, *Bernice Espling*, *Gladys Cote*, *Mildred Bushey*. He was employed by the BAR from Nov. 20, 1946 until his retirement Feb. 20, 1968. Funeral services were held at St. Mary's Catholic Church, Houlton, with the Rev. *John E. Bell-*



Chief Engineer *V.J. Welch*, right, congratulates Trackman *Desmond Trafton* on his retirement after 30 year's railroad service. Mr. Trafton is a native of Guilford and is a U.S. Navy veteran of WW II.

fontaine officiating. Interment will be in the Evergreen Cemetery, Houlton.

Alton H. Hodston, 67, retired locomotive engineer, died in a Bangor hospital Jan. 12 after a long illness. He was born in Limestone Sept. 24, 1908, the son of *Ruel C.* and *Annie (Legassie) Hodston*. He attended Caribou and Monticello schools, worked in his early life for Cole's Express and in 1943 went to work for the BAR, retiring as engineer Sept. 10, 1973. He was a member of the U.T.U. and the Brotherhood of Locomotive Engineers and Firemen. He was also a member of Rising Virtue Lodge AF&AM.

He is survived by his wife, *Vera (Curry) Hodston*; two sisters, Mrs. *George (Leona) Robinson* of Jeffrey, N.H., Mrs. *Leonard (Avon) Lancaster* of Veazie; one stepsister, Mrs. *Lewis (Ardis) Small* of Litchfield; three half brothers, *Wayne* and *Keith Hodston* of Gardiner, and *Kenneth* of Chicago; one aunt, Mrs. *Dorothy O'Rourke* of Richmond Hill, N.Y.; several nieces, nephews and cousins.

Funeral services were held at the Clark-Mitchell Funeral Home, Bangor. Masonic services were also held.

Retired Locomotive Engineer *Hughie D. Davies*, 75, died at a Bangor Hospital Jan. 18 after a long illness. He was born in Waverly, N.Y., Aug. 12, 1900. He was an Army Veteran of WW I. He was employed by the BAR from April 13, 1945 until his retirement Aug. 31, 1966.

He is survived by his wife, *Alta (Perry) Davies* of Bangor; several nieces and nephews. Funeral services were held at Brookings-Smith Funeral Home, Bangor, with the Rev. *Richard Shaw* officiating. Spring interment will be in the Greenlawn Rest Cemetery, Clinton.

Kenneth D. Arnold, 75, retired operator, of Millinocket, died Feb. 18 at his resi-



This 231 foot, nine-inch, suspension bridge spanning the Sebec River at Milo is believed to be the longest snowmobile bridge in Maine. It was designed by Accountant *Wade Canney*, Derby, and built under his supervision by the Devil Sled-Sled Snowmobile Club of Milo.

The bridge makes safe travel possible for snow sledgers going from Derby to Milo and connects the two towns with snowmobile trails to Brownville and Dover. The bridge was built at a cost of \$1,500.

dence. He was born in Marysville, N.B., May 16, 1900, the son of *Joseph* and *Catherine (Davenport) Arnold*. He was employed by the Bangor and Aroostook Railroad as a telegraph operator from Dec. 4, 1926 until his retirement April 25, 1967.

He is survived by his wife, *Mabel (Derosier) Arnold* of Millinocket; one son, *Donald*, of Auburn, N.Y.; one daughter, *Mrs. Paul (Dorine) Hartley* of Millinocket; two brothers, *Fred* of Bangor and *William* of Marysville; two half brothers, *Mose* of Marysville and *Boyce* of Lincoln, N.B.; three halfsisters, *Mrs. Jennie Fletcher* of Harvey Station, N.B., *Mrs. Joyce Graham* of Marysville, and *Mrs. Barbara*

Burdon of Montreal, Que., five grandchildren; one great grandchild and several nieces and nephews.

Funeral services were held at the David Wyse Funeral Home, Millinocket, with the Rev. *Paul Jackson* officiating. Spring burial will be in the Millinocket Cemetery.

George W. Mullen, 72, retired conductor, died at a Bangor nursing home Feb. 23. He was born June 1, 1903 in New Limerick, the son of *William* and *Nancy (Eaton) Mullen*. He was employed on the Bangor and Aroostook Railroad from Nov. 19, 1920 until he retired Nov. 24, 1965. He was a member of the First Methodist Church, Ft. Kent Masonic Lodge 209 AF&AM, Maine Consistory 32nd Degree Scottish Rite, Portland, Anah Temple Shrine, Bangor, and the United Transportation Union.

He is survived by his wife, *Olive (Deschesne) Mullen*, Brewer; a daughter *Virginia Hitchcock*, Brewer, two grandchildren, three great grandchildren, two nieces and a nephew. A Masonic memorial service was held by the officers of *Ralph J. Pollard Lodge AF&AM* of Orrington. Funeral services were held at the Harvard H. Clark Funeral Home, Brewer, with the Rev. *Gordon Hemphill* officiating. Burial will be in the New Limerick Cemetery in the spring.

Word has reached us of the death of *Malcolm E. Willett*, 78, retired telegraph operator, in Waterville. He was born in Nova Scotia, Aug. 21, 1897, the son of Mr. and Mrs. *Walter Willett*. He was employed by the BAR from May 9, 1914 until retirement Nov. 1, 1964. He is survived by his widow, *Marion (Liss) Willett* of Waterville. Funeral services were held at Lawry Brothers Funeral Home, Fairfield.

Accounting Department

Our sympathy to the family of Clerk *Lee C. Barrett*, who died at work on Dec. 22, 1975. He was born Jan. 18, 1915 in St. Albans, Vermont. Prior to working for the Bangor and Aroostook Railroad he was employed by the Central Vermont Railway. He was with the U.S. Air Force during World War II, was a member of the American Legion of Sandy Point, past Master of Franklin Lodge, Ancient Free and Accepted Masons, St. Albans, Vt. and the York Rite Bodies, Valley of Vermont.

He is survived by his wife, *Gladys*, one daughter, *Caralee* with the U.S. Navy, stationed at Brunswick Naval Air Station, two brothers and two sisters.

Julia Laffey, retired secretary in the Treasurer's Office, is recovering from a broken knee cap sustained in a fall at her home in Bradenton, Florida.

Executive Department

Mr. and Mrs. *John Brimmer (Lucille)* are the proud grandparents of a new grandson, *Nathan Paul*, born Dec. 26, 1975 to Mr. and Mrs. *Russell J. Brimmer* of Portland.



Trackman *Perley G. Malone*, Oakfield, is congratulated on his retirement by Roadmaster *Leo Russell*. Mr. Malone is a native of Oakfield and entered railroad service in 1946. He served in the U.S. Army in WW II as a sergeant and holds the Purple Heart medal.

William M. Houston, Jr., son of Vice President and Mrs. *William M. Houston*, is a member of the University of Maine, Orono, swimming team which won its first New England Championship at Springfield, Mass. in March. Billy's sisters, *Holly* and *Heather*, are members of the Bangor High School girls swim team which will be going after the State Championship in April.

Operating Department

Phyllis Leen, retired secretary in the Operating Department, is back home in Bangor after spending two weeks in Boise, Idaho, visiting her brother, *John Carpenter*, her niece, *Phyllis Carpenter Hand*, her husband, *David*, and their family of six children. While in Idaho she had an opportunity to see some of the state, including a trip to the Sun Valley ski resort, and had a breathtaking view of the Snake River Canyon.

Purchases & Stores Department

Laborer and Mrs. *R.M. Ellison* are announcing the birth of a daughter, *Tammy Lee*, on Dec. 23, 1975 at the Maine Medical Center, Portland, weighing 3 lbs. 11 ozs. Paternal grandparents are Car Repairman and Mrs. *J.W. Ellison* and maternal grandparents are Electrician and Mrs. *G.H. Morrill*.

Laborer *Earl Rhoda* recently returned to work after being out due to illness.

Retired Crane Attendant and Mrs. *John Willinski* celebrated their 56th wedding anniversary on March 21 with friends and relatives at home.

Facts and Figures

	February		Two Months Ended 2/29,	
	1976	1975	1976	1975
We received from:				
Hauling freight	\$1,463,378	\$1,187,363	\$2,889,304	\$2,455,039
Carrying passengers & express on our buses	26,005	25,686	49,687	46,335
Other transportation services	35,460	13,379	59,688	45,166
Net rental from freight cars and other equipment	223,216	298,551	482,390	704,546
A total of	1,748,059	1,524,979	3,481,069	3,251,086
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	356,898	323,686	706,294	678,183
Keeping locomotives, cars and other equipment in repair	453,870	444,210	879,050	957,927
Running trains, station and yard expenses	576,684	503,562	1,183,615	1,096,001
Pricing and sales of our services	29,616	26,369	59,382	50,827
Managing the business and keeping records	111,316	92,138	225,228	204,495
Payroll taxes	128,372	107,810	263,723	245,492
State and local taxes	23,210	25,835	50,044	52,250
Interest on borrowed money	81,124	98,016	166,174	205,814
Other miscellaneous charges - net	(11,294)	(13,706)	(26,248)	(45,236)
A total of	1,749,796	1,607,920	3,507,262	3,445,753
Pre-Tax Net Income Reported to ICC	\$ (1,737)	\$ (82,941)	\$ (26,193)	\$ (194,667)

A DISSENTING OPINION

I read with interest your editorial (For God, For Motherhood and the Truck Lobby) in the winter issue of Maine Line.

As one who (successfully) led the fight last year against a bill to allow a truck weight increase to 90,000 pounds, I was highly insulted by your distorted editorial.

The people of Maine, in referendum, voted to repeal a law granting truck weights up to 100,000 pounds. At the same time, they elected a new Legislature, including a number of newcomers like myself.

Following this referendum the Legislature passed a bill increasing truck weights from 72,000 pounds to 80,000 pounds. At the same time, it eliminated the 15% "frozen roads" tolerance which often allowed trucks weighing 94,000 pounds on Maine roads. It also imposed a new fine structure for overloaded trucks. These fines were a 500% increase over the old law. Over-weight trucks can now be fined up to \$1,000. A severe fine structure like this will do more to reduce actual truck weights than anything else the Legislature could do.

In addition, it lowered other allowable weights and imposed much stricter safety standards.

The fact of the matter is that this law is a comprehensive truck weight law which raised slightly some weights, lowered substantially many others, and put real teeth into the enforcement and safety standards.

To say "After repeal by the voters, the Maine Legislature yielded and gave the truckers their weight increase anyway," is nothing short of misrepresentation and distortion.

As one who has consistently opposed higher truck weights, I demand that Maine Line issue a correction and print an apology to the Maine Legislature.

John W. Jensen
Member, Joint Legislative Committee on Transportation

Bangor and Aroostook Railroad
Route 2, Box 14
Bangor, Maine / 0

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Steam Locomotive Tie Bar
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Zippo Lighter



\$3.00

Smoky Satinetch Glasses



\$5.75 — Set of Six



Playing
Cards

Single Pack — \$1.25

These are only a few of the items which we have available for our rail fans. Other items which can be procured are:

Ceramic Desk Caddy of BAR Logo & Engine 83.....	\$5.50
Ladies Gold & Red Bow Pins.....	\$2.00
Nylon Flight Bags, Blue with Aqua Logo.....	\$2.25
Aqua Logo Tie Bar.....	\$1.90
Blue-White-Red Tie Bar.....	\$1.80
Blue-White-Red Tie Bar.....	\$1.80
Aqua Logo Tie Tac.....	\$1.40
Cuff Link Set.....	\$3.00 (Horizontal Stripe)
Cuff Link Set.....	\$3.00 (Vertical Stripe)

Please add to all prices of items shown above, a **\$1.00 per item** handling charge for mailing, packaging and insurance. All items may be ordered from Bangor and Aroostook Railroad, Business Services, Box 14, RR 2, Northern Maine Junction Park, Bangor, Maine 04401.