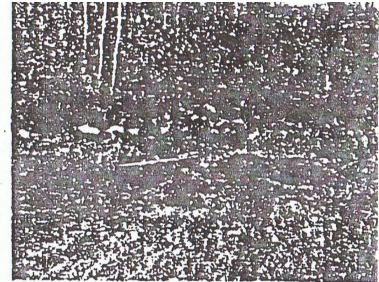
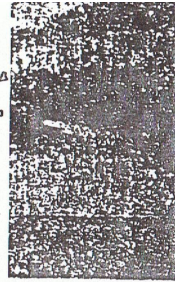


The Carrabassett Bridge, built 1975

AFTER INVESTIGATED
BY DEAD RIVER
PILOT - RESEARCHED
THE CORP. - FOUND
IT WAS AN OIL
SUBSIDIARY OF
CHASE MANHATTAN,
ROCKEFELLER
BANK -
VERY STRANGE THINGS
GOING ON BACK THERE



...leads to this 1/4 mile beyond

Another Bridge

In a continuing saga unfolding week by week through the efforts of **Lay Advocates at Work (LAW)** headed by **Tom Dunn**, Albion, expensive and heavy duty bridges are showing up that lead only into the woods.

This week the spotlight is on Bridge 0379 at Carrabassett, erected 1975 at a cost of \$225,000.

It was altered from a stone abutment bridge with steel trusses and wood planking floor, overall size 65 feet long by 15 feet wide, to one with concrete abutments, five steel beams, concrete floor, and overall dimensions 94 feet long and 30 feet wide.

"What in the hell is going on?" charged Dunn, as he showed photos a quarter mile up beyond the bridge of a woods road mired in mud within the logging operations area of surrounding landowner, **Dead River**

Corporation. - **CHASE/ROCKEFELLER OIL CO.**
"Why has the taxpayer been extorted in this way to benefit a private company?" the LAW team of citizen investigators has asked. "This is exactly the pattern we found on bridges at Knox and at Albion, where expensive structures lead virtually nowhere."

Dunn was referring to **Knox Bridge #4**, investigated earlier, where the public road discontinues just four tenths of a mile from the bridge and turns into a private way belonging to the **Bessey Development Company**; and to the **Leonard Mill Bridge at Albion**, which also leads to extensive landholdings owned by the **Bessey firm** (see TMP 2-23-81 and 5-11-81).

Both **Dead River** and **Bessey** engage in logging operations. **Bessey**, in fact, purchased the **Albion property** from **Dead River**, Dunn said.

"The astonishing thing about the Carrabassett River bridge," said Dunn, "is it was built on a town way which is discontinued 400 feet beyond the bridge. When the bridge was built there were three or four camps on the other side, and **Dead River**."

"Since the bridge went in there are more camps, naturally, and a volunteer firehouse built two years ago. According to Title 23 of the State Highway Law, the construction of that bridge cannot be justified."

Dunn explained that the law states that one of the elements of public continuance and necessity is whether the way on which such bridge is to be built, is so situated and supports such an amount of travel as to make it a main thoroughfare.

"I would like to have an explanation from the municipal officers, the state

Department of Transportation and the County Commissioners, all of whom participated in the decision that authorized the construction, why a bridge of such magnitude was built there," said Dunn.

DOT records show those people were **W. Parker Hall** and **Gordon Bither**, **David Rolfe** and **Preston Jordan** the town, which paid \$9,000; **Norman Snell** of the County Commissioners, which paid \$45,000; and **Theodore Karasopoulos** of the DOT which put up \$171,000.

Jordan was then Town Manager and local highway commissioner.

Karasopoulos was serving a joint board capacity as chairman and secretary. He was also DOT bridge design engineer for the project.

Norman Snell of the County Commissioners opposed the project.