

# MAINE LINE

november - december, nineteen seventy four



BANGOR AND AROOSTOOK RAILROAD





The photograph of the Bangor and Aroostook's Bicentennial locomotive, the JEREMIAH O'BRIEN, on the cover was made at 1 a.m. at the Northern Maine Junction diesel shop using existing lighting and four 1,000 watt floodlights balanced for 3200 degrees Kelvin. The camera was a 35 mm. Leicaflex, tripod mounted, loaded with Kodak High Speed Ektachrome film, balanced for artificial light. Exposure was 1/4 sec. at an aperture of f 4.



## Talking It Over

To My Fellow Employees:

With the opening of the new general office building at Northern Maine Junction Park (see page 12) and two more major projects... a new diesel shop for Northern Maine Junction and a new car repair shop at Millinocket... on the drawing board, it may be a proper time to consider where we've been in the past five years and where we're going.

The present management has had the reins since the closing months of 1969 so we're looking at just about a five-year time frame. Remembering those bleak years of the early Seventies, as I'm sure you all do, the job we have all accomplished seems the more satisfying. You will remember that we showed a red figure in 1970 for the second time in our history. (The first was during the first World War when the government controlled the railroad.)

We came back with a modest profit the next year and have been in the black ever since. There are three vital ingredients of a business. The first is to provide a needed product or service. (If the service is socially useful, as a railroad is, it's a big plus.) The second ingredient is profit; it's the bedrock on which we build job security for tomorrow. And, finally, a business that is to endure must meet the first two conditions in a way that is beneficial and fair to its employees. I believe we've done these things.

A significant achievement of the past five years must be the improvement of our working capital by \$1,241,000 since 1970. Working capital is simply the money we have available to run the railroad without borrowing from the banks and is a principal indicator of the health of any business. As individuals, most of us have experienced at one time or another a cash bind when our reserves are down to the point where we can't meet our expenses out of our income and don't have any reserves left. There are times, then, when we must defer necessary expenditures because our working capital is down. It's the same with business.

We have also, during these critical five years, reduced our long-term debt by \$8.4 million. Part of this task was accomplished by buying back bonds that would have been due in 1976 and part by repayment of loans. The buying back of our bonds was made possible by the loan guarantees of Amoskeag, our parent company. Amoskeag has also saved the railroad an estimated \$800,000 in federal income taxes by permitting us to file a consolidated income tax with them to take advantage of a tax loss.

Finally, during those years, we have spent over \$12 million putting better track under the wheels and in acquiring new

rolling stock. The figure includes \$6.8 million spent on freight cars, \$750,000 on locomotives and \$1.3 million on roadway equipment for maintaining track. These are healthy expenditures for a small company and especially for a small company that was on the ropes in 1969-70.

A story by Frank Sleeper in the Maine SUNDAY TELEGRAM Dec. 8 reported that the railroad was the only industry in Piscataquis County whose employment is up from a year ago and that makes me very proud. One reason for our level of employment at Derby Shops is the outside work we do in our car and machine shops. I'm pleased to be able to tell you that we have another 55 cars to repair that will keep employment at present levels for another three months.

We also hope to install 5 miles of new rail and 17 miles of jointed relay rail next year. Some 58,000 tons of crushed rock ballast will be installed and 65,000 ties. We'll resurface 440 miles of track.

We frequently hear the comment that our track is not adequate for passenger trains, implying that it is not as safe or smooth as it was when we discontinued our passenger trains in 1961. In my opinion, our "heart-line" track... that track which now handles our high density traffic... is as good as or better than it was in 1961 and, if the curve elevations were changed, we could operate passenger trains at the same speeds and comfort levels that we did in 1961. I think this says a lot for our efforts at up-grading our track and roadbed.

It's quite evident, as we approach the three-quarter mark of the 20th century, that railroads are a viable method of transport. The highly-touted glamour modes of the 50s and 60s have shown their warts... pollution and unconscionable fuel consumption... in the shadow of a long-term energy shortage. I believe that railroads will be very much the backbone of tomorrow's transportation system.

We face an indefinite period of economic readjustment in this country and perhaps even some hardship. I would not want you to believe that it will not affect us or that we will not have to exercise our ingenuity and discipline as we did in 1970-72. But the system, no matter what its detractors say, is a good one and we are a vigorous and vital people. Even with the present economic conditions, what we have done together should give us all a sense of confidence for whatever lies ahead.

Sincerely

*Walter E. Francis*





# NEWS BRIEFS

## ICC TO HOLD HEARINGS

The Interstate Commerce Commission will hold hearings in Bangor Jan. 20 on the application of Amoskeag Company to vote the stock it holds in Maine Central Railroad. Amoskeag's holdings in MEC amount to approximately 36% of the road's common stock. The MEC stock was placed in trust prior to Amoskeag's acquiring Bangor and Aroostook from Bangor Punta Corp. in accordance with ICC regulations. The hearings in Bangor are scheduled to last two weeks and will then be moved to Portland.

## About the Cover

The JEREMIAH O'BRIEN honors Maine's own Revolutionary War hero who fought the first naval battle of the Revolution only days before the Battle of Bunker Hill. It is a little-known story and the railroad hopes that the bright Bicentennial locomotive will call attention to it. See story page 4.

## DERBY FORCES START NEW REPAIR PROGRAM

Mechanical Department forces are starting work on converting 55 covered hopper cars to open top ballast cars for Morrison-Knudsen. It is the fourth repair program the railroad has done for the international contracting company. The three programs consisted of 30 such cars, and were completed in 1973-74.

The same work force that just completed repairs to 220 open top hopper cars for Allied Chemical in early December will be kept on to do the Morrison-Knudsen program. Chief Mechanical Officer Harold W. Hanson said the two programs have kept men on the payroll who would otherwise not have been employed at Derby. The program will run through March 1.

## BARTIS CONCEPT OFF THE GROUND

On December 11, station forces at Northern Maine Junction began using a remote terminal to feed information into the computer to produce interchange reports. It is the first step in putting the BARTIS computer concept into practice. It will also give station personnel the ability to trace cars entering the system, and will enter waybill data into the central computer.

The next move in implementing the BARTIS concept, according to Robert P. Groves, assistant vice president operations, is to install another remote terminal at Searsport. The Searsport Branch will then be operated as a mini-railroad to work the bugs out of the system. Information fed into the computer will include arrival, placement, release and forward of cars. The pilot program will enable the computer group to produce waybills by computer on an experimental basis.

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## The JEREMIAH O'BRIEN.... In Appreciation of An Extraordinary Legacy

**"I hold it that a little rebellion,  
now and then, is a good thing,  
and as necessary in the political  
world as storm in the physical."**

— Thomas Jefferson

*Jeremiah O'Brien, one of six brothers who participated in the engagement between the UNITY and the MARGARETTA, captained the American ship UNITY when it defeated the British naval vessel MARGARETTA off Machias in the first real naval engagement of the American Revolution June 12, 1775. The oil painting by artist Robert L. Lambdin, reproduced here, was commissioned by Daniel Dunn, of Machiasport, and depicts the battle. On Dec. 6, the Bangor and Aroostook became the first northeastern railroad to place a Bicentennial locomotive in service. It was properly christened by Mrs. Robert Crane (center), chairman of the Washington County Bicentennial Commission who broke a bottle of champagne over the coupler. The Hermon High School Band (far right) participated in the christening ceremonies as well as representatives of "McCobb's Company", a group that will reenact Arnold's expedition to Quebec in 1775.*

The weather could not have been more perfect if it had been prescribed. The skies were a winter blue. The temperature was mild for December 6. The champagne broke on first impact in the determined hands of Mrs. Robert Crane of Machias. And it frothed satisfactorily.

Altogether, the JEREMIAH O'BRIEN — the Bangor and Aroostook's Bicentennial locomotive — was christened in proper style ... there was the crack marching band of Hermon High School and "McCobb's Company", part of a group that will reenact Arnold's expedition to Quebec in 1775, who fired a musket salute as the bottle of champagne crashed over the front coupler of the colorful locomotive. The crowd was good ... employees from the station, the general offices, the diesel shop and representatives from the four Maine television stations and the newspapers.

It didn't all start out that way, however. Three weeks before, when everything was "go" on the Bicentennial locomotive project, there was a problem in getting the right paint. As the project neared completion, it was discovered that the

decal stars had a tendency to fall off and Painter Carleton Lane worked overtime to paint the circle of stars in time for the dedication. The final moment of panic came 20 minutes before the dedication when the O'BRIEN was hidden from sight of spectators and newsmen.

Engineer Gary Karam discovered that the throttle wouldn't operate properly. The radio between the engine and the dispatch office crackled with urgency. A crew was dispatched from the diesel shop, but before they arrived Karam had managed to free the throttle. It was discovered that a spring had failed at just that moment.

At exactly 2 p.m. the O'BRIEN, hauling several newly-painted cars and a caboose, stopped in front of the crowd as the Hermon band struck up the "Maine Stein Song". For the many Bangor and Aroostook people who had a hand in the project, it was a most satisfying moment. Maine television carried the film report that night and the wire services circulated the story throughout New England. The Bangor and Aroostook be-

came the first railroad in the northeast to do a Bicentennial locomotive.

The ceremony was more in keeping with naval tradition than railroad custom. But that's because the man for whom No. 1776 is named was America's first naval hero ... and a Maine man. Jeremiah O'Brien was captain of the first American vessel to engage a British warship in the Revolution. Even though the battle was fought before there was any such thing as a United States Navy, the Navy does claim the O'Brien brothers (there were six of them) as their own and has named four warships after them since the turn of the century.

Jeremiah O'Brien paid his dues to that select fraternity of Revolutionary heroes on the bright morning of June 12, 1775 when the American vessel UNITY engaged the British warship MARGARETTA off Machias in the first naval engagement of the American Revolution. The British ship surrendered to the rebels after a sharp, hour-long battle, giving great hope to the American cause.

The fiery 31-year-old Irishman, his five broth-



ers and the other 34 patriots who manned the UNITY that June day seem almost to have been unlikely heroes. They mostly were woods workers and woodsmen. The commandeering of the sloop UNITY can better be called spontaneous than planned. And the odds against an inexperienced, poorly armed band defeating a disciplined, well armed military force are almost too great to consider. Yet these rough woodsmen, whose sense of national identity must have been in its infancy, did just that.

News of the events at Lexington and Concord had barely reached the rough settlement at Machias in June of 1775 when the British armed schooner MARGARETTA, under the command of Captain Moore, escorted two vessels loaded with supplies for the isolated settlers. The escort was less to insure the safety of the supplies Ichabod Jones was bringing to the colonists than to see that the vessels, the UNITY and the POLLY, were promptly loaded with lumber for British garrisons in Boston.

Isolated though they were, the settlers at Machias felt a strong bond with their countrymen at Lexington and Concord where blood had been spilled. The Machias people had erected a Liberty pole as a visible symbol of their support. And the Continental Congress had appealed for a ban against trade with the British. The temper of the Machias people when Captain Moore anchored the MARGARETTA at Machias was hostile. When it was learned that Machias lumber was to be used to build garrisons for the enemy, the people were further incensed. Perhaps the final straw came when Moore ordered the Liberty pole taken down under the threat of bombardment of the MARGARETTA'S cannon.

Benjamin Foster, a veteran of the French and Indian War, conceived a plan to overpower the British officers at church on Sunday, June 11. The rebel force was spotted, however, and the British escaped out the open windows and took the MARGARETTA down the river.

The events of the afternoon are hazy. The MARGARETTA called on the rebels to surrender, then retreated down the river under a hail of musket fire. In the confusion, some of the rigging was damaged and the vessel tied up down-river from the settlement for the night.

In the meantime, a force of 40 under Jeremiah seized Ichabod Jones' little lumber schooner, the UNITY, and another smaller force under Foster took a smaller vessel. O'Brien ordered a

barricade built of the new lumber on the UNITY'S deck. The next morning the rebels, armed only with muskets, pitchforks and axes, gave chase to a warship of His Majesty's Navy.

The UNITY caught up with the MARGARETTA, a slow sailer, off Round Island and promptly closed with her. The British, accustomed to more orthodox naval tactics, were unable to use their superior armament which consisted of at least three cannons, 14 swivel guns and numerous small arms. At the first closing, John O'Brien impulsively leapt aboard the MARGARETTA, but was forced to jump overboard to escape the bayonets of the British marines when the two vessels parted.

The rebels quickly exhausted their scanty store of powder and balls and again closed with the larger vessel. This time the UNITY'S bowsprit tore a gaping hole in the MARGARETTA'S mainsail and the two ships were locked. The Americans swarmed aboard the British craft wielding pitchforks and axes to find the British captain mortally wounded and the helmsman dead. The demoralized sailors and marines surrendered to the rebels and Jeremiah O'Brien is said to have lowered the British ensign himself. The MARGARETTA was rechristened the MACHIAS LIBERTY and later successfully harassed British shipping.

Jeremiah O'Brien was captured by the British later in the war and imprisoned on the infamous prison ship JERSEY. He escaped and returned to America via France at about the time the war ended.

From a distance of 200 years, the exploits of Jeremiah O'Brien and his tiny band of patriots have almost a storybook quality. In reading the ancient records and accounts one has to mentally pinch himself to remember that these were real people of bone and blood and muscle who took arms against the greatest military power on the globe. They were rough woodsmen and sailors. But they were men with an extra measure of courage and initiative who have always been vital to that first exploring and settling of new places.

The JEREMIAH O'BRIEN will be the lead unit on trains she pulls during the Bicentennial period. She will always fly two American flags on her staffs. She will be cleaned often and with care ... so that people will remember, for two years at least, what an extraordinary legacy of courage a small group of ordinary men gave to us.





*Miraculously, the occupants of the automobile crushed by a log truck that overturned in the St. John Valley last June were not killed. They were not as fortunate as drivers and passengers in several other automobiles involved in accidents with heavily-loaded pulpwood trucks this year. Voters overwhelmingly rejected heavier truck weights passed by the legislature earlier during the special session.*

## Voters say "No Way" to Heavier Trucks

It's all history now. On Nov. 5, the voters of Maine repealed by a margin of nearly 2-to-1 the increase in truck weights voted by the special session of the legislature in the closing hours of the 1974 session. If the wording of the referendum on the ballot had not been unwieldy and complex the vote for repeal would probably have been even more resounding.

The vote was not only a repudiation of steam-roller, special interest lobbying but also a strong indication that the tide of public opinion is turning against those segments of the trucking industry which demand ever-increasing load limits at the expense of all other highway users.

What happened was this: the new law allowed almost the highest gross truck weight limits in the country, up to 110,000 pounds, with seasonal provisions. The tandem axle limit of 42,000 pounds was the highest in the country, exceeding the interstate limit by 10,000 pounds. After the Governor signed the bill into law, Senator Linwood Graffam, who had originally voted for the bill, became convinced that the legislation was ill-conceived and filed a letter with the Secretary of State initiating a petition drive to place the matter on the Nov. 5 ballot.

Maine law provides for referendum if 10% of the persons who voted in the most recent

As MAINE LINE went to press the Bangor DAILY NEWS reported that "Maine Good Roads Association and representatives of the pulp and paper industry and state truckers" have drafted new legislation that increases truck weight load limits to 99,000 pounds. The proposed legislation will be presented to the incoming 107th legislature when it convenes. Railroaders and others who worked hard to get the last law on referendum ballot may be forgiven if they discover the "new" legislation remarkably similar to that rejected by the voters Nov. 5.



*Overturned lumber trucks, pulpwood trucks and log trucks have become an increasingly commonsight to Maine motorists. As costs have risen truckers of these commodities, who admit openly to regular overloading, have loaded their vehicles to heavier and heavier weights to turn a profit. The result has been an unconscionable increase in accidents and damage to highways.*



gubernatorial election petition within 90 days of adjournment of the legislature. All signatures must be certified by town and city clerks; it is a difficult and seldom-used procedure that has been successful only once in recent history.

Rail labor immediately became involved and the Bangor and Aroostook felt committed because its vital interests were involved. A committee was formed to provide leadership for the petition drive. The Save our Roads Committee worked with railroads, the AAA, members of the legislature and the Highway Safety Committee who were outraged by the excesses of the new law.

The petition drive could not have succeeded without the support and help of railroad labor. Some unions contributed dollars as well as hundreds of man-hours to the effort. Railroad employees went house-to-house for signatures. They manned booths in shopping centers around the state. And, in less than a month, the employees of the two roads gathered 20,000 valid signatures.

During those tense 30 days, it became apparent that there was wide-spread public support for the repeal effort. The man-on-the-street was resentful at being crowded off narrow Maine roads by overloaded pulpwood trucks and he showed it by his

willingness to sign. The AAA began its own effort and, during the closing days of the drive before the June 27 deadline, brought in 17,000 valid signatures.

Throughout the petition drive there was intense opposition from pulpwood haulers. In the final days there was organized harassment of petitioners, intimidation and alleged bribery. But rather than hindering the effort, it helped. It hardened the resolve of those who were actually collecting signatures and offended the public's sense of fair play.

During a June that was just slightly less ideal than Camelot with sunshine and blue sky nearly every day, railroad people, citizen groups and the AAA were busy gathering signatures. On the evening of the deadline .... June 27 .... the Save our Roads Committee, Maine Central and Bangor and Aroostook Railroads and the Maine Automobile Association presented the Secretary of State with about 42,000 signatures that had been validated by city and town clerks. A week later he announced that 40,000 of them had been validated by his office and the Governor proclaimed that the law would go to the voters.

And, of course, the voters overwhelmingly voted for repeal. As fuel costs climb and the

contrast between rail transportation efficiency and that of trucks becomes more extreme, the legislature can expect to be pressured by truckers for heavier loads and more concessions. It's certain that every weight increase and every concession will be at the expense of the taxpayer; costs cannot be passed along to the purchaser of transportation without widening the gap between highway and rail costs. Even the present costs of trucking have been maintained historically by favored treatment as an "emerging industry."

But the repeal was a triumph for simple justice as well as for the thousands of Maine motorists who have been picking up the tab for the pulpwood truckers and others for many years. It doesn't roll back anything but it has served notice that a growing segment of the public has had enough.

None of these things could have happened as recently as three years ago. The consequences of the energy shortage hadn't become real for thousands of Maine people. And there was a rancor between rail labor and management that would have prevented any kind of combined effort for repeal.

The growing understanding between labor and management just may be the greater achievement.



# Safety and The Productive Worker

By Alvin DeLong  
Director of Safety and Security

I heard an interesting comment from a veteran railroader the other day. This man had experienced an average of one injury a year during his railroad career and was trying to justify this to his supervisor. "Of course I get hurt," he stated. "Anyone who is doing his job gets hurt. The guys who aren't injured are the guys who aren't working."

Can this be true? Are safe workers less productive than their fellows? Not at all. In fact, the reverse is true, and I can prove it. Studies of worker productivity in every facet of American industry, including railroads, show that the safe worker is, by far, the most productive worker.

He is a conscientious, thoughtful man; proud of himself and the work he does. He cares about his family and what an accident might cost them — he cares about his company and fellow workmen. He is responsible and would gladly put his signature on his work but, of course, the signature of quality is always on what he does. He's a good man to work with for he won't jeopardize your well-being with a careless act. A valuable asset that isn't directly shown on a company balance sheet, he is, nonetheless, an important factor in any successful enterprise.

What about the unsafe worker? I think there are two basic types. First to be seen and heard from is the character who thinks of himself as "Bull of the Woods" and you can accent the bull. He attacks a problem with gusto but little thought. He loudly proclaims his knowledge and capacity for work, even as equipment is destroyed and people injured, all in the name of increased productivity. The other type of unsafe worker just doesn't seem to care; about his fellow-workmen,

about the quality of his work and, least of all, about the Bull of the Woods. He doesn't want to get involved, and someone else is usually carrying his load. He helped produce the car you refer to as a lemon and, more importantly, he's responsible for the poor service label attached to

a large portion of the railroad industry.

The Bangor and Aroostook has been fortunate to have a large number of safe and productive workers. The myth that safety and productivity are incompatible is not supported by our experience.



*Ken Beals and his B&B crew (above) and Charles Hicks and the Mechanical Department crew at the Northern Maine Junction Diesel Shop get a personal presentation of jackets from Executive Vice President W.E. Travis. Both Engineering and Mechanical Departments qualified for special nylon jackets with the railroad logo for their excellent safety records. Both departments experienced only one lost-time injury for the year 1973. Below, Assistant Chief Engineer G.S. Duncan presents jackets to Foreman Merle Curtis and his crew.*







*Sears Island (at upper right in the left hand photo, is surrounded by industrial property, some of which shows in the photograph. The railroad has held the property for commercial development since it extended its lines to the sea in 1905. Most recent development at the tanks of Irvin Oil Company, shown when they were under construction at left. The tip of Sears Island shows above the docks.*

# Anatomy of A Witch Hunt

Sears Island — or Brigadier's Island, depending on how much of a purist you are — is tucked away like a bright, green jewel in the northwest corner of Penobscot Bay about 30 miles from the Atlantic. The term "island" might be debated since it's connected to the mainland at low tide by a natural causeway.

Besides acreage, the island has the asset of deep water and a natural location for port development. It is owned by the Bangor and Aroostook Railroad, and since the great land boom of the middle and late Sixties has been a symbol for those who would keep Maine pretty much the way it is .... or even roll back the clock.

The island, which contains approximately 950 acres, has been variously under the domination of the Penobscots, French, British and, finally, the new United States Government. Since it was first acknowledged by man's courts (March 13, 1629, when it was granted by the Plymouth Council to John Beauchamp of London and Thomas Leverett of Boston), it has been owned by an early governor of Massachusetts (John Leverett), a president of Harvard College (another John Leverett, great-grandson of the original grantee), a Revolutionary War general and first Secretary of War of the United States (Henry Knox), and David Sears, for whose family Searsport was named.

The Bangor and Aroostook Railroad bought it through its wholly-owned subsidiary, Bangor Investment Company, when the road extended its lines to the sea at Searsport June 30, 1905. At that time, the road had been in existence only 14 years and the commercial and recreational development of Sears Island was a bright dream. The advent of the automobile and the demise of coastal shipping dimmed the vision of recreational development and the railroad changed direction in its plans to use the island.

When General Henry Knox married the daughter of Jonathan Waldo (from whom the term "Waldo Patent" derived) and acquired title from other heirs in 1792, he found Brigadier's Island occupied by seven squatters who had divided the island into seven farms. The doughty general, once Washington's chief of artillery, paid the settlers \$3,000 for their "betterments". Perhaps it was this early tradition of agriculture that prompted later rail managers to build what was described as "a fine set of farm buildings" on the island after the recreational development scheme foundered. The farm was rented, according to the records, to a "truck garden merchant who operated it for several years but got into financial difficulties and gave up the lease."

The buildings were used by "rumrunners"



during Prohibition, it was discovered. The culprits were eventually apprehended and the railroad burned the buildings .... presumably in an expression of moral outrage. The forest quickly reclaimed the ancient farms and the island came to be used only by an occasional picnicker or hunter.

During the years between the Depression and World War II, no one thought the island particularly desirable .... except the railroad, which persisted in its goal of commercial use. (During the early Fifties before coastal land became more dear, the company managed to refuse an offer of \$15 an acre for the property.)

Then the Sixties jolted Maine into some of the unpleasant realities of the 20th Century, but without the material benefits of it. The problems of crime and overcrowding in urban America came into sharp focus and the rush began to buy one's own turf in the last place in the East where land was cheap.

Sometime during those years the seed was planted that grew into a passion for preservation. A number of articulate people, mostly those who were recent expatriates from the ugly places, were saying that Sears Island .... and a lot of other land owned by individuals and companies .... should remain forever wild.

It would be unfair to blame the newcomers for sounding the tocsin against the ravages of unplanned and unregulated development; most of them had recent memories of the ugly consequences of greedy companies, and people, unchecked by any authority.

Maine's model environmental legislation would not, after all, have been passed without the support of Maine people who were also concerned about their way of life.

But the newcomers, who had brought with them their urban prejudices and, sometimes, an abrasiveness that puzzled and angered Maine people accustomed to the easy tolerance of a rural society, were more visible. The "overhomers", in the language of the Maine coastal island, have come to bear the onus of the surge of environmentalism, particularly the lunatic fringes of that movement.

On the one hand were newcomers used to fighting for their privacy and well aware of the consequences of unregulated growth. And on the other were people accustomed to walking where they had roamed as children unhindered by "no trespassing" signs and used, also, to wresting a living from an unforgiving land in a hostile climate.

So the stage was set for Armageddon when Maine Clean Fuels petitioned what was then the Environmental Improvement Commission for permission to construct an oil refinery on the island. The project had the support of the railroad, Maine labor and a large segment of the population of Searsport. But when the hearings

were held, it often seemed that they were dominated by the "overhomers". The environmental movement was an idea whose time had come and the bureaucrats listened solemnly as a whole succession of instant experts pictured the horrors of an oil refinery.

The result was predictable; the agency turned the proposal down. And anyone who witnessed the hearings might be forgiven for believing that a project as environmentally sound as a dandelion factory would have suffered the same fate.

The combat left a bitter aftertaste with many Maine people who were not only concerned with keeping development in perspective but also with providing jobs for sons and daughters who have almost traditionally left Maine because there was so little opportunity to earn a living.

In the aftermath of the refinery hearings, which saw the birth of dozens of new environmental stars, those who had been using the island as their own continued to do so. And the railroad, squeezed by highway competition and the illness of the northeast rail system, continued its search for an acceptable industry.

When Central Maine Power Company expressed interest in locating a nuclear generating plant on the island, the ritual began again. Those who remember the earlier hysteria are hearing familiar chants again. Besides those people of good will who have genuine concern about nuclear generation, there are those who again clamor for the island to remain wild. The concern of the anti-nuclear people is easier to understand than those who merely wish to confiscate private property that has been owned by one company for 49 years and on which \$9,990 per year in taxes is paid.

The dual standards that the preservationists apply to their own property and that which they apply to the railroad's property are interesting. There is, apparently, no compunction about using the island for recreation while posting their own property against trespass. One letter to the editor of a local paper complained that he had camped on the island for years and felt deprived that there was now talk of a generating plant.

The public interest won't be served until a decision on orderly development is made without emotional bias and with the recognition that many of those who oppose a nuclear plant would oppose any development simply because it may change the view from the picture window. The energy shortage and human needs of Maine people may have changed the climate enough to permit a sober, unemotional judgment on the future of Sears Island. The machinery exists for responsible action. It would be a grave disservice to the people of Maine and the families of the 750 men and women of the Bangor and Aroostook to permit another emotional witch-hunt.





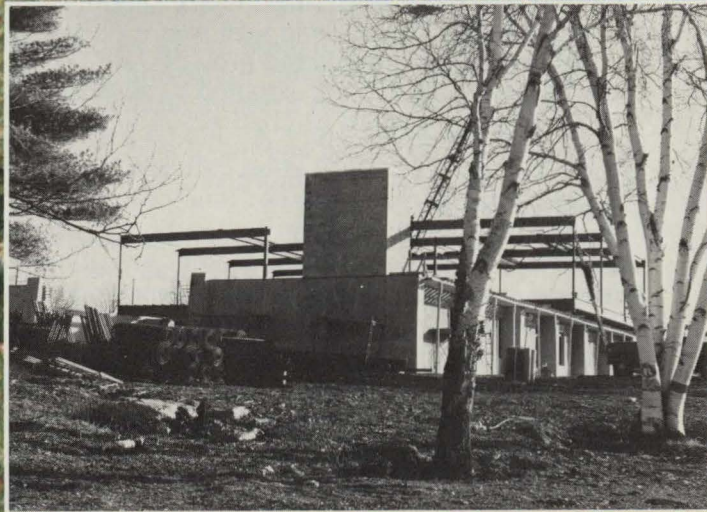
## PUTTING IT ALL TOGETHER

Imagine the Bangor and Aroostook as a factory with a production line 544 miles long and you'll have a pretty good idea of a railroad's big operating challenge; it's scattered all over the countryside.

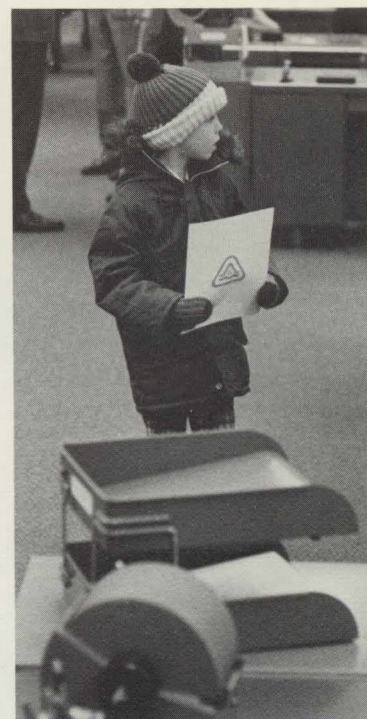
That means people living and working over the same wide area. And it means that the ordinary problems of communications are magnified because of geography.

"We'll always need people out on the line," explains Executive Vice President Walter Travis, "but three years ago we decided that we could save ourselves a lot of grief if the people who manage the various operating departments . . . Mechanical, Engineering, Purchases and Stores and Transportation . . . were at the same location as other administrative units."

That was the beginning of an







idea that, in the hectic three years since it was voiced, has come to be known as the "putting it all together" concept.

It's simple if you say it quickly.

Making it happen was both harrowing and exciting for those charged with the job. There were plans that could be made simply by collecting information and computing it. And there were other uniquely human matters that required information, intelligence and compassion.

It's been said that one of the most dramatic changes a person can make in his life is to change his environment. If that's true, and it probably is, the effect of changing the work environment of 85 railroaders and the home environment of 38 of them had the potential to be a traumatic experience.

But the sky did not fall when Bangor and Aroostook employees moved from locations in Houlton, Derby, Bangor and Brewer to the railroad's new general office building at Northern Maine Junction Park in Hermon. The transition was, in fact, remarkably orderly with operating groups from Houlton and

Derby moving in at intervals of a week. One reason it went so well was because three years of planning had gone into it.

When the railroad sold the downtown building it had occupied since 1912 (the year after fire razed much of the city's business district) it took the first, irrevocable step toward consolidation. The year was 1972 and the goal seemed a long way down the road.

When the building was sold, administrative and executive staffs were moved to the railroad's facilities at Northern Maine Junction and the process of planning a building that would house all of the railroad's departments began.

As Travis remembers, "It was like the beginning of a very long journey on foot. If you thought of it all at once, instead of a step at a time, it would have seemed impossible."

It wasn't impossible, of course, just difficult. Moving whole groups of people with their tools isn't something most companies do often enough to know all the answers. A number of decisions with far-reaching implications had to be made before pencil

could be set to paper for building plans. Who would move? How would the moves be timed? How could the railroad help its people with their own moving problems? How much space would be needed? How would we save the minutiae that's such a vital ingredient of our historical fabric?

The hard questions were asked and the space needs determined. The architectural firm of Alonzo J. Harriman Associates was engaged and the seemingly endless succession of meetings was begun to explore the needs and directions the consolidation would take.

Ground was broken in September of 1973 by Peachey Builders of Augusta and workmen began the race to enclose the structure before the full force of the Maine winter hit. The railroad people who were most closely involved smile and shake their heads when they tell you a project like this is hard to get started and even more difficult to turn off.

As the building neared completion in September, the contractor was plagued by shortages of materials and delays in



At left (top) former Manager of Operations Harold C. Duffy (at right) examines a display of photographs at open house. Pictured, from left, are Keith Ashton, Richard Mitchell, Alice Russell, and Mr. and Mrs. Maholn Adams. Lower left, Treasurer Donald Annis greets former employees Merle Spaulding and Gladys Goodwin. Right, a young visitor clutches his program and looks for his misplaced parents.



At left, former Accounting Department employees Lucy Goody and Hilda Dakin begin a tour of the new Northern Maine Junction facilities. Above, retired Engineer Al Hodston chats with tour guides.

receiving needed goods. However, the first group finally moved into the new quarters just after Labor Day. Lights were missing in some areas and workmen were busy putting the finishing touches on the heating system. But the process had begun. Transportation and Engineering moved from Houlton. Then Accounting, Traffic and Marketing moved from Bangor. And Mechanical and Stores moved from Derby. A new computer, a Honeywell 1250, arrived just days before the Open House observance Nov. 1 and 2. When the finishing touches were put on the building, costs ran just \$1,200 more than original estimate.

On Friday evening, Nov. 1, and Saturday, Nov. 2, the railroad had more than 1,000 guests through the new facility. Employees acted as hosts on a guided tour, and for nearly everyone it was a time of meeting old friends. Easily half of the guests were employees "from out on the line" and retirees who came back to the facility that had finally brought everyone together for the first time in 83 years.

One BAR veteran who was keenly interested was 88-year-old Percy Hinckley who worked 46 years for the railroad and started his career in 1903, nine years before the "old B and A Building" was constructed.

Another retired Accounting Department employee, Mrs. Lucy Goody, wanted to make the trip keenly enough to take a 7 a.m. bus from Bar Harbor.

The most noticeable result of the "putting it all together" concept was what sociologists call a new sense of community. Many maintenance of way and maintenance of equipment people found themselves working side by side with men and women to whom they'd talked daily by telephone but had rarely seen. The barriers of geography and occupational lines came down during the 30-day period when the building was filling up with new faces and a new human unit was created.

For the men and women involved in the move it has meant a quickening of the decision-making process. People who often spent hours each week traveling to and from meetings are now minutes away from the

conference table .... or sometimes a quick conversation in the hallway. It has also lessened the flow of paperwork by streamlining the communications process. With the new computer on line it provides the people who make decisions with better and more timely information than they've ever had.

Those who have nurtured the project when it was sickly and who saw it through the inevitable crises believe that most of the good things are yet to come. They point out that it will probably take at least a year to shake the kinks out of new relationships and to explore the potential of what we have. Not the smallest blessing, they point out, is that the building has already been paid for out of earnings.

Putting it all together changed the lives of 85 railroaders and their families. But it has had even more impact on the railroad itself. If the architects of the plan are right, the move gives us a new capability in decision-making and the quick accumulation of information.

And that's the stuff success is made of.





Jerry Strout, right, former BAR president, chats with Harold C. Duffy, former manager-operations and maintenance for the railroad at the Retirees dinner October 22. Right, Thelma Kelley, retired Car service employee, and Ray Sweeney, retired agent and operator reminisce about railroad experiences before the dinner. Below, Waverley Alexander center, renews acquaintance with Charles Higgins, back to camera, and Engineer Bryden Blakely, right.



## Senior Railroaders.... A Neglected Source of Wisdom and Strength

Bangor and Aroostook retirees gathered for their 11th annual dinner in Millinocket Oct. 22. Dinner isn't exactly the right word; it sounds routine and this was an uncommon evening...a time for savoring old friendships and sharing the warmth of adventures of other times and places. It is a moving scene to observe and those who are in the middle ground of life and career are inevitably restricted to the role of observer. Only those who are on the periphery of retirement are admitted to this select circle.

It isn't the result of any kind of snobbery, but rather a bond of adventure and shared hardship that admits only those who have paid their dues and know the price. It is like the gulf that separates the horseman from the pedestrian, the flyer from the earthbound. There is no contempt, no ill will, just .... a difference.

The October gathering drew railroad men and women from Searsport, from Fort Kent, and from villages and cities in between. It was the largest group to attend the dinner in the 11 years it's been held. But there was another, subtle difference. There was a kind of vitality and a looking-ahead that seems inconsistent for men and women who are done with their active railroad careers.

Executive Vice President

Walter E. Travis described the road's accomplishments during the previous 12 months and outlined both near and long-term goals. After the dinner, he was surrounded by railroad veterans interested in his talk and some who offered help and counsel.

The interest and enthusiasm of these men and women was a surprising discovery, for the atmosphere of the gatherings has been a looking-backward instead of a looking-ahead. There was an air of nostalgia and remembering, to be sure. But the emphasis was on today and tomorrow.

Driving home after the dinner, one railroad executive observed that in the preoccupation of this society with youth and with the new, we have overlooked the valuable body of experience and wisdom that older Americans possess and which few institutions or companies seem to value.

Perhaps the vigor of the Bangor and Aroostook in the past five years and its successful encounter with the wolf at the door struck the note that caught the imagination of its veterans. Or perhaps it's simply in the Maine character to set one's shoulders to meet challenge. But the 11th BAR Retirees Dinner was something out of the ordinary.

It was an awakening to the potential the railroad has in its retired men and women. — RWS

Manly Wood, left, and Frank Morris, both retired Mechanical Department employees, listen to a railroad anecdote. Below, left, Walter Travis listens to a humorous question from the floor after his talk. Center, right, Frank McGrath, retired in 1952, was one of the senior retirees at the dinner.



Retired section foreman Lionel Pinette, Fort Kent, left, was one of the retirees who came a long distance to attend the dinner. At right, retired Engineer Frank Duffy chats with Director of Safety and Security Al Delong.







Patrick A. Carroll



Roy H. Russell



Wayne G. Harvey

## Moving Up on The BAR

Promotions of three Bangor men have been announced by the railroad. Patrick A. Carroll becomes senior chief dispatcher in the Transportation Department at Northern Maine Junction. Roy H. Russell becomes foreman at the Northern Maine Junction diesel shop. And Wayne G. Harvey becomes programmer at the railroad's new computer center.

Carroll, a native of Houlton, was educated in Houlton schools and entered railroad service as a telegraph operator in 1947. He was later a station agent, train

dispatcher and assistant chief dispatcher, succeeding Henry G. White on his retirement.

He served in the U.S. Navy in WW II. Carroll is married and has six children: Patrick, Orono; Daniel, USAF; Catherine Reardon, Island Falls; Michael, Mary Jane and Ann Marie of Bangor.

Russell, a former relief foreman and machinist at Northern Maine Junction, is a native of Milo and entered service in 1941 as a boilermaker apprentice. He was educated in Milo schools

and was graduated from Milo High School.

During WW II he served with the U.S. Army Signal Corps in Europe. His father, Wallace Russell, is retired general foreman at Derby Shops. Russell is married and has one son, James.

Harvey, a native of Rockland, received his BA degree in mathematics from the University of Maine in 1966. He was employed by Great Northern Paper Company and Dead River company prior to his railroad appointment.

## Mile Posts

### 45 YEARS SERVICE

Gerald E. Buchanan  
Reginald G. Clark

### 40 YEARS SERVICE

Robert E. Stiles

### 30 YEARS SERVICE

Kenneth A. Adams  
Almon E. Arnold  
David B. Chase  
Arnold T. Clark

Robert E. Jay

Leigh S. Milton  
Patrick L. O'Connell  
Ralph R. Rafford  
Walter J. Seavey  
James H. Steeves  
Stanley T. Weston  
Erwin T. Wiley

### 25 YEARS SERVICE

William C. Lloyd  
Willard A. Sawyer

### 20 YEARS SERVICE

Allison E. Ewings  
Dean Fitzgerald

### 15 YEARS SERVICE

Harold H. Ewings  
Flora I. Powell

### 10 YEARS SERVICE

Alvin W. DeLong  
Cecil C. Porter  
David C. Spruce



# In the Family

## Mechanical Department

We were sorry to learn of the death of *Stephen B. Sinclair*, who was killed in an accident in Bangor recently. He was the son of Carpenter and Mrs. *Harry Gordon Sinclair* of Milo.

He was the general agent of the Fidelity Union Life Insurance Co. in Orono, a Vietnam veteran in the Navy Medical Corps, and had received the purple heart. He was graduated from Milo High School in 1965, received a B.S. degree from the University of Maine at Orono in 1972, and was a member of the Milo American Legion.

He is survived by his father and mother of Milo; a son, David; and a daughter, *Catherine*, both of Bangor; his paternal grandmother, Mrs. *Daisy Chase*, Dover Foxcroft; his maternal grandmother, Mrs. *Janie Gerrish*, Milo; a brother, *Wallace*, Bangor; a sister, *Kristine*, Milo, as well as several aunts and uncles.

Master Mechanic *Charles Burgess* of Hampden and Mrs. *Valre Burgess* of Milo have announced the engagement of their daughter, *Carla Sue*, to *Donald W. Hogan*, son of Mr. and Mrs. *Harold Hogan* of Derby.

Miss Burgess is a graduate of Penquis Valley High School and is employed at the Town and Country Clothing in Milo.

Hogan is a graduate of Milo High School, attended Husson College and is employed by the Bangor and Aroostook Railroad in Derby as a Sectionman.

We were sorry to hear of the death of Electrician *Earle J. Boutilier*, 64, who died Oct. 25, after a short illness. He was born at Oakfield, July 30, 1910, the son of *Roy* and *Vera (Shorey) Boutilier* and had been employed by the Bangor and Aroostook Railroad for 42 years. He attended Oakfield schools and was a member of the Oakfield Grange and the International Brotherhood of Electrical Workers.

He is survived by his wife, *Catherine (Sherman) Boutilier* of Oakfield; a son, Dr. *Donald E. Boutilier* of North Windham; six brothers, *Kenneth R.*, *Frank L.*, *Ronald H.*, *Clyde O.*, and *William S.*, all of Oakfield, *Wellman R.*, of Smyrna; two sisters, Mrs. *Minnie Bustard* of Oakfield, Mrs. *Helen Bragg*, Sherman Station; and three grandchildren all of North Windham.

*Linda Marie Rideout*, daughter of Car Repairer and Mrs. *Delbert Rideout* of Derby was married to *Frederick Jay Rolfe* of Brownville Junction recently. The bridegroom is the son of Mr. and Mrs. *Lawrence Rolfe* of Brownville Junction.

The wedding took place at the United Methodist Church with the Rev. *Kwan Lee* performing the ceremony.

Mrs. *Edith Costello* was matron of honor. Bridesmaids were Mrs. *Cathy Rideout*, Mrs. *Diane Rideout* and Mrs. *Rosemary Chase* of Brownville. Flower girl was *Theresa Rideout* and train bearers were *Michele Rideout* and *Corey Rideout*.



Chief Dispatcher *Henry G. White*, pictured at his retirement dinner, left railroad service Aug. 30 after 43 years with the railroad. He was born in Oakfield and attended local schools, Houlton High School and Ricker Junior College. He began his career as a telegraph operator and later became a dispatcher. Mr. White is active in Masonic bodies and the Shrine. He has one daughter, *Janet*, of Kents Hill. He will continue to serve as associate editor of MAINE LINE.

Best man was *Steven Beals*. *Jerome Chase* and *Dennis Lundin*, both of Brownville, and *Dale Rideout*, ushered. Ring bearer was *Richard Rideout*.

The bride is a graduate of Penquis Valley High School and attended Beal College.

The bridegroom attended schools in Brownville Junction, and is employed by the Bangor and Aroostook Railroad as a trackman.

A reception was held at the Milo Town Hall.

The couple traveled to Bar Harbor for a wedding trip, and are residing on Daggett Street, Derby.

Car Repairer *Orrin P. Lyford*, Derby, retired Oct. 31, 1974. He was presented a purse of money from his fellow employees by Carpenter *H. E. Clark*.

Mr. Lyford was born July 28, 1909 at Milo. He attended Milo Public Schools. He came to the Mechanical Department Aug. 25, 1950 as a laborer and since that time has worked as a car repairer helper and a car repairer.

He is a member of the Brotherhood of Railway Carmen of America.

Mr. Lyford is married and has six children, *Glenice Blethen*, Long View, Texas;



Retired BAR President *W. Jerome Strout*, left, looking fresh after climbing Katahdin, Maine's highest mountain. With him, l. to r., are grandsons *Douglass* and *Stephen*, son *Ronald*, *Linwood Littlefield*, vice president-operations, and *Ernest Wheeler*, son of Assistant Superintendent *R.G. Wheeler*, Mec. Mr. Strout said he was surprised how much steeper the mountain had become in the past 20 years.





Orrin P. Lyford

Alton J. Hoxie, Milo, Maine; Anita Vantassell, Milo; Diana Burton, Milo; Roland Lyford, Milo, and Donald Lyford, 81 T.F.W., A.P.O., New York.

His son, Roland Lyford, is a welder at Derby.

We were sorry to hear of the death of John W. Clark, 75, who died Sep. 14 at a Houlton hospital. He was born at Oakfield, November 26, 1898, the son of Bernal and Annie C. (Moore) Clark.

He had been a resident of Oakfield all of his life and was a member of the Brotherhood of Locomotive Firemen and Enginemen. He retired from the B&A Railroad having 33 years of service.

Mr. Clark is survived by his widow, Mrs. Mary Lawlor Clark of Oakfield; two sons, Welder Charles W. Clark of Derby, and George of Smyrna; one daughter, Mrs. Lois MacDonald of Enfield, Conn.; one brother, Harold Clark of Oakfield; two sisters, Mrs. Alma Crandall of Houlton, Mrs. Mae Willis of Vernal, Utah; three half sisters, Mrs. Etta Chambers, of Meriden, Conn., Mrs. Leila Henry of Oakfield, Mrs. Vita Johnson of Bangor; 12 grandchildren, six great-grandchildren, and several nieces and nephews.

The Park Street Methodist Church, Milo, was the setting for the Sep. 21 wedding of Cynthia Jane Wiley, daughter of Electrician and Mrs. E. Thomas Wiley of Milo, and Jan Arden Nelson, son of Gas House Attendant and Mrs. Alfred N. Nelson of Brownville.

The maid of honor was Gloria Doane of Portland and Randy Angotti, of Llangrann, was best man.

The ceremony was performed by the Rev. Ronald Stead.

A reception was held at the Derby Community Hall, following which the couple left for a trip along the Maine Coast.

The bride is a graduate of Penquis Valley High School and is employed by Dexter Shoe. The bridegroom, also a graduate of Penquis Valley High School, is employed by Great Northern Paper Company. The couple will reside in Milo.

We were sorry to hear of the death of Steven E. Wark, 23, who died accidentally

by drowning at Abol Stream. He was born in Caribou, Sep. 26, 1950, the son of Foreman Vernon and Ramona (Adams) Wark of Millinocket.

He was a veteran of the U.S. Navy and was employed at Great Northern Paper Company.

He is survived by his father and mother of Millinocket; his stepmother, Lillian Wark of Millinocket; two brothers, Thomas of Millinocket and Kenneth of New Port Ritchie, Florida; two sisters, Mrs. Linda Tewksbury of New Port Ritchie, Florida, and Miss Cheri Wark of Millinocket; one stepbrother, James Anderson of Millinocket; one stepsister, Judy Anderson of Millinocket; his paternal grandmother, Mrs. Mona Wark of Caribou; and his maternal grandmother, Mrs. Jean Adams of Lerwick, N. B.

Miss Gayle Ann Carey, daughter of Welder and Mrs. Galen Carey of Milo, became the bride of Darrell F. Thompson, son of Frederick Thompson of Milo.

The Rev. James Daly performed the wedding Mass at St. Paul's Catholic Church, Milo.

Maid of honor was Miss Susan Carey, sister of the bride. Bridesmaids were Mrs. Brenda Karpowicz, Mrs. Debbie Churchill, sisters of the bride, and Miss Valerie Thompson.

Best man was Keven Robertson. Ushers were Kirby Robertson, Tony Hamlin and Clinton Robinson, all of Milo.

A reception was held at the Derby Community Hall.

The bride is a graduate of Penquis Valley High School and attends Eastern Maine Vocational Technical Institute and Eastern Maine Medical Center, School of Radiologic Technology, in Bangor.

The bridegroom is also a graduate of Penquis Valley High School and attends Eastern Maine Vocational Technical Institute. He is studying electronics technology.

We were sorry to hear of the death of

Chief Clerk Richard L. Foster, 48, who died at a Bangor hospital.

He was born in Derby, Aug. 30, 1926, the son of Norman and Gertrude (Butler) Foster and was a veteran of World War II. He had been employed with the railroad for 26 years. He started as a laborer in the Mechanical Department. Subsequent positions were car repairer helper, shop clerk, shop accountant, asst. AAR car accountant, clerk methods and cost control, and in Jan. 1972 was appointed chief clerk. He was a member and past master of the Piscataquis Lodge of Masons, a member and past high priest of the Rabboni Chapter, member of the Maine Council, Order of High Priesthood, member of the Central Council, Dover-Foxcroft, a member of St. John's Commandery, Bangor, the Maine Consistory, Portland, Bangor Chapter of the Rose Croix, and a member of the Brotherhood of Railway Clerks. He is survived by his father and mother of Derby; one brother, Kenneth, Derby; one sister, Mrs. Harold Beverly Davis, Guilford; and several aunts, uncles and cousins.

Hostler William M. Allen, Northern Maine Junction, retired Aug. 30, after 45 years with the railroad.

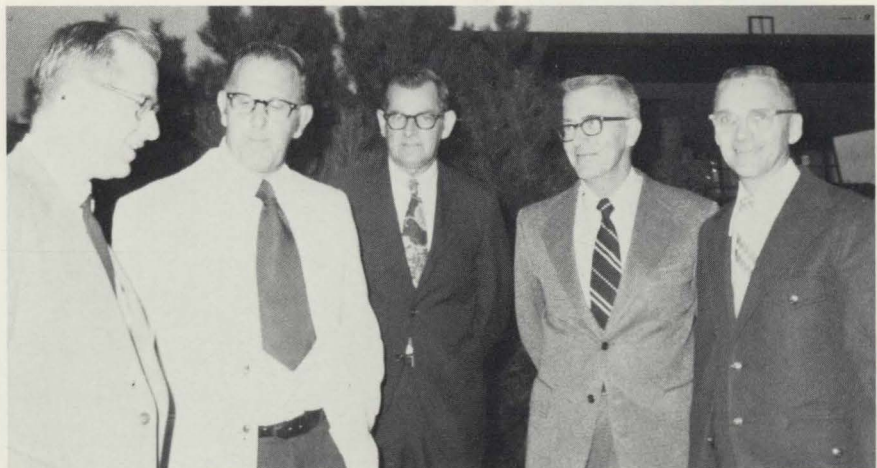
Mr. Allen was born Oct. 28, 1910 at Clinton, Maine. He attended Stearns High, Millinocket, Maine. He started work for the railroad Sep. 10, 1929 as an ashpitman and subsequently worked as a laborer, engine cleaner, inside and outside hostler, and coalman. At the time of his retirement he was a hostler.

He is a member of the I.O.O.F. and the United Transportation Union.

He is married and has one son, William, Jr., Hermon, Maine.

A relative, Leo E. Russell, also works for the railroad as a roadmaster for the Engineering Department.

Cheryl Lynn Crane, daughter of Mrs. Charlene Crane of Hampden and Clark Crane of Dedham, became the bride of David Harold Hanson, Oct. 12. The



A going away party was given for Asst. Diesel Supervisor, Duane L. Howse recently. Photo, left to right, shows Asst. Chief Mechanical Officer, O. F.

Allen, Electrician Conrad Perry, Roy H. Russell, (Duane's Successor), Diesel Supervisor Nels E. Skoog, and Duane Howse.



bridegroom is the son of Chief Mechanical Officer and Mrs. *Harold W. Hanson* of Derby.

The wedding was held at the Park Street United Methodist Church, Milo, with the Rev. *Ronald Stead* officiating. Maid of honor was Miss *Paulette Michaud* of Old Town and best man was *Alan Hanson* of Derby, brother of the bridegroom.

The bride was graduated from Bangor High School and is employed by the Merrill Trust Bank, Bangor. The bridegroom is a graduate of Penquis Valley High School, Milo, and is a senior at the University of Maine at Orono. He is employed at Amoro's Grocery, Old Town. They will reside in Bangor.

We were sorry to hear of the death of *Deborah E. Stubbs*, 15, who died recently at her residence after a long illness.

She was born in Norwood, Mass., May 2, 1959, the daughter of Blacksmith and Mrs. *Bryan Stubbs* of Derby. She was a member of St. Paul's Catholic Church. Besides her parents, she is survived by one brother, *William*, and one sister, *Sherie*, both of Derby; maternal grandparents, Mr. and Mrs. *Joseph Doucet* of Lake Megantic, Que.; paternal grandfather, *William Stubbs* of Derby.

### Traffic and Marketing Depts.

General Freight Agent *Waverley M. Alexander* has retired after more than 45 years of service. Executive Vice President *Walter Travis* is pictured presenting him with a gift. Mr. Alexander started work for the railroad in 1928 as mail clerk and worked in accounting before coming to the Traffic Dept. in 1949 as rate clerk. He was also chief clerk and assistant general freight agent before becoming general freight agent.

We are glad to hear that Assistant General Freight Agent *George Deshane*

has recovered from recent surgery and is back at work.

We are sorry to hear of the death of *Georgianna Levesque*, mother of *Alphena Levesque* of the Presque Isle Sales Office.

### Executive Department

*Tom V. V. Tammi* of New York City was a guest at the home of *Anneli McDowell*, secretary in the legal department, over the Thanksgiving holiday. Joining them for Thanksgiving dinner were *Bette Williams*, former secretary in the legal department, and *Marion Cluff* of Bangor.

### Operating Department

Our best wishes to *Phyllis Leen*, secretary in the operating department, who is recovering following surgery at St. Joseph's Hospital, Bangor.

Mr. and Mrs. *Donald R. Sinclair* of Hermon are the parents of a son, *Ricky*, who was born Sep. 20. Mrs. Sinclair (*Gail*) is the daughter of Vice President-Operations and Mrs. *Linwood W. Littlefield*.

### Accounting Department

Our sympathy to Rate and Division Clerk *Donald E. Andrews* of Kenduskeag, whose wife, *Dorothy*, died Oct. 25 at her home. She was born in Bangor, Nov. 19, 1922, the daughter of *Kenneth V. and Sarah (Lowell) Cousins, Sr.* Surviving are her husband; one son *Ronald*, of Hudson; one daughter, Mrs. *Howard (Dawn) Dunn*, Kenduskeag; one brother *Kenneth V. Cousins, Jr.*, Hermon; one sister Mrs. *Virginia Willey*, Hermon.



*William M. Allen*



In our last issue, we incorrectly identified *John Levi Burton*, pictured above with Roadmaster *Leo Russell* as *Levi Boutilier*. Our apologies to both. Trackman *Burton*, Oakfield, a veteran of more than 40 years service, has retired on a disability. He attended Oakfield and Merrill schools. The *Burtons* have two children, *Marilyn*, Oakfield, and *Donald*, USAF.



Trackman *Levi R. Boutilier*, Derby, has retired after 44 years with the railroad. A native of Oakfield, he was educated at Oakfield and Abbott schools and entered service as a trackman. He is married to the former *Alta E. Race*. The couple has two daughters, *Betty Lou Chambers*, West Willington, Conn.; and *Shirley Ann King*, Millinocket.

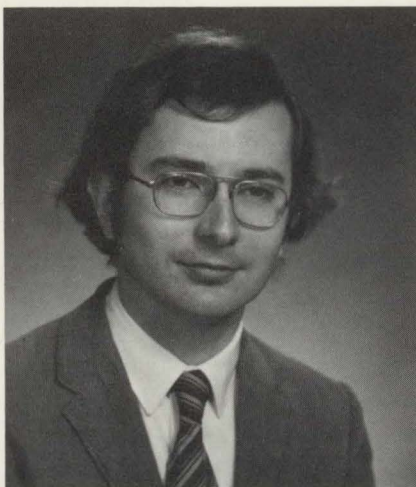


*Walter Travis* presents gift to General Freight Agent *Waverley M. Alexander* on his retirement.





Patrol Foreman **Charles F. Wilson** (being congratulated by **Leo Fournier**, right), of Mapleton, has retired after 42 years with the BAR. A native of Fredericton, N.B., he attended Presque Isle schools and entered service as a trackman. He is married and has four children; Mrs. **Lois Weaver**, Mapleton; Mrs. **Dain Kelley**, Marseilles, Ill.; Mrs. **Rose Vanostrand**, Mayfield, N.Y.; and **Fredrick**, Presque Isle.



**Richard Shaw**, son of Clerk and Mrs. **Ward L. Shaw** of Bangor, was graduated from the University of Maine at Orono on Aug. 23, 1974. Having received a Bachelor of Science degree, Shaw is presently a free-lance writer and photographer, having been published in *Maine Times*, *Maine Life*, *Down East*, *The Bangor Daily News*, the *Lewiston Journal Magazine*, and others. He also spends a portion of his time making and marketing gravestone rubbings and authentic American folk toys.

**Edmond** and **Helen Brissette**, who recently moved from their home in Old Town to their new home on Route 180 in Otis, Maine, entertained Dr. and Mrs. **Robert Gerow** and children **Steven** and **Michelle** of Lebanon, N.H. during the Thanksgiving holidays. Joining them on Thanksgiving day were their son and

family, Mr. and Mrs. **Michael Brissette** and children **Nicole** and **Michael** of Bradley. Mrs. Gerow is the former **Donna Brissette**.

Mr. and Mrs. **Robert Brooks** and family have moved into their new home at 254 Parkway South, Brewer. Gloria is key-punch operator in the Data Processing Section.

Accountant and Mrs. **Harold Moses** are receiving congratulations on the birth of a son, **Anthony Lee**, born Oct. 22, at Eastern Maine Medical Center in Bangor.

Miss **Margaret Elaine Crowe**, daughter of Mr. and Mrs. **Martin E. Crowe**, was married July 27 to **Bruce Ward Shaw**, son of Clerk and Mrs. **Ward L. Shaw** of Bangor, at the Seneca Army Depot Chapel, New York.

Matron of honor was Mrs. **Francis J. Crowe** of Corning, N.Y. Bridesmaids were **Cheryl Crowe** and **Joy Warner** of Seneca Falls, N.Y. **Richard Shaw** of Bangor served as best man and **Francis Crowe**, Corning, N.Y., and **Douglas Williams**, Seabrook, N.H., were ushers.

The couple spent their honeymoon on Cape Cod and reside in Bangor where Mr. Shaw is a teacher at Union Street Jr. High School.

Clerks **Mervyn** and **Pearl Jonston** spent a portion of their vacation in Sep. touring the Province of Quebec, taking in the Gaspé trip, and returning for a camping trip to New Hampshire and Boothbay Harbor, Maine.

Lead Clerk **Mervyn Johnston** and Diesel Shop Electrician **Lloyd Johnston** with their parents, Mr. and Mrs. **William Johnston** (ret. CP employee) of Brewer, visited relatives in their former home province of Ontario, Canada during the month of October.

### Transportation Department

Train Dispatcher (retired) and Mrs. **T. B. Carleton**, Houlton, left for St. Petersburg, Fla., Oct. 12 to spend the winter.



Mrs. **Bruce Ward Shaw**

Supervisory Agent **B. A. Ryan**, Northern Maine Junction, served on the Penobscot Traverse Jury, Bangor, for the November term.

Supervisory Agent and Mrs. **B. A. Ryan**, Northern Maine Junction, General Yardmaster and Mrs. **I. L. Foster**, Millinocket, and **H. G. White**, retired Chief Dispatcher, Houlton, were among those who enjoyed the Anah Temple Shrine trip to Copenhagen in Oct.

Miss **Laurie Jean Rowe**, daughter of Train Dispatcher and Mrs. **J. A. Rowe**, of Northern Maine Junction, became the bride of **Brian Charles Gibson**, son of Mr. and Mrs. **Charles Gibson** of Houlton, July 6 at the Military Street United Baptist Church, Houlton. The Rev. **George Urban** officiated at the double ring ceremony.

The bride is a 1974 graduate of Houlton High School. The bridegroom is a 1972 graduate of Houlton High School, attended the University of Maine at Bangor, and is presently employed by the Canadian Pacific Railroad.

After a wedding trip to Southern Maine, the couple is at home in Milo.

Miss **Louise Dionne**, daughter of Train Dispatcher and Mrs. **Gedeon Dionne**, Northern Maine Junction, became the bride of **Raymond Berg** of Westbrook, July 13, at St. Mary's Catholic Church in Houlton, with the Rev. **Paul E. Cote** performing the ceremony.

Following a wedding trip to Canada the couple is at home in Westbrook.

Retired Conductor and Mrs. **Ivan Barrows** of Oakfield, were honored Sunday, Aug. 4, at a 45th wedding anniversary party at their home. The celebration was arranged by their children.

The couple was presented a money tree and gifts, and a turkey dinner was served.

Conductor and Mrs. **Donald Rafford, Jr.** of Ashland, have announced the engagement of their daughter, **Joanna Marie**, to **Derek R. Richards**, son of Mrs. **Doris Richards** of Castle Hill.

Miss Rafford is a 1974 graduate of Ashland Community High School. Richards is a 1971 graduate of Ashland Community High School. He is employed by Diamond International Corp., Ashland.

Train Dispatcher **R. P. Benn**, Oakfield and Mrs. **Thelma Benn** of Dyer Brook are announcing the engagement of their daughter, **Shasta Lee**, to **David Willard Fox**, son of Mr. and Mrs. **Willard Fox** of Dyer Brook.

Miss Benn is a 1973 graduate of Houlton High School and Mr. Fox is a 1966 graduate of Island Falls High School. He served four years in the United States Navy and was graduated from Eastern Maine Vocational Technical Institute in Bangor in 1972. He is also a 1974 graduate of Ricker College. He is now employed at Northern Maine Vocational Technical Institute in Presque Isle.

A Dec. 28 wedding is planned.



We were sorry to learn of the death of retired conductor *Harry J. Sowers* in Bangor, Sep. 20. He was 89 years old and was born in Newcastle, N.B., Mar. 6, 1885, the son of *John* and *Lerson* (Rogers) *Sowers*.

He was employed by the Bangor and Aroostook railroad for 44 years, retiring in 1953. He was a member of the Brotherhood of Railroad Trainmen and a 50-year member of East Holden Grange.

He is survived by his wife, Mrs. *Regina* (Nutting) *Sowers* of Bangor and by a stepson, the Rev. *George Niles* of Walpole, N.H.

## Engineering Department

Our sympathy to the family of Retired Section Foreman *Russell J. Mitchell*, Guilford, who died Nov. 2 at a Waterville hospital. He was born in Abbot, June 15, 1915, son of *Lester* and *Edith* (Perkins) *Mitchell* and was a lifelong resident of the area. Mr. Mitchell had 33 years service with the railroad and retired due to ill health.

He is survived by his mother and father of Abbot, one daughter, Mrs. *Robert*

(*Russella*) *Johnson* of Charleston; two brothers, *Maynard* of Lincoln and *Seldon* of Abbot; three sisters, Mrs. *Ivory* (Elizabeth) *Bickford* and Miss *Harriet Mitchell* of Abbot and Mrs. *Millard* (Donna) *Fogg* of Guilford; five grandchildren and several nieces and nephews.

A wedding was held at the home of Retired Timber Agent and Mrs. *Guy L. Jackins*, parents of the groom, 8 Grove Street, Houlton, Nov. 11, when *Constance Guerette* of Caribou became the bride of Painter *Linwood G. Jackins* of Derby. Mrs. *Teddy Prosser*, Justice of the Peace, officiated. Those in attendance were the bride's parents, Mr. and Mrs. *Thomas Gagnon* of Caribou, and the bridegroom's four sons, *Mark, Ashley, Kevin* and *David*. Refreshments were served including a wedding cake made and decorated by Mr. Jackin's youngest son, *David*.

Our sympathy to the family of Mrs. *Mabel M. Shields*, R.N., of Houlton, widow of the late Retired Statistical Clerk *Frank E. Shields*, who died Oct. 21 at her residence after a brief illness. She is survived by her daughter Miss *Lois Ann Shields*, Houlton; a brother, *Ervin Hitchcock* of Presque Isle; two

sisters, Miss *Vella Hitchcock* of Houlton and Mrs. *Frank* (Mary) *Rideout* of Grand Falls, N.B.; several nieces and nephews.

Retired Trackman *Clement A. Daly*, Houlton, died recently. He worked for the Bangor and Aroostook Railroad Company from April 1947 to June 1969. Our sincere sympathy to the family.

Pensioner and Mrs. *Granville Bowden* of Stockton Springs greeted friends and neighbors on the occasion of their 50th wedding anniversary on Nov. 3 at the American Legion Hall in Sandy Point.

Our sincere sympathy to Retired Trackman *Joy R. Williams* and family of Littleton whose wife died recently.

## Stores Department

Accountant *W. A. Canney* was elected as President of the Devil's Sledgers Club at Milo in a recent election. Mrs. *Canney* was elected as Secretary and Treasurer.

Supervisor of Stores and Mrs. *V. F. Willinski* have a new grandson, *Anthony Joseph Fowles*, born Oct. 10.

# Facts and Figures

	October		Ten Months Ended 10/31	
	1974	1973	1974	1973
We received from:				
Hauling freight	\$1,358,692	\$1,210,858	\$12,566,436	\$11,139,965
Carrying passengers & express on our buses	27,936	26,796	274,757	250,759
Other transportation services	10,935	58,325	232,431	420,558
Net rental from freight cars and other equipment	424,950	478,253	3,811,572	4,018,936
A total of	1,822,513	1,774,232	16,885,196	15,830,218
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	409,827	387,239	3,753,463	3,223,824
Keeping locomotives, cars and other equipment in repair	434,257	422,992	4,549,343	4,341,382
Running trains, station and yard expenses	452,337	409,413	4,512,102	4,156,710
Pricing and sales of our services	27,669	32,279	288,115	299,642
Managing the business and keeping records	69,282	90,808	891,123	842,011
Payroll taxes	136,951	118,959	1,253,937	882,568
State and local taxes	44,831	26,463	287,779	302,155
Interest on borrowed money	120,189	123,910	1,177,718	1,225,843
Other miscellaneous charges - net	(27,239)	(14,642)	(353,390)	(177,692)
A total of	1,668,104	1,597,421	16,360,190	15,096,443
Pre-Tax Net Income Reported to the ICC	\$ 154,409	\$ 176,811	\$ 525,006	\$ 733,775



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There are still some people who think we're not in the passenger business just because we don't run passenger trains any longer. Well, we're alive and well and still in the passenger business. We run a pretty good bus service for people as well as for packages. We even have an equipment exchange agreement with Greyhound so 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.

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