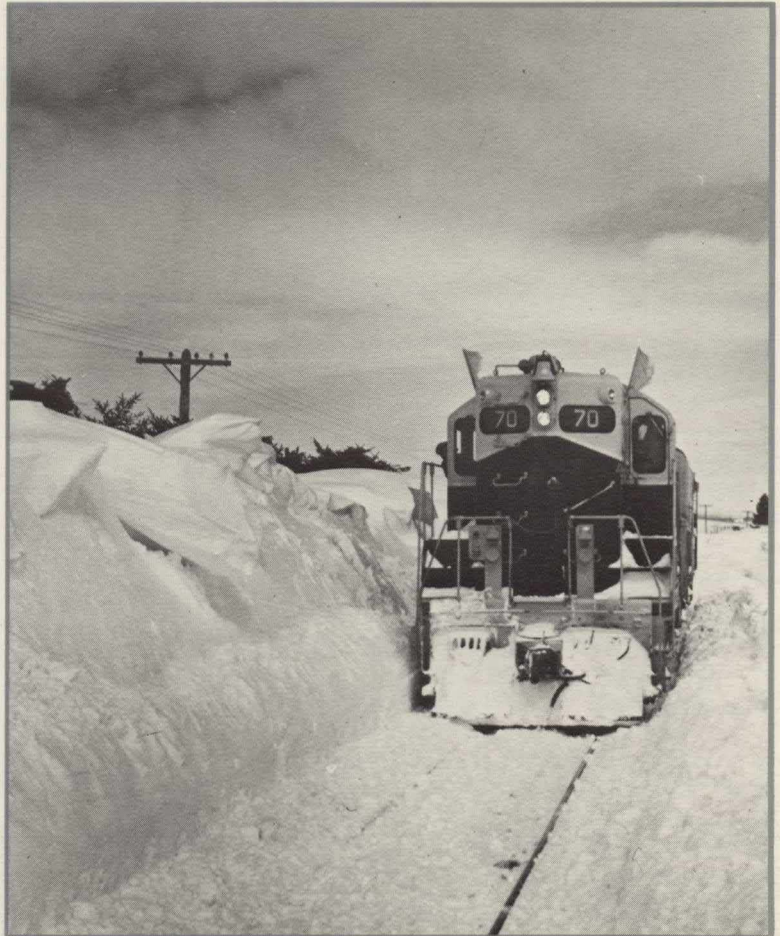
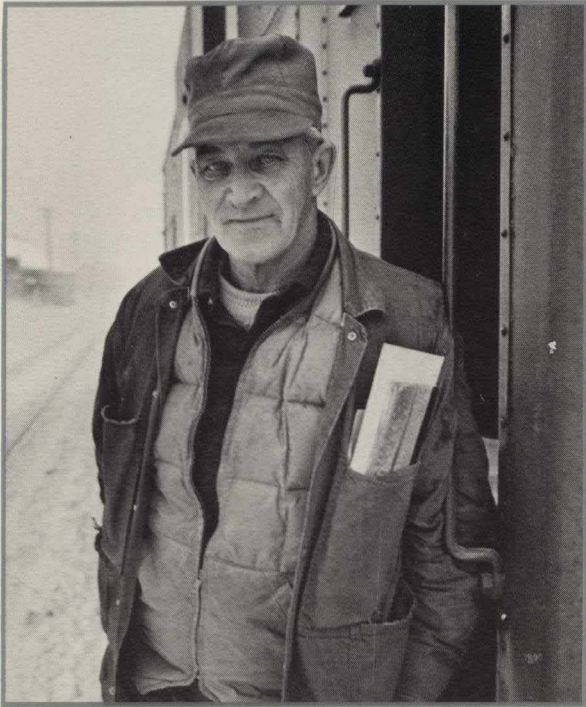


# MAINE LINE

BANGOR AND AROOSTOOK RAILROAD • JAN-FEB-MAR 1977







## Talking It Over

To My Fellow Employees,

The elections and the inauguration are over and whether or not you like the outcome, Jimmy Carter's Presidency has some promising implications ... at least for railroad people. For the first time, a sitting American president has endorsed the concept of equal treatment for all modes of transportation. It is a philosophy that railroaders, more than any other modes, have had reason to espouse.

President Carter has said government policies "that provide a billion dollars a year for air travel but demand that railroads pay their own track and railbed expenses cannot continue."

Amen.

He could also have cited the \$75 billion taxpayer dollars spent on highways in the last 20 years. And the Corps of Engineers pork barrel projects on the waterways. Every public dollar spent on facilities for modes that compete with the railroads makes railroads less competitive. The fact is that 40 years of federal aid to other modes in better highways, improved waterways and improved aviation facilities have left the railroad industry (which has had virtually no help) debilitated.

It now appears that this may change.

President Carter has appointed as Secretary of Transportation one of the most able men in Congress and probably the most knowledgeable in transportation. Brock Adams has a solid background in railroad legislation as a member of the House Interstate and Foreign Commerce Committee. He brings to this important cabinet post, I believe, the best understanding of the problems of all modes of any Secretary to hold the post.

He believes, for example, that failures in transportation are largely responsible for the urbanization of America and the death of the small town. And he says that government regulation of the transportation industry must be reduced and that regulatory agencies must consider the impact on one form of transportation if it decides to assist another.

Perhaps the most revealing insight into the new Secretary's attitude is contained in a statement made to RAILWAY AGE 20 months ago: "For years, the railroad industry suffered under the delusion that it could survive in some imaginary world of free enterprise, while its competitors, the barge and trucking industries, entered into a partnership with the government ... a partnership which provided them with superb rights-of-way paid for in whole or in part by the federal government, while their railroad competitors labored on from a time of transportation monopoly into an era of vigorous competition building and maintaining their own rights-of-way, and paying substantial taxes on it for the privilege. While one can admire the loyalty to business dogmas, one can question the wisdom of the business logic."

Bangor and Aroostook doesn't compete directly with water carriers, but it does have strong competition. The taxpayer-provided rights-of-way Secretary Adams speaks of cost the trucks about 5% of their revenue dollar. Bangor and Aroostook's track and right-of-way costs, paid for out of its own earnings, cost about 30% of its revenue dollar, and we are taxed for the privilege.

The sentiments have been expressed many times by rail spokesmen over the past, but they have sounded, in W.S. Gilbert's phrase, like "platitudes uttered in stained-glass attitudes." Now we have the top transportation official in the United States saying in unequivocal language that the wrongs of past decades must be righted.

It would be naive to expect any quick redress of the years of the government's neglect of its railroads. Contrary to what many lawmakers and users seem to have believed, the railroad industry has not always been here as the seas and the mountains; we have come perilously close to euthanasia with our railroads. But it is encouraging that men of talent and power now recognize that fact.

Sincerely,

*Walter E. Francis*



## MAINE LINE

BANGOR AND AROOSTOOK RAILROAD - JAN/FEB-MAR 1977



# NEWS BRIEFS

## ICC Reduces Damage Awards

The Interstate Commerce Commission ruled against BAR and Canadian Pacific Feb. 4, upholding the ruling of an administrative law judge of the Commission last June that BAR and CP had unlawfully diverted traffic from Maine Central and B&M.

But the full Commission reduced the damages awarded in the initial ruling from \$1,590,438 for MeC to \$176,323 and from \$688,330 awarded B&M to \$86,917.

Awarding of damages for the violation of this particular section of the Interstate Commerce Act set a precedent for the 90-year-old agency. One commissioner, Rupert L. Murphy, dissented in the awarding of damages.

On Feb. 11, the same day the FCC Order was released, BAR filed a petition for review of the case with the U.S. Circuit Court of Appeals in Boston.

### About the Cover

The photographs on the cover deal with subjects of articles in this issue of MAINE LINE. They include the winter of 1977 which everyone is talking about, Beaver Clark, a new car program and, of course, The Turkey Special.

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## Piggyback Traffic Up

The Railroad's piggyback traffic is 64% ahead of the same date a year ago. Norman J. Tardif, vice president-intermodal services, expects the growth trend to continue throughout 1977. Traffic from Great Northern Paper Company and Fraser Paper Limited is responsible for the increase. Tardif says piggyback rates are lower than truck rates and service is equal in most cases.

## BAR Retires 497 RS Cars

The railroad has retired from service 497 RS cars used for movement of fresh potatoes. The move still leaves BAR with 659 RS cars, enough to handle any foreseeable traffic in fresh potatoes.

The 659 remaining cars have been renumbered and used in the potato export movement. Only 90 cars have moved off line through railroad interchange. The road once moved 30,000 cars a year in this traffic and maintained the second largest railroad-owned fleet of RS cars in the nation.

## BARTIS Coordinator Named

Traveling Auditor Joel F. Mills, Houlton, has been named coordinator for the BARTIS computer program. Mills, a 32-year veteran, will be the liaison between the agents using BARTIS (Bangor and Aroostook Train Information Service) and the accounting and data processing people.

BARTIS now produces foreign line settlements as well as waybills, train consists and freight collections. The data processing department has been forced to add file capacity to the system because of increased usage. As one member of the Steering Committee put it: "We've taken the computer out of the vault and given it to the people in the field."



# 1977 Prospects Look Promising



*A car repairer at Derby Shops welds wear plates on a boxcar truck frame for a boxcar being rebuilt at the facility. Employment at Derby is at a seven-year high as a result of extensive car conversion programs to provide cars for International Paper Company's expanded mill at Jay.*

Perhaps the greatest of the business arts is the ability to predict revenues. Without it, a business is involved in a perpetual game of Russian roulette where the ultimate outcome is both predictable and terminal. Businesses use all kinds of scientific sorcery and hardware to predict the dollars they will take in during a certain time period. But in the end it's probably more art than science and proves an old saw that there's no substitute for human judgment.

Except, perhaps, a little witchcraft.

Some cynics have suggested that the same elves who predict market trends for Wall Street do some moonlighting for the railroad.

But the railroad's marketing department has its own elves who are charged with predicting the year's rail business and they are mildly optimistic about 1977's prospects. Total carloadings, they say, will be up by 11.63% and will number 91,715 cars. Wood fibre (pulpwood up a projected 30% and woodchips up 41%) accounts for the largest increase with petroleum (up 14%), frozen foods (up 25.4%) and miscellaneous traffic (up 16%) making up the rest of the increase. The 91,715 carloads projected for 1977 represents a 21.35% increase over 1975 traffic. Viewed in that perspective, the outlook for 1977, if not a boom, at least appears bright.

Since there's no indication that the export movement is more than the predictable once-in-12-year statistical fluke, the potatoes anticipated in the first half of 1977 are all anyone is counting on. (1976 was the railroad's best potato year since 1970 when it moved 9,947 cars).

Paper is expected to remain

at about 1976 levels. And since 1976 was BAR's second best year for shipment of paper, the anticipated 1% decrease still finds the traffic at healthy levels.

Frozen foods show an impressive percentage increase but is actually only a 231-car addition. Petroleum, showing a 14.6% increase, represents 2,270 cars. Piggyback traffic is expected to double with more than 2,000 units in 1977.

The dramatic increase in pulpwood and wood fibre ... about 6,000 cars ... is the result of International Paper's expanded plant in Jay. The railroad will have spent \$1,255,000 in converting 120 boxcars to woodchip cars and 187 end-rack pulpwood cars to side-stake cars for eight foot pulpwood to handle the traffic when the work program is completed this spring.

Some areas are too indefinite for the conservative elves to predict so no allowance is made for them in the 1977 forecast. They do, however, represent potential growth areas for the year. Prospects for the Triple A Sugar refinery, although uncertain, seem to tilt in favor of the plant operating in 1977.

The head elf says that there "is a serious possibility of January's log/lumber export movement becoming a regular export move." All the northern potato processing plants are operating and prospects of an export movement of processed potatoes are promising.

The new R.T. French plant in Washburn is on line and moving the volume of traffic anticipated.

In the area of projects, which means jobs and money spent in Maine, the railroad is looking at an ambitious tie program for 1977. It could amount to as many as 50,000 treated hardwood ties

for main line installation and 20,000 yard ties. The railroad installed 39,000 ties in 1976. Also proposed for 1977 is a rail program totaling ten miles (compared to 3.5 miles in 1976) and a ballast program that will see at least as much ballast as last year. The road ballasted ten miles in 1976.

In terms of dollars, a \$3.5 million rail program for the rebuilding of up to 100 boxcars at Derby ranks as the major capital expenditure of the year. BAR crews at Derby are winding up conversion programs on end-rack pulpwood cars and boxcars to chip cars now. A rebuild program for 1977-78 will assure present levels of employment at the shops.

The other side of the coin is no surprise to anybody; prices are expected to continue upward. Purchases and Stores estimates increases in the range of from six to eight percent. In certain instances, however, increases are much higher as in the case of a replacement bus for the railroad's highway division. Two years ago, when BAR bought its newest bus, the unit cost \$75,000. The 1977 price for the same vehicle is a whopping \$100,000. In a service that loses money, BAR managers find it difficult to justify higher and higher capital costs even though the bus operation does fill a vital community need.

If the elves are to be believed, 1977 should mean further improvements in BAR's long journey back from the bleak days in the early 70s when railroads on which it depended for movement of its goods were crumbling.

And if the economic recovery continues its improving trend.

The Lord willing, that is, and the creeks don't rise.





*There are few places where Buck Dumaine feels more at home than when he's throwing a fly for Atlantic salmon on New Brunswick's Miramichi River. He has fished the river for nearly 40 years and is prominent in conservation efforts on behalf of the magnificent fish.*

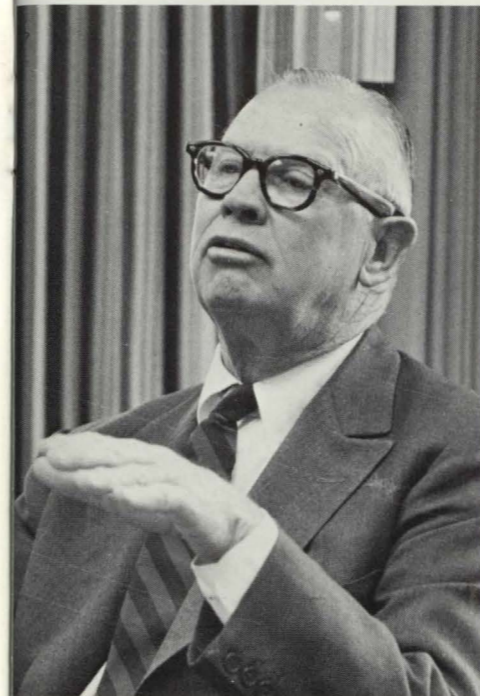
# Buck Dumaine: Railroading's Stubborn Gadfly

When Buck Dumaine took over the railroad's management in 1969, he seemed larger than life to most Bangor and Aroostook people. It is an impression that the succeeding eight years have done little to alter.

He threw himself into the task of rebuilding and financing the railroad with awesome energy. Bill Houston, vice president and general counsel, summed it up best: "He's the only 74-year-old I've ever known who makes plans for 15 years from now." It is a quality that expresses Dumaine's optimism and his great zest for all of life.

The president of a major railroad once referred to Buck Dumaine as a "great (rail) buff". The remark, although kindly meant, was a gross underestimate of the man and the contribution he has made to New England railroading. Yet the description almost characterizes his relations with other industry leaders.

Part of the explanation lies in the clubby, old school atmosphere that pervades the industry's executive ranks. And part is certainly due to Dumaine's no-frills, no-pretense approach to railroading; his peppery comments about the shortcomings of railroad management have also earned him the reputation of a maverick with



*Dumaine's vitality is an ingredient at a meeting of the railroad's directors. His impatience to "put money under the wheels" is a constant reminder to BAR people of his determination to have a topnotch physical plant for BAR.*

his more conventional colleagues.

If the opinion of those who consider him a maverick troubles him, he's concealed it well. With 41 years in the railroad business behind him, nothing delights him more than to succeed in the face of conventional railroad practice.

His credentials go back to 1935 when he became a member of the Boston and Maine board of directors at the age of 33. He succeeded his father as president of the New York, New Haven and Hartford Railroad in 1951. Then he lost a bitter proxy fight and the presidency to the Pat McGinnis faction in 1954 and what happened to the New Haven after that is history. The last chapter was not written until the same management took the Boston and Maine down the road ending in bankruptcy. Many knowledgeable railroad people feel the story would have ended much differently had Buck Dumaine won his proxy battle.

He became a member of Delaware and Hudson's board of managers in 1963 and president in 1967. In 1968, Dumaine headed forces who wanted to keep the D&H out of Norfolk & Western's DEREKO organization which came to include Erie-Lackawanna and D&H. Dumaine lost by a small margin. And when the crunch came,

Erie-Lackawanna went under and D&H emerged as the surviving road.

So when Amoskeag bought Bangor Punta Corporation's majority interest in Bangor and Aroostook in 1969, Buck Dumaine brought with him firsthand knowledge of the difference between the building and exploiting of a railroad. During both his New Haven and D&H days he had been a forceful proponent of sound track and good rolling stock.

"Put your money under the wheels," was a directive Bangor and Aroostook people were to hear often from their owner.

It was a startling experience for BAR officers, who had been accustomed to sending money upstairs to the corporate ownership, to be told to spend money building up the plant. But those who were old enough to remember Buck Dumaine when he was president of the New Haven would also remember when he bought 100 State of Maine IB cars with New Haven markings to be used in the booming fresh potato traffic between Aroostook County and Harlem River Junction on the old New Haven.

The years between his New Haven presidency and the Bangor and Aroostook acquisition only strengthened his conviction that the bottom line





*One of Dumaine's favorite activities is his frequent trips on the railroad. He talks with railroad people and makes copious notes on improvements he wants made. In the photograph above, he's pictured with Trackman Gerald Piper, Portage, with the surfacing crew on BAR's Ashland Branch. At right, he selects a salmon fly on the Miramichi.*



of railroad operations and good track and equipment were in direct proportion to each other. BAR managers had that philosophy brought home to them almost as soon as Amoskeag took over. On one of Dumaine's first inspection trips he instructed a BAR department head to buy some equipment to enable the railroad to accelerate its ditching program.

The hapless manager protested that the equipment was too costly for the road to afford.

"Dammit," Dumaine exploded, "I asked you to buy it, not finance it!"

It didn't take long for the word to spread that Dumaine was serious about putting money under the wheels. During the first two years as BAR's chief executive officer, the road upgraded its heaviest density track from Caribou to Northern Maine Junction with crushed rock ballast and heavy steel. The general office building in downtown Bangor was sold and the new consolidated headquarters building constructed overlooking the rail yards at Northern Maine Junction. Madawaska yard was upgraded. During the seven and one-half years that he's been at BAR's helm, the road has purchased 304 new cars and rebuilt another 85 for a total investment of \$7,752,681. Another 457 cars have been converted to wood-

chip cars and side-stake pulpwood cars. The road has also leased 96 boxcars and acquired 10 locomotives in that period.

On inspection trips with his staff, the impatience he feels at not building quickly enough is evident. He rarely rides in the business car, preferring the seat-of-the-pants perspective of the locomotive. And when he returns from one of the trips, it is always with his pockets crammed with notes; nearly every note involves a project.

One of Buck Dumaine's great strengths has been his rapport with working people. A railroader from the old New Haven, Joseph W. Walsh, now in a top union executive post, remembers Dumaine as enjoying both the confidence and good will of rank-and-file railroad people on that road when he was president.

Like his father, who went to work for Amoskeag as an office boy at 12 (and became chief executive officer of the firm) Dumaine went to work there at 15. He learned the worth and dignity of labor and never forgot the lesson.

It is a liaison that he quickly established with Bangor and Aroostook people. His quick memory for people and ability to talk with either a trackman or a bank president have helped. But it is the genuine warmth of this salty, blunt man that



probably won him the respect of the skeptical Maine railroaders.

Earl Capen, a recently retired locomotive engineer who's handled many of Dumaine's inspection trains, sums it up: "As a railroad employee, I don't know a person I'd rather work for. He gives credit to the people who do the work and he makes you feel comfortable when you're with him."

While his staff frequently sees his quick temper, it breaks like summer lightning and is quickly over. The things most likely to provoke his wrath are to sugar-coat information given him and anything that smacks of pretense.

On the other hand, he is an unabashedly sentimental man. At a recent board meeting during which he asked the railroad's board of directors to approve money to make an appropriate gesture of appreciation to all BAR people for their loyalty and help in bringing the railroad through several difficult years, there were tears in his eyes. And his staff has orders to immediately call to his attention any employee who may have personal difficulties that are crushing.

When he was president of the D&H, he hired a retired D&H personnel man to keep him aware of people with more personal problems than they could handle alone.

His reputation for toughness stems from an implacable distaste for excuses from people who do not follow through on goals and an impatience with the time required to accomplish all the work he envisions for the BAR. At an age when most men are more concerned with their golf game than with any business activities, Dumaine is totally absorbed with his business ventures and particularly with his dream of creating a truly New England railroad system.

It is a venture that has not been a spectacular success but the logic of it is appealing. Instead of four small carriers, a single line from northern Maine with a gateway to the West through Mechanicville on the D&H and to the Middle Atlantic states through Conrail would be a force to be reckoned with in rail transportation in New England.

Such a system, Buck Dumaine likes to point out, would not require four managements, but one. It could share facilities like modern car and locomotive shops, perhaps even set up a plant for welded rail; best of all, it could be more responsive to the needs of all New England shippers since there would not be four small carriers concerned about individual interests and concerned with maximizing their own piece of the pie.

The idea is so beautiful, so logical, one wonders why it has never gotten off the ground. But it's not new. The record shows that exploratory talks between Bangor and Aroostook and Maine Central took place 48 years ago. But Buck Dumaine is the first person who's been willing to back up his vision with money. His efforts to

combine BAR (with 99% Amoskeag ownership) and Maine Central (with 36% Amoskeag ownership) began when Amoskeag acquired Bangor and Aroostook in 1969. But Maine Central blocked efforts to put the two roads together in an ICC suit alleging control in 1971.

The clock is still running on the case. And although there's a possibility of a hearing in 1977, it could be another three years before there's any decision.

That's a long time for a man with a dream to wait. Especially after a long eight years of working towards it. After so many years of court battles and legal fees, it's a commentary on Dumaine's stubborn spirit that he has not budged from his goal. But those who know him best don't expect less; there's nothing that fills him with quite as much joy as the prospect of a good combat. It's a trait he developed on the playing fields at Groton and Pomfret schools (where he won 17 letters and his nickname) and which has characterized his career in business.

In the meantime Dumaine goes about strengthening Bangor and Aroostook ... both financially and physically ... as a building block for an eventual New England system. Amoskeag's financial muscle was responsible for a major refinancing of long-term debt in 1976 which will insure orderly repayment over a ten-year period. And since Dumaine became chief executive officer, the road has reduced its debt by \$12,100,000 or 47%.

If you think about it, an investment in a northeast railroad in 1969 was an act of courage. And to begin the long process of putting together a regional railroad system for New England was an act of faith even for a man whose family has a strong railroad tradition. It's been pointed out that Amoskeag could have earned more money from its investment in BAR if the money had been deposited in a savings account; that's because money went back into the plant instead of going upstairs to Amoskeag as dividends. Dumaine is convinced that the policy will pay off, both for Amoskeag and for BAR.

Like most strong-minded men with a penchant for the unconventional, Buck Dumaine's kindness and blunt ways have made him both friends and enemies. Most people who know him like him or dislike him. But if you bad-mouth Buck Dumaine to BAR people who know him, you're courting a fat lip.

His style of management has made friends for him among Bangor and Aroostook people. He brought to the railroad a vital, on-the-property management committed to building a strong railroad; it was a concept that railroaders understood. But perhaps his greatest contribution has been to instill a sense of pride and purpose in some very good men and women at a time when their morale had been severely battered.

Richard W. Sprague





Reactions among young visitors to Santa Claus, who traveled with BAR's "Turkey Special," ranged from interest (above) to downright doubt (below). Although the purpose of the special was to distribute Christmas turkey to employees, the train drew hundreds of parents with young children.



# The 'Turkey Special'

The train that left Northern Maine Junction in the fading winter twilight of Sunday afternoon, December 20, was not your garden variety kind of "special." Those who had been close to the project called it the "Turkey Special" and that's the name that stuck. During the next two days, the 21 officials manning the special distributed 787 turkeys to Bangor and Aroostook employees scattered over its 541 miles of northern Maine lines.

The Christmas turkey was a gesture of appreciation from Buck Dumaine and the management for what Dumaine considers an extraordinary degree of employee loyalty during some very lean years. The road paid a dividend to stockholders this year and Dumaine insisted that the employees "who made it all work" also share in the rewards.

The train was powered by the JEREMIAH O'BRIEN in a final Bicentennial year observance and included two business cars, BURNT HILL and SCHOODIC, a crew car, FIVE ISLANDS, and a mechanical refrigerator car containing the turkeys. All the work on the train, except for actual train operation, was done by the officials who also distributed turkeys at the scheduled stops.

At stops in Presque Isle, Caribou, Madawaska, Ashland, Fort Kent, Houlton, Oakfield and Derby, children, as well as employees, gathered to greet the train. A Santa Claus had Christmas goodies for the small fry.

At the end of the three-day pilgrimage, the Turkey Special had distributed seven tons of Christmas turkey and those who participated thought it was much more than a symbolic gesture of unity.



Electrician Charles Russell and Walter Travis (center) distribute turkey to employees and wives at Millinocket. The train made stops at Madawaska, Presque Isle, Caribou, Fort Kent, Ashland, Houlton, Oakfield and Derby.

Cooking and housekeeping on the Turkey Special was performed by the officials who traveled with the train. At right, head chef Howard Cousins, vice president-marketing, watches while his kitchen crew serves midday meal on the FIVE ISLANDS.



Rain and icy roads did not deter Houlton people from visiting the train. During its three-day run the special gave 787 turkeys — some seven tons — to employees scattered over its 541 miles of track.

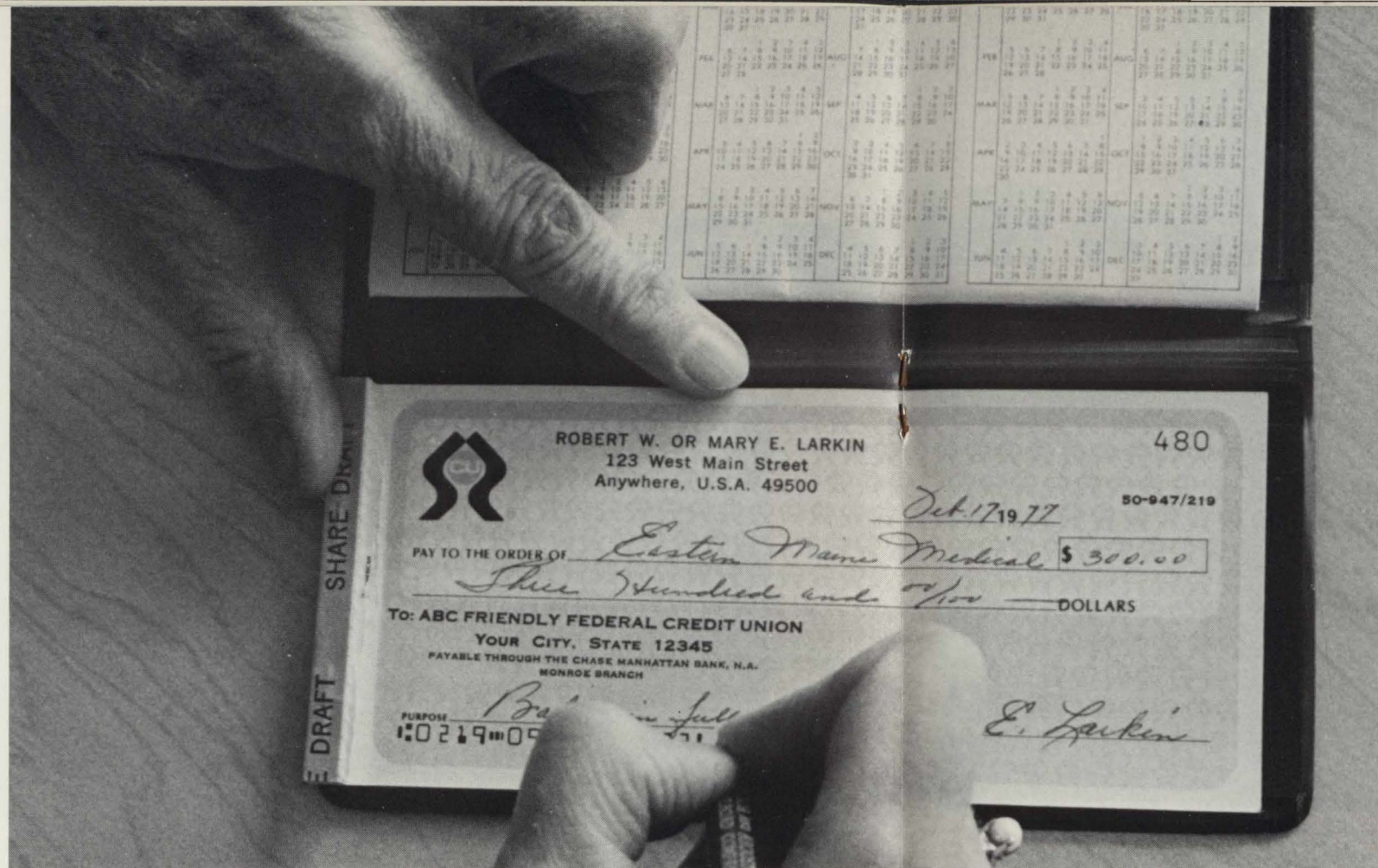


A NUMBER OF YOU HAVE WRITTEN ABOUT THE CHRISTMAS TURKEYS — SO MANY THAT I AM TAKING THIS WAY TO ACKNOWLEDGE YOUR KIND LETTERS. THIS RAILROAD OWES EVERYTHING IT IS TO YOU AND THE SMALL GIFT WAS A TOKEN TO THOSE WHOM WE OWE SO MUCH.

BUCK



"There are Dreamers Who Just Dream. And Then There are Dreamers Who Dream and Do."



BARCO's new service for members is the 'share draft account' which accomplishes the same result as a checking account for credit union members. Federal law prohibits credit unions from establishing checking accounts.

## BARCO - Alive and Well and Offering New Services

There are dreamers who just dream. And then there are dreamers who dream and do. It's a happy circumstance for the 2,200 folks from Maine to Vermont who belong to BARCO Federal Credit Union that George Willette is a dreamer/doer.

In January, just 16 years after BARCO ceased to be a gleam in the eye of its parent ... the inimitable Willette ... the organization is one of the largest of Maine's 180 federal credit unions. It serves railroad people on the BAR, Aroostook Valley Railroad and the Canadian Pacific in both Maine and Vermont, has assets of \$3,295,000 and has just announced what Willette considers its most significant new service in 16 years.

As of January 1, BARCO plans to raise interest on its share accounts from 5-1/2% to 5-3/4% and it will pay that interest quarterly instead of twice a year.

The new service to members is the institution of share draft accounts. While federal law prohibits credit unions from establishing checking accounts, the share draft account concept accomplishes the same thing for a credit union member.

Here's how it works: a member can have as much of his paycheck (or all of it) deposited in his share account as he wishes. He may then write share drafts from a book which the credit union issues in the same way he writes checks from a bank checking account. In fact, the share drafts even look something like a check.

Willette says that the advantage of the share draft concept is that one doesn't even have to touch his paycheck unless he wants to and BARCO will pay interest on share draft accounts; deposits can be handled by payroll deduction.

Willette dislikes being called the father of BARCO, pointing

out, rightfully, that BARCO couldn't have gone anywhere without the participation of scores of railroad people who have served on its board, loan committees and as members over the years. But, quite probably, without George Willette and his restless energy, there wouldn't have been any BARCO at all.

He was operator at East Millinocket when he heard of a credit union organizational meeting being held in Howland in 1961. Charlie Burgess, now general foreman in the car department at Northern Maine Junction, and Willette attended. Both were excited about the idea and the next day they began the process of forming what would become known as BARCO Federal Credit Union.

It was probably inevitable that George Willette would be the moving force behind the credit union. Before he became an

operator for the railroad he was a chimney sweep, a trackman, a mailman and a meat cutter. After encouragement and help from Carl E. Delano, then manager of personnel for the railroad, BARCO began operations in an 8 x 8 room in George Willette's rented house in Millinocket. His wife, Betty, studied bookkeeping and accounting and Willette did the selling during his off-duty hours. The accoutrements were simple; accounts were kept in a Budweiser carton and the desk was a somewhat battered number bought from railroad salvage.

There have been a lot of loans through the books since the days of BARCO. The credit union now keeps its accounts on a sophisticated computer and has 2,200 members with 851 regular payroll deductions. It took seven years for BARCO to reach its first million dollars in assets. It took another five years to

reach the second million, and a mere 26 months to reach the third million.

Willette says that credit unions are the fastest growing financial institutions in the United States. He calls them little giants. But growth, of course, isn't an index of quality. Service to members is, though, and that's a priority George Willette and his board of directors never forget. A credit union, by law, is prohibited from making a profit. Anything that's left over from funds at the end of the year ... allowing a margin for operating and possible losses ... is distributed to the members in the form of dividends.

Dividends have gone up and the intention, Willette says, is "to pay more as BARCO is able." At the end of 16 years BARCO is a healthy growing organization that's been, for many railroaders, their first real financial liaison.



# The Life and Times of Beaver Clark



Arnold Clark, pictured at left in his caboose as he completes his night shift at Caribou, has been a trapper for 40 years. Although he no longer traps beaver, he still spends his vacation in the fall on his trapline and at 62 still "feels like a million dollars." While his trapping is a hobby, it's a profitable one earning him about \$1200 a year.

Arnold Clark is all railroad man and no mistake. But he's also the spiritual brother of Jedediah Smith, John Colter, Kit Carson and the other tough free spirits who trapped beaver in the virgin vastness of the Western Mountains from Colorado to Spanish California a century and a half ago. In fact, this tall, soft-spoken conductor with the weathered face is Beaver Clark to his co-workers. And he came by the name honestly.

Arnold Clark grew up in Fort Fairfield where the family's home was literally on the banks of the broad Aroostook, a sinuous river that rises close to the Allagash country nearly 100 miles from the Clark homestead. Almost from the time he could walk, Arnold Clark's father took him and his brother Ken, longtime basketball coach at Fort Fairfield, fishing on the river that flowed past their door. And from the time he was 12 and knew the hundreds of streams flowing into the great river, Beaver Clark trapped first muskrat, then, as his skill grew, more exotic furbearers on the banks of the waterway.

By the time he started railroading Dec. 7, 1944, Arnold Clark was a veteran trapper, skilled in woodcraft and imbued with what he calls "a permanent love of the woods." An Aroostook man who says he loves the woods usually means that he'll trap, or hunt, or fish or cut wood just as an excuse to be there. But what's really important is the solitude of the forest, the beckoning of the next bend along a tumbling trout stream and the atavistic challenge of the wilderness.

Even though he's made his living as a railroad

man and likes it, he's always found time for his trapline. When he could he'd take night jobs, sleep a few hours in the morning, then spend the rest of the daylight hours on snowshoes tending his beaver sets.

"I still keep my vacation time for trapping in the fall," he says. "I catch fox, mink, coon and black cat (the Aroostook term for the fisher). Last fall was the worst weather for trapping I can remember in the last 40 years. We had rain, snow, and ice and then we had some more. But the fur prices were good. Foxes sold for as much as \$60 a pelt and fishers brought \$80."

Arnold Clark traps during his vacation because he wants to and he doesn't pretend otherwise. But it's also a profitable enterprise, if you happen to like the hours (first light until dark), the work (10 to 15 miles of walking each day) and the fringe benefits (all the fresh air you can breathe and the changing drama of the forest). Last fall, he trapped 18 fox, 8 mink, 2 fishers and 12 coon and earned about \$1,200. It's an average fall financially.

"I call it a pretty good vacation," he grins.

The popular stereotype of the trapper, if you believe the antitrapping party line, is of a rough, insensitive man who plies his craft because of his lust for money. But the trappers I've known were among the few true conservationists I've met. And they were mostly in tune with the earth and its creatures and jealous of encroachments that threatened it.

Arnold Clark is from the same mold. He spends as much time observing the creatures he traps



In the photograph at far left, a young Beaver Clark poses with his spring muskrat catch in 1948. Clark and his daughter Veronica, near left, hold a 45-pound beaver taken in 1958. He still prefers the night jobs so he can spend part of the daylight hours on his trapline.

as he does in pursuit of their pelts and his knowledge of animal lore is vast. He'll tell you, for example, that the black cat was very rare in the northern Maine forests until a few years ago and that it's one of the few predators who prey on porcupine and remain unscathed by the animal's murderous quills (bobcat driven to killing porcupine out of hunger are themselves often the ultimate victim of the animal's quills). The fisher climbs with the agility of a squirrel and often dines on the arboreal rodent as well as coon and rabbit.

"I remember the men who trapped the real wilderness about the time of World War I telling stories about striking a fisher track in the snow and staying on it until they caught up with it and treed it. Sometimes it would mean camping on the trail. The pelt was worth \$200 then and that was a lot of money."

Arnold Clark is a mild-mannered man who's as well disposed toward humanity as he is toward the creatures of the forest, but the myths perpetuated by those who would outlaw trapping make his eyes snap. "You read a lot about the cruelty of trapping. But the fact is nature itself is cruel. I think trapping is a lot less cruel than slow death by disease or starvation which is what happens when animals outstrip their food and range. I've seen foxes in midwinter hairless from the mange. I believe that keeping the surplus thinned out to food and range makes the species healthier for it."

It's one of those philosophical questions that brooks little middle ground. And just as there

will always be people who rarely step off the city pavement who deplore the idea of hunting and trapping there will be men like Beaver Clark drawn to the hunt and the trapline by some ancient ancestral memory. Somehow the shrill complaints of the antis contrast with the skill and respect of the trapper for the creatures he takes seems to tilt the argument in favor of the woodsman.

Arnold Clark's trapping territory extends from the farmlands around his native Fort Fairfield to where the forest deepens to wilderness at Cross Lake, perhaps 60 miles from home. He covers the distance in his pickup, a pack basket with traps and paraphernalia on the seat beside him and a well-worn Colt .22 belted on his hip. You have to like your own company to spend much time in the solitary places and Arnold Clark does.

Besides his family, he's had two loves ... railroading and trapping ... and he thinks life has been very good to him.

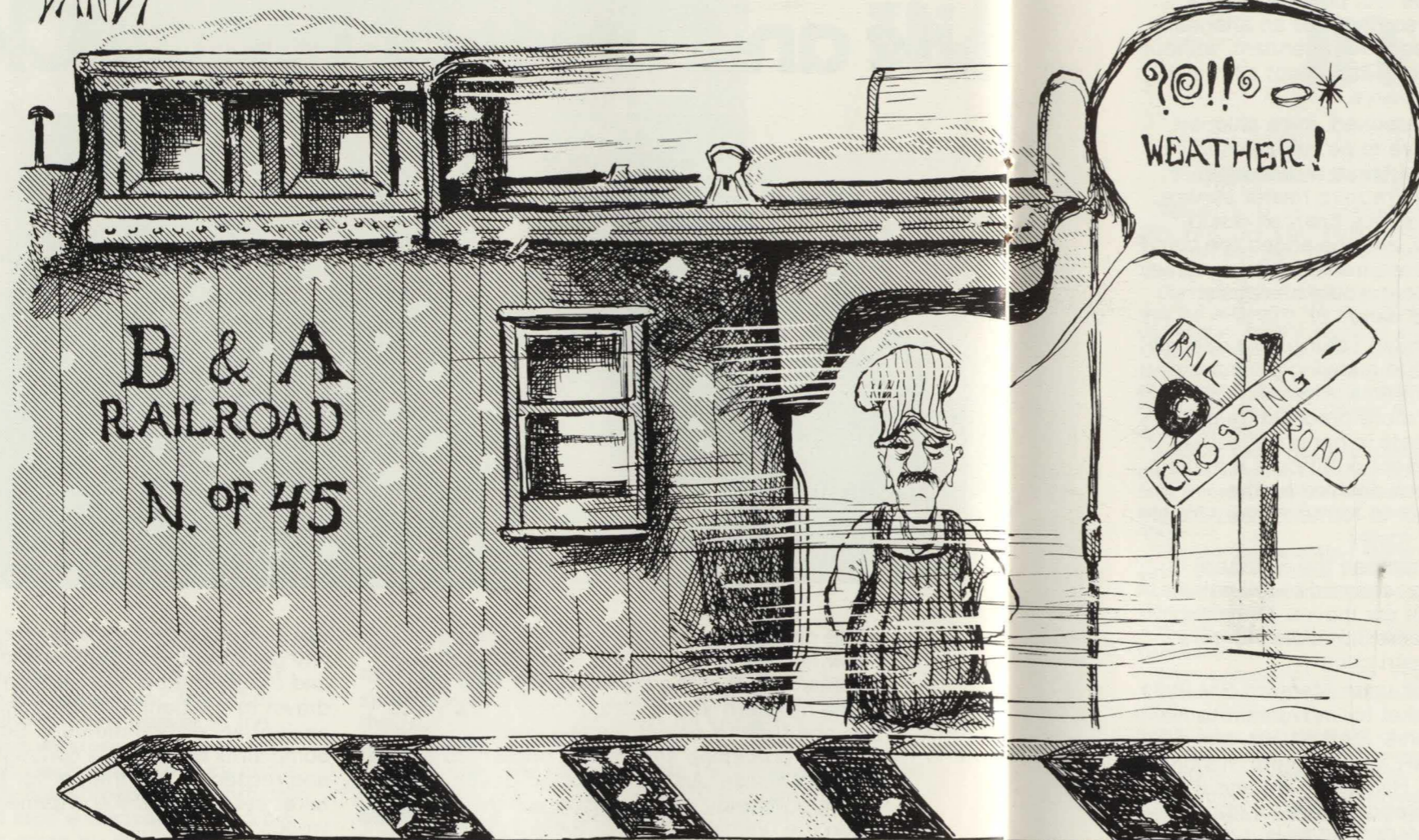
Arnold Clark doesn't trap beaver any more. The open season comes at the same time he's busiest on the railroad. It got to be too much, he says ruefully, working nights, sleeping a few hours, then spending the days on snowshoes and chopping a couple of feet of ice for each beaver set.

One should not infer from this that Beaver Clark is over the hill, however.

He grins, "I'm 62 years old and I feel like a million dollars."



DANBY SPECIAL TO THE 'MAINE LINE'



# North of 45

By Herb Cleaves

*(Herb Cleaves is bureau chief for the BANGOR DAILY NEWS at Machias. But he's been a trackman and operator-agent for the Bangor and Aroostook as well as a trackman for Maine Central. His father, Sandy Cleaves, is a retired BAR section foreman. Herb Cleaves writes of railroads and railroad people with first-hand knowledge and a sharp and kindly wit. One suspects that one of the phantom penmen whose humor lightened the hardships of winter railroading might well have been the author of this delightful piece.—Ed.)*

The builders of the Bangor and Aroostook Railroad made a costly mistake in 1892. Because of an inherent ornery streak they defied nature and laid steel rails with their backs to the south. Instead of seeking a more temperate climate they proved true to their contrary nature and stubbornly stretched a 600-mile railroad north to Aroostook county. In doing so, they unintentionally created a most unlikely setting for the development of one of the truly unique characters in the annals of American railroading.

Casey Jones wouldn't have throttled a steam locomotive north into an Aroostook blizzard any more than John Henry would have driven shim spikes into frozen cedar ties in northern Maine's sub-arctic St. John Valley. They were legendary figures of a sunny clime and BAR chose to railroad most of the year in the cold. The Maine line had to create its own legends.

The element BAR's builders battled but never

really conquered swirled in on them on a curve somewhere south of Houlton in late December 1893. If BAR management had known then what it knows now about the season known as Winter, the climate north of latitude forty-five might never have been challenged.

But the old railroaders were a stubborn lot. By venturing north of forty-five and challenging that Maine season between the fifteenth of October and the first of May a setting was framed for a tough little company of railroaders who still defy the winter by infusing tolerance into the intolerable and who apply humor when there is really nothing funny at all.

BAR can't claim as its own a section foreman named Finnigin, although they've had a hundred of his kind. Finnigin, according to the legend, was a wiry little Irishman whose railroading savvy outweighed any shortcomings a limited education might have imposed.

One day a local freight train rolled out a rail on Finnigin's section and half a dozen cars derailed rather unceremoniously. The derailment was cleared a short time later but Finnigin was left with the awesome duty of explaining the accident to Flannigan, the division superintendent. The section foreman sat up all night writing his report. In "tedious detail" it eventually totaled ten pages.

The Super was furious when the lengthy report arrived. He fumed and fussed and finally sent the section foreman a sizzling telegram. The reports brief, Finnigin."

Luck would have it that the local soon rolled another rail on the Irishman's section. The resulting derailment was taken care of in due course and Finnigin, with the superintendent's message indelibly engraved in his mind, made his report. If brevity is truly the soul of wit, the Irish section boss penned a gem.

"Mr. Flannigan: Off agin. On agin. Gone agin. Finnigin."

It doesn't always take a derailment to bring out the humorous side of the railroader. Sometimes a bitter February night at Millinocket provides a cue.

Not long ago a brakeman tumbled off the yard switcher and sought the warmth of the freight office. He pulled off his mittens, rolled up his ear flags, lighted a cigarette and announced loudly that he believed he would be sick the following day.

The night trick operator, not to be outdone, promptly wired the dispatcher that the brakeman wanted to be off sick the next day. Apparently the spare board was loaded with extra help because the dispatcher had an immediate response.

"O K be off sick tomorrow. Pls report for your job Tuesday."



Graffiti artists always seem to be attracted to railroad terminals and the colder it gets, the better the quality of their work becomes.

A message displayed for a southern division brakeman years ago stated: "O K be off Saturday, but looks like you will have to work Sunday." An unknown commentator added: "Look again."

At Millinocket a wire bulletin originally read: "Derail missing on soda track north end Millinocket millyard." A phantom penman added his touch: "Search party being organized at trainmaster's office."

Searsport trainmen were advised of a potential hazard south of Cape Junction: "Trains must not exceed ten (10) miles per hour over crossing at Mile 4.02 account high water." The logical addenda: "Pontoons enroute."

A rule of the month posted in Van Buren station emphasized the importance of standing at least ten feet from a switch stand while trains were passing. It was a good safety rule; nobody could deny that fact. But one particularly blustery January evening when six feet of snow blanketed Van Buren yard a switcher brakeman on his way home pondered over the rule. He paused briefly and then wrote, in a flair that would have pleased John Hancock:

"Snowshoes requested."

Freight agents who are able to con trainmen or trackmen into sealing boxcars for them can carefully escape the worst of the winter. They share the railroaders' rare kind of humor, however, and even create some of their own. Like the agent who had the answers, in case a prospective shipper of mice ever appeared.

"There are several ways of shipping mice. The applicable rate on one mouse, set up (S U), loose or uncrated, in less than carload lots (L C L), might be rather high," he reasoned. Shipped L C L, the mouse would require "exclusive use of the car" and this would involve added carrier expense quite apart from paper work and insurance.

On the other hand, mice, in boxes, shipped in carload lots (C L); or mice, knocked down or disassembled (K D) in boxes, having value for fertilizer purposes only, could be handled in carload lots (C L) rather cheaply, at least on a per mouse basis.

Compared to human cargo, however, "the cost per mouse-mile would differ widely, so that an attempt to correlate mouse-miles with passenger miles would have to take into account the kind of mouse that is to be shipped," he claimed. Furthermore, since the passenger is normally self-propelled and the mouse may not be, cost of

boxed mice which must be lifted, lowered and stowed, must also be taken into account. A mouse, if loose, must be led, preferably on a leash, and that, of course, requires an attendant, contributing to added cost. An attendant, without an assistant, like an engineer without a fireman, would naturally be expensive.

On BAR, the agent reasoned, mice shipped disassembled would have to be refrigerated in summer, while live mice, loose or uncrated, shipped in winter, would require heater service. In both instances, car service charges would also have to be applied, and the added fee could discourage a viable mouse transportation market. And then, of course, there would be regular train stops for feed and water.....

So much for BAR's mice. Their future role will undoubtedly be limited to gnawing on some trackman's discarded mittens. After all, train service is reserved for more practical freight movement, like shipments in gondolas, racks, reefers or the ever-present outfit cars, a motley collection of rolling stock devised by the Engineering Department to torment every freight conductor on the BAR roster.

No. 55, a local that tramped the Southern Division for many years, seemed to fall heir to the lion's share of outfit car moves. One crisp fall day at Northern Maine Junction, No. 55's crew received these instructions:

"No. 55 Saturday pick up at Medford BM 9231 mty, handle to Millinocket for movement to No Me Jct. Pick up at Adams, BAR X1063, and C57, handle to Oakfield; BAR X392, tamper, handle to Oakfield enroute Mars Hill; BAR C44 and BAR 1048, handle to West Seboois; BAR X262, X1029, X251, X1068, X1062, 1478 and X394, handle to Oakfield enroute Portage and BAR X1200, handle to Millinocket for wheels and then further movement to Oakfield on No. 57 Sunday enroute Portage. Also BAR 1205 mty, handle to Oakfield, enroute Houlton. This will leave BAR X842 at Adams to move to Deans on No. 28 Monday."

It was enough to prompt the veteran conductor to wipe his glasses, blow his nose, clean his pipe, check an outdoor thermometer, and tap idly on a window pane. "Jesus, I don't remember bidding on any switcher conductor's job," he commented to nobody in particular.

The complainers will continue to complain as long as trains run north of forty-five. It's part of a heritage begun by the first BAR railroaders who stubbornly drove steel north instead of south back in 1892.



# In the Family

## Transportation Department

Retired Supt of Transportation and Mrs. *H.P. Lee* and retired Locomotive Engineer and Mrs. *W.A. Gallivan*, Houlton, are spending the winter in Florida.

Our Lady of the Lake Church in Portage was the setting for the Oct. 29 wedding of *Deborah Jeanne Ingerson* and *Clark O'Neal Rafford*. The bride is the daughter of Mrs. *Kathryn Ingerson* of Bar Harbor. The bridegroom is the son of Conductor and Mrs. *Donald P. Rafford Jr.* of Ashland.

Miss *Mercedes Beaulieu*, Ashland, was the maid of honor, Mrs. *Joanna Richard*, Miss *Roberta Ingerson*, Miss *Kathy Walt* and Miss *Cynthia Rafford* were bridesmaids.

The best man was *Mark Morin* of Ashland. *Derek Richards*, *Michael Blain*, *Andrew Campbell* and *Stephen McNally* were ushers.

The Rev. *Ronald Haller* performed the ceremony.

After a reception at the VFW Hall, Ashland, the couple honeymooned in New Hampshire.

The bride is a graduate of Katahdin High School and is a sophomore at the University of Maine at Fort Kent.

Rafford is a graduate of Ashland Community High School and will graduate in December from the University of Maine at Fort Kent. He expects to enter the Air Force on Jan. 5. The couple reside at Ashland.

*Wynne G. Kelley*, 80, of the Old County Road, Hampden, died Nov. 10, at a Bangor Hospital. He was born at Granby, Vt., June 3, 1896, son of *George A.* and *Augusta (Austin) Kelley*.

He was a Conductor for the Bangor and Aroostook Railroad, having retired after 50 years of service. He was an Army Veteran of World War I, a member of the First Universalist Church, the B.P.O.E. of Millinocket, the Donald V. Henry Post American Legion of Millinocket and the Brotherhood of Railway Trainmen.

He is survived by his wife, *Thelma (Overlock) Kelley* of Hampden; one brother, *Harold L. Kelley* of Hermon; three nieces, Mrs. *George (Arleile) Banks* of Brewer, Mrs. *Raymond (Vivian) Batchelder* of Bangor, Mrs. *George (Monica) Bruchall* of Canada; three nephews, Col. (Ret.) *Lloyd L. Sweetser* of New York, *George Kelley* of Hermon, *Lawrence Kelley* of Canada, grandnieces and grandnephews.

Funeral services were held at Brookings-Smith, 133 Center St. Bangor, the Rev. *Gary E. Smith* officiating.

## Accounting Department

Retired Clerk *John Salisbury* of Hampden died Jan. 19 at his home. He was born in Bangor, April 10, 1899, the son of *Richard* and *Celia (Garland) Salisbury*. He retired from the Railroad on September 30, 1964 after completing 42 years of service with the company. He is survived by his wife, *Ella (Perry) Salisbury*; one sister, Mrs. *Ann Mills*, Amherst; and several nieces and nephews.

We are pleased to report that Data Technician *Frankie Brown* returned to work in December after having been out sick since July.

Brenda L. McCarty is the new data technician trainee in the Computer Center and we are pleased to welcome her into the BAR family. Brenda is a graduate of Hermon High School and Beal College, Bangor.

We are sorry to learn of the death of *Gordon R. White* in St. Petersburg, Florida Feb. 13. He was born in St. Martins, N.B., March 24, 1896, the son of *A-fred O.* and *Sarah (McCumber) White*. He retired from the Railroad as general tax accountant March 31, 1961 after completing 47 years of service with the company. He is survived by his wife, *Mildred (Wallace) White* of St. Petersburg and Bangor; a daughter, Mrs. *Marion Popplestone* of Akron, Ohio; a sister, Mrs. *Lila Burditt*; and a granddaughter, *Ann Popplestone* of Akron, Ohio.

Our sympathy to the family of Rate and Division Clerk *Donald E. Andrews* who died Feb. 10. He was born in Corinth Jan. 27, 1920, the son of *Elmer* and *Alma (Annette) Andrews*. He started working for the railroad Oct. 2, 1952 and was an active employee at the time of his death. Surviving, besides his mother, *Alma Andrews* of Brewer, are: a son, *Ronald W. Andrews* of Hudson; a daughter, Mrs. *Darrell (Dawn) Clement* of Kenduskeag; five grandchildren; two brothers, *Francis Andrews* of Bangor and *Arnold Andrews* of Anchorage, Alaska; a sister, Mrs. *Nate (Geraldine) Rogers* of Raymond; and nieces and nephews.

The 50th wedding anniversary of Mr. and Mrs. *Robert M. Parker, Sr.*, of Holden was celebrated recently with a reception in the vestry of Calvary Baptist Church, Brewer, with relatives and friends attending. Arrangements were made by their children. Mr. and Mrs. Parker were married in Bangor by the Rev. John S. Pendleton. Mr. Parker was employed by the Bangor and Aroostook Railroad until 1965 when he retired with over 39 years of service.



Operator *Linwood C. Callahan* has retired after 29 years with the railroad. He has been agent at Monticello, Soldier Pond, Eagle Lake and Masardis. Mr. Callahan served in the U.S. Army in WW II and is a member of the VFW and American Legion.



Conductor *Clarence G. Dumond*, Fort Kent, has retired on disability. Mr. Dumond entered service in 1948 after serving three years in the Army in Europe. He also served in Korea and holds three Bronze Star medals and the Purple Heart. He is married and has seven children: Mrs. *Christine Collins*, *Debra*, *Ann*, *Elaine*, *Eileen*, *Louise* and *David*. Pictured with him is L.S. Milton.

Mrs. Parker was the former *Minnie L. Wentworth* of Hermon.

They are members of Calvary Baptist Church of Brewer.

The Parkers have four sons: *Robert M. Parker, Jr.*, Bangor; *Richard S. Parker*, Bangor; the Rev. *David M. Parker*, Pittsfield and *Allan W. Parker*, Bangor.

The Parkers made a trip to Bellows Falls this past summer and made a round trip on The Vermont Bicentennial Steam Excursion Train. This fall they made the





Conductor *Delmont E. Cummings*, Houlton, has retired on disability. Mr. Cummings is a native of Houlton and entered BAR service in 1952. During WW II he served four years in the U.S. Marine Corps. He and his wife, Betty, make their home in Houlton. Pictured with him is L.S. Milton, left.



Director of Transportation L.S. Milton, left, congratulates Conductor *Clarence W. Giberson* on his retirement after 31 years with the railroad. Mr. Giberson is a native of Presque Isle and a veteran of WW II. He is married and makes his home in Houlton.

foliage trip from Portland, Maine (Grand Trunk Railroad) to Gorham, N.H. They also attended the 50th reunion of the Class of Bangor High School, 1926, held at Pilots Grill.

### Mechanical Department

Retired Electrician *Joseph A. Kruck* died in the Millinocket Hospital, Dec. 21. He was born in Jodringkehmen, Germany, April 17, 1904, the son of *Fredrich* and *Maria (Fisher) Kruck*.

He had been retired since December, 1969, with 46 years service with the railroad.

He is survived by his widow, *Lucy (Mulherin) Kruck* of Milo; one daughter, Mrs. *John (Marion) Hackett* of East Millinocket; one brother *Gustav* of Germany; three grandchildren, and several cousins.

Our sympathy to all of the family. Diesel Supervisor *Nels E. Skoog* has returned to work after being out account of sickness.

Chief Clerk and Mrs. *Harold I. Grinnell* have announced the engagement of their daughter, *Lynn Marie*, to *Ronald C. Gerrish*, son of Mr. and Mrs. *Earl Gerrish Jr.* of Brownville.

Miss Grinnell, a 1975 graduate of Penquis Valley High School, will be graduated from Husson College in May.

Her fiance is a 1973 graduate of Penquis Valley High School and is employed by *Earl Gerrish and Sons*, contractors, of Brownville.

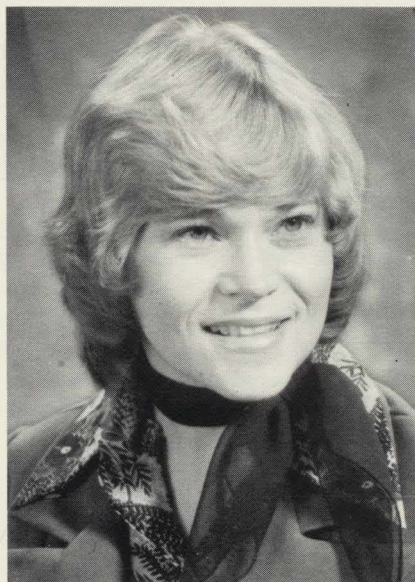
A July wedding is planned.

We were sorry to hear of the death of Mrs. *Harvard E. Howes*, wife of Carman *Harvard E. Howes*, No. Me. Jct. Car Department. She was born in Dexter, June 30, 1921, the daughter of *William* and *Maude (Reynolds) Awalt*. She was a member of the Bangor Baptist Church and Senior Citizens Club of Carmel.

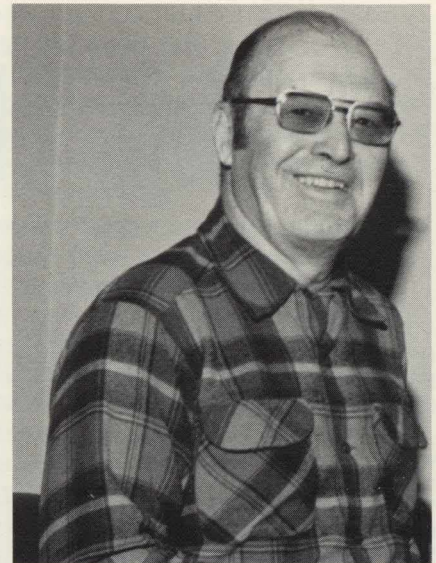
She is survived by her husband, *Harvard E. Howes, Sr.* of Carmel; four sons, *Harvard Howes, Jr.* of Hampden, *Gary* of Florida, *Roger* of Hermon, *Karl* of Carmel; two daughters, Mrs. *Joan Bray* of Skowhegan, Mrs. *Dianne Walls* of Brewer; two sisters, Mrs. *Lorina Pearl* of Dexter, *Ruby Awalt* of California; two brothers, *Vern Awalt* of Holden, *Vester* of Ellsworth; and 10 grandchildren.

Carman Welder *Thomas F. O'Connor*, Derby, is a patient at the Eastern Maine Medical Center and is recovering from back surgery.

Machinist *Arnold B. Rand*, Derby, is a patient at Mayo Memorial Hospital in Dover-Foxcroft.



*Lynn Marie Grinnell*



Engineer *Earl W. Capen* has retired after 32 years with the railroad. Prior to his railroad service he was a farmer in Westfield and Presque Isle. He is married and has two children, Mrs. *Thomas Gardiner*, Presque Isle; and *Frederick F.*, Southington, Ct.

We were sorry to hear of the death of Mrs. *Monda R. Wood*, widow of deceased Freight Car Foreman *O. Manley Wood*.

She was born in Milo, August 1, 1906, daughter of *Merton* and *Ethel (Taber) Rollins*. She was a graduate of Milo High School, Gorham Normal School and was a teacher in the Milo area for many years, retiring in 1972.

She was a member of the Maine Teachers Association, National Educational Association, Piscataquis Retired Teachers Association, American Chapter of Delta Kappa Gamma, Eastern Star and the Modern Idea Club.

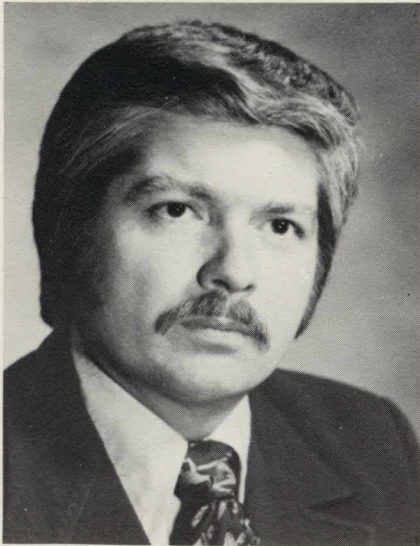
She is survived by one stepdaughter, Mrs. *Tennyson (Evelyn) Nason* of Millinocket, two grandchildren and several cousins.

Our sympathy to the family of *Albert P. Thibodeau*, 75, who died Dec. 14, at a Van Buren Hospital. He was born in Waterville, July 18, 1901.

He is survived by his widow, *Bernadette (Paradis) Thibodeau* of Van Buren; five sons, the Rev. *Kenneth Thibodeau*, S.M. of Chelsea, Mass., *Gerard* of Van Buren, Carman *Patrick R.* of Van Buren, *Gilbert* of Morrisville, Vt., *Claude* of Torrington, Conn.; seven daughters, Mrs. *Joel Nadeau* of Fort Belvoir, Va., Mrs. *Donald Bamboise* of Caribou, Mrs. *Rodney Fongemie* and Mrs. *John Medey* both of Middletown, Conn., Mrs. *James Wilson* of Rockville, Conn., Miss *Joyce Thibodeau* and Miss *Mona Thibodeau* both of Hartford, Conn.; one sister, Mrs. *Mattie Beaupre* of Lincoln; 15 grandchildren and several nieces and nephews.

New and furloughed employees coming to work in the Mechanical Department include: *D.H. Michaud*, carman, at Fort





Dr. Richard McGraw

Kent; *M.L. Bouchard*, carman, Madawaska; *C.A. Niles*, machinist, Derby; *J.L. Moore*, laborer, Derby; *D.A. Dow*, laborer, Derby; *H.L. Brannum*, laborer, Derby; *J.F. Bryant*, car repairer helper, No. Me. Jct.; *T.M. Fortin*, car repairer, No. Me. Jct.; *W.I. McCormack*, car repairer, No. Me. Jct.; *S.J. McDonough*, carman, Searsport; *C.E. Mogan*, carman, No. Me. Jct. and *R.W. McCarrison*, machinist Derby.

Miss *Monica Fournier*, a junior at Van Buren District Secondary School and daughter of Foreman and Mrs. *Martin L. Fournier*, finished first in the District No. 1 VFW Voice of Democracy contest held in mid-December.

She qualified for district competition by winning the local contest held November 15. Sixty-five contestants competed locally at the Van Buren School.

The winning speech, based on the theme "What America Means to Me", was refined by Miss Fournier and her coach Marcella Ayotte. It was forwarded to the district where she was judged along with the other winners of local contests held in District No. 1 of the VFW organization.

The winning speech is now being judged at the state level where the winner moves on to compete with the winning speeches of the other 49 states in Washington, D.C.

Miss Fournier won a \$25. savings bond at the local level and will receive a scholarship from the district.

Dr. *Richard McGraw*, son of carman gang leader and Mrs. *William B. McGraw*, Jr. of Oakfield has been appointed to the Maine State Board of Registration and Examination in Optometry. The announcement was made by Governor James Longley.

In a letter to Dr. McGraw confirming his nomination by the Executive Council, Governor Longley thanked Dr. McGraw for his willingness to contribute his time and interest and to actively participate in the State Board of Optometry.

The State Board of Optometry is responsible for licensure and registration of all Maine Optometrists and each year administers an examination to all candidates applying for an initial Maine Optometry License.

Dr. McGraw joined the staff of Rural Group Practice in January 1975 and maintains his office for the practice of Optometry at 30 Broadway, Farmington, Maine.

He is a member of the Maine Optometric Association, the New England Council of Optometrists, The American Optometric Association and is Maine' Director for Volunteer Optometrists in Service to Humanity (VOSH).

Other activities include member of Board of Directors of Rural Health Associates, Farmington Lions Club, Farmington American Legion, Chesterville Planning Board and Chesterville Volunteer Fire Department.

Dr. McGraw graduated from the Massachusetts College of Optometry in 1963 and served three years in the United States Air Force as Chief of the Optometry Clinic, 3510 USAF Hospital, Randolph AFB, Texas.

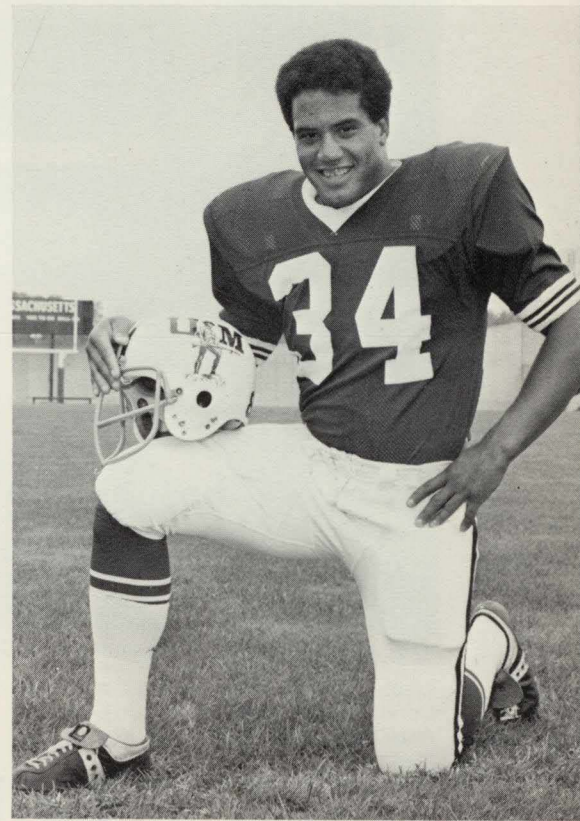
He is married to the former *Dorothy Carey* of Bucksport. The couple and their three children make their home on Zion's Hill, Chesterville.

*Paul V. Dwyer*, son of Car Repairer and Mrs. *Virgil Dwyer* of Oakfield, has been named to the Dean's List at Eastern Maine Vocational Technical Institute at Bangor. He is taking the mid-management course, and has a perfect 4.0 average.

## General Office



*Frederick B. Lunt*, retired vice president-staff for the railroad and now a state representative from Presque Isle, is the new potentate of Anah Temple Shrine. Mr. Lunt had 39 years of railroad service when he retired in 1972.



*Peter McCarty*, a junior at the University of Massachusetts at Amherst, has been elected a co-captain of the University of Massachusetts football team for 1977. Pete has been a letterman linebacker for the past three years and was a starter during his sophomore and junior years. At Bangor High, McCarty lettered in football, basketball and baseball. He is the son of Miscellaneous Clerk and Mrs. *Walter McCarty*.

*Anneli McDowell* was a recent guest of Mr. & Mrs. *Walter McCarty* and *Flora Powell*. While in Bangor she visited friends at the General Office Building and *Phyllis Leen*, a patient at the Eastern Maine Medical Center.

*Ouida Long* and *Mary Wood* spent the Christmas holidays with relatives in Massachusetts and New Hampshire.

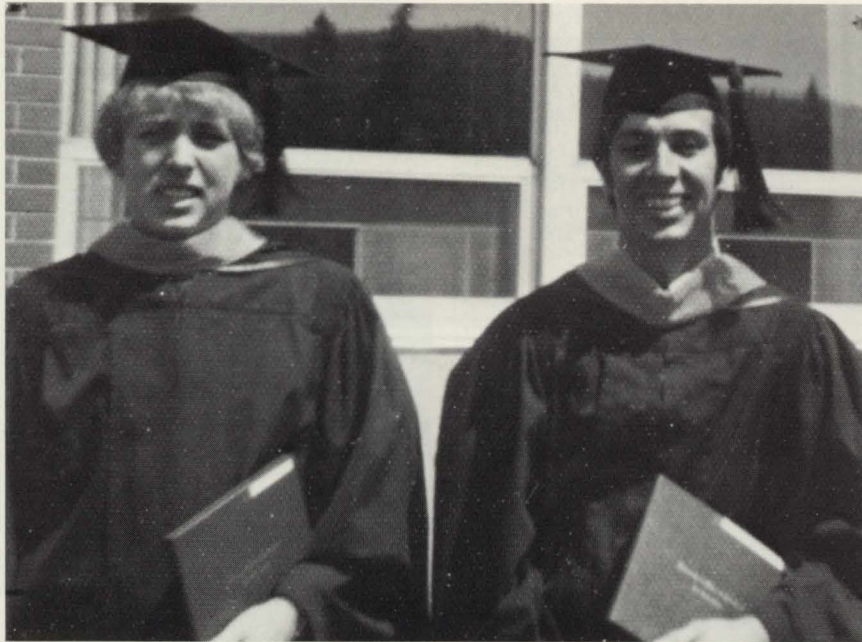
*Roberta* and *Liston Lewis* were house guests of David and Mary Lou Merrill in Falmouth, Maine, over the New Year Holiday.

## Engineering Department

Our sympathy to the family of Trackman *Ronald T. Stairs*, Island Falls, who died suddenly Jan. 16. He was born Aug. 16, 1917, at Island Falls, the son of *Havelock* and *Ada (Wright) Stairs*. Stairs was employed as a trackman in Millinocket and started his employment with the railroad in 1954.

He is survived by his wife, *Elma (Dickinson) Stairs*, Island Falls; a daughter, *Rhonda*, of Island Falls; two sons, *Paul*, with the United States Army and *Dean*, of Island Falls; one grandchild; three sisters, *Gertrude Desmond* of





Donald and David Raymond

Mapleton, Mrs. *Hilda Pettingill* and Mrs. *Doris Walker* of Island Falls; two brothers, *Ralph* of Lowell, Mass. and *Kenneth* of Masardis.

Mr. and Mrs. *Millard Straight* of Sherman Mills have announced the engagement of their daughter, *Sherri*, to *Ashley Guy Jackins*, son of B&B Painter Foreman, *Linwood G. Jackins*, Derby, and Mrs. *Clara Sandridge* of Danville, Virginia. The bride-elect is a 1975 graduate of Katahdin High School and attended Northern Maine Vocational Technical Institute, Presque Isle. She is presently employed at the Aroostook County Action Program in Presque Isle. Her *finance*, a 1974 graduate of Penquis Valley High School in Milo, is a junior at the University of Maine, Presque Isle, majoring in physical education. A June wedding is planned.

Retired Mechanic *Benjamin J. Sweet*, 78, Houlton, died Jan. 3 at the Houlton

Hospital. He was born at Bloomfield, N.B., the son of *John* and *Martha (Buxton) Sweet*. Mr. Sweet retired from the railroad in 1965 with 37 years service. He began his career as a trackman and at the time of his retirement was employed as a mechanic in the Maintenance of Way Shop, Houlton. He is survived by his wife, *Gladys (Victory) Sweet*, Houlton, and several nieces and nephews.

Our sympathy to the family of *Ludger Lozier*, retired section foreman, Plaisted, who died Dec. 16, 1976, at a Fort Kent Hospital. He was born at Wallagras June 10, 1906, son of *Victorie* and *Odilie (Clark) Lozier*. He was a career employee with the railroad starting as a trackman in 1928. He was promoted to section foreman in 1946 the position he held at the time of his retirement in 1971. He is survived by his wife, *Hazel (Lafferriere) Lozier*, four sons and three daughters.

Mr. and Mrs. *Albert St. Amant*, retired foreman and cook, respectively, were recently honored by their children, Mrs. *Harold (Jacqueline) Voisine*, Flangerman *Richard St. Amant* and *Andrew St. Amant* all of Soldier Pond, with a 40th wedding anniversary celebration. The Mass and reception was held at the Clover Hill Lodge in Eagle Lake. Approximately 150 guests attended.

*Donald Raymond*, 29, son of Trackman and Mrs. *Maurice Raymond* of Frenchville, Maine has been appointed acting registrar at the University of Maine at Fort Kent, Maine.

He attended Madawaska High School where he graduated in June 1966. He is a veteran of three years U.S. Army service, two of which were spent in Korea. He also attended the University of Maine at Fort Kent where he was graduated in May 1974 Summa Cum Laude. He was awarded the Presidential Award, Humanities Award, Education Award and Presidential Award for Aca-

ademic Excellence.

After graduation he worked as computer operator for the University of Maine at Fort Kent until his new position as acting registrar.

He is married to the former *Anna Mae Deschaine*; they are making their home in Daigle, Maine.

*David Raymond*, 24, son of Trackman and Mrs. *Maurice Raymond*, has accepted a position as teacher of social studies in Grades 6 - 7 at Dr. Levesque School in Upper Frenchville, Maine.

He attended Wisdom High School in St. Agatha, Maine where he graduated in 1970. He also attended the University of Maine at Fort Kent and graduated in May 1974, Magna Cum Laude. He was awarded the Social Science Award and Presidential Award for Academic Excellence.

After graduation he joined the Peace Corps and spent 9 months in Chad, Africa as a teacher of foreign languages.



Straight - Jackins



Mr. and Mrs. *Albert St. Amant*

## Mileposts

### 35 YEARS

J. Reginald Clark  
Harold W. Dickson  
Kenneth C. Foster  
Leland D. Labbe  
Blair B. Libby  
Walter J. McCarty  
Bernard J. Nadeau  
Wilfred J. Willette

### 30 YEARS

Ralph H. King  
Malcolm J. Leonard  
Ralph W. Sherman

### 25 YEARS

Carl E. Adams  
William S. Adams



# Mileposts

Carl T. Barrows  
 Everett H. Boutilier  
 Frank L. Boutilier  
 Kenneth R. Boutilier  
 Eugene K. Brown  
 Herbert R. Carey  
 Kenneth D. Chaney  
 Hilston L. DeLong, Jr.  
 George C. Frost  
 Ernest C. Hand  
 Carroll C. Hersey  
 Harvard E. Howes  
 Earle R. Junkins  
 George F. Kelley

Robert E. Lanphier  
 Gene W. Lawlor  
 Donald E. Lawrence  
 Thomas W. Lee  
 Ronald R. Levesque  
 Irven C. Libby  
 Kenneth D. Lilley  
 Linwood W. Littlefield  
 John E. MacNair, Jr.  
 William B. McGraw, Jr.  
 Robert S. McMannus  
 Stacy A. Meister  
 Fredrick T. Overlock  
 Lloyd K. Overlock

Philip E. Parks  
 Robert D. Pratt  
 Donald R. Reynolds  
 Leighton E. Shields  
 20 YEARS  
 Martin L. Fournier  
 Vinal J. Welch  
 10 YEARS  
 Leo C. Fournier  
 James S. Garrity  
 Aaron R. Picken  
 Philip T. Sherman  
 Patrick R. Thibodeau

## Facts and Figures

|   | December    |             | Twelve Months Ended 12/31, |              |
|---|-------------|-------------|----------------------------|--------------|
|   | 1976        | 1975        | 1976                       | 1975         |
| We received from:   |             |             |                            |              |
| Hauling freight   | \$1,639,054 | \$1,376,999 | \$18,669,091               | \$14,518,284 |
| Carrying passengers & express on our buses                    | 29,858      | 22,959      | 331,970                    | 317,558      |
| Other transportation services                                 | 24,246      | 109,383     | 607,839                    | 457,404      |
| Net rental from freight cars<br>and other equipment           | 268,991     | 243,113     | 2,844,879                  | 3,639,929    |
| A total of  | 1,962,149   | 1,752,454   | 22,453,779                 | 18,933,175   |
| We paid out or provided for:                                  |             |             |                            |              |
| Keeping roadbed and structures<br>in repair and clear of snow | 394,167     | 356,062     | 4,580,666                  | 3,973,668    |
| Keeping locomotives, cars and<br>other equipment in repair    | 527,695     | 354,509     | 5,783,707                  | 5,031,685    |
| Running trains, station and<br>yard expenses                  | 670,683     | 510,378     | 6,736,942                  | 5,410,699    |
| Pricing and sales of our services                             | 29,498      | 27,588      | 368,444                    | 349,333      |
| Managing the business and keeping<br>records                  | 99,117      | 118,325     | 1,376,095                  | 1,306,400    |
| Payroll taxes   | 151,074     | 126,933     | 1,718,089                  | 1,453,664    |
| State and local taxes   | 27,285      | 16,052      | 291,147                    | 281,329      |
| Interest on borrowed money                                    | 86,468      | 86,206      | 1,012,753                  | 1,109,306    |
| Other miscellaneous charges - net                             | (12,180)    | 40,628      | (269,384)                  | (222,853)    |
| A total of  | 1,973,807   | 1,636,681   | 21,598,459                 | 18,693,231   |
| Pre-Tax Net Income Reported to ICC                            | \$ (11,658) | \$ 115,773  | \$ 855,320                 | \$ 239,944   |



Bangor and Aroostook Post Office  
Northern Maine  
Bangor, Maine  
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Permit No. 466

# Winter of 1977

