

MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

• FALL 1979





Talking It Over

To My Fellow Employees:

Socrates wrote that "the life which is unexamined is not worth living." And while I would not put it that strongly, I think it is appropriate to explore here where we've been and where we're going. In a few days we will be entering the 1980s...a new decade...a new beginning. The 60s were years of confrontation and great social change. The decade now ending saw the beginnings of what may be the most urgent challenge we have faced since WW II...the intelligent use of our energy resources. But the years we are entering may well prove to be both demanding and exciting ones for our industry.

Ten years ago, the railroads of this country were perceived by many as a romantic but obsolete transportation system. Energy was cheap. Trucks paid (and still do) only a token price for the use of a superb highway system. Air transport enjoyed (and still does) huge subsidies in taxpayer-provided facilities and traffic control systems.

It was easy to believe the free lunch would last forever. Then we were shocked by the first oil embargo in 1973. But when it was over we became complacent again in spite of the higher prices. Now there are few thinking people who don't understand that most of the world's oil is under the control of nations who are either hostile to the United States or who are prepared to exploit our appetite for oil to our last dollar. ("We have met the enemy and he is us.") And the public attitude toward the free lunch syndrome is beginning to change.

The four-to-one efficiency advantage that railroads enjoy over trucks now begins to appear very significant. And it is. We can move a carload of paper from Madawaska to Northern Maine Junction for the expenditure of 35 gallons of diesel fuel. To move one third of the load a truck must use an estimated 78 gallons.

Railroaders have understood these efficiencies for a long time. But now a growing segment of public opinion is beginning to understand them. And instead of being viewed as a quaint, 19th century transportation mode, we are, quite suddenly, part of the answer instead of being part of the problem. This bodes very well for our future.

The entire industry has come through evil days. Some legendary railroads have been casualties of those terrible times. I don't need to tell those Bangor and Aroostook people who have lived the past 10 years what it was like; you

know. That we, a small railroad tied to a rural economy, survived them is a remarkable achievement. That we were able to rebuild and revitalize at the same time is extraordinary.

Elsewhere in this issue, you will find an account of our 10-year experience. I would not want anyone to infer from it that we are satisfied with where we are. It is only a beginning. We're fortunate to have owners who allowed...insisted on...putting dollars back into track, equipment and facilities. We intend to continue the work that was begun Oct. 2, 1969.

But, as we begin the second 10 years, Bangor and Aroostook is an integrated, smoothly-functioning unit. The growing pains of a new partnership are behind us. There's another difference, too; we are functioning now in an environment where sound, energy-efficient railroads are coming to be recognized as a national priority.

I do not intend these remarks as a pep talk. But I am disturbed about the air of gloom...almost of despair...that pervades our country. It is as if we have abandoned ourselves to an orgy of self-pity and self-criticism that is both demeaning and indulgent.

We have experienced crises in our history so much worse than our present difficulties are mild by comparison. Think of what it must have been like for Americans when the Civil War split the nation and became the bloodiest conflict we have ever fought. Many Americans still remember the real despair of the Depression. And the bleak days of WW II.

Solving our energy problems is a challenge. But we have faced much greater and won. There's a great vitality in this country. Our real treasure is not buried in the earth; it is in ourselves. The vitality and the will of our people is our richest natural resource.

Our industry...and this particular railroad...will be a part of the answer to the best use of our energy resources. I hope we all remember how ingenious and resourceful we are as we enter this new decade.

Sincerely,

Walter E. Francis



About the Cover

Not since the days of the Yankee sailing ships has Maine lumber moved to world markets in any volume. But the first major lumber export within memory left Searsport Nov. 20 for the United Kingdom. Maine International, the firm which arranged the export, expects several more in 1980.

In this Issue

Articles

The Seventies: A Momentous Decade for BAR	4
Yankee Lumber Moves Again	7
Charlie Horne's Longest Minute	10
We Lose An Old Friend	13
BAR's Ghost Fleet	14
Retirees Gather At Millinocket	17
Jerry Strout Steps Down	19
Smile - Herby Loves You!	20

Departments

Mileposts	12, 15
Moving Up	18
In The Family	21
Facts and Figures	27

Volume 27, Number 2
Fall 1979

Address all communications to

RICHARD W. SPRAGUE
VICE PRESIDENT PUBLIC RELATIONS

Associate Editors

HENRY G. WHITE
MARGARET PATTERSON
HAROLD I. GRINNELL
GARRETT J. LOVETT
FLORA I. POWELL
FAYE ALBERT

NEWS BRIEFS

MAINE LINE HONORED

MAINE LINE has been awarded the Association of Railroad Editors distinguished Achievement Award for the best magazine published among Mexican, Canadian and American railroads. MAINE LINE was co-winner with Union Pacific's INFO, edited by Ed Trandahl of Omaha, Nebraska. The awards were made at the annual conference of ARE at New Orleans Oct. 17. It was the 10th award the magazine has received for editorial excellence since 1960.

NEW HIGHWAY GARAGE

A new \$200,000 Highway Division garage and service facility is being built in Herman near Northern Maine Junction Park. The building will house the Highway Division staff and provide space for maintaining busses and company vehicles. The facility is expected to be ready for occupancy early in 1980.

MORE WELDED RAIL

The railroad's Engineering Department has distributed four trainloads of welded rail on the V branch and the Ashland main line for installation in 1980. The 100-pound rail, which was taken up from the Stockholm to Caribou abandonment and the Blackwater area, was cropped into 37-foot lengths and welded into 1,036-foot strings by Lewis Rail Service Company at Ashland. All of the 10 miles of rail were distributed in four working days with equipment rented from the Central of Vermont.

MOUNTAIN ELECTED NERR CLUB PRESIDENT

Harold R. Mountain, assistant manager-purchases and stores for Bangor and Aroostook, has been elected president of the New England Railroad Club. Mountain is also chairman of the finance committee. He succeeds Harold W. Hanson, chief mechanical officer for BAR, and is the seventh BAR executive to hold the post since 1944. O. Dale Anthony and Vinal J. Welch are both members of the executive committee of the organization.

BAR FILES ABANDONMENT APPLICATION

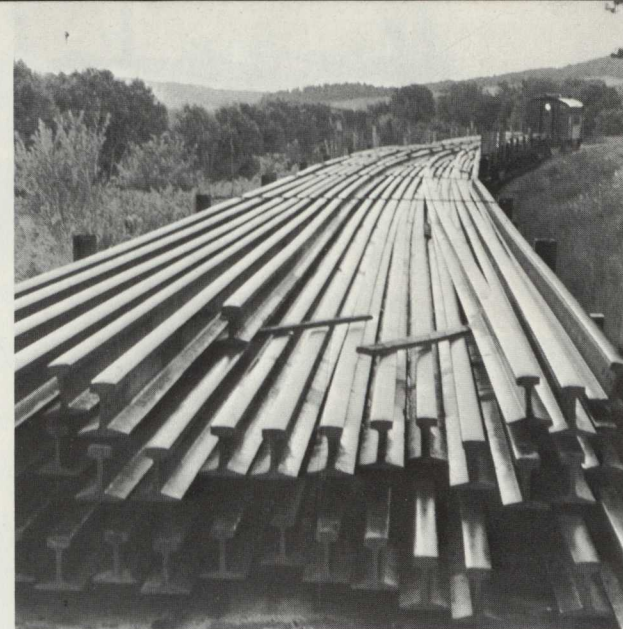
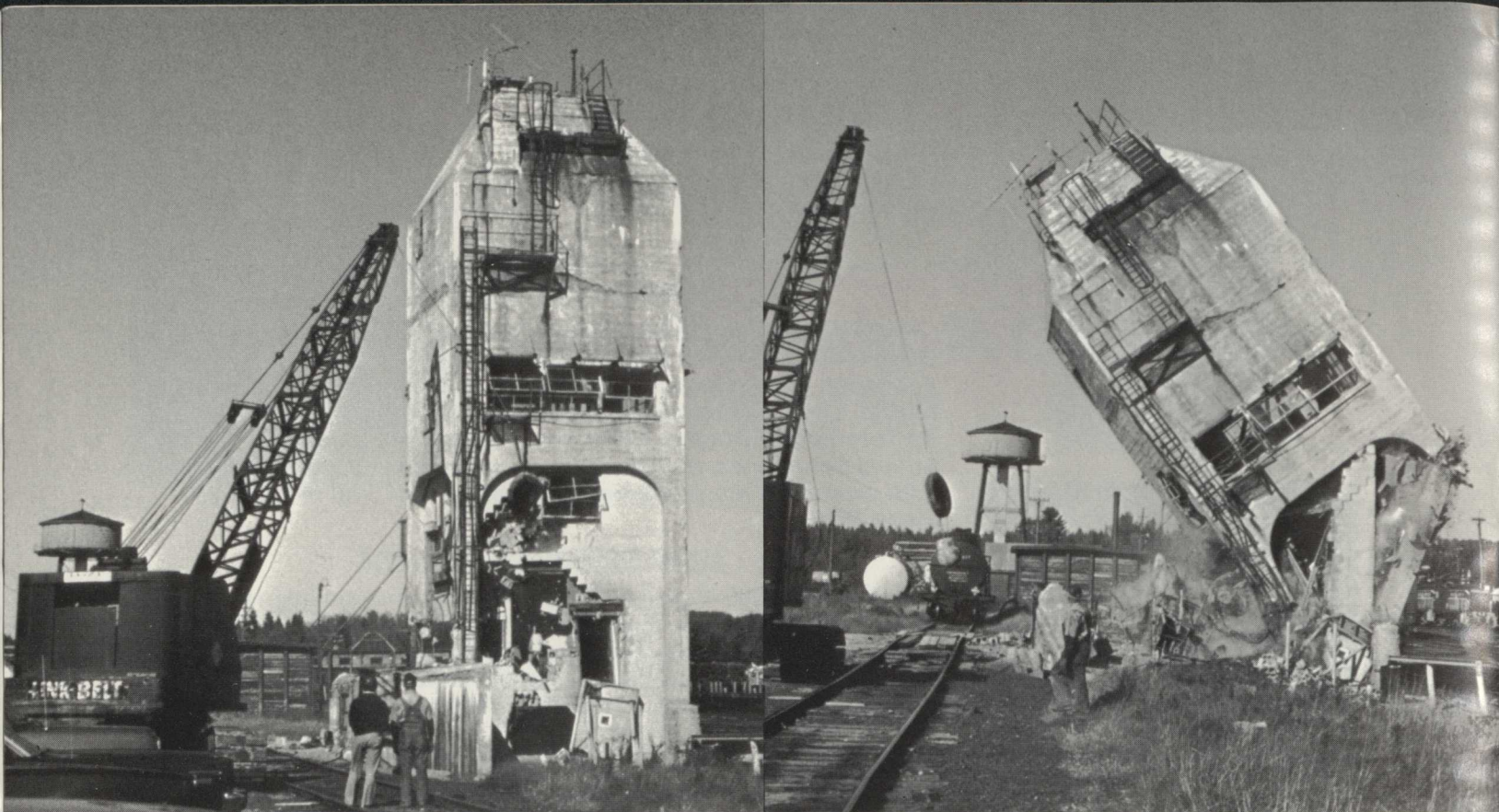
Bangor and Aroostook has filed application for permission to abandon 10.14 miles of track between Houlton and Monticello with the Interstate Commerce Commission. Train service on the track has been furnished on "only as needed" basis since 1977. A total of 165 cars have been generated by this trackage in three years.

GARRITY NAMED

James S. Garrity, safety supervisor, has been named chairman of the transportation safety committee of the Maine Safety Council.

STATE CHAMBER AWARD

The Maine State Chamber of Commerce has given the Bangor and Aroostook its 1979 Achievement Award for "recognition of outstanding achievement in Maine and longtime contributions to the Maine economy." Maine Central Railroad was also honored. The awards were made at the organization's annual meeting in Bangor.



Clerk Willard H. Buxton, Oakfield, photographed the demolition of the old Oakfield yard office (left) as a crane removed the last support sending the former yard office crashing to the ground. The structure began as a coal pocket and was converted to a yard office in the 50s. A special train loaded with welded rail (above) snakes its way through the St. John valley. The BAR installed the first continuously-welded rail on a Maine railroad in 1978 and has continued the program in 1979. The new building (above right) replaces the old yard office at Oakfield and also serves as a field headquarters for Mechanical Engineering and Transportation supervisors.

The Seventies: A Momentous Decade for BAR

For the Bangor and Aroostook people who lived them, the past 10 years have an intense, larger-than-life quality. It is almost as if all the challenge and change of half a century were compressed into a single decade. Which may not be far from what happened. It was a time when the accumulated change of the postwar years caught up to the railroad. And time of great trauma and change.

It began Oct. 2, 1969.

Bangor Punta, the railroad's parent company since 1964, no longer regarded the railroad as a desirable subsidiary. The rejection was a new experience for BAR employees who were imbued with an almost ebullient esprit de corps. Not surprisingly, morale sagged. The newly-opened Interstate 95 with its limited access and easy grades had made the railroad's traditional potato traffic even more vulnerable to truck competition. Storm clouds were gathering over Penn Central and it was evident to even the casual observer

that the sky was about to fall.

Then Amoskeag Company entered the picture and bought the railroad. F.C. Dumaine, a former New Haven and D&H president, became its chief executive officer. The big, bluff stranger brought with him an infectious optimism and an air of confidence that Bangor and Aroostook people desperately needed. He also brought some unorthodox approaches to railroading.

Bangor and Aroostook people took a long look at the big man who was so impatient with the pomp and ceremony of the craft and liked what they saw. The BAR didn't think of itself as a conventional railroad; there was still a brash, pioneer quality about a company that had opened the "last frontier of the East" only 78 years before. Dumaine's let's-make-it-work approach to management appealed to the Bangor and Aroostook and the new team began the job of cutting the pattern to fit the cloth.

Penn Central went down the

tubes as expected. The subsequent disruption of service and the new Interstate sounded the death knell for railroad's fresh potato traffic. It dropped from 12,611 cars in 1969 to 231 ten years later. And the railroad was faced with open stations that had no cars to bill. The first task was to reduce the plant with the least possible disruption to the employees involved. There were some who didn't feel the railroad could survive the loss of the traffic. After all, they pointed out, the railroad had been built on the potato business.

But now, 10 years later, the road has successfully shifted its emphasis to the forest products industry. The work force has shrunk from 1,000 to 700 but it has been accomplished largely by attrition. The present generation of railroaders moves 85% of 1969 tonnage with only 65% of the '69 level work force. As a measure of productivity, it means that we have increased ton miles per man-hour from 249 in 1969 to 363 in 1978.

Superintendent Transportation Leigh S. Milton is quick to point out that not all of the gain is due to good management. It's partly due, he says, to the changes in traffic from potato to forest products.

"It was inherently inefficient to serve hundreds of individual potato houses," he says, "then consolidate the cars in various yards for trainloads. Serving the forest products industry generally means fewer switching moves to produce a trainload of revenue freight."

Some, too, was the result of increasing car size which also increased tons moved per man-hour. Some was the result of eliminating what had been main line track serving the potato industry.

Some, though, was unmistakably the product of the Bangor and Aroostook worker's stubborn spirit as well as good management. During those bleak years of belt tightening and adjustment, Buck Dumaine insisted on putting material

back "under the wheels." During the decade from 1969 to 1979, the railroad installed almost as many new hardwood ties (435,730) as it did during the good years from 1960 to 1969 (485,567). It installed nearly double the number of tons of crushed rock ballast in the 1969-79 decade that it did the previous 10 years (436,521 compared to 229,900). The road also installed 2,000 tons more rail during the 1970-79 years than in the previous 10. Expenditures for maintenance of way machinery kept pace with the 1960-69 period.

BAR crews installed the first continuously welded rail on a Maine railroad in 1978 and welded and installed more in 1979.

Nor did the road neglect its rolling stock. It purchased 300 boxcars, rebuilt another 135, leased 100 mechanical refrigerator cars, 175 boxcars and built 150 chipcars. The tab for all of this was a whopping \$22,700,342.

While the railroad was trim-

ming its trackage from 542 to 503 miles, it was also upgrading buildings. A total of 80 buildings were retired between 1969 and 1979, all obsolete and difficult to heat. But new buildings were going up, too. A new \$700,000 general office building was built at Northern Maine Junction in 1974, replacing a downtown Bangor building and offices at Derby and Houlton. It marked the first time that the major departments of the railroad were under one roof. A new field headquarters building has been built at Oakfield this year (\$300,000) and a new station and maintenance of way facility at Squa Pan was erected in 1978. And we are now in the process of building a new \$225,000 Highway Division maintenance facility at Hermon.

There has also been progress in areas that don't readily show. During the past 10 years the railroad has developed advanced computer capability. Not only does the system perform payroll functions, but it also handles



The railroad moved into a new general office building at Northern Maine Junction in 1974. It replaced a downtown Bangor office building and, for the first time since its construction, placed major department heads under one roof. The road's refurbishing efforts have not been confined to structures; the track and roadbed, as well as bridges, have received careful attention. At right, workers renew the decking on the railroad's longest bridge at Sheridan.



station accounting, waybills, stores issues and billing.

"Bangor and Aroostook, despite our size, is one of the leaders in the industry in our computerization of waybilling and the electronic calculation of rates," says Data Processing Manager Bill Oliver. "We're now on our third computer in 10 years and the reason for our most recent acquisition this year was that we had exceeded the capacity of the two previous computers."

The technology of the computer has given Bangor and Aroostook managers a valuable new tool in providing timely information for decision-making. And technology has also enabled the road to reduce its telephone and signals polelines from 590 miles to 70 miles. It has been replaced by two-way radio, providing all-weather communication between dispatchers, trains, agencies and work crews.

Perhaps the average railroader isn't much concerned about the debt that the company owes. But it does have a direct

effect on every employee. Dollars that are earmarked for interest on debt, for example, can't be used for new ties or steel. So the net reduction of long-term debt during the last 10 years of \$16,714,000 (64%) has an impact on everyone. The company has also improved its net working capital by \$1 million during the same period, as well as its average cash.

No one is satisfied with the progress the road has made in the past decade, least of all the railroad's impatient Chief Executive Officer Buck Dumaine. Among the areas that need attention, BAR President Walter E. Travis points out that the average age of the railroad's locomotive fleet is 25.8 years.

"We will have to begin replacing the older units with new, more fuel-efficient diesels," he explains. "We also have a great need to replace the roundhouse at Oakfield. Two other high priority projects are a new diesel shop at Northern Maine Junction and the renovation of our car shops at Derby."

No matter how quickly the

railroad rebuilds its facilities, acquires new power and refurbishes its tracks, it will always be too slow for Buck Dumaine, whose commitment to first-class tools and a top-notch plant for the Bangor and Aroostook has been unswerving since Amoskeag acquired the company in 1969. The railroad has been paying for new buildings, new ties and steel out of earnings, an arrangement that would not have been possible without Dumaine's willingness to improve the railroad rather than taking the earnings as dividends.

Still, looking back over the past decade, Buck Dumaine should feel a small glow of pride at the building that has been accomplished at a time when other northeast railroads were sinking beneath their problems. And so can the workers and managers who used the dollars that Amoskeag diverted back into the plant.

Some folks said during those dark days of 1969-70 and 71 that we wouldn't ever make it.

But we did.

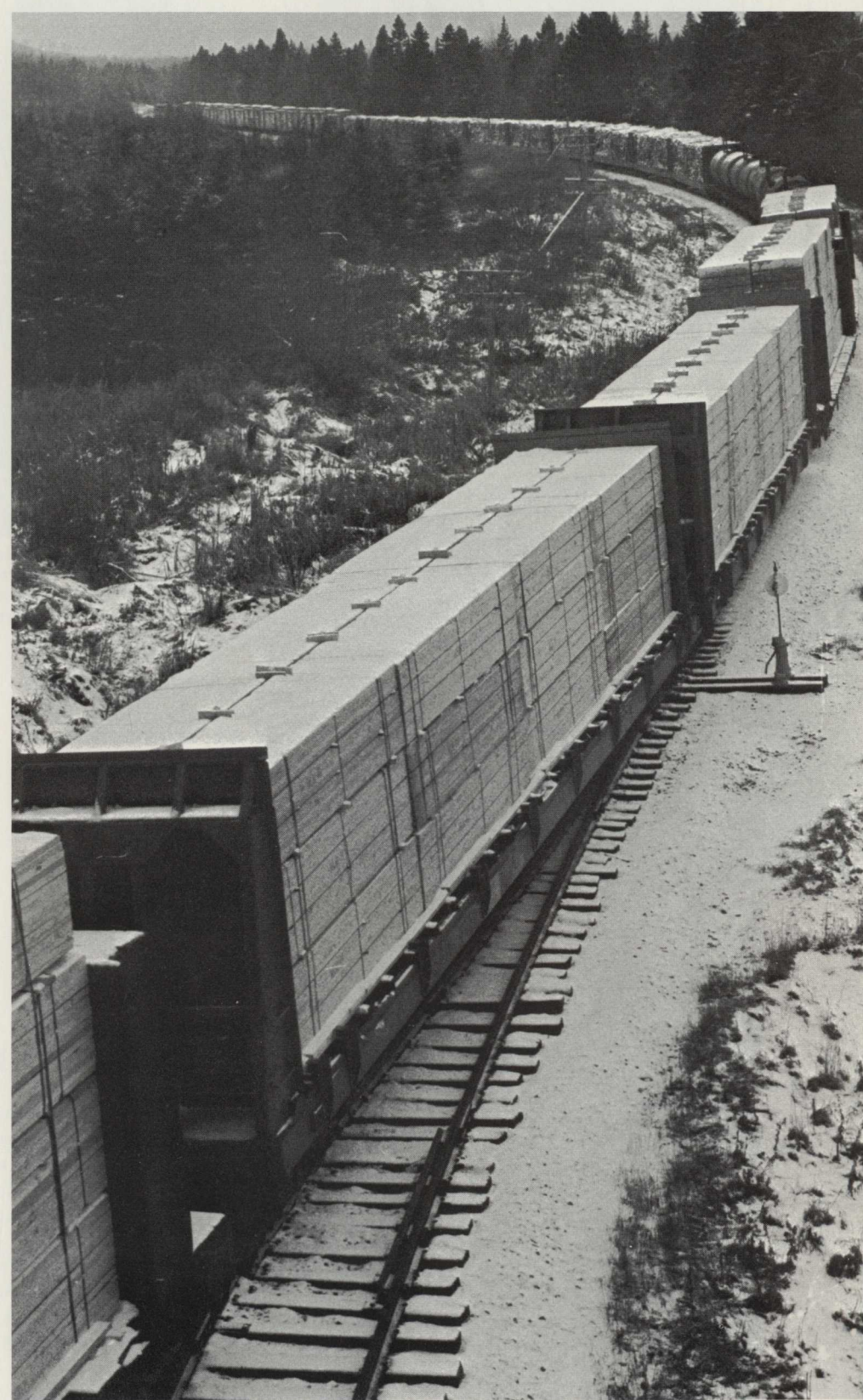
Yankee Lumber Moving Again

It's said that one could once walk across the Penobscot River from Bangor to Brewer on the decks of sailing ships that jammed the port to load Maine lumber for the world markets. The scene was commonplace during much of the last half of the 19th century. But the trade waned and spluttered out as the sailing ship passed from the scene and overland transportation opened up a growing domestic market. The famous mills are forgotten ruins and only the tales of the river drivers remain to mark an era of such great enterprise.

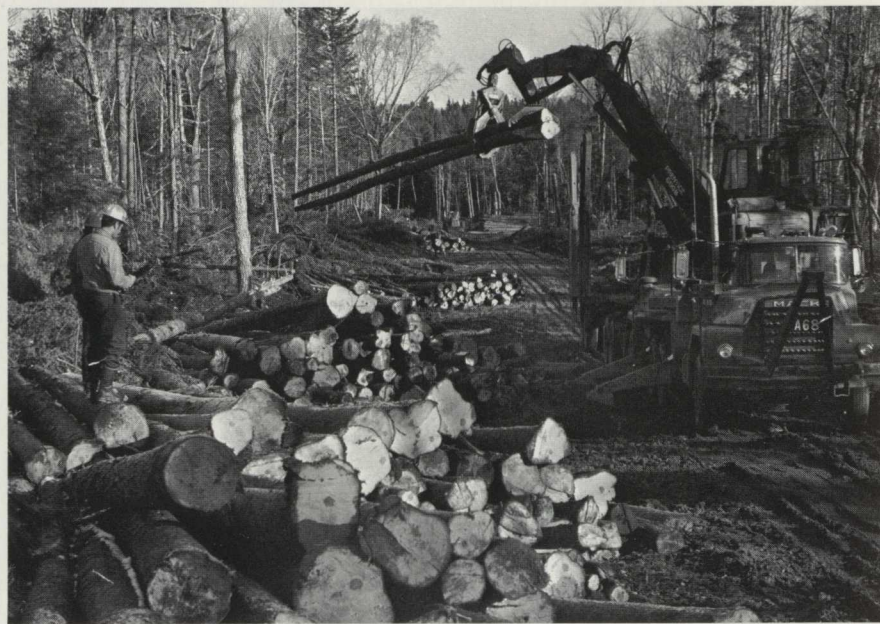
But even though the age of sail has passed, there's still a world market for Maine lumber. At least that's what a newly formed Maine trading company believes. And they've spent hard cash to back that belief. Maine International loaded its first ship with 3.5 million board feet of Maine lumber over the railroad's facility at Searsport Nov. 16 and hopes to have "three or four more exports behind us by June." Maine International's President Harold I. Hill regards the first export as largely a matter of establishing supplier confidence with Maine lumber producers.

"We've done it once," he explains. "Everybody got paid. We were able to overcome the inevitable problems that happen when you try something new. It worked."

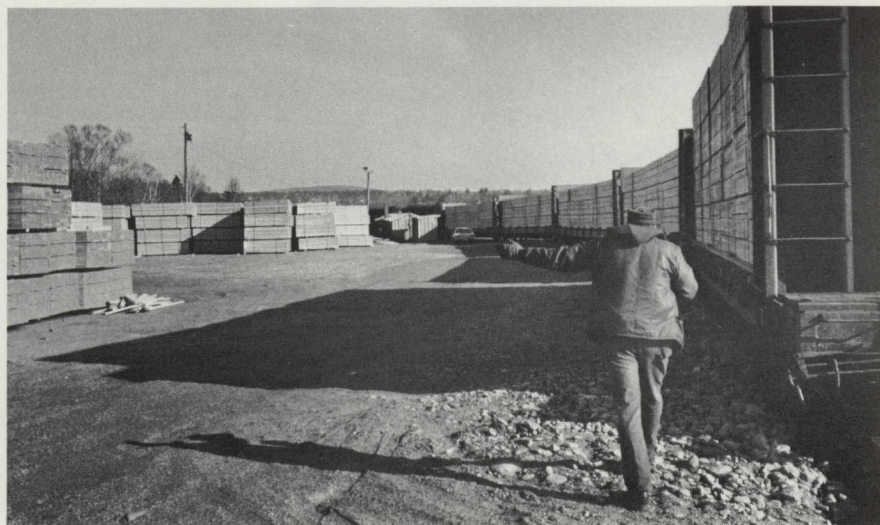
There's a considerable difference between a trading company and what Hill calls "a percentage guy." The latter simply takes a percentage of the export as his fee for arranging to bring buyer, seller and the transporter together. No risk for



A Bangor and Aroostook freight train moves lumber from northern Maine to Searsport for export to the United Kingdom.



Above, woods workers yard logs that will be processed into dimensioned lumber at the T. S. Pinkham mill (center left) at Skerry. Below, a BAR switcher moves the lumber from a piledown area at Searsport to the railroad's pier for loading.

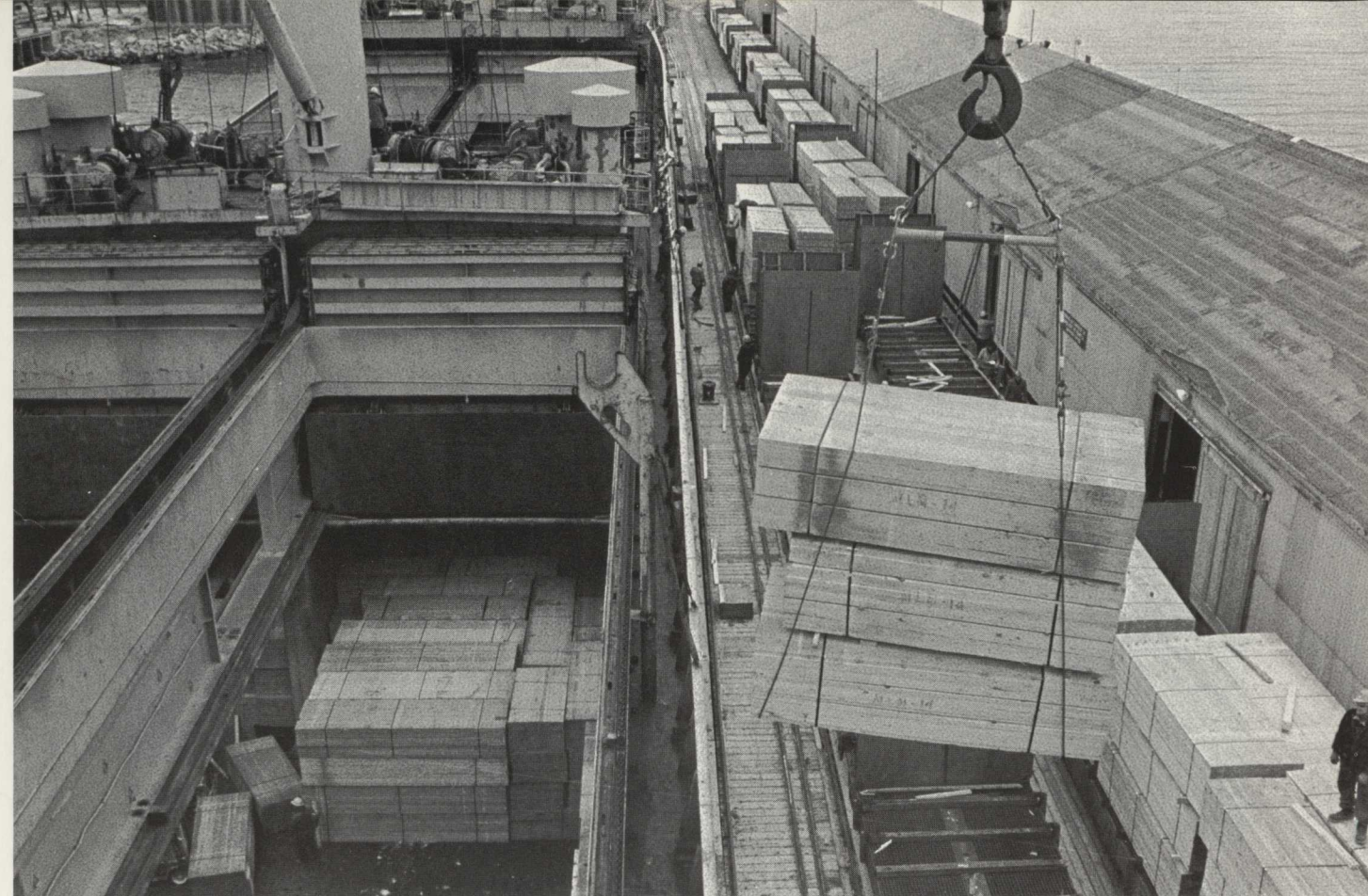


the broker and risk for the other parties. But the trader's world is a different one. He not only researches the market, arranges for transportation and finds the producer, he also pays for the product and the transportation. Until the recent export of Maine lumber reaches the United Kingdom, Maine International owns it. And all the risks.

But Hill and his associate Bill Walker, who has roots in Aroostook County, think there's no way Maine producers can be persuaded to export unless someone else takes the risk. Maine International is willing to take those risks to get lumber exports moving.

The exporting business may be an idea whose time has come. The United States has been piling up negative dollars in its balance of payments for at least a decade. A highly valued American dollar vis-a-vis currencies of industrial countries like Japan and West Germany made their goods attractive to American consumers. The situation has now changed, of course, as the deutsche mark and the yen have risen in value against the American dollar. The volatile increases in the price of imported oil have fueled efforts to export U.S. goods in an attempt to diminish the outflow of American dollars for oil. There probably hasn't existed such an incentive...both government and private sector...to export since the resourceful Maine skippers plied their craft over the world's oceans, trading lumber for such diverse treasure as hides, rare woods, molasses and other goods to feed the factories of an emerging nation.

Building a successful trading company probably requires more boldness than most business enterprises. Hill brings to Maine International a fighter pilot's decisiveness and a finely-honed sense of timing plus a certain instinct for opportunities. His three years of flying with the French as a U.S. military officer gave him broad acquaintance among French



Bundles of Maine lumber are loaded aboard a ship at Searsport for the last movement in the export. With the domestic market for lumber flagging, the export market is expected to be a great benefit to lumber producers. Maine International expects several more export movements in 1980. Photography by Bruce O. Nett.

businessmen as well as a command of the language...a necessary tool for an international trader. Walker is a sophisticated financial expert who's at home amidst the intricacies of currency exchange and international finance. Both men are emphatic that while international trade is not for the timid, neither is it a wheeler-dealer business that requires

only money and nerve. The company that's successful is the one that does its homework, they say.

While it's too soon to assign Maine International to *FOR-TUNE'S* 500 companies any time soon, the fledgling firm appears to have a lot going for it, including strong financial backing and management. The company isn't pinning its future exclusively on lumber, but rather

regards lumber as a plentiful and stable base for future exports. Agriculture will figure in the company's future plans, Hill says, as well as products of other Maine industries.

The business that's generated by the Maine International is a plus for the railroad and its port as well as Maine business and workers, not to mention the beleaguered U.S. taxpayer. And that's almost like motherhood.

Labor Chairmen Announce Scholarships

The Bangor and Aroostook Railroad Labor Chairman's Group has announced that eight \$100 scholarship grants will be awarded to eight children of Bangor and Aroostook employees who are enrolled, or intend to enroll, in an institution of higher learning in 1980. The award will be made on the basis of a public drawing of applications received by Jan. 31, 1980. One alternate drawing for each grant will be made in case the original winner cannot accept the grant.

Applicants must be the child of an active,

retired or deceased BAR employee and be at least a high school senior, or equivalent, who wishes to enroll in college, business, trade or technical school. An applicant will be eligible to receive the grant only once and must submit proof of enrollment before the grant is received. A copy of the application is inserted in this issue of MAINE LINE. For questions, contact: C.A. Hamilton, Bangor and Aroostook Railroad Company, Northern Maine Junction Park, RR2, Bangor, Maine 04401.



Charlie Horne, a school bus driver from Milo and retired businessman, was the driver of a school bus that was struck by Bangor and Aroostook's freight No. 44 on November 30, 1978. There were 16 youngsters on the bus with Horne and all of them walked away from the wreck. But Charlie Horne says there hasn't been a day since Nov. 30 that he hasn't gone through the agonizing details leading up to the impact. Here is his story.

Charlie Horne's Longest Minute

Charlie Horne and Jack MacLeod live within five houses of each other on Clinton Street in Milo. It's a quiet little street in a friendly Maine town and the two men frequently wave as they pass on the way to work.

Charlie Horne, a retired businessman, is a school bus driver.

Jack MacLeod is a Bangor and Aroostook locomotive engineer.

But Charlie Horne wouldn't exchange greetings with Jack MacLeod on the morning of November 30, 1978. Whatever forces there are that control human destinies had already set in motion a very different kind of encounter between the two men on that typical November day. When Charlie Horne awoke at 6:00 a.m. as usual, his neighbor was still asleep at the bunkhouse in Oakfield 100 miles north of Milo. MacLeod was

engineer of No. 43, Bangor and Aroostook's northbound night freight from Northern Maine Junction to Oakfield, which had arrived at 12:15 a.m.

Exactly eight hours and 40 minutes from the time Charlie Horne threw back the warm covers and switched on the light on his night stand, the two men would encounter each other for the longest eight seconds either of them had ever experienced.

Neither man will forget them.

But to understand the series of stranger-than-fiction coincidences that would lead up to the events of that fateful winter afternoon, you need to know more about Charlie Horne. He is a vigorous 62-year-old who sold his successful family oil business and immediately began looking for something on which to focus his abundant energy. He is a humorous, outgoing man who loves his

fellow man — "especially kids" — and when the school department asked him if he'd be interested in driving a school bus, he jumped at the chance.

He was a natural for the school bus job. He began driving a truck for his father when he was 12. Those were the days when the driver didn't need a license as long as the person in the right-hand seat had one. When he was 18, he graduated to the bigger trucks and figures he's been driving close to 50 years. Without an accident. When he went into business for himself, he regularly drove the heavy oil trucks. By all standards, Charlie Horne was — and is — an experienced and skillful driver.

On the day in question, Charlie Horne left the school at the usual time to make the afternoon run to Lagrange, a township away. He'd been driving an

oil truck over the same route for the past 20 years. There were 16 youngsters on his bus Nov. 30, 1978, ranging in age from kindergarten to Grade 12.

Perhaps all the events leading up to Charlie Horne's 2:40 encounter began many years ago when he first began driving and using the John Dean Road, a graveled way that crosses the Bangor and Aroostook main line, a hundred yards or so south of Route 11.

But, for him, the events that remain etched in his mind began when he passed the narrow bridge that spans the Pleasant River. If you're driving east and glance to the right, there's a clear view of the railroad bridge that crosses the river a few hundred yards to the south. In the 1,000 or more times that he's made the run, Charlie Horne almost always glanced at the bridge to make sure the track would be clear at the John Dean Road.

But let him tell it in his own words:

"About a quarter of a mile on the Milo side of the John Dean Road, I glanced at the rear-view mirror and saw a car coming up fast behind me. I thought to myself, 'Now I don't want him to

pass on a left hand turn and if I signal for a right turn he'll think I'm going to turn right at the Lyford Road.' About the time I got abreast of the Lyford Road, I signalled for a right turn and glanced at the mirror again. If I had looked right at the Lyford Road I'd have seen that the automatic crossing signals were flashing. But I didn't. I was checking the rear-view mirror. When I made the right turn at the John Dean Road, just a few rods east of the Lyford Road, I checked the rear mirror and saw the car turn on the Lyford Road. For about a mile I'd had the radio in the bus on. The kids loved the radio. And one little girl sitting directly behind me asked me to turn it up, and I had.

"This is how we approached the crossing on the John Dean Road. The heaters were on and making a noise. The radio was turned up. I pulled up to within 20 feet of the crossing and checked left. Then pulled ahead a bit to get a better look at the right. The sun was low in the sky to the right. But that's no excuse; I didn't see anything. I didn't hear anything and I started across.

"Then I heard the kids making a commotion in the back of the

bus...something about a train...and I knew I was in trouble. You don't move a 25,000-pound vehicle very fast and I tried to keep going."

In the cab of the diesel, Charlie Horne's neighbor, Jack MacLeod, felt his guts turn to water when it became obvious that the bus, after stopping, was going to proceed to cross the tracks. MacLeod, pulling 76 cars and 5,500 tons at 32 MPH, immediately put the train into emergency. But it was already too late. It would take 862 feet to stop ON 44. In the cab with MacLeod as head-end brakeman was Ray Burpee. All the two horrified men could do was watch the tragedy that was set in motion minutes earlier. As a final cruel irony, Burpee had been a survivor of a school bus-train crash in Monticello in the late 40s.

Charlie Horne continues:

"The front wheels were across the track when the locomotive struck us. The point of impact was right behind the exit door at the point of the gas tank—it was the first reinforced gas tank on our bus fleet. We might have been a third of the way across. The road approaches the track on a slight

No. 44 was moving at 32 mph and pulling 5,500 tons when the engineer saw the bus pulling across the tracks and made an emergency brake application. But it took 862 feet to stop the train and the impact dragged the school bus 269 feet on its side until it came to rest against a telegraph pole.



grade and at an angle. The engine struck us a glancing blow...that's all that saved us...and the bus was tilted up ward slightly. The impact turned us over on one side and knocked the vehicle on the left hand side of the track. We careened down the edge of the right-of-way over the new rock ballast and fresh snow like a toboggan.

"I heard something bang us but there was no turning and twisting; the bus was rolled on its side and just slid. The bang I heard was when we hit a telegraph pole and snapped it. When we hit the next one it stopped us.

"The impact had moved us 269 feet from the crossing. The bus was on its left side so the door was on top. I remember that the radio was still playing and the heaters were still going. When the bus stopped I was standing up hanging on to the steering wheel. Those ordinary sounds after the awful noise of the 269-foot skid made everything seem unreal. When I climbed out to help the kids out, I was shaking and a lot of them had tears in their eyes. You can't imagine how that hurt me."

There were 16 youngsters on the bus and 16 came out with only bruises. Charlie Horne says it's a miracle. So did the Conductor Cleon Cole who once lived in Milo and legged it up from the caboose minutes after the impact. By the time Jack MacLeod could force himself to

inspect the wrecked bus, Charlie Horne was helping the youngsters out and the official investigation was starting. The two neighbors looked at each other wordlessly.

The next day Charlie Horne didn't work. He talked with the school superintendent and told him he wanted to speak with the parents of the 16 kids who had been on his bus. Then, in his straightforward way, he began making the round until he'd reached fourteen out of the 16 sets of parents. Did they want him to continue driving their children? The answer was yes. And the next Monday Charlie Horne went back to work.

A lesser man than Charlie Horne might have been reluctant to talk about the ordeal.

"I don't know that I've talked about it 300 times," he says grimly, "but I can tell you that I've thought about it 365 times because there's not a day goes by that I don't go over those minutes and happenings. It was just a case of driver error. When I was in business I probably used that crossing every two weeks for all the heating seasons I sold oil. I crossed it in the school bus twice a day. A thousand times a least. Probably more. If I hadn't looked in the rear-view mirror, I'd have seen the automatic signals on the Lyford Road crossing. If the sun hadn't been low in the sky, I'd have seen the train. If the

radio hadn't been turned up, I'd have heard it. I can't believe, even now, that I didn't see that train.

"I stopped. I looked. I listened. But I wasn't really doing those things. Why? Perhaps because I didn't expect a train that time of the day. Perhaps because I'd used the crossing so many times. Maybe a combination of a lot of little things."

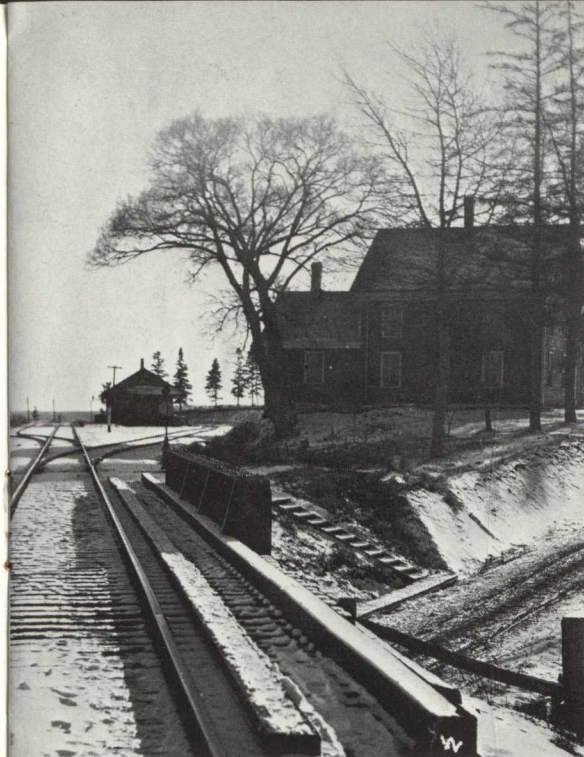
Charlie Horne told his story to 250 Maine school bus drivers at a state-wide seminar last August. Among the things he told them was what the "Stop - Look - Listen" really means.

"It means," he told them, "that you stop. You turn down the radio. You open the door and listen. And you really look."

It takes courage to admit a mistake. It takes even more to talk about all the pieces of the mistake before an audience of your peers, especially when you feel bad enough about it already. But Charlie Horne says that he and his charges were spared and he owes someone something for that. So when people who drive will listen, Charlie talks. When he finished describing his eight seconds to the school bus drivers, you could have heard a fly walking on velvet.

Jim Garrity, BAR's safety supervisor, thinks Charlie Horne is the safest school bus driver in the state of Maine.

You could also say he's quite a man.



The Partridge house at Sandy Point, above, was photographed by Parker Watts. Harrie Partridge's uncle. The Sandy Point station shows distinctly in the background. Harrie Partridge is pictured at extreme left (top photo) as a member of a Chicago Elevated Railway crew in 1923. At right, Harrie and Helen Partridge are pictured in an H.P. Hood and Sons store in Boston. The man at right is not identified.



We Lose An Old Friend

By Charles P. Libby

The Dec. 31, 1976, issue of the Bangor Daily News included a letter written by the crew of the Searsport local entitled "The Light in the Window". The letter described the friendship that developed over many years as Helen and Harrie Partridge waved from their kitchen window only a few feet from the track. Cleon Cole, then the conductor of the local, and Harrie had served as masters of Pownal Lodge A.F. & A.M. in Stockton Springs. As far as is known, the other crew members never knew Helen or Harrie.

Helen was born in Kiev, Russia, and came to this country when very young. She worked for H.P. Hood and Sons in Boston where she met and married Harrie. She died March 25, 1979. The Bangor and Aroostook

sent a floral piece and the funeral was attended by Wayne Duplisea and O.G. Gradie as representatives of the railroad.

Harrie Partridge was born in Sandy Point on June 4, 1887, and lived in the house where he was born for much of his life. When the Northern Maine Seaport Railroad was constructed in the early 1900's the Sandy Point station was built almost in Harrie's backyard. For a time he carried the mail to and from the station and the Sandy Point post office. When he went to Chicago to chiropractic school, Harrie gained firsthand experience as a railroad man by working part-time for the Chicago Elevated Railway.

Returning East, Harrie worked for H.P. Hood and Sons where he met and married Helen. In 1940 they returned to Sandy

Point and operated the Down Easter Restaurant for over thirty years. It was during these years that the light in the window told the crew of the local that the Partridges were up and getting ready for another day at the restaurant.

Harrie failed rapidly after Helen died and passed away on Sept. 27, 1979, at a nursing home in Albion. Again the Bangor and Aroostook sent flowers and Harold Garcelon represented the railroad at the funeral. Cleon Cole, now retired, also attended.

The Bangor and Aroostook has many friends along the right-of-way and those in Sandy Point deeply appreciate the Company taking time to remember a couple who kept a light in the window and had a friendly wave for the crews of the passing train.

Mileposts

40 YEARS SERVICE

Nels E. Skoog

35 YEARS SERVICE

Kenneth A. Adams
H. Fred Armstrong
David B. Chase
Arnold T. Clark

Harold G. Cole

Rosaire Deschaine
Richard F. Harmon
Robert E. Jay
Ouida M. Long
Marshall S. Lundin
Leigh S. Milton
Philip G. Pratt
Horace B. Russell

30 YEARS SERVICE

Harold F. Bell
Merrill L. Bennett
Walter J. Seavey
Norman J. Tardif
Shirley T. Weston
E. Thomas Wiley
Herman L. Wright, Jr.

John O. Cain

Nelson W. Cote
Gedeon M. Dionne
Gilmond P. Guimond
W. Cedric Lloyd
Joseph J. Mitchell
Lawrence B. Randall
Paul R. Robertson
Willard A. Sawyer

(Continued on pg. 16)

BAR's Ghost Fleet

Naima Rauam has captured the sad echoes of a colorful history in her oil, "Lagrange Town Line" showing a long string of BAR's potato refrigerator cars stored at Lagrange. Ms. Rauam studied art at the Corcoran Gallery School of Art in Washington D.C. and the Art Students League in New York. She maintains a studio with her husband, Hal Polin, also an artist, at East Holden.



There are 794 of them left, reminders of a colorful and dynamic past when the fruit of Aroostook fields went to market in them. The colorful cars are reminders that the State of Maine was once the potato capital of the east and that its railroad was the "Potato Road." Now, vagrant summer winds eddy dust about them on the remote sidings where they're stored, waiting for the cutter's torch. The snow that drifts around Bangor and Aroostook's ghost "reefer fleet" is untracked except for mouse tunnels. The flaking paint and the rust become more distinct with each assault of rain and snow and summer sun.

There is a strange sadness at the spectacle for those who remember the thunder of mile-

long freights that swept past village and town out of the winter night moving those same reefers. To Baltimore, Washington, New York, Cleveland. Sometimes as far west as Chicago.

It's all past now.

With the stroke of a pen on August 29, 1979, all 794 were retired. In railroad language, retired means they were consigned to the cutting torch and the scrap metals market. The quiet order wrote "30" to a colorful saga that began 85 years ago and involved four generations of Bangor and Aroostook people.

When the railhead was pushed through to Aroostook County, the hardy Aroostook farmers had, for the first time, a direct, overland route to market their crops in United States markets. The

huge county, before the coming of Bangor and Aroostook, felt more like a Canadian province than a part of the United States. It was connected only tenuously by a primitive stagecoach road to Bangor. But the great St. John River flowed through it to the port of Saint John on the Atlantic. And the Canadian Pacific had already pushed branch lines into Houlton and Caribou. But the way to American markets was circuitous and expensive. It wasn't until Bangor and Aroostook opened for business in 1894 that the potato empire began abuilding.

Perhaps explosion isn't the right word, but that's what the growth of agriculture seemed when the direct route became a reality. The first potatoes went to market in what became known

as lined cars. A lined car was simply a wooden boxcar that had been sheathed inside with construction paper or other insulating material. It was equipped with a wood-burning stove that was tended by a man who traveled with the train until it reached its destination. Quite predictably, the hardy souls who tended the stoves through the long journeys became known as potato bugs.

Since one man could tend several cars if they were blocked together in a train, the system imposed a special hardship on yardmasters to get all of an owner's cars together in a train and Henry White, retired chief dispatcher, remembers at least one frustrated man who put on his coat one night and went home never to

return to the yard office. The era of the potato bug and the lined car continued at least into the second half of the 1920s before the first Merchants Despatch Transportation RS cars appeared.

RS is a prosaic railroad term which means "refrigerator" and it was a giant step forward in the transportation of fresh potatoes. Possibly the potato bugs felt deprived at what technology had wrought but no one else did. The reefers had bunkers in each end for either ice or heat. The heat was furnished by charcoal stoves in the bunkers but they were easier to tend and more efficient than the lined cars. And the Shippers Heater Service established stations along the route so that workers no longer traveled with the train. The system may have been short on romance but it was a lot easier on the men who did the work. From the introduction of the reefer as a mover of potatoes until the potato movement peaked in the late 40s, Bangor and Aroostook trains moved the treasure of the rich farmlands in the north to the eastern and midwestern markets.

The Bangor and Aroostook began acquiring its own reefer car fleet to protect the peaks in its fresh potato traffic. By the 1950s, the railroad boasted that it had the second largest railroad-owned reefer car fleet in the United States. Only the mighty Santa Fe had more.

The Aroostook farmer knew he grew the best potatoes in the world and wasn't bashful about telling anyone who would listen. The spirit was infectious and Aroostook's railroad knew that it was the best little railroad in the United States.

It just hummed and made money. So did the potato industry.

But then, other areas started growing potatoes. In fact, it seemed as if everybody was growing potatoes. The market started to shrink as young women discovered the joys of processed and quick frozen potatoes. It takes 12

carloads of fresh potatoes to make one of frozen. Roads improved and trucks began to nibble at the railroad's potato traffic. By the 1968 shipping season, when the Interstate System was completed into Aroostook, the road's potato traffic had dropped to 12,735 cars. It was a light year away from the 50,000 cars moved in the heyday of the business.

Henry White remembers one day when 600 cars were moved off the Northern Division alone. He also recalls the month of March in 1946 when 10,000 cars moved off the Northern Division. It was heady stuff.

But economics, the politics of the automobile age, regulation and the changes in the nation's eating habits changed it all. By 1979, the potato traffic had shrunk to a trickle. A mere 19 cars during the 1978-79 season. The cars went first because the fleet represented an investment (scrap value) of \$1.6 million. Then the rates that the road had worked so diligently to keep low but which in the end only served to hold a ceiling on truck rates.

The railroad tried marketing devices, rate cuts and new types of cars to keep the business. But the change was inevitable and on Aug. 29, the railroad severed the last link.

Since then, the rusting strings of reefers have attracted a great deal of notice. One magazine article in YANKEE generated so much response by people interested in the cars that it seems many will not be cut up for scrap but may find honorable retirement as farm storage or even dwellings. At \$2,000 each they may just be a bargain in that perspective.

Everyone knows change is as inevitable as death and taxes. But it's hard not to think of those times without a glow of pleasure. Like the memory of a long-ago love affair.

You could hear the growing roar of those long potato trains from five miles away on a quiet winter night.

It was a nice sound.

Retirees Hold 16th Reunion

The 16th Bangor and Aroostook Retirees Dinner was held at the VFW Hall in Millinocket Oct. 11 with 125 attending. It's an event that is anticipated with as much pleasure by the active employees who attend as by those who have retired and enjoy an evening of renewing old friendships and basking in the glow of the family relationship again.

Liston Lewis, who's been a force in keeping the event alive during times of budget cuts and other belt-tightening, thinks it's one of the best things the railroad does with its people.

"Someone once asked me when I requested the money to fund the dinner what purpose it served," Liston says. "My response was that I believe more ideas come out of this kind of gathering than almost anything else we do. With the kind of experience that's represented at one of those dinners, it gives us a fresh perspective on our present challenges. Besides, it's fun."

The crowd is a high-spirited and warm one, but a hush went over it when former President W. Jerome Strout addressed them and commented on his retirement as chairman of the railroad's board of directors. During his 50 years with Bangor and Aroostook, Jerry Strout had known most of the men and women in the room and could call all of them by their first names. The moment was a poignant one, both for the retiring board chairman and for the retirees whose affection and respect was evident in their applause.

Perhaps the best benefit of the evening is the link it provides with those men and women who have contributed so much to the lifeblood of the railroad.



Retired railroaders swap stories as the dishes are cleared at the 16th retirees dinner at Millinocket Oct. 11. At right, Retired Yardmaster Ivan Hunt displays a May 17, 1955 "Meet-the-President" identification badge below his current name tag. In the past, railroading has been considered a man's work but women have been station agents, cooks, and supervisors. Pictured below are Mildred White, Gertrude Rowe, Florence McBeth and Thelma Kelly.



Mileposts

(Continued from pg. 12)

25 YEARS SERVICE

Lloyd E. Black
Edward H. Burton
Conrad Gagnon
David L. Grant
Richard Michaud
Gerald E. Theriault
Galen C. Wiggins

20 YEARS SERVICE

Faye L. Albert
Roland Fournier
Lauris M. Hodsdon
Homer R. Johnson
Flora I. Powell
Robert E. Wiseman

15 YEARS SERVICE

Durward F. Brown
Wade A. Canney
Alvin W. DeLong
James R. Hopkins
Jon L. Lyons
Cecil C. Porter
Robert H. Spencer
David C. Spruce
Dana D. Thurlow

Carroll W. Witham

10 YEARS SERVICE

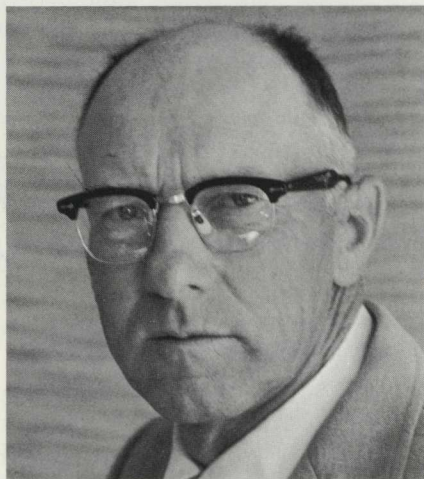
William L. Daniels, Jr.
Hazen E. Gartley
George A. Hussey
Dellie J. Mailman
William I. McCormack
Murray S. Varney, Jr.
Herbert D. Walton



Yvon Levesque

Harold Labbe

Moving Up



The Railroad has announced the promotions of five men at the new Oakfield Field Headquarters facility. Named to new posts in the engineering, mechanical and transportation departments were Leo C. Fournier, Houlton; J. Albert Snow, Bangor; Roger S. Casey, Houlton; Walter R. Morrill, New Sweden; and Yvon G. Levesque, Houlton. A Mars Hill man, Harold Labbe, was named Terminal Agent at the company's Searsport facility.

Labbe, formerly supervisory agent at Oakfield, becomes terminal agent at Searsport. He is a native of Easton where his father, Daniel, was agent, and entered railroad service in 1946 following three years in the USAF. He has been agent at Goodrich, Easton, Mars Hill and supervisory agent at both Presque Isle and Oakfield.

Fournier, a native of St. Albans, Vt., was named superintendent of track, succeeding Graden Swett who has retired. He came to the Bangor and Aroostook in 1967 after four years as an assistant engineer with the Central Vermont Railway. He was later assistant superintendent of track.

J. Albert Snow, a native of Masardis, was named assistant

superintendent of track. He entered railroad service in 1942 as a brakeman later serving as engine cleaner, equipment operator, flangerman, patrolman and roadmaster.

Roger S. Casey, a native of Merrill, has been promoted to roadmaster succeeding Snow. He entered railroad service as a trackman in 1955, later working as equipment operator, flangerman, night foreman, patrolman and assistant roadmaster. During the Korean conflict, Casey saw combat service with the U.S. Marine Corps.

W. R. Morrill, a native of Brownville, becomes general foreman at Oakfield. He suc-



W.R. Morrill

ceeds Blair B. Libby who has retired. Morrill came with the railroad in 1950 as a carman and later worked as a brakeman and an electrician. He is a veteran of

WW II serving for three years in the U.S. Army.

Levesque becomes supervisory agent at Oakfield. He is a native of Winterville and has

been with the railroad since 1949. He has been an operator, clerk and station agent. Levesque served with the U.S. Army from 1953 to 1955.

Jerry Strout Steps Down

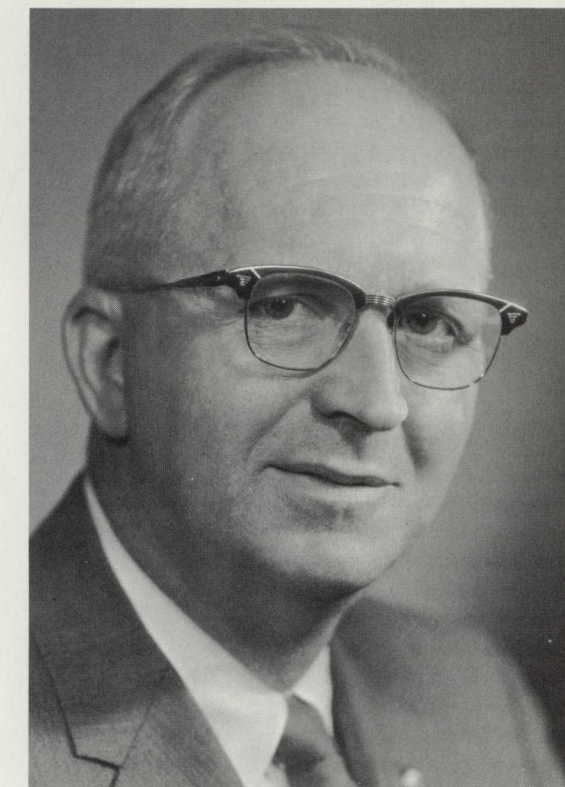
W. Jerome Strout stepped down as chairman of Bangor and Aroostook's board of directors in September. The board accepted his resignation with regret and elected him honorary chairman of the board. F.C. Dumaine was elected chairman to succeed Strout, who will remain active as a board member.

Jerry Strout's resignation marked 50 years of service with the railroad. The former chairman and president has done it all, beginning his career as a trackman while he was an engineering student at the University of Maine. He grew up in the engineering department, becoming chief engineer, then chief engineer and chief mechanical officer. He was also general manager-operations, vice president-operations and maintenance and executive vice president. He became board chairman when he retired as president in 1971.

It would be hard to recall a man who has given as much of his life and himself to the railroad. During his working career Jerry Strout could call virtually every man and woman who worked for the railroad by their first names. His remarkable memory and his interest in

people made him friends and a loyal following. Strout was a railroad executive of the old school. He expected good performance but he also understood that it was a two-way street. How the people who worked for him regarded him was illustrated by the absolute silence while he spoke at a recent Retirees Dinner. And when he finished the applause was like that which is usually reserved for a winning football coach.

"My tenure as chairman ends on the 10th anniversary of Amoskeag's acquisition of the railroad from Bangor Punta Corporation," Strout told the directors when he resigned as chairman. "The railroad has been my life and at no time during my 50-year association with this company have we had to face such problems, as an industry, as in the past decade. We simply would not have survived without the guidance and support of Buck Dumaine. Under Amoskeag's ownership, the road has been strengthened financially and the physical plant improved. During a time when many other northeast railroads were going bankrupt, Bangor and Aroostook has not only survived but has prospered."



Jerry Strout has been associated with the railroad for 50 years, first as an engineer, then chief engineer, chief engineer and mechanical officer, to the presidency and chairman of the board. Part of the railroad's ability to weather the bad times of the late 60's and early 70's was the result of his management as engineer and later as chief executive.

Accidents Prevented By Alert Railroaders

Painter C.O. Wilmot was working on bridge A-37.08 when Train 57 passed. As he scanned the cars on the passing train, Wilmot spotted a hotbox on a tank car. He immediately ran to the station at Squa Pan and the train was notified of the problem. Wilmot's alertness and prompt action was instrumental in preventing a derailment.

Just as train ON-28 was arriving at Millinocket the night of Nov. 17, Trainman Gary Glidden spotted a car of lumber that had shifted to the extent it was dangerous. He was working the Millinocket Extra at the north end of Millinocket yard and immediately radioed the engineer on ON-28 to stop. At the same time he warned Brakeman Niner to move to avoid being struck by the lumber. The lumber did strike cars on an adjacent track after the emergency brake application but the speed at impact had been reduced to 10 mph and there was no derailment. Brakeman Glidden's prompt action certainly avoided injury to Niner and avoided a serious derailment.

Pictured top to bottom are: Leo C. Fournier; J. Albert Snow; and Roger S. Casey.

Smile—Herby Loves You!

By Herb Ceaves

A sleepy Mexican-American named "Herby" has been riding trains for a quarter of a century and is the most widely recognized cartoon character in railroad history.

"Herby" is a figment of the imagination of an unknown chalk artist who has been decorating the sides of railroad cars since the 1950s. "Herby," it is believed, has appeared on every railroad line from Mexico City to Fairbanks, Alaska.

The sleepy sombrero-topped character is always depicted in the same pose, lounging under a palm tree, with the name "Herby" and the date inscribed beneath the art work.

I first met "Herby" at the freight yard in Van Buren during a blizzard in 1955. His creator had fashioned him in chalk on the side of a Santa Fe reefer (refrigerator car) in the pose that has become familiar to train watchers from coast to coast.

"Herby" is a bit of graffiti traced to a veteran railroad employee in St. Louis, Mo., who remains anonymous. "Locomotive Engineer," a railroad union publication, quotes a Missouri Pacific Railroad official, M. R. Deatherage, who knows the cartoonist, and who says Herby's mentor is intent on spreading his "logo" throughout the country.

"It's nothing," says Deatherage, "for him to decorate a 100-car freight train in just the time it takes him to walk the length of it."

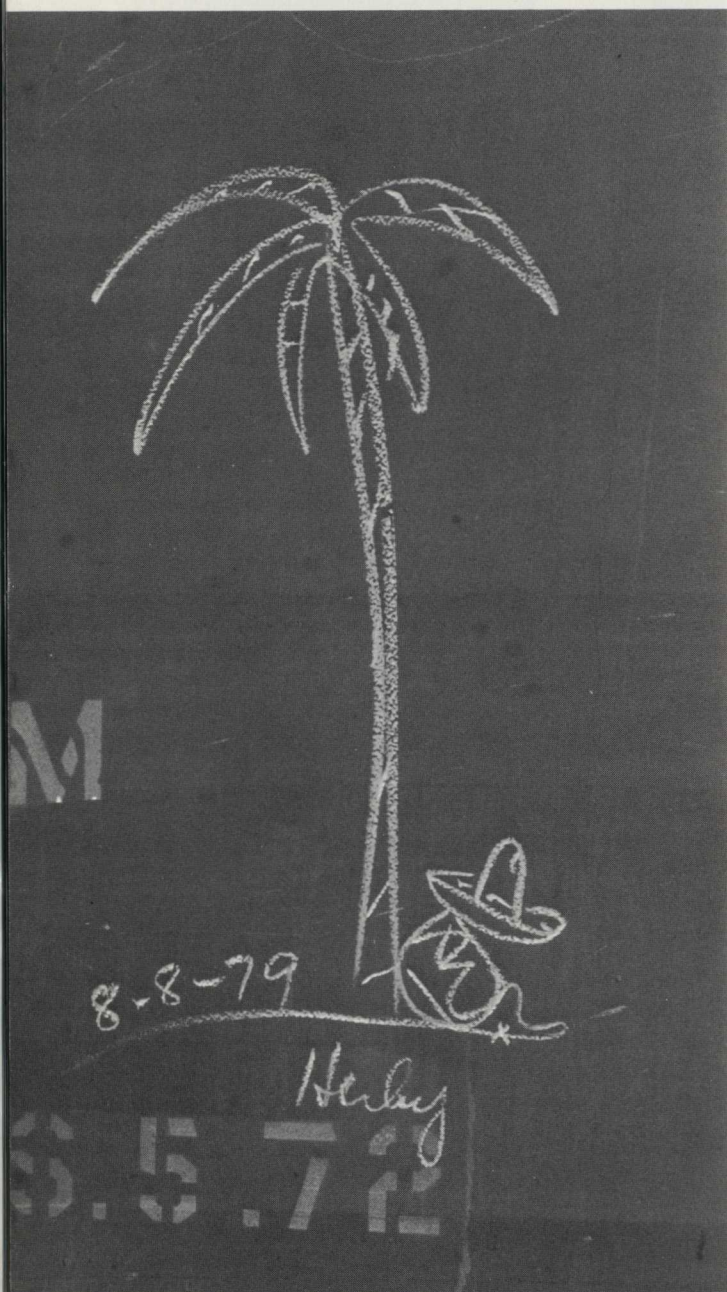
In two or three talented chalk strokes, Deatherage claims, Herby's creator can leave his Spanish-flavored trademark on each car in a train.

Because most boxcar graffiti is crude and obscene, graffiti fails to meet with anyone's approval and many budding artists are chased from freight yards each year. Safety, of course, is the main concern.

An original "Herby" often lasts several months before the chalk falls victim to weather. The cartoon is always the same: a slightly bent palm tree with five broad leaves and beneath it, the now-classic napping figure with the tilted sombrero and Mexican blanket.

Twenty-five years have passed since my first encounter with Herby but I still watch every train that passes for an old friend.

Courtesy of the Bangor Daily News



This appealing drawing appears on thousands of boxcars every year, the work of an unknown chalk artist who's believed to be a railroad employee in St. Louis, Mo. In contrast with much of the obscene graffiti which appears on railroad boxcars, Herby is like an old friend to American railroaders.

In the Family

General Offices

Retired Traveling Car Service Agent and Mrs. William W. Clark of 16 Laurel St., Clinton, Mass. were honored this summer on the occasion of their 50th wedding anniversary with a reception given by their children at the Sheraton Inn in Boxboro, Mass. Over 100 guests and relatives attended.

Bill and the former Velma Macpherson were married on June 26, 1929 in Marysville, N.B. by the Rev. Stillman Mullen.

They have four children - William and Douglas of Punta Gorda, Fla., Helen Stevens of Freeport, Me., and Phyllis Cosimi of Lancaster, Mass. They have 20 grandchildren and 11 great-grandchildren, most of whom attended the reception. Bonnie Stevens Becraft and children, 5-year-old Andy and 3-month-old Nathan, traveled from Sappora, Japan, for the occasion.

After a program of piano and instrumental music and solos and a skit patterned after "This is Your Life" presented by relatives and friends, the couple renewed their marriage vows with son-in-law Elder Albert Stevens, Freeport, Me. officiating.

The couple received gifts, a money tree, telephone calls and a trip to Bermuda.

Bill retired in June 1971 after 43 years service. They will be leaving in November to make their home at 7345 Duncan Road, Punta Gorda, Fla. 33950.

Mark Armstrong, son of Supervisory Agent and Mrs. Fred Armstrong of Millinocket, has signed a contract with the Oakland A's Class A League Team in Modesto, California. The UMO Bear Captain was named the most valuable player at the annual Labor Day baseball tournament in Brockton, Mass. when he went 11 for 17 (.647) including two homers and two doubles in front of several League scouts.

During his senior year at UMO in 1979, Mark was All-New England First Team Catcher. A four-year starter, he hit a solid .276 for the Black Bears last spring with three homers and 16 runs batted in and led the team in fielding percentage with .983.

Mark will report to the A's training camp in Scottsdale, Arizona this coming spring.

Chief Car Distributor R.R. "Pinky" Ralford has been on sick leave since October 8. Pinky's many friends on the BAR wish him well and hope he will be able to return to work in early 1980 as currently planned.

Gary Pettengill, Asst. to Vice President-Operations was on official leave of absence from the BAR for seven weeks during October and November during which time he worked on the

United Way Campaign as a Loaned Executive. Gary is now back with the BAR and commented the mission as a worthwhile experience.

Vice President-Finance Owen H. Bridgham and his wife Ann drove to Long Island, New York, in October to visit Ann's son, John LaMothe, his wife Alida and son John Paul.

Mrs. Walter Travis and Mrs. Howard Cousins, Jr. recently accompanied Walter Travis' 86-year-old cousin, Mr. Burtis Everett, on an automobile trip from Nichols, New York to St. Petersburg, Florida, where Mr. Everett will spend the winter months. Mr. Everett, a retired station agent for the D. L. & W., has been traveling to St. Petersburg since 1925. Mrs. Travis and Mrs. Cousins returned via Amtrak to Albany, New York. They were accompanied on the trip from Albany to Bangor by Mrs. Roger Travis and 19-month old Stacey Travis.

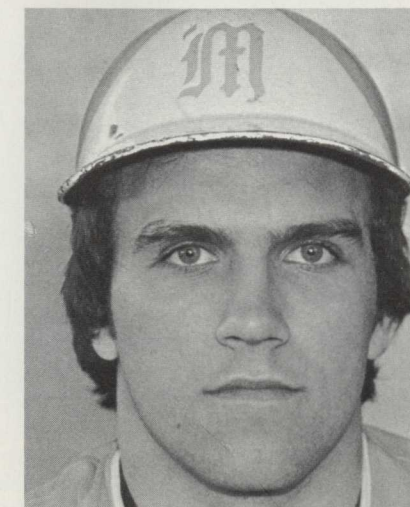


Bill and Velma Clark

Transportation Department

Navy hospitalman recruit, Charles J. Labonte, son of Conductor and Mrs. Robert M. Labonte, Caribou, has been graduated from the Navy's Hospital School. A 1977 graduate of Caribou High School, he joined the Navy in March 1979.

Marine Staff Sgt. William S. Adams Jr. son of Engineer and Mrs. William S. Adams Sr. Houlton, has been awarded the Navy Commendation Medal. He was cited for superior performance of duty from August 1978 to June 1979 while serving as the personnel and administrative chief with the 3rd Force Service Support Group on Okinawa. The citation accompanying his medal praises Adams for efficiently and effectively handling personnel actions during a period of combat



service support reorganization. He standardized procedures, refined techniques, and trained a largely inexperienced and under strength staff. He also coordinated and managed the move to battalion level administration. A 1966 graduate of Houlton High School, Adams joined the Marine Corps in February 1967.

Conductor Leigh A. Hutchinson, Hodgdon, has been accepted into membership of the "Society of Mayflower Descendants." He is a lineal descendant of Henry Samson who came to America in 1620.

Brakeman and Mrs. Malcolm Davis Sr., Houlton, are announcing the engagement of their daughter, Cheryl Lynn, to Glenn Allan Williams, son of Mr. and Mrs. Clifford Williams of North Amity. Miss Davis is a senior at Houlton High School and an employee at Agnes Gardiner Nursing Home. Mr. Williams attended Hodgdon High School and is self-employed as a woodsman. A summer wedding is being planned.

Mrs. Margaret Lobley of 14 Sixteenth St. Bangor, has announced the engagement of her daughter, Karen Ann, to Rodney A. Duplisea, son of Engineer and Mrs. Wayne E. Duplisea of Coldbrook Road, Hermon. A wedding has been planned for 1980. Miss Lobley graduated from Bangor High School and attended Beal College. She is employed at Bangor Hydro-Electric Company. Her fiancé graduated from Hermon High School and studied photography at the University of Maine at Orono. He is employed at Pyr-A-Larm, Inc.

Cheryl F. Logie, daughter of Clerk and Mrs. John Logie, Millinocket, was joined



Chief Clerk Louis P. Larsson, left, has retired after 40 years with the railroad. He is a native of Jemtpland and attended Stockholm and Caribou schools. Mr. Larsson is active in the United Methodist Church, the Masons and is a trustee of the New Sweden Historical Society. Mr. and Mrs. Larsson have three daughters, Mrs. Frederick B. Lunt, Jr., Clinton; Mrs. Barry Wherren, Winslow; and Mrs. Larry C. Allen, Presque Isle. Pictured with Mr. Larsson is L.S. Milton.



Terminal Agent Oden G. Gradie, Searsport, has retired after 33 years with the railroad. Gradie has held the post since 1959 when Alvin S. Knox, pictured with him, (right) retired. Gradie is a native of Island Falls and came to Searsport as assistant agent in 1949. He attended Island Falls schools and served in the U.S. Army during WW II. He is married and has three children, Charles, Sue and Jon.

in marriage with Ronald C. Harmon June 2 at the Linneus Free Will Baptist Church, Linneus, with the Rev. John Ruth officiating. The bride was graduated from Hodgdon High School and North Shore Community College. She is employed at Pineland Training Center as a physical therapist. Her husband is the son of Mr. and Mrs. Clayton Harmon of Standish. He was graduated from Bonny Eagle High School and

Southern Maine Vocational Technical Institute. He is employed by Maine State Police. The matron of honor was Mrs. Wendy Gallagher of Gray. Paul Gallagher of Gray was best man. A reception was held at the Hodgdon Elementary School Gym. The couple will make their home in Waterford.

Miss Ann Marie Johnston, daughter of Conductor and Mrs. Charles Johnston of Littleton, and William Herbert Parker, son of Mr. and Mrs. C. Vernon Parker Jr. of Auburn were united in marriage on June 23 at the Littleton Baptist Church in Littleton. Officiating at the 7 p.m. candlelight service were Rev. Gerald Swetnam and Robert Johnston, uncle of the bride. Junior bridesmaid was Karen Johnston of Littleton, sister of the bride. Mrs. Susan Ford of Portsmouth, N.H., sister of the bride, was matron of honor. Bridesmaids were Marsha Nichols and Cathy Tardiff, both of Augusta. The best man was James Parker of Buckfield, brother of the bridegroom. Ushers were Keith Moriarty, Bruce Mason and Barry Johnston, cousin of the bride, all from the Auburn area.

The bride is a 1975 graduate of Houlton High School. She was graduated in 1977 from Augusta General Hospital, School of Radiologic Technology and is employed as a Radiologic Technologist at St. Mary's General Hospital in Lewiston.

The bridegroom is a 1974 graduate of Edward Little High School in Auburn and a 1979 graduate of Northern Maine Vocational Technical Institute. He is employed as a draftsman and designer at Lebel's Heating and Sheet Metal in Lewiston.

The couple enjoyed a wedding trip through the White Mountains and to Lake Placid and Lake George, N.Y. They now reside at 62 O'Connell St. in Lewiston.

Sydney Stadig and Danny Paul exchanged marriage vows July 27 during an evening ceremony held at the Sacred Heart Church at Soldier Pond. A recep-

tion and dance honoring the bridal couple was held after the service at the Fort Kent Hotel. The bride is the daughter of Conductor and Mrs. Willis Stadig of Soldier Pond. The bridegroom is the son of Mr. and Mrs. Arthur Simpson of Flint, Mich.

Ruby Dawn Shields and James H. Compton exchanged marriage vows July 28 at St. John's Episcopal Church in Bangor. The Rev. Roger B. Nichols performed the double ring ceremony.

Elizabeth Wyman, the bride's sister, and Peter Stamas stood with the couple.

The bride is the daughter of Ass't. Chief Dispatcher and Mrs. Earl Shields of Levant, formerly of Houlton.

Mr. Compton is the son of Mrs. Charles Marinacci and the late Donald Compton of Brunswick.

The bride is a 1972 graduate of Houlton High School and has studied at the University of Maine at Portland-Gorham. She is now employed at Bath Iron Works in their apprenticeship program.

Mr. Compton was graduated in 1973 from Brunswick High School and served in the US Army until 1978.

The couple is residing in Lisbon Falls.

Mr. and Mrs. Harold B. Leeman Jr. greeted guests at the Penobscot Valley Country Club following their wedding Aug. 25 at Dow Chapel, Bangor. The former Cynthia R. Pelkey and Mr. Leeman exchanged vows before the Rev. Paul Coughlin. Susan Bruns of Bangor and Dana Leeman of Bangor were honor attendants. The bride is the daughter of Engineer and Mrs. Keith Pelkey, Bangor. Parents of the bridegroom are Mr. and Mrs. Harold Leeman Sr. also of Bangor. The couple graduated from Bangor High School in 1978. She is employed at Merchants National Bank. He is employed at Sullivan Ford Sales. The couple vacationed in Florida before making their home at Birch Hills Estate, Bangor.

Sharrlyn Beth Roberts became the bride of Gerald M. Parsons during a service performed at the Carmel Union Con-



Carman Gang Leader Donald E. Helstrom, Millinocket, has retired after 38 years with the railroad. He is a native of South Lagrange and attended Millinocket schools. During WW II he served in the U.S. Army. For 25 years, Mr. Helstrom was local committeeman for the Brotherhood of Railroad Carmen. His father, Edwin, was a veteran BAR section foreman. He is married and has two sons, Donald and Kenneth, of Millinocket. Pictured with him are H. W. Hanson, left, and V. T. Wark.

gregational Church September 21. The Rev. Kenneth Dale officiated. John Clark of Derby, and Donald Demmons, of Carmel, stood with the couple. Also attending the bride were Lynn Strout, of Bangor, Anita Thomas, sister of the bridegroom and Janice D. Roberts, sister of the bride. Sharing ushering duties were Joseph Pelletier of Brownville Junction and Jeffrey and Stephen Roberts, brothers of the bride. Janice Parsons, sister-in-law of the bridegroom, and Anita Thomas, his sister, made a wedding cake for the couple. After the reception at the Elementary School in Carmel, the couple traveled to the White Mountains to spend their honeymoon. The bride is the daughter of Conductor and Mrs. Edwin L. Roberts Jr. of Derby. She attended the University of Maine at Presque Isle and at Orono and has been employed at Baxter State Park. The Bridegroom is the son of Mr. and Mrs. Alton J. Parsons of Carmel. He graduated from Hermon High School and is employed at the Maine Forest Service, Old Town.

We were sorry to learn of the following deaths:

Retired Conductor R.W. McGuire, 86, died July 25, 1979 at a Caribou nursing home following a long illness. He was born in Fort Fairfield July 25, 1893, son of George and Lavinia (Russell) McGuire. He was a graduate of Caribou High School; a conductor and a brakeman for the Bangor and Aroostook Railroad; a member of the First Universalist Church of Caribou; a 50 year member of Caribou Lodge No. 170 AF and AM; Anah Temple Shrine; Elizabeth Chapter O.E.S.; the Brotherhood of Railroad Trainmen; Caribou Senior Citizens. His employment on the B&A was from January 1916 until his retirement July 1958. He is survived by one sister, Mrs. Norman (Eva) Currier of Caribou; several nieces and nephews. Masonic memorial services were held at the Mockler Funeral Home by officers of Caribou Lodge No. 170.



Hostler V. M. Crosby, of Carmel, has retired after 18 years with the BAR. Prior to his BAR service he was employed by Maine Central as a trackman. He is a native of Waite and attended local schools. During WW II. Mr. Crosby served in the U.S. Army. He is married and has one daughter, Sonya, who lives in Hawaii. Pictured with him are Harold W. Hanson, right, and Roy Russell.

Funeral services were held at the chapel of the funeral home with Rev. Earle McKinney officiating.

Retired Station Agent W.F. Howard of Rockland, formerly of Fort Fairfield, died July 26, 1979 at a Rockland hospital. He was born in Richmond Corner, N.B. Oct. 4, 1883, son of the Rev. George and Annie (Foster) Howard. He was married to the late Ruth Wiggins Foster. He was a member of the Easton United Baptist Church; a member of the Eastern Frontier Lodge 112 AF & AM of Fort Fairfield. His railroad service was from November 1904 until his retirement Dec. 24, 1949. He is survived by two daughters, Mrs. Marguerite Foster and Mrs. Doris Dow, both of Rockland; five grandchildren; 17-great-grandchildren; several nieces and nephews. Funeral services were held at the Dorsey Funeral Home Fort Fairfield with the Rev. Otto Palmer of Easton officiating. Interment in the Riverside Cemetery, Fort Fairfield.

Mabel McElwee, retired clerk, died September 15, 1979 at a Houlton hospital. She was born at Windsor, England, Dec. 7, 1897, the daughter of Harvey and Agnes (Graves) McElwee. She was employed by the B&R from Oct. 1917 until her retirement Aug. 1967. She is survived by one sister, Mrs. Olive Wolfenden of Quincy, Mass; two nephews and one niece. Funeral services were conducted at the Dunn Funeral Home Houlton with the Rev. Robert Butler pastor of the Church of the Good Shepard Episcopal, officiating. Interment in the Evergreen Cemetery, Houlton.

Accounting Department

Elizabeth J. Thompson, daughter of Revenue Clerk and Mrs. Richard E. Thompson of Brewer, is attending Rivier College, Nashua, New Hampshire, where she is majoring in Special Education and Child Development. She is a



Trackman Lester A. Harrison, Stockton Springs, has retired after 33 years with the railroad. He was educated in Stockton Springs schools and served in the U.S. Army during WW II; He holds five major battle stars. Mr. Harrison is a member of the Oddfellows and the Masonic bodies. He is married and has two children, Daniel and Judith, both of Stockton Springs. Pictured with him is Chief Engineer V.J. Welch, right.



Supt. of Track Graden L. Swett, Houlton, has retired after 43 years with the railroad. He is a native of Masardis and was educated at Ricker Classical Institute. Mr. Swett is active in the Elks, Shrine and the Houlton Country Club. He is married and has four children, Parker, Mapleton; Errol, Lincoln; Mrs. Jay Lowe, Soldier Pond; and Molly, Thomaston. Pictured with him, right, is V. J. Welch.

1979 graduate of Brewer High School.

Jill Ann Culver, daughter of Mr. and Mrs. William H. Culver of Kalamazoo, Mich., and Gilbert H. Jameson II, son of Manager Accounting and Mrs. Gilbert H. Jameson of Bangor, were wed in a double ring ceremony on September 29. The Rev. Richard P. Rice performed the 11:00 marriage at the Church of the Holy Redeemer in Bar Harbor. A reception followed at the Masonic Hall, Bar Harbor. Patti Smith of Rockport, Mass. was maid of honor and Philip Labbe of Bid-



Elizabeth J. Thompson

(Susan) Bullard, both of Brewer, Mrs. Edward (Rhonda) McDonald of Waltham, Mass., and Miss Brenda Gilman of Waterville; two sisters, Mrs. Edwin (Ava) Wiley and Mrs. Edward (Avis) Stearns, both of Bangor; 17 grandchildren.

Retired Stenographer Gladys C. Goodwin died October 16 at an Orono nursing home. She was the widow of Dr. Harold M. Goodwin. She was born in Bangor, February 3, 1897, the daughter of Frederick and Mabel (Tasker) Colby. She was employed in the freight claim department of the Bangor and Aroostook for 10 years, retiring in 1961. She is survived by two daughters, Carolyn and Eleanor Goodwin, both of Bangor; one sister, Mrs. Mabelle Littlefield of Brewer; several nieces and nephews. Graveside services were held at the family lot in Pine Grove Cemetery, Bangor, with the Rev. Gary Smith officiating.

Engineering Department

Retired Trackman and Mrs. Leon J. Lausier, Grand Isle, celebrated their 50th wedding anniversary October 28. A Mass was celebrated at St. Gerards Catholic Church with the Rev. Joel Cyr, officiating. A reception followed at the couple's home. They were married in 1929 at Mont Carmel Church in Lille by the Rev. Joseph Pihan. The couple have one adopted son, Jean Claude Lajoie, of Vernon, Conn. Lausier was employed by the Railroad for 46 years and retired in 1968. The couple received money, gifts and telephone calls on this special occasion.

Miss Bethany K. Richards, daughter of Mr. and Mrs. Ronald T. Richards and Equipment Operator Jonathan P. Beals, son of Retired Carpenter Foreman and Mrs. Kenneth H. Beals, all of Milo, exchanged wedding vows at the Milo United Baptist Church recently. The Rev. George Gifford, pastor of the church, performed the ceremony. The bride is a 1979 graduate of Penquis Valley High School and is employed by Merrill Trust Company at Milo. The bridegroom is also a graduate of PVHS, class of 1975, and is employed by the railroad. Tammy Vail of Milo was matron of honor for her sister while bridesmaids were Karen Whitten of Milo and Tina Nadeau of Brownville Junction. The best man was Michael Beals of Milo, brother of the bridegroom. Ushers were Stephen Beals of Brownville and Barrett Graves of Brownville Junction. Following a wedding reception at the Derby Community Hall, the couple left for the White Mountains. They reside in Milo.

Lt. Col. Donald E. Burton, son of Mrs. Pansy L. Burton and the late J. Levi Burton, Retired Equipment Operator, Oakfield, recently retired from the United States Air Force with over 25 years service. The retirement ceremony was at the USAF Hospital Mather, Mather AFB, California, where Col. Burton was the Hospital Administrator. Mrs.



Mr. and Mrs. Leon Lausier

Burton is the former Marion I. Grant, daughter of Mrs. Grace G. Grant and the late Burns E. Grant, mechanic, of Island Falls. The Burtons reside in Rancho Cordova, California.

Painter Foreman Linwood G. Jackins, Milo, recently returned from a trip to Germany where he visited with his daughter and son-in-law, Mr. and Mrs. Joseph Whitaker. The Whitakers are in the United States Army stationed in Frankfurt. While there the three toured much of Germany, visited many places on the Rhine River and were in Salzburg, Austria and spent a weekend in Paris. Linwood was fascinated with Salzburg and visited the site of the movie, "The Sound of Music," and the places where the Trapp family spent their young lives before coming to the United States. He found the young people very friendly and the countries beautiful. Linwood is the son of Retired Timber Agent and Mrs. Guy L. Jackins, Houlton.

Kristie Ann Daubert and David Michael LaPointe, both of Simsbury, Conn., were married recently at Simsbury United Methodist Church with the Rev. John Olofson officiating. The bride is the daughter of Mr. and Mrs. John Daubert of West Simsbury. She is a licensed practical nurse. The bridegroom is the son of Trackman and Mrs. Adrian LaPointe of Caribou, Maine. He is employed by Finast Distribution Center as a price analyst. Susan Phelps was maid of honor. Best man was Martin Phelps and Jack Daubert was usher. After a reception at Antonio's Restaurant, Simsbury, the couple left for a trip to Bermuda. They will live in Simsbury.

Retired Section Foreman and Mrs. Relland Jones of Mars Hill recently celebrated their 50th wedding anniversary with an open house at the Masonic Building. They were hosted by their



Mrs. David LaPointe

children and the Alva Rebekah Lodge. Friends and relatives presented the couple with gifts and a money tree. The three-tier cake was made by Mrs. Jones' sister, Jean Maybery of Mechanic Falls. The former Eve Nightingale of Smyrna Mills and Jones were wed September 27, 1929, at Centerville, N.B. They have five children, Eugene of Rollo, Mo., Stewart of Grandville, Ohio, Lewis of Powell, Ohio, Patsy Delong of Caribou and Hala Ongley of Simi Valley, Calif. There are eleven grandchildren. Mr. Jones retired from the railroad in 1967 with 18 years service.

Miss Dawn E. Anthony, daughter of Assistant Chief Engineer-Bridges & Structures and Mrs. O. Dale Anthony, Newburg, was married on September 1 to David K. Botting, son of Victor F. Botting, Glenburn, and Glenna Botting of Hampden, in a double ring ceremony performed by the Rev. Clayton Woodbury at the First Baptist Church in Bangor. The reception was held at the Hampden Country Club. Maid of honor was Sandra Howard of Hampden. Bridesmaids were Vicki Carroll and Wendy Anthony, sisters of the bride, and Dorothy Howard of Hampden. Flower girl was Amy Carroll, niece of the bride and granddaughter of Chief Dispatcher and Mrs. Patrick Carroll, Bangor. The bridegroom's best man was his father. Ushers were Victor Botting, Jr., William Botting and Harold Botting, brothers of the bridegroom. The bride, a graduate of Hampden Academy and the Dental Assisting Program of the University of Maine, Bangor Community College, is employed by Dr. C. Ramsberger in Bangor. Her husband is a graduate of Hampden Academy and is an agent for the Bar Harbor Airlines at Bangor International Airport. The bridegroom is a nephew of Trainmaster and Mrs. Frank Larlee of Millinocket.

Jane Elizabeth Flemming and Danny Leigh Milton, both of Hodgdon, were recently married at the United Methodist Church of Houlton by the Rev. Desmond Parker. The bride is the daughter of Carpenter-Plumber and Mrs. William P.

Flemming of Hodgdon. The bridegroom is the son of Supt. of Transportation and Mrs. Leigh S. Milton, Hermon, and is employed as a foreman for the railroad. The maid of honor was Gladys Belyea, Houlton. Eric Richards of Houlton was best man. Following the reception at the Cedar Shed Restaurant in Houlton, the couple enjoyed a trip along the Maine Coast and through the White Mountains. They are at home in East Hodgdon.

Mechanical and Stores Dept.

Mr. and Mrs. William F. McLaughlin of Brownville have announced the engagement of their daughter, Bonita Louise, to Carman Welder Norman C. Goodine, the son of Mr. and Mrs. Charles L. Goodine of Dover-Foxcroft.

Miss McLaughlin is a student at the University of Maine at Orono where she is a member of Tri-Delta Sorority. She is also a member of the Army National Guard at Bangor.

Mr. Goodine is employed at the Derby Shops.

Both attended Penquis Valley High School in Milo.

Five Bangor High Students have been named either semi-finalists or received commended status in the 1980 National Merit Scholarship competition.

Among those receiving commended status was Debbie Allen, daughter of Assistant Chief Mechanical Officer and Mrs. Owen F. Allen of Bangor. She was one of 35,000 students nationally commended for their performance.

Miss Lorraine Parent, daughter of Mr. and Mrs. Edwin Parent of Van Buren became the bride of Brian Lajoie, son of Pulwood Inspector and Mrs. John A. Lajoie of Van Buren, in a marriage ceremony at St. Bruno's Catholic Church, Van Buren on August 11, 1979.

The Rev. Eugene Clegg performed the rite. Matron of honor was Pat Morrow of Presque Isle. Best man was Leigh Morrow of Presque Isle. Other bridal attendants included Ruth Parent, the bride's



Mr. and Mrs. Brian Lajoie



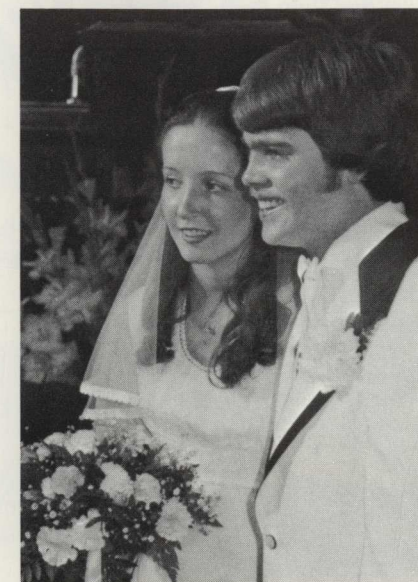
General Foreman Blair B. Libby, Oakfield, has retired after 42 years with the railroad. He's a native of Caribou and attended schools in Oakfield, Merrill and Everson, Washington. He entered service as a trackman and held a variety of jobs in the Mechanical Department. Mr. Libby is a member of the Masonic Lodge in Island Falls. He is married and has two daughters, Mrs. Joyce Bartlett, and Mrs. Brenda Rodgeron, both of Presque Isle. Pictured with him (right) is H. W. Hanson.

sister, and Susan Lajoie and Kathy Lajoie, sisters of the bridegroom. Danny Parent, Pat Parent and Roger St. Pierre, all of Van Buren were ushers.

The bride's father gave her in marriage.

A reception followed at the Van Buren Community Center. After a vacation on the Maine coast, the couple are making their home at 18 Morse Street, Van Buren.

The bride was graduated from the University of Maine at Orono and teaches at Grand Isle Elementary School. The bridegroom was graduated from the University of Maine at Fort Kent and is employed in



Mr. and Mrs. David Botting



Locomotive Engineer **J. Arnold Rafford** has retired after 44 years with the Bangor and Aroostook. He is a native of Masardis and was educated in Ashland schools entering railroad service in 1935. During WW II he served in the Pacific Theatre with the 770 Railway Operating Battalion. He is active in the Masons, Shrine, VFW and American Legion. Mr. Rafford is married and has two children, *Lisa*, Caribou; and *Mike*, Orlando, Fla. Picture with him is Trainmaster *Keith Greenlaw*, right.



Conductor **Arnold Clark**, Fort Fairfield, has retired after serving 35 years with the railroad. He attended Fort Fairfield schools and has been a well-known outdoorsman and trapper throughout his career. Mr. Clark is married and has two daughters, *Eleanor Blottner*, Dallas, Tex.; and *Veronica N. Clark*, Caribou. Pictured with him, right, is trainmaster *Keith Greenlaw*.

the Engineering Department of the Bangor and Aroostook.

Retired Blacksmith **Fred T. DeWitt** of Milo died July 26, 1979. He was born in Medford, September 27, 1902, the son of *Bradbury* and *Edith (Thomas) DeWitt*.

He retired from active service, September 15, 1967, as a blacksmith at the Derby Shops. He was a director of the Milo IGA, a member of the Piscataquis Lodge of Masons, the Rabboni Chapter, St. John's Commandery, and the Anah Temple Shrine. He was also a

member of the Tri-County Shrine Club and the Milo Masonic Club.

He is survived by one son, *Eben*, of Milo; one daughter, *Mrs. Charles (Marilyn) Dolan* of Lincoln; one brother, *Arthur DeWitt* of Medford, a retired car repairer; two sisters, *Mrs. Lena Brooks* of East Corinth, *Mrs. Geneva Fanning* of Swan River, Manitoba, Canada; six grandchildren; three great-grandchildren: several nieces and nephews.

Diesel Supervisor and *Mrs. Nels E. Skoog* of 43 Riverview Terrace, Brewer, have announced the engagement of their daughter, *Sigrid Leila*, to *David Moses Marden* of Waterville. He is the son of Mr. & Mrs. *Harold Marden* of Albion.

Miss *Skoog* is a graduate of Bangor High School and Chandler School for Women, Boston. She works as an executive secretary in the trust department of Merchants National Bank of Bangor.

Her fiancé was graduated from Lawrence High School and received his civil engineering degree from the University of Maine at Orono. He is manager of the automotive store of *Marden's Discount Stores* in Waterville.

Miss *Kathy A. Lajoie*, daughter of Pulpwood Inspector and *Mrs. John A. Lajoie* of Van Buren, was graduated from SAD 24 in June, 1979. She is now employed with *Watts Electronics Corporation*, Portsmouth, N.H., as a secretary.

Kathy has a sister, *Susan*, who is senior at the University of Maine, Presque Isle, and a brother, *Brian*, who is employed in the Engineering Department of the Bangor and Aroostook.

Currie E. Austin, 77, a retired Machinist, Derby, died at a Dover-Foxcroft nursing home October 1, 1979. He was born in Benton, N.B., September 6, 1902, son of *George* and *Minnie Austin*.

He had been retired since September 8, 1967. He was a member of the Piscataquis Lodge of Masons and the Pleasant River Grange.

He is survived by three sisters, *Genevieve Dunham* and *Ethel Ellingson*, Milo, and *Ruth Buck*, Whitesboro, N.Y.; several nieces and nephews.



Kathy A. Lajoie



Francis Michaud, right, congratulates *Robert Tinkham* on his retirement.

We were sorry to hear of the death of Foreman *William J. Warner's* brother, *Ovila Warner*, of Bridgewater and Presque Isle. *Ovila*, 56, died at a Presque Isle Hospital August 6, 1979. He was born in Caribou, December 16, 1922, the son of *Edward* and *Olive Ballanger Warner*. He was a veteran of World War II, a member of the Veterans of Foreign Wars, a former member and president of the Presque Isle Search and Rescue Unit, a member of the CB Club. He was the former service manager for *Carroll's Auto Sales*.

He is survived by his wife, *Leona (DeLong) Warner* of Bridgewater; three sons, two daughters, two step-sons, two step-daughters; six brothers, including *William (Bill) Warner* of Caribou; and five sisters.

Carman Gangleader *Robert K. Tinkham*, Millinocket, resigned to take his pension August 25, 1979. A dual retirement party was held for both him and *Francis Michaud*. *Tinkham* was born August 26, 1919 at Millinocket, Maine and attended Millinocket Schools. He started work for the railroad August 17, 1943 as a car repairer helper and then advanced to a Carman and Carman Gangleader. He also worked for the F.W. Rush Company and Great Northern Paper Company, both of Millinocket.

He is a veteran having served in the European Theatre with the U.S. Army, September 1944 thru December 31, 1945. He was a P.F.C. at the time of his discharge and has the Combat Infantry Badge. He is a member of the Brotherhood of Railway Carmen.

He is married and is now living in Everett, Washington.

He has seven children, *Elizabeth Hayes*, Millinocket; *Shirley McNally*, Sherman; *Bobby Jean Hartt*, Benedicta; *Judy Castonguay*, Millinocket; *Nancy Hayes*, Stacyville; *James Tinkham*, Medway and *Rebecca Pelkey*, Sherman, Maine. He also has six step-children, *Faye Thompson*, Bellingham, Washington; *Linda York*, Bellingham, Washington; *Wilfred Hartley*, Wenatchee, Washington; *Martha Clupht*, and *Pamela Hibbard*, Everett, Washington; and *Richard Hartley*, El Paso, Texas.

Facts and Figures

	September		9 Months Ended Sept. 30,	
	1979	1978	1979	1978
We received from:				
Hauling freight	\$1,694,325	\$1,717,983	\$16,358,857	\$13,933,278
Carrying passengers & express on our buses	43,507	36,804	331,279	292,538
Other transportation services	53,309	100,618	588,030	514,083
Net rental from freight cars and other equipment	576,399	425,736	3,274,050	3,044,600
A total of	2,367,540	2,281,141	20,552,216	17,784,499
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	434,096	395,397	4,367,083	4,482,642
Keeping locomotive, cars and other equipment in repair	560,552	459,216	5,256,823	4,482,468
Running trains, station and yard expenses	639,898	527,774	5,729,340	5,009,027
Pricing and sales of our services	40,178	33,239	333,936	301,099
Managing the business and keeping records	153,349	139,746	1,460,401	1,306,352
Payroll taxes	185,648	104,522	1,702,813	1,352,876
State and local taxes	24,200	25,568	217,580	225,391
Interest on borrowed money	82,983	84,999	651,732	772,076
Other miscellaneous charges - net	(15,040)	(71,682)	(327,788)	(229,958)
A total of	2,105,864	1,698,779	19,391,920	17,701,973
Pre-Tax Net Income Reported to ICC	\$ 261,676	\$ 582,362	\$ 1,160,296	\$ 82,526

Set of six 11 oz. glasses
\$8.00

BAR "Country Store" Items

For sale to all employees and friends of the railroad. Available from Business Services, Nor. Me. Jct. Park, RR 2, Bangor, Maine 04401. Add \$1.00 for handling and shipping on the sets of six glasses and .25 on the smaller items.

COLLECTOR'S ITEM

Steam Locomotive Tie Bar
Gold — \$5.00

Tie Tac or Lapel Pin
\$1.40

Tie Bar
\$1.90

COLLECTOR'S ITEM

"Big Red" Parker Pen (center)
\$2.50

BAR Logo and Engine 83
in new colors reproduced on ceramic desk caddy. Limited number. — \$4.50

Nylon Flight Bags
\$3.50

Zippo Lighter
\$3.50

Bangor and Aroostook key ring
.25c

COLLECTOR'S ITEM

Blue-White-Red Tie Bar...\$1.75

Cuff Links...\$2.50

Playing Cards Single Pack
\$1.25

Cuff Links \$3.00

Blue-White-Red Tie Bar — \$1.80

Bangor and Aroostook Railroad
Northern Maine Junction Park,
Bangor, Maine / 04401

Address Correction Requested

04757 04355
CHARLES E HAND
BOX 55
MAPLETON MAINE
04757

BULK RATE
U.S. POSTAGE
PAID
Bangor, Maine
Permit No. 466

Myth:

Railroads run on legends and old tracks.



Automated equipment laying continuous welded rail

Fact:

America's freight railroads spent a record \$10 billion in capital improvements and maintenance in 1978.

The only thing legendary about today's freight railroads is their record investment in track and rolling stock last year. 1979 plans call for increasing even those massive expenditures by about 20%.

In 1978, the railroads put more than 1,300 new and rebuilt locomotives into service and ordered more than 125,000 new freight cars. In addition, more than 4,700 miles of track has been replaced with new rail in each of the last two years—some 58% more than the yearly average in the previous ten years. And new crossties installed averaged more than 27 million in 1977 and 1978—36% above the 1966-1975 average.

These huge investments help increase efficiency and improve service. Just as important, they help improve safety. Even though rail traffic has increased substantially, total deaths and injuries from rail accidents continue to decline and have reached the lowest levels since record-keeping began in 1891.

Additional investments by railroads and suppliers in continuing research provide other benefits as well—development of better, stronger track and even safer cars for moving vital hazardous materials. Railroads provide 70% of the transportation for the commodities classified as hazardous, excepting only petroleum, but they are involved in less than 9% of the accidents involving hazardous materials.

For more information about America's surprising freight railroads and their multi-billion dollar investments in safe transportation, write to: Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

Surprise:

America's freight railroads provide the safest, most efficient transportation on wheels.