

MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

• SUMMER 1980





Talking It Over

To My Fellow Employees,

In July the final report of the New England Rail Restructuring Study was published and you will undoubtedly be reading and hearing about the report in the press. The study was primarily sponsored and funded by the United States Railway Administration along with the New England Regional Commission. The cost was about \$1 million, not including the effort and resources contributed by the railroads, shippers and the state DOT's.

The most apparent result of the study is that there are no easy answers for the New England rail problem. During the base year for the effort...1977...New England roads had a net operating deficit of \$53 million. But even the most optimistic alternative, which calls for the expenditure of \$69 million for capital improvements, will lessen those losses by only \$5 million a year.

The report offers three alternatives. The first is to consolidate all the New England roads into a single system. It is this alternative which envisions spending \$69 million in New York and Massachusetts for a modest revenue improvement of \$5 million.

The second alternative calls for what amounts to a northern New England system...BAR, MEC and B&M...and a southern New England System...ConRail, Providence and Worcester along with various short lines.

The third alternative leaves the Maine roads...the most profitable segment of the New England rail system...essentially intact and substantially alters ConRail, B&M, Central of Vermont and Providence and Worcester.

All of these alternatives call for varying changes in routes, yards and major facilities and range in cost from \$33.8 to \$68.9 million. In order to achieve any degree of success, the study assumes a diversion of traffic from the Canadian roads and from trucks. I do not believe the study makes the case convincingly and I don't believe such a diversion would take place.

We have expressed concern with the quality of performance by some of the consultants

involved in the study. In spite of Bangor and Aroostook's profitability, for example, the study projects a net operating deficit using the 1977 base year with normalized maintenance. The base year...1977...was the year when we wrote off our large RS car fleet and abandoned the Medford cutoff. The study ignores both developments and the projection merely magnifies the omission.

We cannot support alternative (1) which calls for huge expenditures with only modest improvements in losses. And while alternative (2) would be an improvement over the first we are not interested in any consolidation that's predicted to be a loser.

Alternative (3) does not involve us but we cannot support a plan which calls for expanded operations for the Providence and Worcester.

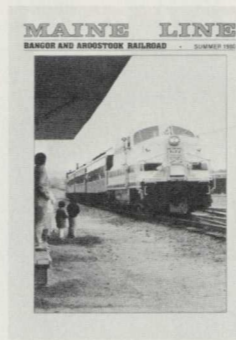
While we believe the study is seriously flawed in some of its assumptions and methodology, I would not want to leave the impression that I consider it a complete waste. It may be the first step in the long process of fashioning a rail system for New England which not only meets New England's needs but is financed from the private sector and is profitable enough to reward investors for their dollars.

There has been some suggestion that the next step might be the creation of a joint labor-management task force to see how we might more effectively use both our physical and human resources. I believe this might be a fruitful approach, particularly if it is done by labor and management from the participating roads.

If the New England Rail Study does nothing more than indicate the next step toward an answer to this long-standing problem, it will have been a useful exercise.

Sincerely,

Walter E. Francis



About the Cover

Photographer and railfan Ron Johnson made the photograph on the front cover at Caribou as the POTATOLAND SPECIAL pulled out. The young watchers represent a couple of generations of Americans to whom the passenger train is an intriguing symbol.

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NEWS BRIEFS

BAR to Test Fuel-Efficient Locomotive

Bangor and Aroostook took delivery July 16 of a locomotive being offered by Morrison-Knudsen Company of Boise, Idaho as part of a three-month lease program. In testing by other railroads the locomotive has produced fuel savings of from 10% to 15%.

The unit is powered by a 1500 h.p. Swiss-manufactured diesel and is smaller than the standard V-16. The Sulzer diesel is a four-cycle engine as compared with the two-cycle design used in BAR locomotives.

The railroad consumed 2,700,000 gallons of diesel fuel last year. And with the price approaching \$1 a gallon the prospect of saving 10% to 15% of that amount is appealing.

U.S. Filter Corp. Acquires More MEC Stock

U.S. Filter Corporation, the conglomerate which acquired the Maine Central Railroad stock owned by Amoskeag Company and held in trust, has taken the first step in purchasing another 32% of MEC common stock.

The purchase will take place after a waiting period required under federal law. The purchase of the 43,237 shares of MEC common will bring U.S. Filter's ownership of the Maine road to 67% and is expected to lead to a merger agreement between the two companies.

Two Sears Island Energy Projects To Be Studied

The federal Department of Energy has announced studies for three major synthetic fuel facilities in Maine at a cost of \$4.5 million. The largest grant—\$3.6 million—will be used for a 15-month feasibility study on Central Maine Power's Sears Island Coal gasification plant. The 480 megawatt generation plant would burn gasified coal and utilize new technology to produce additional power from waste heat.

The other Sears Island project to be studied is a plant proposed by D.W. Small and Sons of Ellsworth which would produce 25 million gallons of ethanol a year from corn and cull potatoes.

BAR Carloadings Near 1979 Levels Despite Recession

Bangor and Aroostook's carloadings have been less affected by the recession than those of other railroads. For the week ending July 12, BAR's carloadings were only 3.8% below the levels of 1979 while other eastern railroads carloadings were down 28.9%. The average decline of all U.S. roads was down 16.5% for the same period.

The sustained level of carloadings is due largely to the continued high level of sales of Maine paper producers. Some of the inactivity in the domestic lumber market has been made up by rail exports of Maine lumber through the railroad's ocean facilities at Searsport.

The major obstacle to healthy carloadings for the balance of 1980 will be the possibility of strikes in the paper industry. Several Maine mills are down as a result of stalled labor negotiations.



Carloads of lumber sawed by International Paper's Marsardis Mill awaits loading aboard the MEMBERSHIP at Searsport in May. The 3.9 million board feet of lumber was exported by Boscus International and meant 90 carloads of traffic for the railroad.

Exports a Tidy Plus for BAR

By September some 17.2 million board feet of Maine lumber will have moved over the Bangor and Aroostook deep water facilities at Searsport for the export market in the past nine months. The surge of activity in lumber exports has helped keep Maine workers employed at a time when the domestic market was extremely slow. It has helped the nation's trade deficit and it has added a healthy nudge to the railroad's revenues.

The first export was 3.5 million board feet from Pinkham Lumber Company with brokerage by Maine International. The next shipment was arranged by Boscus International and involved 3.9 million board feet of Maine lumber sawed by International Paper's Masardis Mill. The 90 carloads were loaded aboard the MEMBERSHIP in seven days and the ship sailed for the United Kingdom May 15.

Pinkham Lumber exported another 5.6 million board feet of lumber to the United Kingdom on the CANNIS MINOR June 19.

Longshoremen at Searsport loaded the 130 cars on the ship in five days. International Paper has now announced that it will export another 4.2 million feet sometime in September.

During the past nine months Maine mills have learned the subtleties of sawing lumber for the export market—which frequently requires different dimensions than the American market—and the ITO, which operates the longshoring operation at Searsport, has learned how to load the lumber efficiently. An IP representative who watched the May loading operation called it the most efficient lumber handling operation he'd witnessed.

Reports filtering back from overseas receivers of the Maine lumber reflect satisfaction at the quality of the product. While it may be premature to predict a long-term export market, the companies who have exported lumber through Searsport have been pleased with the operation. At a time when the do-

mestic market has been sluggish, the export movement has kept mills operating and skilled workers occupied. Bangor and Aroostook marketing people are optimistic that the export market may find a permanent place in the business of the burgeoning Maine lumber business.

It would be very much in keeping with the 19th century tradition of the lumber industry. A century ago Maine sailing ships moved Maine lumber to the far corners of the globe until short wood for paper manufacture supplanted dimensioned lumber as a major project. Canadian lumber producers have long depended on export markets for their product to provide stability to their market base. The slowdown in the American housing market could be a further impetus to develop lumber exports as a hedge against peaks and valleys in the domestic market.

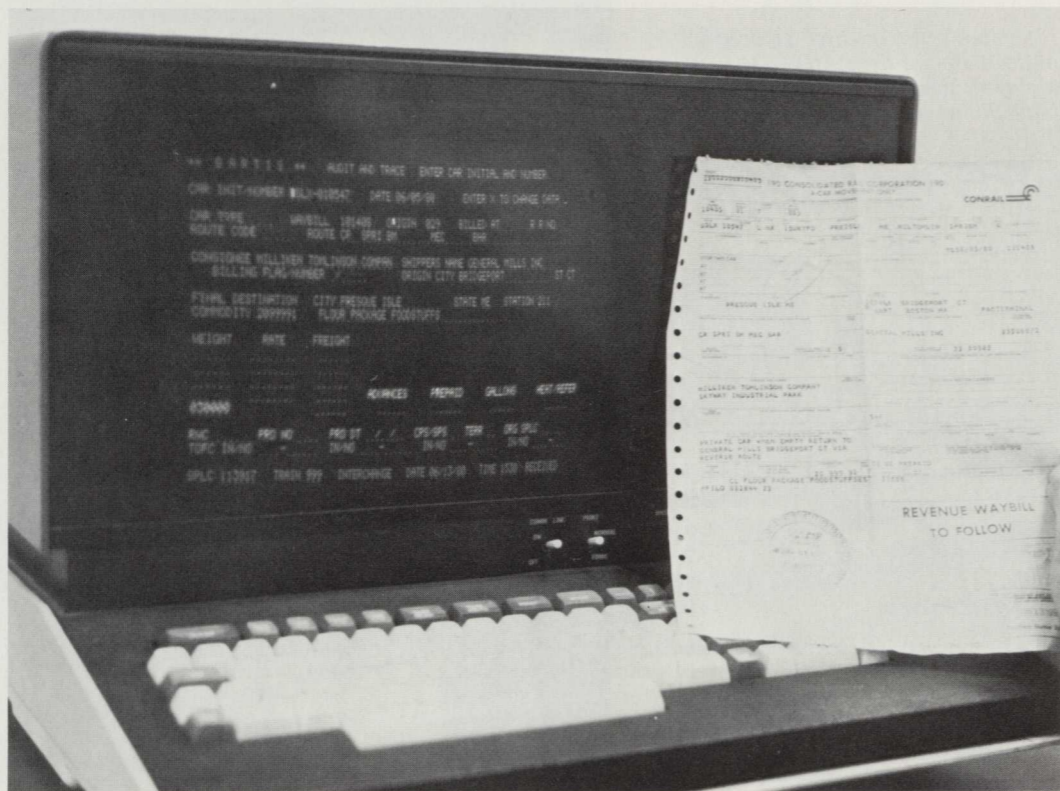
The 408 carloads of lumber that moved over the Searsport docks is also a tidy plus for the railroad.

Lumber from Pinkham Lumber is hoisted aboard the CANNIS MINOR (right) at Searsport in June. Longshoremen loaded the 130 cars on to the ship in five days. In addition to the 5.6 million board feet exported this year, Pinkham Lumber exported the first shipment in November of 1979.

Below, right, a BAR crew moved a cut of loaded lumber cars onto the dock for loading. The slowdown in the American housing market has made the export business appealing to many large lumber producers. The surge in activity has helped keep Maine workers employed and has helped the nation's trade deficit at the same time.

Below, a switcher shunts cars to busy stevedores on the dock. Exporters have been pleased with the handling of their cargoes on the docks and reports filtering back from overseas reflect satisfaction with the quality of the Maine product. The 408 cars of lumber exported through Searsport have been a healthy plus for the railroad.





Under a new system, BAR's computer is able to communicate with the computer of MoPac and ConRail to exchange waybills electronically. The actual waybill arrives with the car. But the information pictured on the screen is transmitted from ConRail or MoPac to BAR within seconds after it's entered into the data base of the originating road. The system simplifies the lives of railroad people by eliminating paper and provides more timely information.

CLEANING UP THE PAPER EXPLOSION

Ever had the feeling you're being suffocated under an avalanche of paper?

If you have, you've lots of company. Even the smallest transaction seems to generate a profusion of paper. It seems as though our society generates paper...records, invoices, bills...the way science fiction writers portray outer-space bacteria reproducing. And sometimes the prospect of sorting it all out is just as dismaying.

Well, some smart railroad people are actually making a little headway in simplifying things in our business. Remember the old joke about a computer being a million-dollar solution looking for a problem? The cynics will just have to lower their voices now because the computer and some ingenious-thinking are eliminating a

lot of the paper that's created every time a freight car moves. It's happening with computers talking to computers and eliminating the keypunching of a lot of information into each railroad's computer when a car is moved.

Bill Oliver, BAR's data processing manager puts it this way: "We asked ourselves why we should generate all the information to produce a waybill with the computer and then stuff it into an envelope and mail it."

Other railroad managers had asked themselves the same question, of course, but there were almost as many computer systems as railroads. The problem was to find a common approach.

Most railroad computer systems were designed to satisfy

the needs of railroad accounting people. But BAR and a few other roads decided that they'd design their computer systems to meet the needs of moving trains first, reasoning that if the job was done well the accounting information would fall out naturally.

Bob Groves, assistant vice president operations-transportation, who ramrodded BAR's own computer system design committee, asked the using departments to consider this question: "If you could have exactly what you want, what would you design?" The result was BARTIS (Bangor and Aroostook Train Information System) and is a concept that didn't use any existing program as a stepping-off point.

It's designed to simplify the process of moving freight cars and that's exactly what it does.

On April 17, Bangor and Aroostook joined Conrail and Missouri Pacific in a three-way system to exchange waybills by computer. It was a heady experience for a small railroad to be the only other railroad in the country with a computer system advanced enough to embark on an experimental program with the two giants.

What the system does is allow the three roads to exchange waybills, the document without which no railroad car moves, computer to computer. And one of the nice things it does for railroad people is eliminate a lot of the paper that each car moved generated. When a car originates on Conrail for BAR destination, the information...route, the shipper, the commodity, type of car and the freight charges...is transmitted from the Conrail computer to the AAR computer in Washington. The Washington computer transmits it to BAR's computer which spits it out as a waybill. The process takes place

in less time than it takes to read these words.

The beauty of the computer-produced waybill, says Bill Oliver, is that it eliminates the need to keypunch all the information into BAR's computer; rates are also verified by the computer and near-perfect accuracy is assured. The advantage for the customer is up-to-date car status. Similar information is received on cars routed via either MoPac or Conrail and transmitted to BAR. And when the Southern goes on the system soon, nearly 60% of BAR's interline traffic will be handled on the electronic waybills.

If the system is so great, one might ask, why aren't all railroads doing it? The answer is that only a few roads designed their computer systems so that transportation information is easily accessible in data form. The focus was to provide accounting information.

Much of the work that preceded the experiment between the three railroads now on line was accomplished by the Trans-

portation Data Coordinating Committee. What it did was establish a common vocabulary that permitted computer-to-computer communication.

Whether it was a case of making a lucky decision or a smart decision, Bangor and Aroostook's independent development of its BARTIS system has placed it in the big leagues of railroad computer development. BAR's Bill Oliver, who's been active with the Association of American Railroads computer committee, thinks that all Class I railroads will be tied into a national system to transmit waybills electronically.

One enormous benefit of the computer-produced waybill will be to simplify the lives of railroad people by eliminating some of the paper. And, of course, it will provide more timely and accurate information for railroad management.

But for Bangor and Aroostook people, the computer waybill will be a reminder that you don't have to be big to be smart.

Mileposts

35 YEARS SERVICE

Mildred P. McDonald
Mary C. Wood

30 YEARS SERVICE

Frederick W. Bickmore
J. Albert Snow

25 YEARS SERVICE

Merle C. Hayes
Paul L. Pratt

Clarence W. Worster

20 YEARS SERVICE

Henry A. Mannisto
Paul E. Washburn
P. Carl Williams

15 YEARS SERVICE

Keith B. Ashton
Ronald E. Brewer
David R. Finley
Stephen C. Hamlin

Boyd C. Rockwell

10 YEARS SERVICE

Dennis D. Burpee
Joan H. Butler
Charles S. Decker
Willis A. Green
Donald W. Hogan
Elbridge G. Lovejoy
Ronald E. Miller
Henry L. Niner
Delmen J. Pelletier
Frederick J. Rolfe



BAR Safety Supervisor James S. Garrity, left, accepts a Certificate of Commendation on behalf of BAR employees at the Annual Harriman Awards dinner in Washington. Pictured with Garrity is W. Averill Harriman, former governor of New York and a U.S. statesman, whose family sponsors the safety competition.

BAR Wins Harriman Commendation

The Bangor and Aroostook has been awarded a special Certificate of Commendation for improvement in its employee safety performance by the E. H. Harriman Memorial Awards Institute. Since 1955, the road has received eight Harriman Award medals and three certificates of commendation, including two gold medals and three silver medals.

In Group C, the classification in which Bangor and Aroostook is judged, the Florida East Coast Railway won the gold medal for the fourth consecutive year. The Central of Vermont Railway took the silver medal for the third consecutive year, and

the Ann Arbor Railroad System earned the bronze medal.

The prestigious safety awards were initiated in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, a pioneer in American Railroad. The program has been carried on by a son, W. Averill Harriman, a leading U.S. statesman and former governor of New York.

While the 1979 safety performance is history, Safety Supervisor James Garrity had some encouraging observations about the first six months of 1980 in employee safety.

"Our statistics show," he says, "22 FRA (Federal Railroad Administration) reportable injuries in the first half of 1980 as

compared with 35 during the same period of 1979."

Garrity said that he believes the goal of holding the number of FRA reportable injuries down to 47 or less is achievable. If that's accomplished a BAR employee will be given an all-expense paid trip for two to Orlando, Florida. The winner will be drawn from the names of all employees who have completed the year without an FRA reportable accident.

"The figures for the first six months show that the program is working," Garrity says. "If we can do as well in the remaining six months, we'll definitely be making the President's Award for 1980."

BAR EMPLOYEE SAFETY RECORD

January thru June

Department	1980	1979
Maintenance of Way	6	14
Maintenance of Equipment	10	15
Transportation	5	5
Purchases & Stores	1	1
Highway	0	0
Miscellaneous	0	0
Totals	22	35



Left, Irwin Pike accepts VP-Operations award (May) from L.W. Littlefield. Upper right, George St. Pierre, winner of the April award, is pictured with Trainmaster Keith Greenlaw. At right, Safety Supervisor Jim Garrity presents the March Award to Edward A. Wing. Also pictured is Engineering Department employee Ronald Miller.



GOOD SAMARITANS

Read the papers regularly or watch television and you might get the idea there are very few good Samaritans left in our society. Not so, at least in northern Maine. Hardly a week passes that we don't hear from the kind of people who care what happens to others.

There was George Landry of St. Jacques, New Brunswick who found a broken rail in the crossing on the Charrette Hill Road at Fort Kent. The rail was broken to the extent that it had to be changed before Train No. 211 could pass over the crossing.

Mr. Landry not only found the broken rail but flagged down Conductor Willis Stadig and the crew of 211 to tell them of the break. Without doubt, his action prevented a serious derailment and possible injury to the crew.

And in Milo on June 10 retired BAR Machinist Hazen Conlogue, Sr. was passing a crossing at Milo when he spotted a heavy object laying across the tracks. Mr. Conlogue investigated and removed a steel whistle post that vandals had placed across the tracks.

He immediately called Agent Paul Robertson at Brownville and reported the incident. The next southbound train No. 28 was notified to be alert for other debris on the tracks in the Milo area.

It's a comfort to railroad employees that there are caring people out there in addition to the human weasels who jeopardize the lives of railroaders with their mindless acts.



Sign painter George McNally letters the name of the AMERICAN RAILFAN, left, before the unit goes on public display. Henry Manisto, above, did all the painting on the unit except for the name. His careful craftsmanship is responsible for much of the appeal of the restored BL-2 for railfans and railroaders alike. The May 31 trip was sold out long before the event itself.

POTATOLAND SPECIAL Rolls Again

By Herb Cleaves

The POTATOLAND SPECIAL departed from Caribou on Monday, Sept. 4, 1961 to close out 66 years of regular passenger train service on the Bangor and Aroostook Railroad. Eighteen years, 8 months and 28 days passed before a train with paying passengers again emerged from the shadows under the highway overpass at Federation and rumbled into the railroad yard where a giant celebration had been held to mark the arrival of the first train back in 1895.

The passenger train returned this year, however briefly, because loyal railfans and cooperative railroad personnel willed it to happen.

May 31 and June 1, 1980 were red letter days for railroad enthusiasts from Maine to Georgia. During the two days a railfan version of the old POTATOLAND SPECIAL, complete with restored 1920-era passenger coaches and a vintage diesel locomotive, traveled 410 miles on BAR track in the longest fan trip ever operated on a Maine railroad.

The cooperative venture involved the 470 Railroad Club of Maine; the Boston Chapter of the National Railway Historical Society; Rail Tours of America; Conway Scenic Railroad of New Hampshire and the Bangor and Aroostook. Every seat on the train was sold long in advance and a waiting list of 70 prospective riders was

compiled, in the event someone changed his mind at the last minute.

But what railfan would pass up a once in a lifetime adventure?

Some of the train's 171 passengers traveled to Maine by commercial airline from as far away as Wisconsin. Others came by automobile or bus from New York City, Alexandria, Va., Syracuse, N.Y., Boston, Washington, D.C. and Atlanta, Ga. Two came in on a Canadian passenger train and boarded the POTATOLAND SPECIAL at Brownville. A former Maine senator from Milbridge who seldom misses a fan trip brought along a party of four.

If the highlight of the outing was not BAR's AMERICAN RAILFAN, a meticulously restored BL-2 locomotive, and if it was not Conway Scenic Railroad's coaches Presidential Range, Whitehorse Ledge and Mount Washington, then it had to be the trip itself through some of Maine's more spectacular wilderness.

People who work for the railroad have little time for pretty scenery. Places like Dyer Brook Hill offer railroaders a formidable challenge 365 days a year during which time there is little opportunity to savor colorful scenery. Sectionmen who toil on the track at remote St. Croix or Griswold don't think much about the pristine beauty of a wilderness setting far from

The author, a journalist by profession and a railfan by avocation, made the photograph at right as the POTATOLAND SPECIAL crossed the causeway across a portion of Squa Pan Lake at Walker siding. Railfan and photographer Ronald N. Johnson, South Portland, made the photograph below of the RAILFAN, the three magnificent Conway Scenic Railroad coaches shimmering in one of the rare intervals of sunlight of the entire weekend.



downtown Hartford, Connecticut.

That pleasant task is left to railfans who are among the industry's more sincere spokesmen.

The best part of being a railfan is that you can appreciate railroads without being involved in the difficult task of making trains get where they are supposed to go every day. One suspects, however, that some of the most dedicated fans are railroaders themselves, particularly individuals like those who assisted on the special railfan trip this year.

Our POTATOLAND SPECIAL logged 17 hours on the main line from Northern Maine Junction to Squa Pan and on branch lines to East Millinocket, Mapleton, Presque Isle and Caribou. Locomotive No. 557, the American Railfan, performed flawlessly and ended its two day stint as the most photographed locomotive in North America. The BL-2 is one of only seven of its type in active service, all of which are owned by BAR.

Special stops were made to photograph the fan train at South Twin Lake, Dolby, East Millinocket, Millinocket, Howe Brook, Caribou, Oakfield and Derby. At several of the stops the train was run by the photographers to simulate actual operating conditions.

While the railfans' POTATOLAND SPECIAL was well patronized, its predecessor was not. In

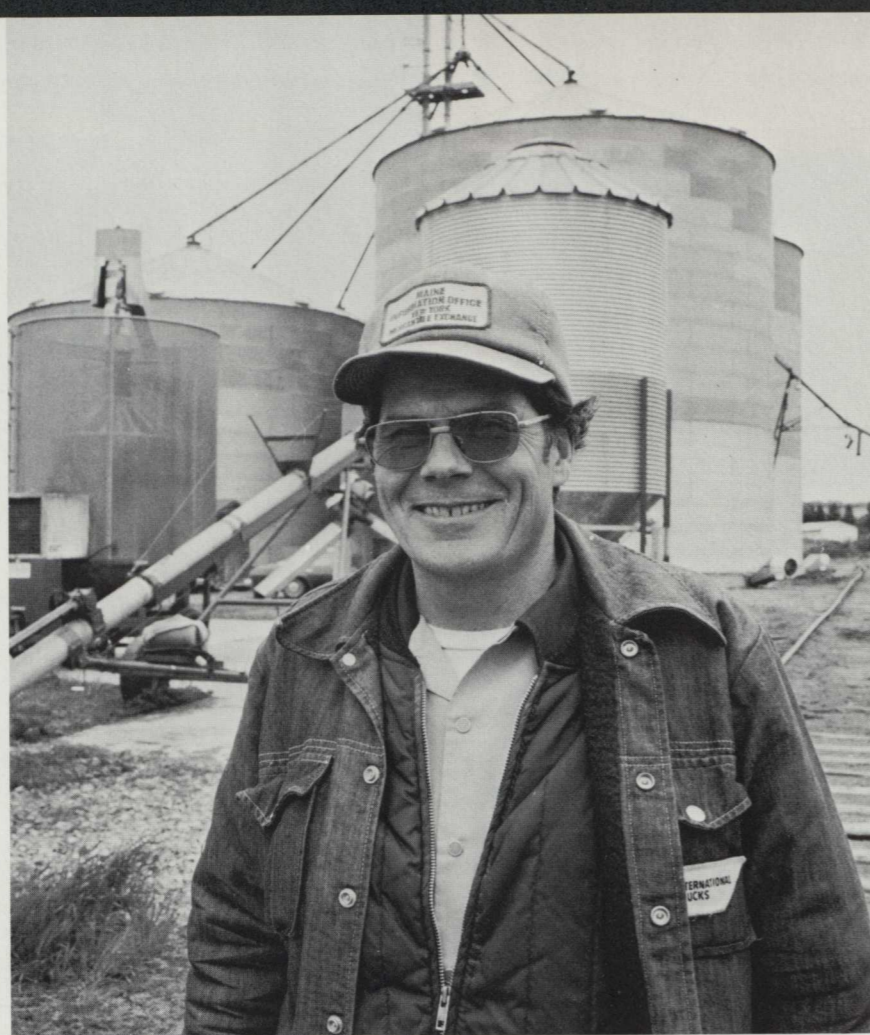
a classic and now tragic case, the traveling public of the 1960's rushed headlong into the uncertain era of the private automobile and left the last regular POTATOLAND SPECIAL as a hollow unpatronized and unloved ghost train.

By the time BAR discontinued its passenger trains ridership had plummeted to a mere eight passengers a day. In the ten years from 1951 to 1961 the passenger trains rolled up a staggering \$8.5 million loss, enough to discourage even the most ardent supporters.

The era of the passenger train ended in Maine long ago; it has not yet returned. Many doubt that it ever will but railfans are keeping the dream alive. Earlier this year we reopened a chapter of transportation history to show those who cared to notice that the train is more than a passing fancy. Mainers from Bangor to Caribou parked their automobiles along the track to watch our train recreate the Golden Age of Transportation.

Indeed, railfans believe the train is a living thing, whether it is a branch line local or a main line passenger. For us, the shadows under the highway overpasses are rapidly receding. There is bright sunlight on the High Iron and somewhere along the track a POTATOLAND SPECIAL is streaking back into the mainstream of American Life.

Spruce Enterprises Is Aroostook's Largest Oats Shipper



Oats grower and shipper Bob Michaud thinks that there's a potential for the culture of oats for northern Maine farmers. Michaud says there are more horses in New England in 1980 than there were in the so-called horse-and-buggy era, so there's a good market for the crop close at hand. Last year, Aroostook growers harvested about 38,000 acres of oats.

Bob Michaud just may be the most unlikely oats farmer and elevator operator in Aroostook County.

The 42-year-old Grand Isle native, who bears more than a passing resemblance to actor John Forsythe, went to grammar school in Grand Isle, St. John's preparatory school in Massachusetts, and majored in modern languages at Georgetown University graduating in 1958. Hardly a likely background for agriculture, one might think.

But the energetic Michaud approached the growing and marketing of oats with the same thoroughness that he applied to his academic career. When he started the business in 1965, mostly to utilize some second-hand farm machinery from his father's business, he read everything he could put his hands on about the culture of that humble grain and talked

with anyone who could tell him the things he needed to know.

His father, Acadian historian and machinery dealer A. J. Michaud, had always handled oats but in a volume that seldom exceeded 15 cars a year. Planting oats himself, as well as buying and shipping for other farmers, seemed a natural progression for the younger Michaud when he began his modest enterprise.

The entire focus of Aroostook agriculture since the 1880's, with minor diversions into peas and sugar beets, has been on potatoes. Oats have always been grown in small volume because they are an ideal rotation crop; potatoes grown in soil previously sown to oats typically produce a potato of superior brightness that's a merchandising plus at the supermarket.

But the cash return from oats has never been great enough to

make them interesting as a cash crop. Bob Michaud thinks he sees this changing.

"The farmer can gross about \$100 an acre on his oat crop in today's market," he points out. "And while that doesn't offer the return that potatoes do it's a crop that can be grown with little risk and a grower can plant, harvest and market in a three-month period. Last year we grew about 38,000 acres of oats in the County. I think we have the potential to increase that by another 10,000 acres in the next few years."

Most of the Maine-grown oats are processed in New York, a large oat-growing state, for use in horse and high-grade cattle feed. Michaud maintains there are now more horses in New England—the major market for Maine oats—than in the so-called horse and buggy era. Whether there are or not, the market for oats is healthy and stable.

From its very modest beginnings Spruce Enterprises, Bob Michaud's oats operation, has grown to the point where it shipped 300 cars of oats in 1979 with a market value of about \$1,312,500. Spruce Enterprises grows between 1200 and 1400 acres of oats and tends another 1500 acres on a contract basis. Michaud performs this task with three full-time employees and some temporary help during planting and harvest.

Using three men and three tractors he can plant a consistent 70 acres a day. While oats don't require the attention that potatoes do, Michaud has found the quality improves and yields improves with spraying, a task he does with helicopters. He also feels there's a lot to be learned by planting different varieties of oats in Aroostook's Caribou loam.

"I think the Aroostook farmer is becoming a lot more knowledgeable in the business of growing oats," he says. "Not only are their yields increasing, I see a tendency to regard oats as something more than just a



Vice President-Intermodal Services Norman J. Tardif presents Michaud with an engraved railroad spike in recognition of his position as the railroad's largest oats shipper in 1979. Michaud's Spruce Enterprises shipped 300 cars of oats last year with a market value of about \$1,312,500.

good crop for potato rotation."

Oats are mature when the grain has a 20% moisture content. Any oats that have a greater content are dried with gas heaters at the Spruce Enterprises storages. Harvest is a frantic time. Michaud keeps five combines in operation harvesting his own grain and for others who contract his services. During one seven-day period at Caribou 300,000 bushels of oats...half of the elevator capacity there...were brought in. His entire output goes out by rail, he says, because he likes the rates and the service.

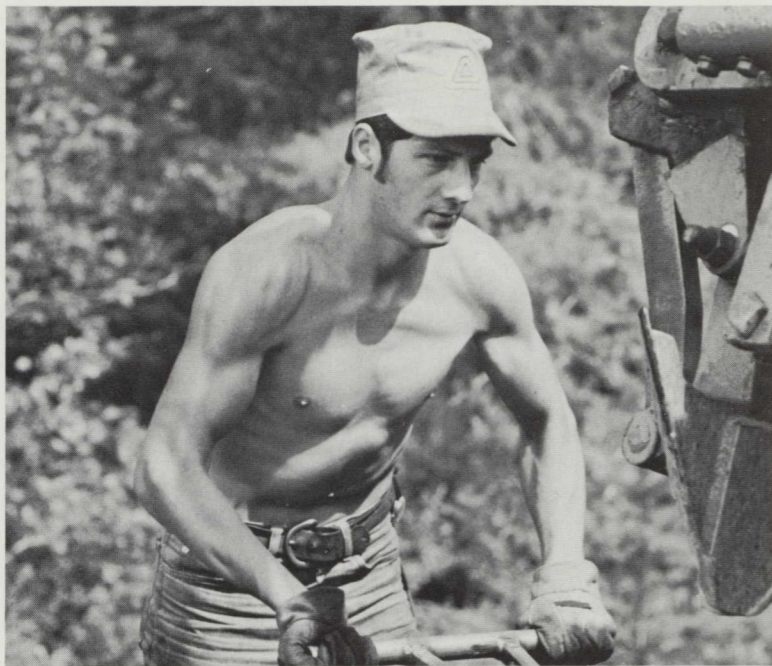
There are six regular oats shippers handling the Aroostook oats crop. Spruce Enterprises accounts for about a third of the oats shipped. Michaud has storage and drying facilities in Grand Isle (100,000 bushels), Caribou (225,000 bushels), Houlton (200,000 bushels), and is negotiating for a facility in Easton that will hold 1.2 million bushels.

All of this sounds as though Bob Michaud wants to be the oats czar of Aroostook County. Not so, he says.

"I'd hate to see the day where I was the only person buying oats in the area. Competition is healthy for any business and I welcome it. I want to see the farmer make money. If he does, then I will. It's as simple as that."

Michaud thinks his practice of hedging on the futures market has helped him pay the farmer more for the crop. Apparently the farmers who sell their crop to Spruce Enterprises think so, too, for he doubled his volume in 1979. No one is ready to predict that oats will be anything but an appealing secondary crop for an agriculture that's oriented toward potato culture.

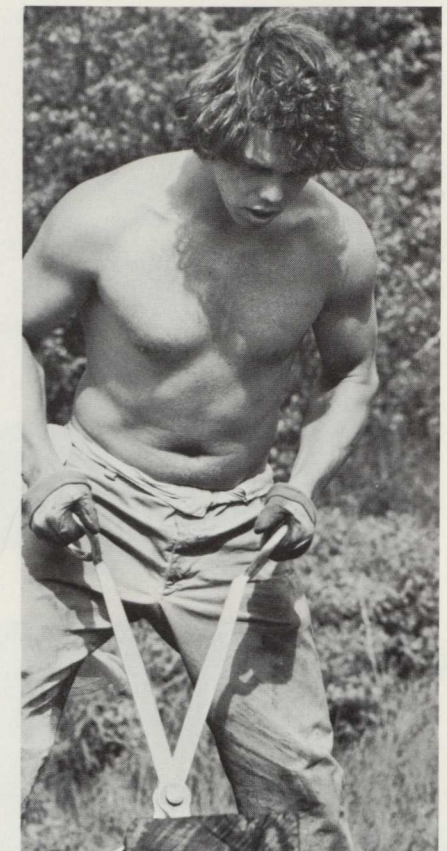
But the 2,200,000 bushels of oats grown in Aroostook for New England consumption is hardly...forgive the expression...chicken feed.



The kind of effort and focus that broke the all-time record for ties installed is typified above by Mike Jalbert, at far right by Bill Houston, Jr. and below by Bob Barnes.



Pleased with themselves for a record day of production are the tie crew members pictured above who installed a whopping 925 ties on the Searsport Branch May 20 toppling the previous record of 918 ties in a single day. They are: Mike Carton, Daniel Crafts, Bryce Clark, Mark Simpson, Robert Wishart, Mitchell Veysey, Jeffery Lawler, David Stevens, Paul McGillicuddy, Kenneth Quелlette, Stanley Carter, Warren Cain, Sr., Ray Allen, George Mills, Richard Wilmot, George Labonte, Charles Boss, Douglas Cousins, William Houston, Jr., Melvin Johnson, Daniel Stewart, Mark Jalbert, Michael Jalbert, Albert St. Amant, William Fournier and Dennis Scott. Also pleased was BAR's CEO Buck Dumaine, kneeling at right.



Some Powerful Chemistry

"Man can only enjoy with good conscience what he has acquired with toil and trouble."

Josef Pieper
LEISURE: THE BASIS OF CULTURE

Halfway through the morning they could taste it.

It was an almost impossible goal and they knew it. But they also knew they were going to do it. And by some unspoken decision, the 26 men in the BAR's mechanized tie crew focused all their resources on toppling an earlier day's production of 918 ties installed on Aug. 7, 1978.

Foreman Mel Johnson didn't tell them to do it. Assistant Superintendent of Track Albert Snow, who had been disturbed by several days of low production, didn't.

But there was some chemistry

at work on the Searsport Branch May 20. Not barometric pressure, which is said to influence human behavior. Not great working conditions, for the blackflies were as hungry as ever and even more plentiful. Nor the challenge of a new task; installing ties is a hard, monotonous job no matter where it's done.

Perhaps it was just the thrill of being better than they had any right to be.

The sun beat down on the mile-long stretch of right-of-way throughout the long afternoon making the track shimmer and undulate in the distance. Sweat dripped, unnoticed, off the bodies of the men as they worked together to accomplish what they had all decided to do. Materials were there when they were needed. Machinery functioned as it was supposed to function. Sometimes, a skilled

operator got more out of his machine than it was designed to give. There was no wasted motion anywhere.

By the end of that punishing day, the tie crew had installed 925 ties, exceeding the previous record by seven ties at A 63.15 on Aug. 7, 1978.

For the welfare of the other 675 Bangor and Aroostook employees, tie crew's work May 20 meant that more ties were installed at a lesser cost than any other day. Assistant Chief Engineer Gordon Duncan calculates the cost of installing each tie under the track that day at \$2.81. The cost compares with \$5.33 a tie estimated on past average performance. As a result of the good days, more of the railroad's resources can be placed in the track for a better railroad. Ultimately, a better railroad will mean more jobs.

One might ask why 26 men would literally give their all for such a vague a reward as improving the railroad, which they surely did. Not one of them earned more dollars as a result of their effort. No one expected a promotion because of it. Gordon Duncan, a canny observer of railroad men and their work, thinks it was the sheer joy of achievement.

"These men," he explains, "decided on their own that they would reach a certain goal and they understood that the expectation was not a very realistic one. And in doing it they made the challenge fun. The same 26 men have reported for work on other days and worked their time. They probably worked just as hard. But until they focused their energy at the same time nothing very exciting happened."

Government social programs of the past 40 years have removed much of the ancient uncertainties from the human journey. One would have to be very unlucky today to be permanently hungry or without shelter. Social Security and other programs have held the shadow of extreme want in old age at bay. And these are all positive contributions to man.

But the same benevolence has also robbed us of the joy of work that Eric Hoffer describes so eloquently in *THE TRUE BELIEVER*, and which the 26 men of the tie crew found so intoxicating on May 20. Given the inevitability of work for survival—much of it repetitive and hard—no matter what government does or says, discovering joy in work just may be the most creative of human acts.

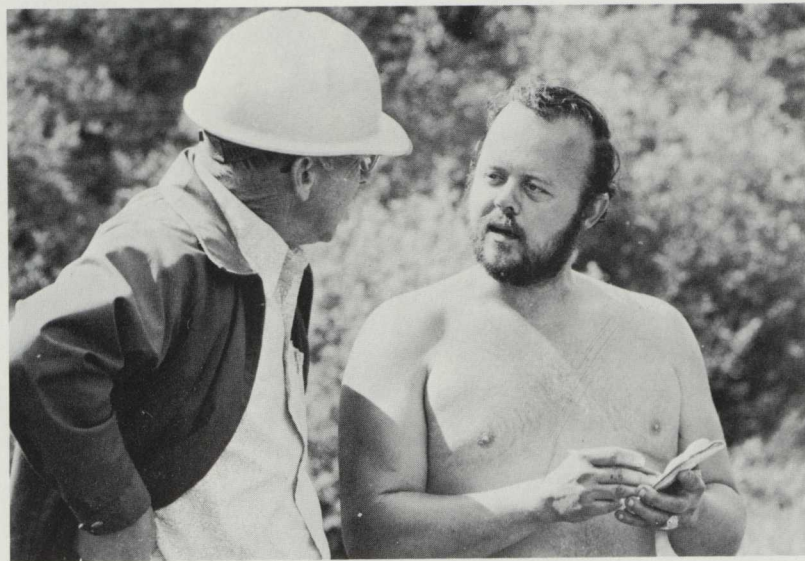


As Gordon Duncan points out, it's not given to everybody to have an exciting day every day. But every now and again it's necessary for the soul to experience the heady excitement of being more than we are.

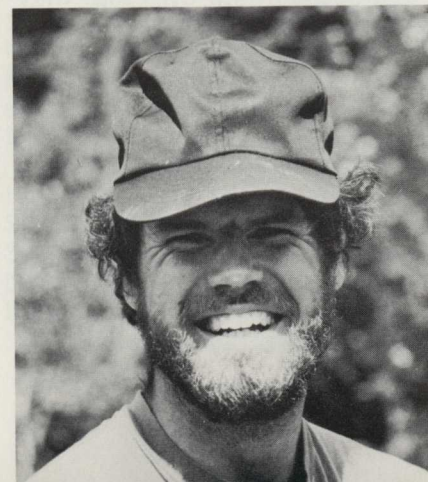
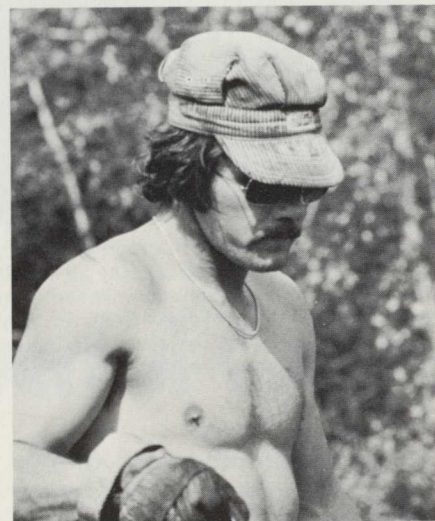
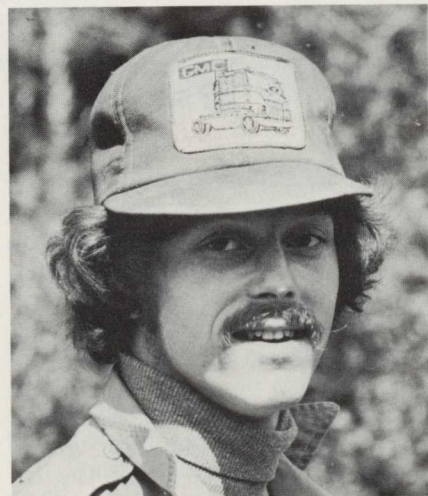
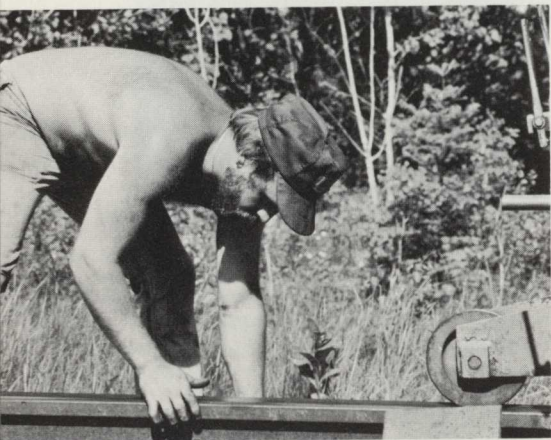
On May 20, there were, say, 200 other Engineering Department employees who worked the same hours the tie crew did. Maybe most of them worked as hard.

But, because the chemistry was working and the conditions were right, the tie crew performed an extraordinary job. They were proud of themselves.

And they earned the right.



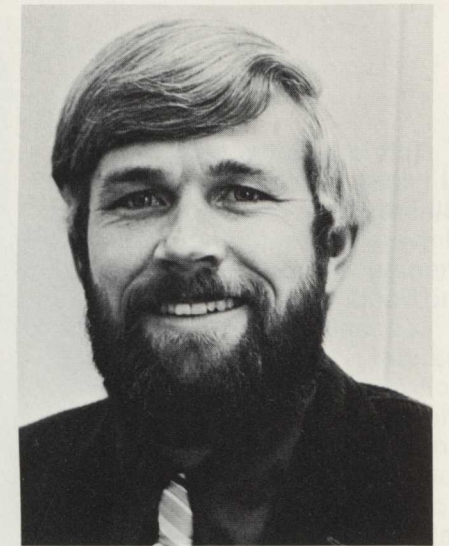
Pictured with Assistant Supt. Maintenance J.A. Snow (above) is Foreman Mel Johnson. Other members of the record-breaking tie crew pictured here are Peter Bossie, left; Mark Simpson, lower left; Terry Pelletier, below; Doug Cousins, bottom photograph; Tim Blanchette, lower right; and George Labonte, right.



Daniel W. Morrill



Richard D. Carr



Marvin J. McBreairty

Moving Up

The railroad has announced the promotions of five men and two new appointments. They are: Marvin J. McBreairty to supervisor rules and procedures; Aaron Picken to supervisor maintenance and structures; Daniel W. Morrill to general yardmaster; Richard D. Carr to yardmaster; and Kim B. Thompson to programmer. Steven P. Holt has been appointed mechanical engineer and Frederick R. Lancaster has been named assistant engineer.

McBreairty is a native of Washburn and received his BS degree at the University of Maine. He entered BAR service as an assistant engineer in 1973 and was made supervisor of maintenance and structures in 1975. From 1970 to 1973 he was employed by the State of New Hampshire in the highway design department.

Picken, a native of Hartland, also received his engineering

degree from the University of Maine and entered railroad service as an assistant engineer in 1967.

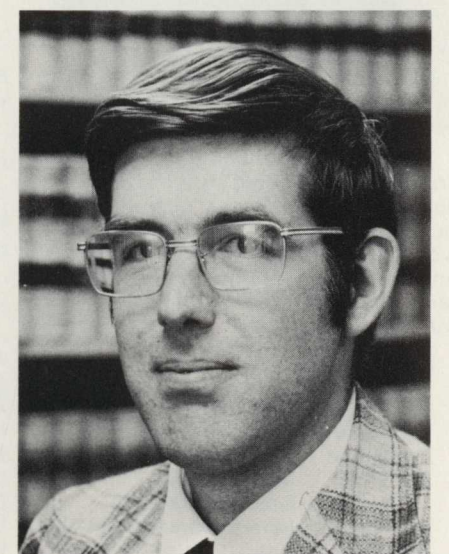
Morrill was born in Milo and attended local schools. He entered railroad service as a telegraph operator in 1954 and was subsequently a relief yardmaster and yardmaster. He is a past state secretary of the Maine Jaycees and past director and vice president of the Millinocket Jaycees.

Carr is a Bangor native and was graduated from Stearns High School and East Coast Aero Technical School. He came with the railroad in 1972 and was a conductor at the time of his appointment. He is an Air Force veteran.

Thompson attended Fort Fairfield schools and the University of Maine. He earned both a bachelor and master's degree in engineering. Thompson served in the U.S. Army from 1970 to 1973.



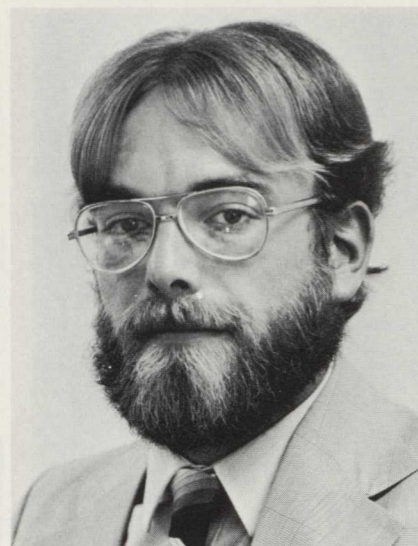
Aaron R. Picken



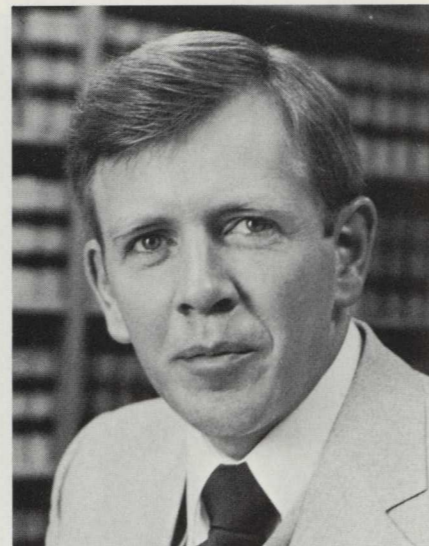
Kim B. Thompson

Holt is a native of St. Charles, Ill. and attended schools in Glastonbury, Conn. and the University of Maine. He is a member of Tau Beta Pi engineering honor society.

Lancaster is a native of Bangor and attended local schools and the University of Maine. Prior to his railroad appointment he was employed by the Maine Department of Transportation. He is a second lieutenant in the Maine Air National Guard.



Steven P. Holt



Frederick R. Lancaster

BAR GOLF TOURNAMENT



The 1980 Bangor and Aroostook Golf Tournament attracted 48 railroad golfers June 7. It was the largest number to participate in the event. BAR's Bill Houston won the W.J. Strout trophy for low gross and Ivan Perkins of Portland Terminal retains the F.C. "Buck" Dumaine trophy for low net.

Other winners were:

Class A
 1st Gross Bill Houston-77-BAR
 2nd Gross Paul Gallant-77-MEC
 3rd Gross Bob Chapman-78-MEC
 1st Net Ivan Perkins-65-PT
 2nd Net Larry Severance-66-MEC
 3rd Net Doug Cousins-67-BAR
 Longest Drive - Bill Houston - BAR
 Closest to Pin - Bob Clukey - BAR

Class B		Bill Houston	BAR	77	64
1st Gross	John McGuff-83-BAR	Arnold Perkins	PT	85	70
2nd Gross	Frank Beaulieu-86-BAR	Ivan Perkins	PT	79	65
3rd Gross	Jack Tardiff-88-MEC	Larry Severance	MEC	80	66
1st Net	Mike Whalen-68-				
2nd Net	Dale Anthony-69-BAR				
3rd Net	Clyde Luce-70-MEC				
Longest Drive	John Cosgrove - MEC				
Closest to Pin	Dale Anthony - BAR				
Class C					
1st Gross	Albert Snow-96-BAR	Dale Anthony	BAR	89	69
2nd Gross	Larry Warren-98-MEC	Keith Ashton	BAR	93	71
3rd Gross	Bill Trefethen-100-MEC	John Barnes	PT	90	70
1st Net	Victor Tardiff-69-MEC	Frank Beaulieu	BAR	86	70
2nd Net	John Gravel-71-MEC	Charlie Burgess	BAR	98	78
3rd Net	Charles Wilson-73-MEC	Ed Carroll	BAR	91	75
Longest Drive	Charles Wilson	Stan Clark	BAR	95	73
		John Cosgrove	MEC	97	76
F.C. "Buck" Dumaine Trophy-		Norm Cribby	PT	102	78
(Low Net)-Ivan Perkins-PT		Ken DeBeck	CP	95	73
W.J. Strout Trophy-		Larry Garland		94	74
(Low Gross)-Bill Houston-BAR		Dick Gay	MEC	99	83
		Leo Goodin	MEC	91	73
		Ralph Gordon	MEC	91	75
		Joel Green	BAR	105	85
		Laughton Jewitt	MEC	95	79
		Bill Kopacz		95	75
		Clyde Luce	MEC	90	70
		John McGuff	BAR	83	67
		Gary Pettengill	BAR	120	96
		Jack Tardiff	MEC	88	70
		Mike Whalen		84	68

—Winners of BAR Flight Bags—
 Youngest Golfer-Doug Cousins-28
 Oldest Golfer-Larry Warren-79

Class A		Class C	
Al Bowen	PT	84	70
Bob Casey	MEC	82	74
Bob Chapman	MEC	78	67
Mark Clark	BAR	91	77
Bob Clukey	BAR	83	69
Dana Corey	BAR	83	71
Doug Cousins	BAR	80	67
Lennie Forest	MEC	92	78
Arlan Freeman	MEC	98	84
Paul Gallant	MEC	77	75
Jim Green	BAR	79	67
Dick Adams	MEC	101	74
Mark DeRocher	MEC	115	85
John Gravel	MEC	99	71
Frank Michaud	PT	112	80
Norm Pinette	BAR	106	76
Albert Snow	BAR	96	66
Dick Stanhope	BAR	119	87
Victor Tardiff	MEC	101	69
Bill Trefethen	MEC	100	72
Larry Warren	MEC	98	73
Charlie Wilson	MEC	102	73



Frank Larlee's Legacy

When Frank Larlee retired May 23, friends from the length of the railroad gathered in Bangor to make sure the occasion was noted with just the right degree of irreverence. The 44-year veteran trainmaster began railroading in 1936 when the Depression gripped the country and when, as he remembers, "a dollar looked as big as your hat".

By the time he'd finished high school in 1935 he'd had a couple of summers in Warren Wiggins' extra gang crews and decided that the railroad had to be his life's work. It was a natural decision; his father Bill Larlee, was a

career railroader starting as a trainman and ending his career as general yardmaster.

The younger Larlee became a brakeman on the Southern Division for the first three years of his career. After another five on the Northern Division, he entered the Oakfield yard office under his father to learn the intricacies of being a yardmaster.

"Don't expect any favors," the elder Larlee warned.

Frank Larlee knew his father well enough so that the admonition wasn't needed and until his father retired he always planned on carrying more than his share of the workload.

Frank Larlee, pictured above at BAR's Millinocket yard, is a veteran of 44 years service. His job for all of that time has been both his life work and his hobby. Larlee has trained three generations of Bangor and Aroostook trainmen, a task that has given him immense personal satisfaction.

By the time he became a trainmaster in 1956, Frank Larlee had learned his craft at the hands of some past masters. As supervisor for more than 100 employees he was also responsible for much of the training and he took pride in passing along the traditions and standards to a younger generation.

"Take Danny Morrill in the yard office," he remembers. "I was a brakeman with his father, Ira. His grandfather, Ira, broke me in on train service. This is the third generation I've worked with. There's a lot of satisfaction in watching other people learn a job and become good at it."

"It takes five or six years to make a brakeman," he says. "For the first three years, he takes a lot of watching. Then, when he gets to a point where he's safe, you begin working with him on switching techniques and making train moves. When you get him so he can think ahead and save time, it's the same as ringing the cash register. When he can do that and work as part of a team, too, then he's really a good man."

At 65, Frank Larlee looks 10 years younger. His red hair is graying, but he's still trim and his lopsided grin gives him a slightly waggish air. His job, for 44 years, has been both his life work and his hobby; he did it superlatively well.

Besides a reputation for personal integrity and excellence, Frank Larlee has left his stamp on three generations of Bangor and Aroostook employees. It's a legacy he values more, he says with his droll grin, than a farm and a litter of pigs down South.

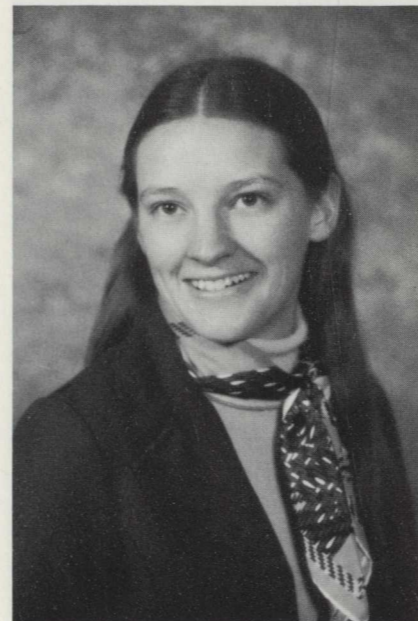


Engineer Wayne Duplisea, above left, roasts Larlee at a retirement party in his honor in May. Below, Larlee coordinated the moves of a spreader crew at Oakfield during the early 1960's.



In the Family

Engineering Department



Wendy C. Lewis

Wendy C. Lewis, daughter of Supervisor Roadway Machines and Mrs. Wendell E. Corey, Littleton, was graduated from University of Maine at Orono May 17 with a bachelor of science degree in electrical engineering. She is married to Evan Lewis, Houlton. Mrs. Lewis is an elected member at Eta Kappa Nu, electrical engineering honor society, a member of the Institute of Electrical and Electronics Engineers, serving as advertising chairman, a member of the Society of Women Engineers of which she was president and a past secretary, and a member of the Interservice Christian Fellowship. Mrs. Lewis has accepted a position with RCA as a corporate design engineer, and in July will be temporarily assigned to the Burlington, Mass. Division to begin a 20-week rotation program after which she will receive a permanent assignment.

Our sympathy to retired Carpenter Charles B. DeWitt and family in the loss of his wife, Dorothy H. DeWitt, who died unexpectedly on May 22 in Middletown, Conn. Surviving, beside her husband of Middletown, Conn., are one son Phillip McCready of Hartford, Conn., one daughter, Mrs. Douglas (Annette) Bunnell of Livermore Falls; one brother, Phillip Little of East Hartford, Conn. one sister, Mrs. Albert (Pauline) Guarino of Durham, Conn.

Miss Kathleen Joy Watson, daughter of Mr. & Mrs. Charles Watson of Bossier City, Louisiana, and Sgt. Stephen D. Brown, son of Trackman and Mrs. Roy

Brown of Mapleton, were married in a double ring ceremony on April 26 in the chapel at Barksdale Air Force Base, Louisiana. A reception was held in the chapel annex. The couple enjoyed a wedding trip to Canada. Mrs. Brown was employed as a secretary with the Louisiana State Police prior to her marriage. They are residing at Loring AFB where Mr. Brown is now stationed.

Retired Section Foreman Ernest G. Bartlett, Presque Isle, died April 21 at a local hospital after a brief illness. He was born March 25, 1886, at St. Stephen, N.B., Canada, the son of Wellington and Elizabeth (Garroway) Bartlett. Mr. Bartlett was employed as a section foreman for the BAR for over 40 years, retiring in 1953 at the age of 65. He is survived by five sons, Ralph of Portage, also a retired section foreman, Woodrow of Hodgdon, Gilbert of Littleton, James of Nashville, Tenn., and Edwin of Griswold, Conn.; eight daughters, Ernestine Upton of Hodgdon, Doris Anderson of Portland, Florence Millette of Bangor, Thelma Robinson of Sandwich, Mass., Pauline Savary of Derry, N.H., Virginia Bartlett of Portage, Hazel Loftis of South Carolina and Marilyn Robinson of Presque Isle; a brother, two sisters, 41 grandchildren and 61 great-grandchildren.

SP6 Joseph and SP6 Sherry Whitaker of Fort Knox, Kentucky, are announcing the birth of a son, Jason Ross, born May 6. Mrs. Whitaker is the daughter of Painter Foreman Linwood G. Jackins, of Milo, and Mrs. Clara E. Sandridge, of Danville, Virginia. Paternal grandparents are Mr. & Mrs. Roscoe Whitaker, Bellevue, Nebraska. Maternal great-



Mrs. Stephen P. Brown



Heather D. Corey

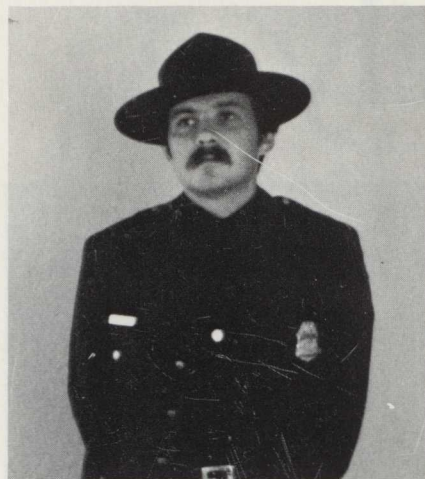


Denise Page and Bruce Archer

grandparents are Retired Timber Agent and Mrs. Guy L. Jackins of Houlton.

Houlton High School honor parts were announced recently and Heather D. Corey, daughter of Supervisor Roadway Machines and Mrs. Wendell Corey, Littleton, was named valedictorian of her class. She is secretary-treasurer of the National Honor Society, a member of the Hi-Y Club, Math Club, band and stage band. Heather attended Dirigo Girls' State and Maine Scholar Days at the University of Maine at Orono. She was also a member of the Paris travel group. She has been accepted at the University of Maine, Orono, and will pursue a career in electrical engineering.

Section Foreman and Mrs. Wallace H. Page of Ashland announce the engagement of their daughter, Denise Rae, to Bruce Archer, son of Mr. and Mrs.



Gary Labbe

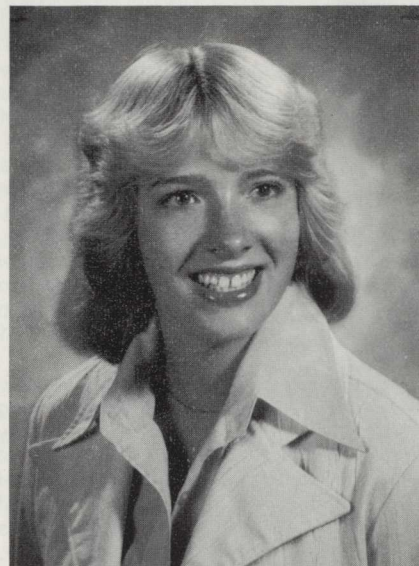
Donald Archer, Sr., of Presque Isle. She is a 1977 graduate of Ashland Community High School. Mr. Archer attended Presque Isle schools. No date has been set for the wedding.

Cynthia Cosman daughter of Statistical Auditor and Mrs. Kenneth Cosman of Hampden graduated with honors from Hampden Academy on June 8. She has accepted a position with the Merrill Trust Company. Cindy is also the niece of Secretary Faye Albert.

Gary H. Labbe, a former resident of Fort Kent and a former BAR employee, will make an appearance in a motion picture, "Borderline", starring Charles Bronson. It is currently being filmed in the Southern California area and due to be released this summer. The movie deals with the U.S. Boarder Patrol activities on the Mexican Border. Labbe is a patrol agent in El Cojon, California. In the scene he attends the funeral of a slain fellow patrol agent. The scene was filmed at Fort Rosecrans National Cemetery in Point Luma, California. Prior to joining the Border Patrol he was employed as a Sgt. for the Houlton Police Department. He attended the

University of Maine in Fort Kent, and holds an AA degree in Criminal Justice from the University of Maine, Presque Isle. He also graduated from the Maine Criminal Justice Academy, the Federal Law Enforcement Training Center and the U.S. Border Patrol Academy of Glynco, Ga. Gary is married to the former Alica Mazerolle of Madawaska and they have two children, Sherry and Tyler. He is the son of Equipment Operator and Mrs. Herbert J. Labbe of Fort Kent.

Statistical Auditor and Mrs. Kenneth G. Cosman, of Hampden, are announcing the engagement of their daughter, Cynthia Faye, to Carl Anthony Lozier, son of Mr. and Mrs. Stafford J. Lozier, Jr. of Bucksport. Cynthia is a 1980 graduate of Hampden Academy and is presently employed with the Merrill Bank of Bangor. Mr. Lozier is a 1978 graduate of Bucksport High School and is employed at St. Regis Paper Mill. A May 1981 wedding is planned.



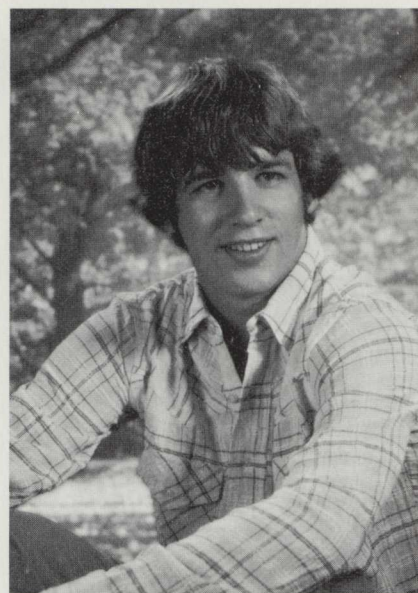
Lori Strout

General Office

Dale Rafford, son of Chief Car Dispatcher and Mrs. Roderick Rafford, received an award of excellence at graduation exercises at EMVTI on May 23. Dale studied building and construction and is now employed by Downeast Associates of Hampden.

Lori Strout, daughter of Administrative Secretary Shirley Strout and Myron Strout was graduated with honors from Bangor High School in June. Lori was active in cheerleading and drama and was treasurer of the Queen City Service Sorority. She is entering Eastern College in Pennsylvania this fall and plans to major in social work.

Michael Garcelon, son of Special Agent Harold Garcelon and Kathryn Garcelon, was graduated in June from Searsport District High School. Michael traveled to England with his class during his junior year and was appointed to attend Boys State. He was a member of



Michael Garcelon

the varsity soccer and basketball teams, receiving the Most Valuable Player Award in basketball. He will attend the University of Maine at Presque Isle majoring in elementary education.

Roberta and Liston Lewis were in Brattleboro, Vt. on May 28 to greet their first grandson, Stephen Morrison Lewis, born May 27 to Christine and Alan Lewis of Brattleboro. Maternal grandparents are Etta Morrison of New Harbor, Me. and the late Mertic Morrison.

Barbara and Walter Travis are renting a cottage at Oak Point during July and have as house guests their children and grandchildren.

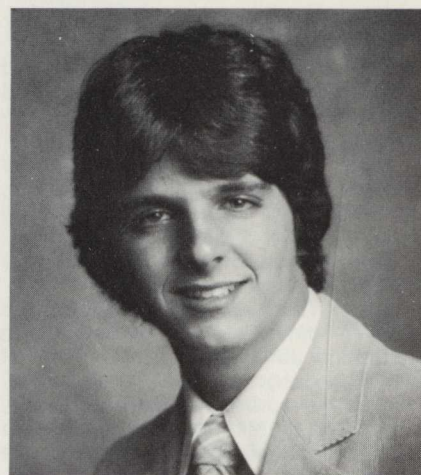
Marc Alan Sawyer, son of Burt and Chris Sawyer, was graduated from EMVTI on May 23. Marc has accepted a position in electronics with Honeywell in their Brighton, Mass. plant.

Vice President-Public Relations Richard Sprague and Mrs. Philip S. Chase, Jr. of South Freeport have announced the engagement of their daughter, Susan Pendleton Sprague, to Richard John Page, son of Mr. and Mrs. John Page of Fairfield. An August 3 wedding is planned.

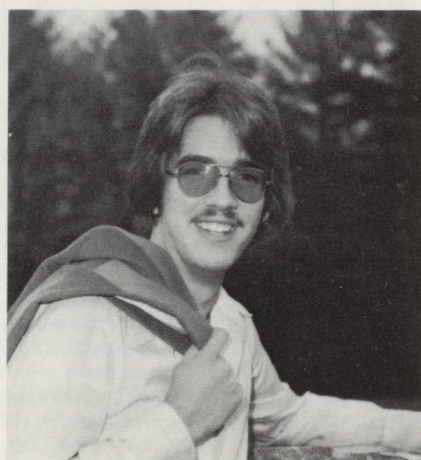
A 1974 graduate of Gould Academy in Bethel, where she was valedictorian of her class, and a 1978 graduate of Colby College, where she was graduated cum laude and with distinction in her major, the bride-elect studied at Ecole Victor Duray in Paris, France, during her senior year.

Her fiance, who attended schools in Fairfield, earned his bachelor of arts degree at Colby College in 1973, graduating magna cum laude and with distinction in his major. He was named a senior scholar and was elected to membership in the Phi Beta Kappa scholastic fraternity.

The couple are teachers at the Oak Grove-Coburn School in Vassalboro.



Gregory S. Condon



Robert G. Engelhardt, Jr.

Accounting Department

The new Data Technician in Computer Room is Sonny Lunt of Dover-Foxcroft who replaced Brenda McCarty on the night shift. Brenda is now working days as a replacement for Helen Brissette, who left computer to work in Car Service Department.

Stephen B. Gould, son of Controller Owen J. Gould and the late Mrs. Gould, was graduated from Bangor High School on June 12. Steve plans to enter the U.S. Air Force.

Gregory S. Condon, son of Asst. Controller and Mrs. Ronald L. Condon, was graduated from Bangor High School in June and will be attending University of Maine-Orono this fall.

Ledger Clerk Harold C. Moses, Jr. spent a portion of his June vacation touring the White Mountains with his son, Andy.

Robert G. Engelhardt, Jr., son of Programmer and Mrs. Robert G. Engelhardt, was graduated from Maine Central Institute, Pittsfield, June 7. Bob plans to work in his own upholstery business in Pittsfield.

Clerk and Mrs. Ward L. Shaw are the proud grandparents of Jeremy Dean Williams, born May 20, to Mr. and Mrs.

Douglas Williams of Hampton, N.H. Mrs. Williams is the former Constance "Cookie" Shaw of Bangor. Jason Douglas, their first, will be five years old on October 5.

Clerk Alice K. Titus retired on July 7, 1980 after completing 22 years of service with the Company. She was honored by her co-workers at a dinner party on June 24 at Pilots Grill in Bangor.

Traffic and Marketing Departments

Johannah Cecelia Hickson, daughter of Asst. Vice President of Marketing and Mrs. J. Charles Hickson, and William Johansen, Jr. of Brewer, son of Mr. and Mrs. William Johansen, were married June 7 at Sea Elm Farm, Naskeag Point, Brooklin, Me. summer home of her grandmother, Mrs. Joseph C. Hickson.

The Rev. Ray Phibbs officiated. Hilary Hickson of Bangor was maid of honor. Holly Hickson Bertrand of Swanville, Elizabeth Hickson of Montana, Beth Bamford of Portland, and Paula Cole of Boston, were bridesmaids.

Clayton Cole of Boston, was the best man. Ushers were Michael Johansen of Brewer, and Rick Day, of Middletown, N.Y.

A reception followed in the garden. The couple went to the Bahamas for a wedding trip. They are at home at Talmar Wood on the U.M.O. campus.

The bride was graduated from UMO and is working in Telecommunications on the campus. The bridegroom is a senior at UMO majoring in Forestry Engineering.

Joan Deshane, daughter of Asst. General Freight Agent and Mrs. George Deshane, was a June honor graduate of Old Town High. Joan will be continuing her education at U.M. Machias in business administration majoring in accounting.



Mr. and Mrs. William Johansen, Jr.



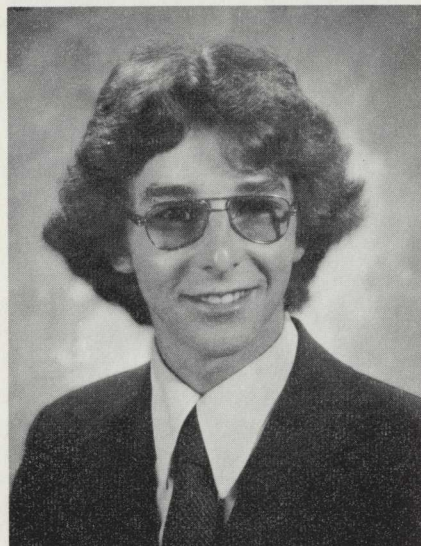
Joan Deshane



Walter McCarty and Helen Brissette (right) make a gift presentation to Clerk Alice Titus at a retirement party in Bangor in July. Mrs. Titus entered service in 1957.



Mr. and Mrs. Solomon J. Long



Stephen Lovett, son of General Freight Agent and Mrs. Garrett Lovett, has graduated from Hermon High. Stephen will be a Freshman at U.M.O. in the fall.

Mr. and Mrs. *Solomon J. Long* of Nashua, N.H., parents of Secretary *Ouida Long*, celebrated their 60th wedding anniversary on Sunday, June 22, in the Executive Room of the Green Ridge Restaurant, Nashua. Mr. and Mrs. Long were married by the Rev. *Father Bourbeau* at Holy Rosary Church, Caribou, Maine, June 19, 1920.

Present were their six children, Mr. and Mrs. *James L. Paradis (Rita)* of Monmouth, Maine; Mrs. *Val LeBrun (Iris)* and daughter *Jeannine* of Oxnard, Cal.; Mr. and Mrs. *Frank Jugus (Margaret)* of Falls Church, Va.; Mr. and Mrs. *Joseph Long* of Shrewsbury, Mass.; *Conrad* of Nashua with whom they reside, and *Ouida* of Bangor. Also present were Mrs. *Gertrude (Long) Winne* of New York City, Mrs. *Oscar Wickstrom* of Whitinsville, Mass., *Mary C. Wood* of Bangor, grandchildren and friends. Mr. and Mrs. Long have 11 grandchildren and 5 great-grandchildren.

Among the many gifts received were the Apostolic Blessing from His Holiness John Paul II, Perpetual Membership in the National Shrine of the Immaculate Conception Guild, Washington, D.C., and a congratulatory letter from President and Mrs. Jimmy Carter.

Mechanical and Stores

Ralph E. Hill, Millman Gangleader, Derby, retired May 29 after 34 years of service.

He was born January 26, 1914 at Calais, and attended Calais Academy and International Correspondence School. He is a veteran having served with the United States Navy in WWII as a Carpenter's Mate.

Mr. Hill started work for the railroad June 18, 1946 as a laborer and later worked as a carpenter, millman, and millman gangleader. He also was wrecking crane engineer. Prior to working for the railroad he worked for Bath Iron

Works in 1941 and Stone and Webster Engineering Company.

He is a member of the I.O.O.F., United Methodist Church, Milo, Carpenter's and Joiner's of America and the Brotherhood of Railway Carmen.

Ralph is married to the former *Madeline Hartin* and has two children, Mrs. *Norman L. Sullivan*, Gorham, Maine and *Robert Hill* of Milo.

Ralph resides with his wife *Madeline* at Highland Road, Milo, Maine.

Leo M. Treadwell, 76, died at a Lincoln nursing home, March 26. He was born in LaGrange, January 16, 1904, the son of *Albert* and *Myrtle (Kirkland) Treadwell*. He is survived by his wife *Mary (Elden) Treadwell* of Milo; one son, *Malcolm* (Electrician at Derby) of Milo; and one granddaughter.

We were sorry to hear of the death of Retired Foreman *Sherm Davis* who died March 27 at a Belfast Hospital. He had been retired since June 29, 1966 and was foreman at the car repair facilities at Searsport.

He was born in Old Town, June 26, 1901, the son of *Samuel* and *Georgie (Thomas) Davis*. He had worked 44 years for the Bangor and Aroostook and was a veteran of both the Army and Navy. He was a past member of the American Legion's Joseph P. Chaisson Post 41 of Milo.

He is survived by his wife, Mrs. *Caroline (Clemens) Davis* of Belfast; one son, *S. Sherman Davis, Jr.* of Chicago, Ill.; three daughters, *Rhonda Davis*, *Jean Berry* and *Berdina Seekins* all of Belfast; one sister, Mrs. *Ella T. Chappeli* of Shelton, Wash.; 13 grandchildren, six great-grandchildren, several nieces and nephews.

Alfred S. Sanders, 87, died May 13, at a local hospital following a long illness. He was born in Oakfield, February 22, 1893, the son of *George* and *Mary (Murchie) Sanders*.

He is survived by his wife, *Lena (Nason) Sanders*; two daughters, Mrs. *Briola McGuire* of Oakfield, Mrs. *Starr*

McAdam of East Millinocket; four sons, *Donald* and *Lester (Carman at Oakfield)*, *Lawrence* of Eliot, *Gary* of California; one foster son, *Michael Matt* of Kentucky; a brother, *Sam* of Linneus; 32 grandchildren, 31 great-grandchildren, 3 great-great-grandchildren.

Retired Painter *J. Charles Larouche* was recently presented The Boston Post gold-headed cane as Milo's oldest citizen. The cane was presented to Charles by *David Walker*, vice president of the Milo Jaycees.

Mr. Larouche observed his 95th birthday on December 23, 1979. Born in Cacouna, Quebec, he moved to Old Town at an early age and to Milo in 1921. He and his late wife, *Leontine*, had five sons, *J. Roland*, *Virgil* of Milo, *M. Edward*, *Oliver* and *Charles*. His keen sense of humor makes him popular wherever he goes.

Clerk *Clarence A. Hamilton*, Northern, Maine Diesel Shop retired May 29, with over 30 years service.

Clarence was born May 28, 1920 at East Dover, Maine and attended Pittsfield Public Schools, Maine Central Institute and Progress Business College.

He is a veteran, having served in the U.S. Air Force 1941 thru 1946. He is a Mason and a member of the Brotherhood of Railway Clerks and had been Local Chairman of the Railway Clerks.

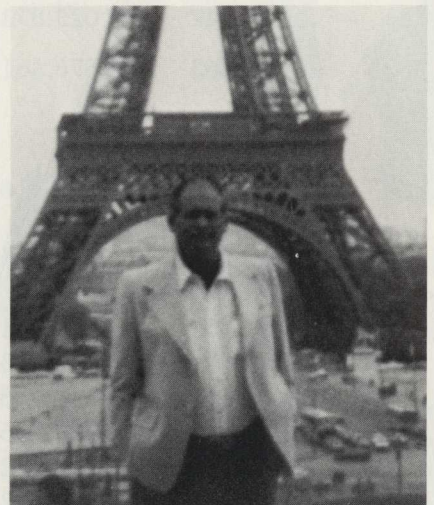
He started work July 12, 1948 as a clerk at the Diesel Shop and remained there until his retirement.

Clarence resides in Carmel, with his wife *Beatrice*.

Machinist *Francis W. McDonald*, Northern Maine Diesel Shop retired May 29, after 34 years service with the Bangor and Aroostook.

He was born December 10, 1918 at Bangor, Maine and attended Bangor Schools. Mr. McDonald is a veteran, having served in the U.S. Army during 1940 through 1945.

He started work September 17, 1945 as a machinist helper.



Locomotive Engineer *Keith Pelkey* flew to Brussels, Belgium on April 21 to visit his brother, *CMS Derald Pelkey*. During his 12-day visit, he toured Belgium, France, Luxembourg and Germany.

He is married and has three children, *Timothy F.*, *Lynn A.*, and *Dale R.* all of Hermon.

Machinist *Frank W. Day*, Derby, retired May 29. He was born May 18, 1920 at Milo. He attended Milo Schools and Army Medical School.

Frank started work for the railroad July 17, 1941 as a laborer. Subsequent positions held were machinist helper, machinist, sheet metal worker helper, electrician helper, engine cleaner, blacksmith helper and machinist.

He is a veteran having served with the U.S. Army from 1942 to 1946.

Frank is married and has two children, one daughter, *Linda* and one son, *George*.

Transportation Department

Valerie Howard and *Mitchell Holmes* announced their marriage April 18.

She is the daughter of Mrs. *Vera Butler*, of Houlton, and Dispatcher *Philip E. Howard* of Bangor. He is the son of Mrs. *Josephine Holmes* of Houlton and *Wendell Holmes* of Oakfield.

The bride-elect is a 1979 graduate of Houlton High School and is employed at Maine Glove Company.

Her fiance is also a graduate of Houlton High School, class of 1979, and is employed by Roy's Heating and Air Conditioning, Houlton.

Mr. and Mrs. *Robert L. Goodspeed*, of Hermon, have announced the engagement of their daughter, *Beth Lorraine*, to *Mark Leo Rowe*, son of Dispatcher and Mrs. *John A. Rowe* of Hermon. The couple were married June 28.

Miss Goodspeed was graduated with the class of 1980 from Hermon High School. Her fiance, a 1979 graduate of Hermon High School, is employed at Spot-Bilt.

Mrs. *Betty Prescott* and *Forrest Grant*, both of Bangor, have announced the engagement of their daughter, *Rebecca*, of 7 LaSalle Drive, Bangor, to *Glenn Karam, Sr.*, of 374 Ohio St. Bangor.

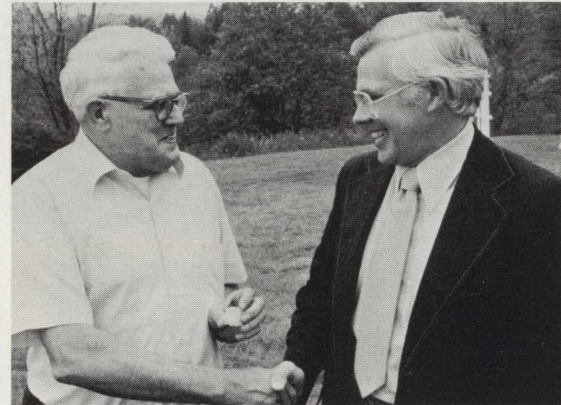
Miss Grant graduated in 1973 from Bangor High School and attended Husson College. She is employed at G and L Produce and Flower Center.

Her fiance, a 1975 graduate of the same high school, is employed by the Bangor and Aroostook Railroad.

Lynn Ellison Sinclair, daughter of retired Operator and Mrs. *Daniel Ellison* of Milo, became the bride of *Ralph M. York, Jr.*, son of Mrs. *Yvonne Hasteley* of Hodgdon, and the late *Ralph M. York, Sr.* of Island Falls, March 8 at the Park Street United Methodist Church, Milo. The Rev. *Ann Stead* officiated. *Marlene Gothrow* of Milo was matron of honor and *Bernard Reece* of Houlton was best man. The bride's children, *David* and *Catherine Sinclair* served as ring bearers. The bride, a graduate of Milo High School, is a senior at the University of Maine, studying animal medical technology. The bridegroom, a graduate of Island Falls High School, attended Northern Maine Vocational Technical In-



Clerk *Clarence A. Hamilton*, left, retired May 29. Pictured with him is CMO *H.W. Hanson*.



Machinist *Frank W. Day*, right, retired May 29. CMO *Hanson* is pictured presenting him with his retirement pin.



CMO *Hanson* congratulates Machinist *Francis W. McDonald* on his retirement May 29.

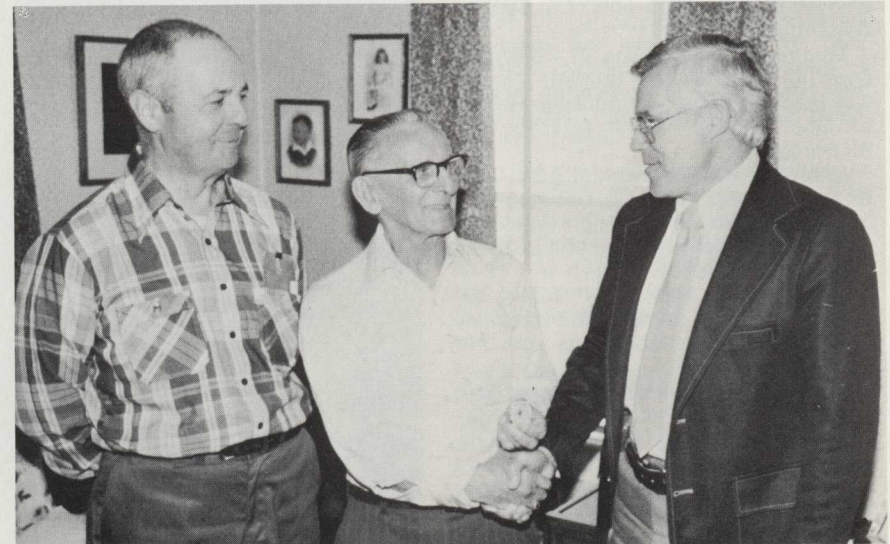
stitute, receiving a degree in carpentry. He is employed by Cianbro Corp., and is a first lieutenant in the Maine Army National Guard. They will make their home in Milo.

Retired Conductor *Harold J. "Spud" Hogan* husband of *Joyce E. (Moore) Hogan* died April 16, at a Dover-Foxcroft hospital following a long illness. He was born at Brownville Junction June 28, 1919, the son of *John W.* and *Mabel (Ryan) Hogan*.

He was employed first by the Canadian Pacific Railroad and later by the



Trackman *Clifton B. Miles*, Frankfort, received congratulations from Chief Engineer *V.J. Welch* on his retirement July 7. Mr. Miles is a WW II veteran, a Granger, member of the Odd Fellows and a Mason. He is married to the former *Rebecca F. Strout*.



Pictured with Millman Gangleader *Ralph E. Hill* on his retirement are CMO *Harold Hanson*, right, and Shop Supt. *E.J. Berry*.

Bangor and Aroostook for over 35 years.

A member of the American Legion Post No. 41, Veteran of Foreign Wars Post No. 41-54, he served in the North African and European Campaigns during World War II and also served as an officer in the Maine State Guard.

He was a member of St. Paul's Catholic Church.

Beside his wife of Derby, he is survived by three sisters, Mrs. Mary DeWolfe and Mrs. Phyllis Bacon, both of Boston, Mass., Mrs. Betty Doiron of Rumford; three sons, Donald W. and Robert D. both of Milo, Ronald J. of Greenville, Texas; one daughter, Mrs. Mary Jane Zamboni of Lexington Park, Md.; several nieces and nephews.

A Mass of Christian burial was celebrated at St. Paul's Catholic Church, Derby by the Rev. James Martel. Burial was in the family plot in Evergreen Cemetery, Milo.

Retired Engineer Bruce B. Trafton, 76, of Millinocket, died at a local hospital May 25, following a long illness.

He was born in Oakfield Feb. 20, 1904, the son of Enoch and Hepsey (Galison) Trafton.

He was employed by the Bangor and

Aroostook Railroad for over 40 years. Mr. Trafton was a member of the Millinocket Baptist Church.

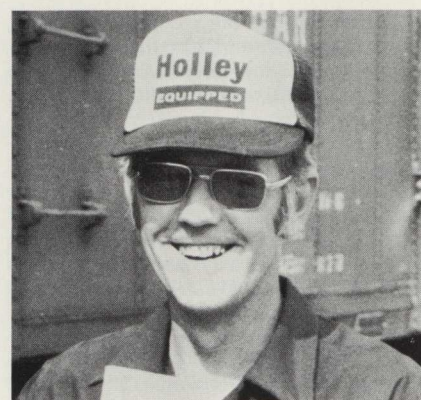
He is survived by his wife, the former Ruth Lyons, of Millinocket; two daughters, Mrs. James (Alberta) V. Barnes, Sr., and Miss Phyllis Trafton both of Millinocket, one brother, Enoch Trafton of Brewer, three nieces, two grandsons and two great grandsons.

Funeral services were held at the Millinocket Baptist Church with the Rev. Paul L. Jackson officiating. Interment at the Millinocket Cemetery.

Treasury Department

Janet Annis, daughter of Treasurer and Mrs. Donald B. Annis was graduated from D'Lor Beauty School in May and is now employed at J.C. Penny's Beauty Salon at Bangor Mall. Friends of Don might be interested to know that he is now back to work full time following his recent heart attack.

Asst. to Treasurer and Mrs. George E. Mossey were recently visited by their daughter and family, Peggy, Peter, Kim and Tom O'Meara of Valparaiso, Indiana.



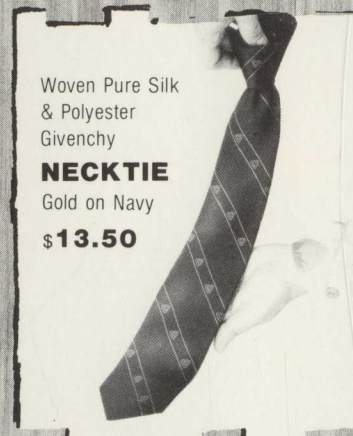
Donald W. Smith, Relief Car Foreman, was the winner in a drawing held on May 30th of a 15-day vacation through Austria, Switzerland and Germany. The award was part of a promotional fundraising effort by the Literacy Volunteers of Maine, a non-profit organization that trains volunteers to tutor adults who cannot read. Don bought the \$1.00 ticket from Jimmy Jewell, as did Charlie Burgess and Sid Andrews who had the numbers just before and after Don's winning number.

Facts and Figures

	June		Six Months Ended June 30,	
	1980	1979	1980	1979
We received from:				
Hauling freight	\$2,248,433	\$1,827,397	\$12,828,439	\$11,100,589
Carrying passengers & express on our buses	39,361	37,107	243,318	191,136
Other transportation services	93,171	43,563	358,359	258,864
Net rental from freight cars and other equipment	261,903	293,293	1,737,747	2,025,872
A total of	2,642,868	2,201,360	15,167,863	13,576,461
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	690,391	698,830	2,937,247	2,870,316
Keeping locomotives, cars and other equipment in repair	590,487	549,063	3,889,096	3,507,258
Running trains, station and yard expenses	685,434	617,508	4,502,657	3,758,911
Pricing and sales of our services	41,967	37,691	237,913	213,593
Managing the business and keeping records	172,225	158,106	1,021,461	963,053
Payroll taxes	196,410	186,392	1,144,177	1,107,016
State and local taxes	25,866	22,248	159,691	143,952
Interest on borrowed money	62,333	70,651	382,115	432,962
Other miscellaneous charges—net	(26,854)	(38,941)	(233,111)	(259,637)
A total of	2,438,259	2,301,548	14,041,246	12,737,424
Pre-Tax Net Income Reported to ICC	\$ 204,609	\$ (100,188)	\$ 1,126,617	\$ 839,037

BAR Country Store

For sale to all employees and friends of the railroad. Available from Business Services, c/o Gloria F. Cyr, Nor. Me. Jct. Park, RR #2, Bangor, Maine 04401. Add \$1.25 for handling and shipping on all items.



Woven Pure Silk & Polyester Givenchy
NECKTIE
Gold on Navy
\$13.50



Woven Pure Silk & Polyester Givenchy
ASCOT SCARF
Gold on Navy
\$13.50



BELT
Brown with Beige
FRONT
BACK
\$11.25



TIE TAC or LAPEL PIN
\$1.40



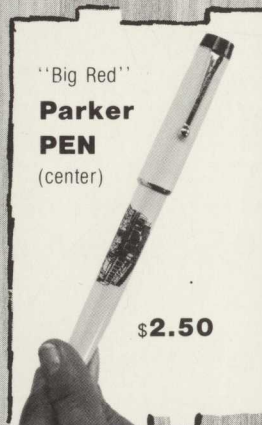
TIE BAR
\$1.90



STEAM LOCOMOTIVE TIE BAR
Gold — \$5.00 (Collector's Item)



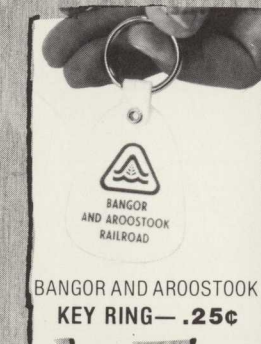
ZIPPO LIGHTER
\$3.50



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



Nylon
FLIGHT BAG — \$4.25



BANGOR AND AROOSTOOK KEY RING — .25c



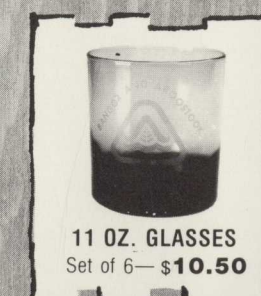
TABLE LIGHTER
\$9.50



PLAYING CARDS
Single Pack \$1.25



BAR LOGO AND ENGINE 83 CERAMIC DESK CADDY — \$4.50



11 OZ. GLASSES
Set of 6 — \$10.50

Bangor and Aroostook Railroad
Northern Maine Junction Park, RR2
Bangor, Maine / 04401
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SO PORTLAND ME 04106

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Bangor, Maine
Permit No. 466

Myth:

Government regulation benefits railroads.



Fact:

America's freight railroads are hampered by government regulations, and that puts the squeeze on everyone.

Today's freight railroads are subject to rules and regulations that date from horse-and-buggy days. Heavy-handed strictures that don't apply to most other businesses or even the railroads' direct competitors—the largely unregulated truck and barge industries.

While competition is virtually free to raise or lower prices to meet changing market conditions, railroads are not. America's freight railroads can't change their freight rates, drop unprofitable lines, add new services, or even initiate innovative pricing that could save consumers money—without first getting government approval. And that's a process which can involve excessive delays.

Doesn't make much sense in these tight-money times, does it? But it's a fact. And as long as non-polluting, energy-efficient freight railroads are denied the right to compete equally for business in the free market, the consumer will continue to pay the extra freight—in terms of added dollars or poorer service, or both.

For more information, write: Regulation, Dept. 1, Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

Surprise:

In freight transportation, the market is the best regulator.