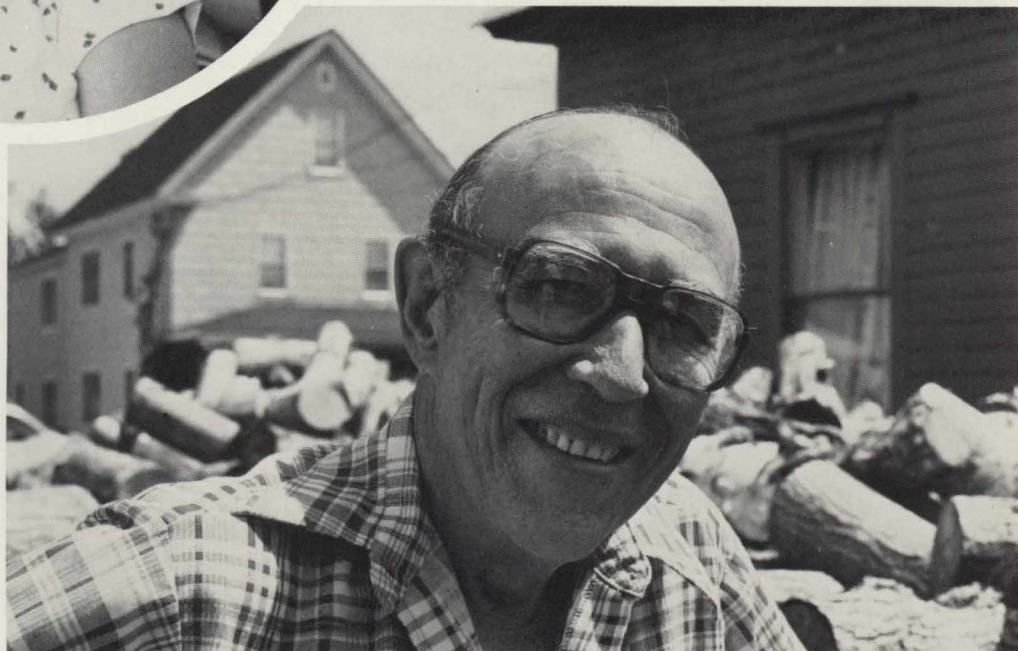


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

• SUMMER 1982





Talking It Over

To My Fellow Employees:

In this issue of MAINE LINE you will read of three members of the railroad family who have each in their own unique way exhibited extraordinary strength of will and courage. The common thread that runs through these three stories is a certain attitude toward life and work.

Sheila Lyons is a 37-year-old railroad wife who received her college degree this year, 19-and-a-half years after she first began her college career. She has accomplished this at the same time she faced the challenge of educating an exceptional child. Now, she begins a new career as a teacher this fall.

Don Campbell is a retired car repairer 'going on 75', who built a house from scratch with his own hands starting the day after his retirement. Two years ago he faced his personal battle with cancer with courage and humor and a grim determination not to give up.

Albert Lebel has retired as station agent at Fort Kent. But he was as enthusiastic his last day on the job as he was when he started his railroad career 40 years ago. Albert Lebel loved his work and it added meaning to his life. And because of it, he exerted far more influence *in* the railroad and *on* the railroad than his job title implies.

The lives of these three extraordinary people are a celebration of the human spirit. The Sheila Lyons, the Don Campbells and the Albert Lebel of this world are proof that most heroes don't make the evening news, but rather fight their battles alone and with dignity. If we are very lucky, we know someone like a Lyons, a Campbell or a Lebel. Their quiet examples of courage and grit provide us nourishment to fight our own battles.

I am proud to be associated with men and women like these, even remotely. The examples they provide remind us of the potential that

exists in each of us. The ingredients are attitude and a capacity for work. Their achievements provide another lesson. In any institution, whether it's a family or a railroad, the commitment and the capacity of its human resources are far more important than its physical assets.

In the case of our railroad I am not saying that track and rolling stock and buildings aren't important. But I believe that the quality of the people who make up the railroad is much more decisive in our fortunes than our physical plant. The men and women you will read about in this issue may be exceptional, but I think all of our people share their characteristics and qualities to a considerable degree. And I'm sure there are many other stories in the railroad family of people who work every day and achieve when it would be easier not to struggle so hard.

I think it was Winston Churchill who said that most of the world's work is done by people who don't feel well. What might be added to that significant statement is the corollary that the truly rich in the world are not those who have great treasure, but those who truly like to work.

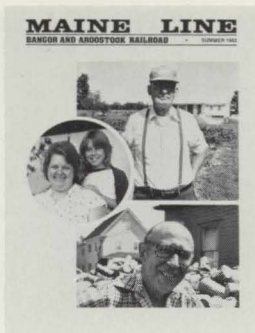
It may be because we have a tradition that places a high value on work and duty, but this railroad is blessed with a work force of exceptionally high quality. It is the decisive factor which has brought us through hard times. And it is the key to the role we will play in the emerging rail transportation system of New England.

Sometimes, amid the day-to-day challenges of running a railroad, we forget to say thank you to the many men and women who do more than they are paid for every day.

I want to correct that oversight now.

Sincerely,

Walter E. Francis



NEWS BRIEFS

Railroads, Industry Discuss Potatoes

It's been a long time since there was a significant rail movement of potatoes out of Aroostook County but that may change. BAR, Maine Central and B&M are holding preliminary talks with industry representatives to explore the feasibility of establishing rates and moving fresh potatoes in mechanical refrigerator cars to points in Connecticut and Massachusetts.

Log Test Successful

A successful test movement of poplar logs from the Fort Kent area to Louisiana Pacific's New Limerick waferboard plant will probably lead to a regular movement of logs according to the marketing department. The railroad is in the process of negotiating a volume rate with the company.

Moody Chip Plant Closes

International Paper has closed for an indefinite period their Moody chip plant. The closing represents an annual loss to BAR of about 2500 cars.

New Millinocket Facility Completed

A new, 40 x 110 foot metal locomotive repair and maintenance center has been completed at Millinocket. The building will be placed in service as soon as track work is complete.

Labor Group Announces Scholarship Winners

Machinist Norman L. O'Halloran, chairman of the BAR Labor Chairman's Group, has announced the winners of the 1982 scholarship grants by the labor leaders. The drawing was held August 26 with Executive Assistant Mary C. Wood drawing by lottery. Winners of the \$100 grants are: Suzanne R. Wilson, daughter of Mr. and Mrs. S. F. Hall; Dale A. Mayo, son of Mr. and Mrs. N. A. Mayo; Melanie Hersey, daughter of Mr. and Mrs. H. L. Hersey; Heidi L. Pratt, daughter of Mr. and Mrs. P. L. Pratt; Ellen S. Berry, daughter of Mr. and Mrs. E. J. Berry and Brent A. Larlee, son of Mr. and Mrs. B. F. Larlee.

Operation Lifesaver Program Launched

Maine will have the first Operation Lifesaver program in New England. The national program is sponsored by the Maine Rail Association, Department of Transportation and other groups to increase public awareness of the hazards at highway grade crossings. A special train, the Operation Lifesaver Express, will be operated between Bangor and Portland Oct. 12 to kick off the campaign.

Leased Boxcars

BAR has leased 100, 70-ton cushioned paper cars from Lamoille Valley Railroad for a period of five years. Approximately 30 of the cars are now in service and the balance will be released at the rate of six per week.

About the Cover

The three members of the BAR family pictured on the front cover, Sheila Lyons, Don Campbell and Albert Lebel, are among the Americans all of us know who lead their lives with quiet courage, dignity, and the determination to mold their own destinies. Their individual stories appear in this issue.

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Above, crane equipped with a powerful magnet is used at Derby Shops to pile scrap for loading. Below, right, special train at Oakfield moves scrap materials collected on the Northern Division to Derby. Operation Cleansweep generated some 1300 tons of scrap and surplus material. The scrap value is estimated at \$60,000 and usable materials at \$23,000. The major benefit of cleansweep is a clean and safer workplace.

We're Winning The War Against Clutter

In top photo, a crew under Section Foreman Jim Fraser picks up scrap rail south of Millinocket under the operation Cleansweep program. Center photo (top), trees growing up through a pile of scrap bear silent testimony to the longstanding nature of the clutter problem. Below, a pile of scrap at Houlton Shops waits for the cleanup crews.

For one week in May, all but the most essential activities on the railroad stopped while the entire work force concentrated on an all-out house-cleaning project. The guidelines laid down by the planners of Operation Cleansweep were that those activities necessary to safety and to maintaining train operations would continue, but the project would take precedence over everything else.

Operation Cleansweep was well named, for it generated 1300 tons of scrap and surplus materials. The value of the scrap is estimated at \$60,000 even at today's depressed scrap market levels. Manager of Purchases and Stores Harold F. Bell estimates the value of the useable materials at \$23,000, based on conservative book values.

The railroad invested 3,961 manhours in the massive cleanup. That's the equivalent of nearly two man years if you want to look at it that way.

The big benefit of the project, say the planners of Operation Cleansweep, is that it cleaned up the work environment and created a safer workplace. There was scrap and debris where people were walking and performing their work and it created a hazard. There was also a sense of well-being among the people who did the cleanup work that comes from putting one's house in order. There is also the sense of making a new beginning.

"Picking up is a job you know you should be doing," says Gordon Duncan who was the Engineering Department representative for Cleansweep. "But in

the pressure to meet deadlines and budgets, you don't always take time for it. Cleansweep reaffirmed company policy that when a job is complete, we will clean up the mess."

Duncan adds that the job was so massive and such hard work, most foremen and supervisors don't want to go through the exercise again so the momentum generated will carry forward.

Chief Engineer Vinal J. Welch, whose department is responsible for such a large proportion of the railroad's plant—and scrap—believes that a messy workplace carries through to a certain sloppiness in attitude that is detrimental to both employee safety and productivity.

"The total work environment makes a statement about employees and about the company," he says.

Some good ideas were generated from the cleanup. One came from veteran Section Foreman Jim Fraser of Millinocket. With typical economy of speech, he pointed out to Engineering Department managers that once you pick up a piece of scrap it makes sense to dispose of it then and handle it only once. As a consequence, storage cars will be placed at central points so that material can be loaded into the cars, instead of being piled and rehandled later.

Operation Cleansweep was conceived as a one-week effort. Actually, it began before the designated week. And it's continuing because, on their own, work crews continue to root out all the good stuff they've been saving for a rainy day or the debris they've been trying to walk over.





Members of the mechanized tie gang which set a record on the Fort Fairfield Branch June 17 were: D. L. Milton; R. E. Miller; R. Fournier; G. P. Hill; D. G. Anderson; S. G. Carter; B. D. Clark; J. T. Lawler; M. B. Sprague; D. B. Stewart; J. L. Trickey; R. D. Wilmot; T. J. Blanchette; P. B. Bossie; D. D. Cousins; M. E. Jalbert; M. T. Jalbert; B. J. Lajoie; D. W. McAfee; J. L. Mosher; K. C. Ouellette; R. Ouelette; D. L. Scott; D. D. Stevens; D. P. Theriault; M. A. Veysey; W. P. Cain, Sr.; W. C. Lunn.

Going for It!

An extraordinary event took place on the Bangor and Aroostook's Fort Fairfield branch June 17. The mechanized tie crew established an all-time record for tie installation. Between the hours of 7:00 a.m. and 4:00 p.m. when they wearily lay down their tools, the 28-man crew had installed 1,108 ties.

There are several dangers in keeping records like this. One is that the achievement at one moment in time may dwarf the day-to-day performance of a good crew and throw it into a false perspective. The other is in assuming that the conditions surrounding each peak in production are the same.

They're not.

On the Fort Branch, for example, the density of ties to be installed was high. The crew could work for long distances replacing every tie. If they had to move longer distances between ties, it would have obviously slowed them down. But the density of ties to be installed should not diminish their achievement.

Neither should the conditions that existed June 17 change the

achievement of Sandy Cleaves and his crew who installed 1,004 ties at Summit in 1960 using far less sophisticated machinery. Or M.S. Johnson's crew who installed 918 ties at A 63:15 August 7, 1978. Or the record of 1,010 set on the Searsport Branch August 19, 1980.

No one really knows all the elements that go into a record-breaking day. Not even the men themselves. There's a certain number of ties that constitute a good day's work for a well-coordinated crew. But when all the variables are just right, the same crew can exceed that number drastically.

That's what happened at Fort Fairfield on June 17. They probably wouldn't describe it that way, but the crew was having fun with the challenge. They decided, without talking about it, that they were going to do something special and they did.

Sometimes, you need to go for it. Just so that you test your outer limits. Or because it's fun. Or just to prove how good you are.



Above, an excited Sheila Lyons receives her bachelor's degree at University of Maine at Presque Isle exercises this spring. Pictured with their mother at right are the three Lyons daughters, Shauna, left; Kim, standing; and Margaret, seated. Another daughter, Michelle, born in 1968 died of lung disease. The other family member, pictured at left, is Gidget, a precocious poodle.



Sheila Lyons' Long Journey

Some people climb impossible mountains because no one ever told them it couldn't be done. Others do it out of pure cussedness.

With Sheila Lyons, 37-year-old railroad wife and mother of three, it was a little of both.

Sheila, who's the wife of Clerk Jon Lyons, received her B.S. degree from the University of Maine at Presque Isle this spring just 19 years after she first enrolled as a freshman in what was then Aroostook State Teachers College.

It was a long journey.

Jon and Sheila met when she was a sophomore and she decided that getting married was a lot more important than finishing school. Jon Lyons is a grandson of the late Section Foreman Adolf Blinn, a relief agent and, later, station agent for the BAR.

It was a good beginning for the young couple. Jon Lyons was doing what he'd always wanted to do. Their first-born, Shauna, was a joy for

both parents. Their daughter, Margaret, was born in 1969 and her mother described her as a beautiful blond baby. For the growing Lyons family, now comfortably situated scarcely a mile from the joining of the St. Croix and Aroostook Rivers, it seemed that their cup of life overflowed.

But a few months after Margaret was born, her mother began to suspect all was not well. She was a delightful child, good-natured and responsive but she was not showing any signs of the beginning of the communications process. A visit to the family doctor, who sent them to a specialist in Waterville, confirmed Sheila Lyons fears. Margaret had a profound hearing loss.

There was an operation to drain the fluid from the ear, then months of wait-and-see anxiety. When it was over the doctor told the Lyons that Margaret had only about four percent of normal hearing.

"Sometimes it seems that you've just shouldered one load and can carry it when the gods decide to add to it."

If you believe that life gives some people obstacles to test them, then Sheila and Jon Lyons trial began at that time. From the time Margaret was two, she and her mother worked with professionals commuting as far as 140 miles to Orono twice a week to work with speech pathologists and others.

It was during this time that Sheila Lyons began commuting to the University of Maine at Presque Isle, a round-trip distance of about 64 miles a day, to take special education courses that would help her work with her exceptional child. For two years, Margaret and her mother traveled to Fort Fairfield, an even greater distance, where a special class for the hearing impaired prepared Margaret for mainstreaming.

Sometimes it seems that you've just shouldered one load and can carry it when the gods decide to add to it. During the time of adjustment to an exceptional child and the challenge of helping her make her way out of her silent world, Jon Lyons was furloughed from the railroad.

Looking back, Jon and Sheila think their marriage was strengthened by the trauma, but when you're standing close to the trees it's hard to visualize the forest.

As the weeks of commuting to clinics stretched into years, the path seemed endless. But if the Lyons occasionally were daunted, they never wavered from their commitment to help Margaret reach her potential. Jon found work at the Levesque Lumber Company. And Sheila continued to accumulate credits at UMPI.

When she was kindergarten age, Margaret attended public schools for the first time and it was the beginning of a new phase of the family's life. Public schools and the mainstreaming of exceptional children into the system enriched the educational fabric at the same time it imposed special challenges for parents, the

teachers and students. Sheila Lyons spent many hours each day helping Margaret expand her vocabulary.

"We're lucky," she explains. "She's a bright little girl and comprehends ideas quickly. She's good at math, for example, and loves it. But in a social science that demands a lot of vocabulary, it's very difficult for her."

With Margaret in school, Sheila Lyons found time to serve on the Ashland school board. And when the school librarian left suddenly, she found herself serving as librarian aide to help out. The job stretched out into three years, and she found herself doing the same kind of extra-curricular activities for the kids as regular teachers. She also discovered that it was fun to work with the youngsters.

Jon had been called back to railroad service and the family, now grown to five with the youngest, Kimberly, discussed the problems of having Jon away from home much of the time.

"There really wasn't any question," Sheila says. "The railroad was born in him and he never really wanted to do anything else."

Perhaps because the Lyons had become accustomed to taking their life with large steps, Sheila also decided to go back to college after an interval of 16 plus years for her degree.

"Jon and I decided that if I were going to put as much into the school as I was doing I should have the degree," she says.

During the years between the time of their marriage and when she enrolled as a full-time student at the University of Maine at Presque Isle two years ago, Sheila had taken 18 credit hours of college courses. As a full-time student she had committed herself to 19 hours her first semester.

"I was scared," she says. "I thought I'd be the only person there over 35. I wasn't sure whether I could compete with 20-year-olds in the classroom."

"But I was delighted to discover that something like 40% of the students were what the college authorities now call non-traditional students. That usually means older students. I loved it. It opened up a whole new world to me. I'd been with the kids for so long I'd forgotten what it was like to be in the adult world."

Traveling 64 miles a day is a pretty expensive way to get an education, Sheila Lyons thinks, and one tends to get every benefit from each course. As an older student, she knew what she wanted and worked hard at it.

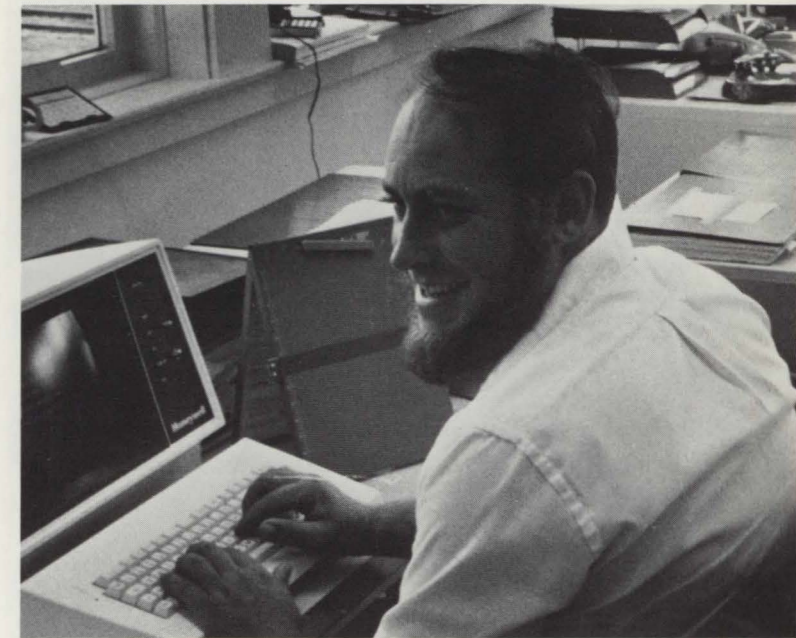
Competing with the younger students proved not to be a problem. She spent four semesters as a full-time student at UMPI and was on the dean's list all four semesters. When you compute what that means, you have to understand that in addition to keeping the home running and doing her own class assignments, she was helping Margaret an average of two hours a night.

As a summer project she was able to take advantage of an opportunity offered by Louisiana Land and Exploration and Superior Oil, firms interested in developing Bald Mountain for mining, for a six-week seminar on career opportunities in mining at Golden, Colorado.

"It was the first time I'd ever been out of the State of Maine, the first time I'd ever flown in a jet and the first time I'd been away from the children," she says. "I was scared and I was homesick, but I loved it. My only regret was that I couldn't share it with Jon and the children."

The two years at the University were hard but exhilarating, as a new world opened up for her. The children were very helpful. Shauna, the oldest, pitched in as surrogate housemother and Jon was supportive.

Finally, this spring, the long journey was over. Perhaps not over, but only begun. But certainly no one was prouder at the graduation ceremonies than Jon Lyons and his daughters.



Jon Lyons, pictured at the computer terminal at the Oakfield yard office, is the grandson of the late Adolf Blinn, a veteran Bangor and Aroostook section foreman.

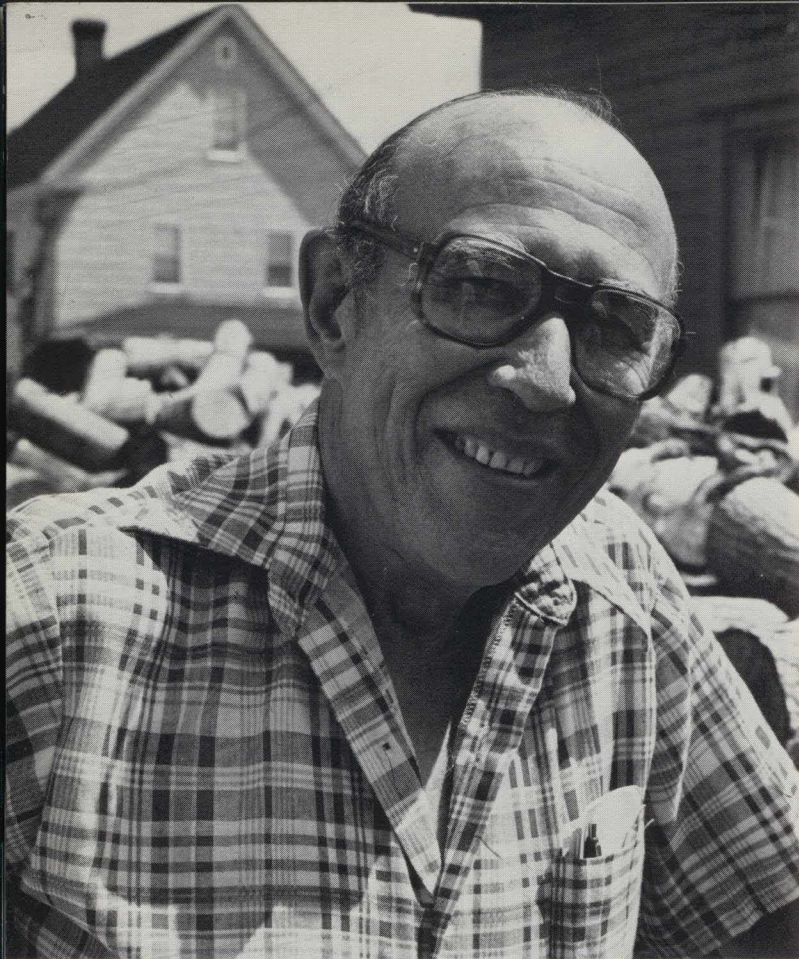
In August, Sheila Lyons, mother (there's nothing incompatible about being a mother and a teacher) and railroad wife, signed a contract as elementary teacher in the Ashland school system. There were 29 candidates for the job. Margaret is a 7th grader and doing well, thanks to the love and attention of her family.

Sheila Lyons has sifted the unimportant things out of her life. There's no confusion between the roles she plays as professional, wife and mother. Looking back over the past few years, she feels grateful to her husband and children who were her support system.

"I just couldn't have done it without the help of Jon and the girls," she says simply.

What will Sheila Lyons do with the rest of her life? Well, she'd like to teach a few years. Her professors have encouraged her to consider a graduate degree. As with other directions the Lyons take, it will be a family decision. Then, sometime in the future, she has a dream of making textbooks simple so that deaf children can understand more easily. She thinks, too, that she would like to do guidance work because so many of her students aren't oriented toward college and, she feels, there should be something for them.

If someone hadn't already used the title, it would be tempting to call the story of the Lyons family "Profiles in Courage."



Albert Lebel, pictured above with his woodpile, is known as one of the most tenacious boosters of railroads in the business. A 40-year veteran of Bangor and Aroostook service, he thinks that railroads can compete in today's marketplace but that it will take a sharp pencil to best the competition. Below, Muriel and Albert Lebel are honored at a retirement dinner in Fort Kent.



Thank God It's Monday!

In the more than 40 years that Albert Lebel worked in Bangor and Aroostook stations over the Northern Division he never missed a day because there was no work for him. An important reason for this remarkable record is his thank-God-it's-Monday approach to his work. Albert made himself indispensable wherever he was because he loved his work. He worked hard. He took it home with him. And he talked railroad with anyone who'd listen.

Albert retired as station agent at Fort Kent May 29. But he's as interested in the fortunes of the railroad as he has been throughout his long career.

"My heart is still right here with the railroad," he grins. "I enjoy my retirement, but I miss the work. I'd like to see two or three trains go out of here every day. There are thousands of truckloads going out of here every month. There's no reason we can't get more of those truckloads.

"Look, it takes 50 men to haul 50 truckloads and it only takes four railroaders to move the same amount. And these trucks only get about four miles to the gallon. We've got to price our service to fit the market.

"Let's put it this way: you can't sell a car for \$10,000 to a fellow who's making minimum wage. We can't sell transportation in Maine the way a Burlington Northern or a Santa Fe sells it to big industrial customers. But I believe there's a place for railroad transportation that's priced to meet a local market."

Albert Lebel's lifelong love affair with the railroad was predictable. His brother, Fred, worked as a trackman for the railroad and Albert became fascinated by telegraphy even before he finished high school in Van Buren.

"I had an Instruct-o-graph machine and I'd practice on it until 11 at night," he says, smiling at the memory.

His first job was a \$2 a week messenger boy for Northern Telegraph. By the time he finished high school he was good enough with the wire to find regular work at the Northern Telegraph

company, a subsidiary of the BAR. In 1941 he went to work for the railroad as a telegrapher in Van Buren.

During the next three years he worked in something like twenty-three stations on the Northern Division (there were 52 open stations on the road then). William S. Hay was station agent when Lebel came to work in Fort Kent where he stayed for 38 years until his retirement.

Albert has become Mr. Railroad in this thriving border town nestled at the confluence of the Fish and St. John Rivers. And probably no agent in the history of the BAR has been more knowledgeable about his customers than the ebullient Lebel. It would be an inaccurate picture to portray him as a back-slapping company man. The fact is he's gone to the wall with management when he felt the rates weren't competitive with trucks or when a customer wasn't being treated fairly. There's a fat file of Albert Lebel letters in the marketing and traffic departments pointing out instances where he felt the road was pricing its services higher than the market could stand. Sometimes he made his point and won.

"I was able to persuade the traffic people to reduce the rate on chips to Great Works and we were able to keep the business. That traffic meant almost a quarter of a million dollars a year to the railroad.

"We're living in a different world now and to make it in this world we have to adapt to the circumstances of that world. Let's say that we've got a train with three units going out of Fort Kent with 50 cars. We could put on another 50 cars without increasing our costs very much. We should be pricing those extra 50 cars to move. We can do that now with deregulation and contract rates."

Somehow, Lebel thinks, railroads . . . particularly small railroads like BAR . . . have to turn both the management and labor thinking around to mesh with the economic realities of the 1980s. Management, he says, should think

small and crowd the competition hard with bargains and specials when they have trains moving at a fraction of capacity. And labor should realize that the more it puts into the railroad the more jobs there will be.

"I've seen train crews here almost fight so that their trains would be out of the yard first. You don't see that any more and it's too bad because that attitude made us tough competition."

Lebel doesn't believe he's discovered any kind of miracle solution for the small railroad but he does believe that employees in the field dealing with customers have a duty to play an advocate role with people who price and market the product. Both Howard L. Cousins, Jr., vice president-marketing, and Hugh G. Goodness, vice president-traffic, have enjoyed the dialogue with Lebel and are committed to his viewpoint while balancing the complicated marketing and rate structure of the railroad.

"Every marketing person should have a gadfly like Albert Lebel in his company," Cousins chuckles. "He keeps you on your toes and provides a different perspective. While we might be concerned with volume movements for a large customer, Albert is scratching for the one and two car shipments. We need both kinds of customer. Albert's retirement has left an empty space that'll be hard to fill."

Albert Lebel may be retired. But he certainly doesn't think of himself as a disinterested observer. As he puts it, he gave too much of his life to the railroad to be able to turn his back on its fortunes.

People measure their lives with different yardsticks. Albert Lebel doesn't think he'll ever be rich and famous. But he's left behind him a reputation for unfailing enthusiasm and bulldog persistence that has made him one of life's winners. And he feels he's given his work and his life his best shot.

Perhaps the greatest gift this cheerful and tenacious man has made to his company and his fellow employees is his great attitude.

The Measure Of Courage



Don and Helen Campbell pose in front of the house that the retired railroader built with his own hands in the three-year period following his retirement. Despite severe health problems, his attitude is still positive and he feels his life is rich. You've got to be honest, work hard, and live in harmony with nature, he says. His bountiful garden, pictured at right, supplies neighbors, friends and people who just drop by. I didn't know you can make so many presents from a \$100 investment as having a garden, he adds.

On a clear day, Helen and Don Campbell can sit at their kitchen breakfast table in front of the huge picture window facing south and see ranks of undulating hills beyond Charleston Hill as far away as Passadumkeag Mountain. The village of Dover-Foxcroft lies nestled among stately and ancient shade trees at the foot of a long hill where the Campbells live.

But they haven't always lived in their own unique version of Camelot. As recently as 1973, when Don Campbell retired as a car repairer for the Bangor and Aroostook, the house in its idyllic location was hardly more than a gleam in his eye. The date was March 1, 1973 and Campbell, a robust 6 ft. 1" had turned 65 and hung up his dinner pail.

He didn't sleep late the next morning.

Instead, he shouldered axe and chain saw and was in his woodlot soon after it broke daylight. For the next month he felled long, straight spruce logs and yarded them out to a road.

"I must have been a month getting that wood out," he muses. "Then I had it hauled to a little portable mill and I worked with the sawyer cutting it up into lumber for the house."

Campbell is a patient, deliberate man who thinks a project through before he starts it. He approached his new house the same way.

Since they returned to Dover from Aroostook County in the 50s, the Campbells had lived in a

large white frame house in the village. Now, at 65, when most men are ready for golf and Florida winters, he would start the long process of building a house, from the actual felling of the trees to installation of the plumbing and wiring.

Their two sons, Louis and Frederick, were both married and established. Louis is a project engineer for Industrial Construction Company in Falmouth. Frederick is manufacturing engineering manager for Hewlett-Packard in Waltham, Mass. It was, one might think, an odd moment in the lives of two people to embark on such an ambitious project.

It would take three years for the Campbells to finish their house . . . a long time by most standards, but Don Campbell can say with complete honesty that it is his own creation. The rolling lawns, the carefully-tended gardens, the berry patch and the flourishing orchard are testimony of the care the couple have lavished on their retirement dream.

It's the kind of property that makes you feel sovereign and in control of your life. The house itself reflects Don's personal philosophy that man should live in harmony with his environment; it looks very much as though it belongs in its lofty setting. Campbell is a quietly-dedicated outdoorsman who takes pleasure in strapping

on snow-shoes and stepping off his back porch to wander through swamps and ridges without ever crossing a paved road. It's part of the appeal of the location.

Don Campbell had passed his 69th birthday before the couple moved into their new home. He still cut the wood that provided heat for the home, still tended the large gardens and thought nothing of tramping 8 or 9 miles in the woods behind hounds, a lifelong passion.

To a man who'd led a vigorous physical life and enjoyed good health, it was a shock to face a serious illness. That's what happened to him two years ago when he received in stoic silence the news that he had cancer of the colon.

But because he is a deliberate man and because he is a person of courage and will, there was no sense of panic. The doctor who communicated the unwelcome news to him urged immediate surgery even though the malignancy appeared to be of the slow-developing variety.

"I said to him, 'I've got wood to cut. I've got to bank my house and get ready for winter. When I get that done, I'll come back and we'll get this job done.'"

Don Campbell approached his illness the way he approached the other problems in his life: he figured he could handle it and that it would turn

out all right. It was a little harder to convince his friends and neighbors.

"Right after I got the news one of the neighbors called all upset," he remembers. "It's a small town and what happens to one person concerns a lot of people. I said 'now look here, we'll have none of this carrying on. I'm going to be all right.'"

"The patient has a responsibility to his friends and family to make them feel good. If he does that, then he'll feel good.

"The worst thing you can do with a sick person is walk into the room with a long face."

By Nov. 1, 1980, Campbell finished his fall chores and entered the hospital for the colostomy.

Barely a week later, he returned home and two days after that he took his deer rifle and walked down into the swamp at the foot of the hill looking for winter venison. Campbell picked up his life with characteristic grit and an optimism that had carried him through the Pacific Campaign, the Depression before that and the other valleys we all walk through in a lifetime.

Last February he didn't need a doctor to tell him he was in trouble again. A trip to a specialist at Mass. General in Boston confirmed that a malignant nodule had formed in the first incision and immediate surgery was indicated.



The malignancy was one of those thousand-to-one chances brought about by contamination from the original tumor, but it shook his innate optimism. Helen and Don Campbell started out for Boston during last April's killer blizzard that blocked highways in a matter of a few hours.

The surgery was performed April 15 and after a week the doctor who performed the operation stopped by Campbell's room in the evening and told him he could go home the next day. But, he cautioned, Campbell would have to avoid strenuous work for a while.

"Don't you worry any," he told him. "Back in Dover I'm known as the laziest man in town."

It was evident that the Campbell humor had returned.

The second surgery was more radical than the first and left him, he admits, a bit weaker on one side of his body.

"Of course," he grins, "I'm going on 75 and I don't know as I need to be as strong as I was."

But it didn't slow him down very much. He walked downtown, a distance of two miles, a couple of days after he got home. He walked down in the swamp below the hill and saw a moose.

For a couple of months after the surgery he underwent radiation treatments at Bangor, an experience that left him debilitated. But it didn't stop him from putting in a big garden. And it didn't change his positive attitude about the world.

"I figure it costs me about \$100 to have a garden," Campbell says. "Helen and I don't eat one-tenth of it. We give it away to friends, to people who need it and, sometimes, to people who just stop by. Now I don't know how you could take \$100 and make as many presents with it or have as much fun as you can growing a garden."

Probably what a person is "going on 75" is mostly the sum of all the experiences that led up to that time. Don Campbell was born on a farm in Sangerville in 1908. By the time he got out of school, he was in on the ground floor of the great depression. He remembers it as a time when young men went to work just for room and board. By 1935, he had saved enough money to enroll in diesel school in New York City and spent a year there. His training netted him a short-term job with Great Northern Paper which lasted until the next layoff.

There followed a period of several years as a camp cook and other work until he'd accumulated another grubstake. He decided to learn the food business and headed back to New York. He was to meet his future bride — Helen Klovra — in a cooking class at Pratt Institute. He was cooking professionally when WW II caught up with him. The Campbells were married March 21, 1942 and Don, by that time in the Navy as Ships Cook second class, left for the Pacific within days.

He was assigned to Admiral Harlsey's flag allowance and within a year had made chief commissary steward responsible for the mess of 600 men. After the war he went to work for Maxon Engineering who were developing the first machinery to make frozen french-fried potatoes. Campbell kept telling his employers that Maine potatoes would make better french fries than the potatoes being used in the developmental work.

After the machinery was perfected the company sent him to Aroostook County where he worked for two years with the equipment he had helped to develop in New Jersey. In 1949 he went back to school in New York to learn carpentry. He returned to Dover for good in 1950 and started work for the railroad the same year.

Don Campbell had always believed that every person has a responsibility to his community and he's served two separate periods of his life on the Dover board of selectmen.

"I'm no politician," he grins, "so I only lasted about three years each time. But that was long enough."

He's also been active in the local Fish and Game club, spending many hours in Augusta helping enact legislation which raised the black bear to the status of a game animal in Maine. He still goes bear hunting with friends who share his enthusiasm for good hounds and has a fourth generation hound from his original blood line.

Man has been preoccupied through all his history with the mystery of what qualities enable some people to survive and achieve in the face of awesome obstacles.

Don Campbell may not be able to provide an exact formula for coping with life's crises, but his personal philosophy provides a guideline.

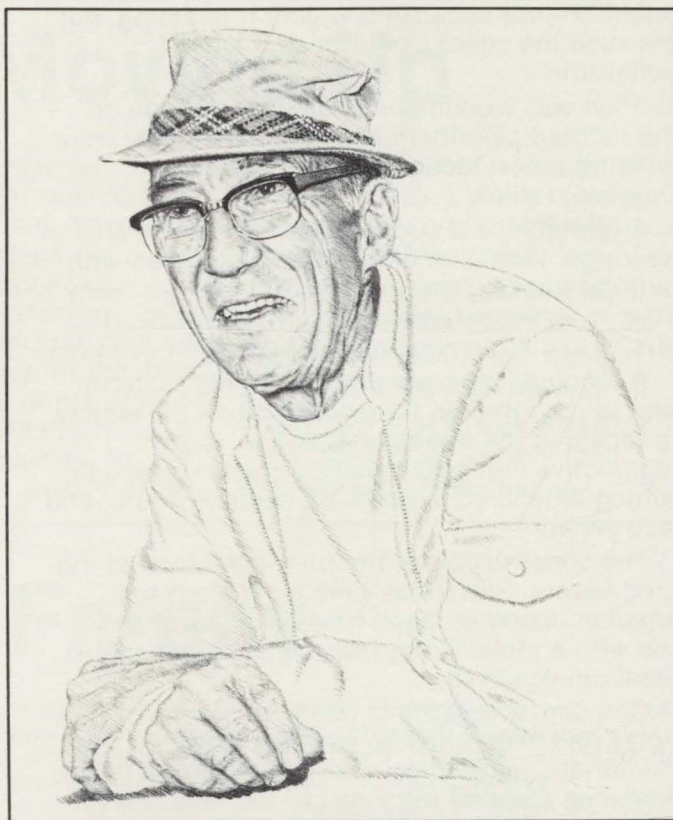
"I think you've got to work hard," he says thoughtfully. "I think you've got to be honest with yourself and with others. You should live in harmony with nature and you should read. The more you read the better you understand the world around you. Education is one of the important things in life."

"I got through a lot of headaches that some others might not find as easy. If you do things that aren't in harmony with people or with nature, you're going to find some rough edges."

Campbell doesn't think he's done anything remarkable. He sees the things he's accomplished like the building of his house with his own hands at age 65 as merely planning and following through. Coping with traumatic health problems has been a matter of deciding not to be beaten. It's all within yourself, he says, and if you're lucky enough to be married to a good woman like Helen Klovra.

Perhaps the most revealing clue to this strong man's 'secret' is his comment on the past two years of his life: "Even with all this sickness I've had, it hasn't been all that bad."

The Day The Pros Got Outsmarted



Ken Zwicker, pictured above, is the retired assistant publisher of the Keene, NH SENTINEL, and a one-time employee of Bangor and Aroostook extra gangs. His recollections of the late Joe Allen capture the man's buoyant personality and lively sense of humor. The following article appeared as a column in the MONADNOCK OBSERVER.

Joe Allen was a young foreman on one of the Bangor and Aroostook Railroad's extra gangs on which I worked one summer as a teenager.

I think his official title was "assistant superintendent of ballast," which meant he was being groomed to take over as top man when the superintendent retired. To the youthful observer, the two men were opposites. Dick Sutton, the superintendent, was a giant man, well over six feet tall and weighing more than 200 pounds, but not fat. He was an Indian, I think; he certainly looked like one.

He was a very quiet man, who wasted no words. When he gave an order, he did not raise his deep voice, but he was obeyed—not because of his size and impressive bearing, but because he knew his job and was liked and respected by the men who worked for him. Sutton probably was in his late fifties.

By contrast, Joe Allen, while well-built, was of medium height and weight and was in his early or middle thirties. He always looked sharp and dapper, even in overalls. Also unlike Sutton, Joe Allen liked to talk and was very articulate.

Allen had some advanced education, though I don't know how much, and he, too, knew his job well and obviously loved the railroad.

After supper on a summer evening, if you saw a bunch of men standing in a group beside the steps of one of the boxcars which had been rebuilt for use as sleeping quarters for the extra-gang crew, it was more than likely that the men were gathered around Joe Allen, who would be telling a railroad story.

Allen told fascinating stories about train wrecks, derailments, almost-impossible jobs performed by the railroad and railroadmen, and working on "The Plow" in winters when the snow, in his words, was "arse deep on a tall giraffe."

He told of times when he was on an emergency crew that would work all day and all night clearing the main line after a wreck, and when the job was finally finished, he'd feel so tired and depressed he "could crawl under a snake's belly with stilts and a high hat on."

Or if someone had been killed in the wreck, he'd say, "I felt so low I would have had to reach up to touch bottom."

Joe Allen was a good man and a colorful one, and I learned in later years that the stories he told were not just yarn-spinning, but true.

I still remember one of them, because it has all the elements of a good short story which, if sent to a literary agent, probably would be

rejected—not because it wasn't interesting, but because the agent would think it wasn't believable.

Allen was working one summer on a job on the railroad's northern division, where they were building a new locomotive turntable—at Oakfield, I think.

A turntable is a circular platform-device a little longer than a locomotive and equipped with railroad tracks. Though I'm sure there are many other mechanical elements to it, basically, it pivot's like a merry-go-round, on a giant cylinder.

A locomotive is driven onto the big platform and the platform is turned around so the engine is facing in the opposite direction. If the locomotive had been heading north, it could be turned around so it would be heading south, and vice versa.

The construction of the turntable involved digging several holes that were quite deep but small in diameter. Each hole would later be fitted with a metal lining into which, eventually, a steel pin would fit.

One day, according to Joe's story, one of the holes had been finished and was ready for the cylindrical lining to be inserted when one of the workmen stepped too close to the hole and inadvertently kicked a big wood chip into it.

The chip obviously had to be removed before the lining could be inserted, but the problem was: How? The hole was deep but the opening was relatively small, and there were no tools on the job designed for such work.

Several construction engineers were heatedly discussing how to rig up some kind of contraption to get the wood chip out of the deep, narrow hole when an old man sauntered over and said, "Lads, I'll get that out of there for you, for a couple of dollars."

The engineers were in no mood to be bothered by an old man with screwball ideas, and were about to shoo him away when one of them, a student at the University of Maine who was working on the railroad during his summer vacation, said, "What can you lose by hearing him out? Sure as hell, we're not making much progress ourselves."

The others finally agreed, though reluctantly, and the chief engineer told the old man, "Okay, Pop. Maybe you know more than a bunch of people with engineering degrees!"

The old man said, "Maybe," and walked over to the water cart, drew off a bucket of water, then walked back and dumped the water into the hole. The wood chip promptly floated to the surface and the old man reached down and picked it up. Everyone present knew that when the metal lining, which was closed at the lower end, was forced into the hole it would, of course, displace the water.

The part of the story which is second only to the old man's quiet triumph, was Joe Allen's colorful description of the reaction of the well-educated engineers and what the old man had made them look "like a bunch of"—a description much too colorful for use in a family newspaper. More's the pity.

Mileposts

40 YEARS SERVICE

Kenneth C. Foster
Orace N. Porter

35 YEARS SERVICE

Donald B. Annis
Norman C. Labbe
Frederick R. Lyford
Donald B. McDade
Chester Michaud
Ralph C. Tozier
Archie M. Swallow

30 YEARS SERVICE

Owen H. Bridgham
Hugh G. Goodness
David L. Grant

Vernon C. Junkins
Raymond J. Nickerson
Roland V. Pelletier
Richard W. Sprague

25 YEARS SERVICE

John R. Bartlett
Gordon S. Duncan
Allen P. Hearn
Robert A. MacIlroy
Everett R. McLaughlin
Edgar G. McNally
George E. Mossey
Rodney A. Perry, Jr.
Roland N. Richardson
John A. Vincent, Jr.

20 YEARS SERVICE

Glenna M. Rines

15 YEARS SERVICE

Herman E. Archer
Richard D. Burton
Raymond L. Eldridge
Howard M. Flewelling, Jr.
Ralph M. Foster
Reginald Martin
Kenneth W. McLeod
Norman L. O'Halloran
Donald J. Simpson
Robert A. Smith

10 YEARS SERVICE

Stephen W. Beals
Duane A. Chase



Philip T. Sherman

Moving Up

Philip T. Sherman has been appointed to the position of foreman at Oakfield. Sherman, 40, was born in Island Falls and attended Oakfield schools.

He entered Bangor and Aroostook services as a carman helper after service in the U.S. Army. At the time of his promotion he was a machinist.

Sherman is married to the former Sandra J. Brisley. They

have five children: David, of Oakland; Stacy, Lana and Lany, Smyrna Mills; and Lisa McDunnah, of East Millinocket.

Sherman replaces Merle S. Burpee who has retired after 36 years service with the railroad. Burpee is a combat veteran of World War II and was awarded the Bronze Star, Victory Medal, and combat infantry badge.

In the Family

Car Repairer Helper *Joseph Vettraino*, Northern Maine Car Department, retired May 28.

He was born April 12, 1921 at Philadelphia, PA., and attended Philadelphia Schools. He is a veteran having served with the U.S. Army. At the time of discharge, November 21, 1942, his rank was PFC. Decorations include the Good Conduct Medal.

Joe entered service with the railroad on February 23, 1949 as a laborer. In January, 1950 he moved up to a car repairer helper and has worked in that capacity until his retirement.

Prior to working for the railroad, he was employed with Snow and Nealley Company from January 1947 to January 1949.

He is a member of the Brotherhood of Railway Carmen and American Legion Post #12.

He is married and has two children, a son, *Carrol Staples* of Hermon and a daughter, *Joan England* of Hampden.

He resides with his wife, *Esther*, in Hermon.

Mr. and Mrs. *Danny W. Johnston* of Medway are the parents of a daughter, *Erin Beth*, born April 18, 1982 at the Millinocket Regional Hospital.

Maternal grandparents are Mr. and Mrs. *Jerry Desmond* of Mapleton and the paternal grandparents are Car Repairer and Mrs. *Clyde C. Johnston, Jr.*, of Oakfield.

Gerald E. Ladd, Sr., 55, died at a Bangor hospital, June 27. He was born in Bangor, March 22, 1927, son of *Ernest* and *Myrtle (Paddock) Ladd*. He was a well known woods contractor, a veteran of World War II, and was a member of the Milo American Legion.

He is survived by his wife, *Adeline (Gagnier) Ladd* of Milo; four sons, Painter *Thomas O'Connor*, Derby;

Blacksmith *Martin O'Connor*, Derby; Carman Welder *Kevin O'Connor*, Derby and *Gerald Ladd, Jr.* of Boulder, Colorado; seven grandchildren and several cousins.

Retired Stores Department Crane Attendant *Walter Bohan* of Milo died at a Bangor hospital May 28. He was born in Mars Hill, June 20, 1907, the son of *Christopher* and *Mary (Hartsgrube) Bohan*.

He is survived by his wife, *Irene (Golder) Bohan* of Milo; two sons, *Robert* and *John*, both of Georgia; two daughters, *Jean Oliver*, of Georgia, and *Charlene Doughty*, of East Corinth; one stepson, *Bernard Graine* of Perth, N.B.; two sisters, *Mary Watson* of Old Town and *Dorothy McLaughlin* of Portland;

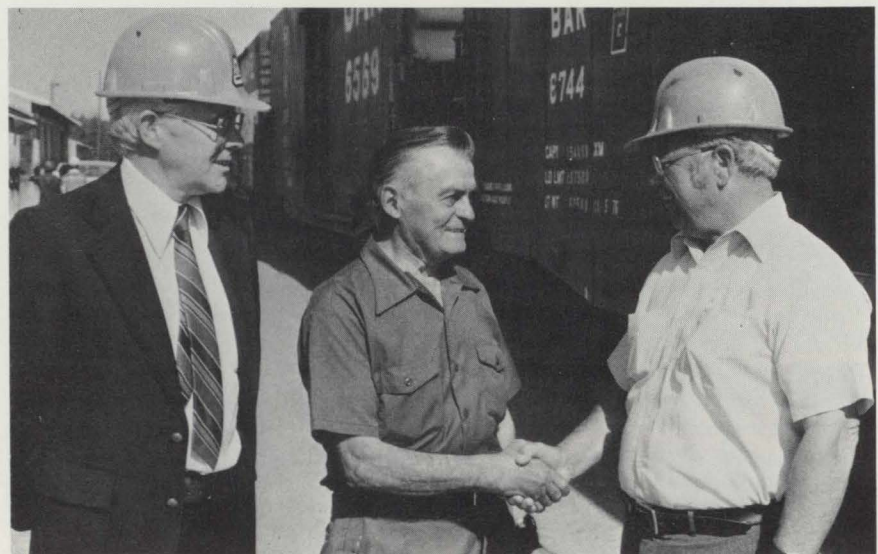
several grandchildren, great-grandchildren, nieces and nephews.

Carman *Hanley A. Higgins*, Millinocket, retired June 23.

Hanley was born March 30, 1921 at Millinocket. He attended Millinocket schools. He is a veteran, having served with the U.S. Army from February, 1942 to September, 1945. His rank at time of discharge was Staff Sergeant. He is member of the Brotherhood of Railway Carmen.

He started work for the Bangor and Aroostook Nov. 1, 1945 as a laborer and subsequently worked as a car repairer helper and a carman.

He is married and has two children, *Karen Charrette*, Millinocket and *Donna Higgins*, Millinocket.



General Car Foreman *Charles S. Burgess*, right, congratulates Car Repairer Helper *Joseph Vettraino* on his retirement following 35 years service with the railroad. Pictured at left is CMO *Harold W. Hanson*.



Shop Superintendent E. J. Berry, right, congratulates Blacksmith Donald V. Lundin, Derby, on his retirement.



General Foreman W. Reid Morrill, left, congratulates Foreman Merle S. Burpee, Oakfield, on his retirement.



Electrician Alton N. Decker, Derby, left, retired August 6 after 40 years service with the railroad. Pictured with him is Shop Superintendent E. J. Berry.

He resides with his wife *Thelma (Bragg) Higgins* at 47 New Jersey Street, Millinocket, Maine.

Maxine E. Scanlon, 84, died at a Dover-Foxcroft nursing home, March 26. She retired April 29, 1960 as secretary to the Chief Mechanical Officer at Derby.

She was born in Milo, October 15,

1897, the daughter of *Clarence* and *Mary (Mitchell) Stanchfield*. She was a member of the Aldworth Chapter OES, American Legion Auxiliary, World War I Veteran Auxiliary, Milo Garden Club, and a member of the Golden Rule Sunday School Class of the Milo Baptist Church.

She is survived by two brothers, *Lawrence* of Milo and *Donald* of Bedford, N.H.; several nieces, nephews and cousins.

Retired Machinist *Harold C. Wellington*, 82, died May 10 at a Bangor hospital. He was born in Fairfield, Maine, July 17, 1899, the son of *William* and *Josie (Crommett) Wellington*. He had been retired since November, 1964 and was a machinist at Derby.

He was a member of the East Dover Grange.

He is survived by his wife, *Dorothy (Farrar) Wellington* of East Dover; one son *Donald* of Dover-Foxcroft; three daughters, *Mrs. Robert (Arlene) Brennan* of S. Hampton, Mass., *Mrs. Richard (Mildred) Meech* of Peaks Island, *Mrs. Richard (Leone) Adler* of Santa Anita, Calif.; two brothers, *Herbert Wellington* of Eufula, Alabama, *Merle Wellington* of Agawan, Mass.; one sister, *Marion P. Edgerly* of Dover-Foxcroft; 11 grandchildren; six great-grandchildren and several nieces and nephews.

Blacksmith *Donald V. Lundin*, Derby, retired July 2.

Don was born May 8, 1922 at Williamsburg and he attended Brownville Schools. He started work for the railroad on July 14, 1945 as a blacksmith helper and subsequently worked as a blacksmith. Former employment includes the U.S. Peg and Shank Company of Brownville in 1942, Canadian Pacific Railroad, American Thread Company, and Ladds Lumber Mill.

He is a veteran having served with the U.S. Army. He entered military service November 24, 1942. His rank at time of discharge was PFC. Decorations include the Bronze Star Medal, Bronze Star Medal Heroism, First Oakleaf Cluster, Sharpshooter Badge, Rifle Badge and Belgian Forruragere.

He is a member of the American Legion, VFW, Odd Fellows and the International Brotherhood of Boilermakers, Blacksmiths and Helpers.

Don is married and has two sons, *Donald W.* and *Robert V. Lundin*, both of Milo.

Don resides with his wife *Faye (Hanson) Lundin* at Box 178, RFD 2, Milo, Maine.

Retired Machinist *Dwight L. Bigelow*, 77, died April 25. He was born in North Rumford, March 18, 1905, the son of *Benjamin* and *Huldah (Newton) Bigelow*. He retired June 2, 1970 as a machinist at No. Me. Diesel shop.

He was a member of the Hammond Street Congregational Church, U.C.C., and a member of the International Association of Machinists. He was an avid camper and outdoorsman.

Surviving are three daughters, *Mrs. Harold (Eleanor) Crockett* of Strong, *Marjorie Phillips* and *Rita Bigelow*, both

of Bangor; one sister, *Mrs. Mildred Luce* of Auburn; 12 grandchildren; five great-grandchildren; several nieces and nephews.

Our sympathy to Foreman and Mrs. W. R. Morrill on the death of their son, *Jeffrey C. Morrill*, 26, who died April 17.

He was born in Brownville, December 21, 1955. He had been a resident of New Sweden since 1968. He attended public schools in Caribou and New Sweden. He also attended the Helen P. Knight School of Caribou. He was a member of the Gustaf Adolph Lutheran Church of New Sweden, the National Wood Carvers Association and the Wendell Gilley Museum of South West Harbor.

He is survived by his parents of New Sweden; one brother, *Ronald* of New Sweden; one sister, *Mrs. Gary (Bretta) M. Howe* of Norway and two nieces.

Night Foreman *Merle S. Burpee, Oakfield*, retired July 3.

Merle was born July 5, 1921 at Oakfield, Maine. He attended Oakfield Schools. He started work with the railroad on November 21, 1946 as an engine cleaner. Subsequent positions held were machinist helper, machinist, and on April 11, 1968 he was appointed night foreman and worked in that capacity until his retirement. Former employment included Friel and Sons and self-employed.

He is a veteran having entered the military December 8, 1944 and served with the 19th Infantry, 24th Division. His rank at time of discharge was PFC. Decorations include the Combat Infantry Badge, Asiatic Pacific Campaign Ribbon, Victory Medal, and Philippine Liberation Ribbon with one Bronze Star.

He is a member of the American Legion, the VFW and the International Association of Machinists.

Merle is married and has four children, *Sandra Hall*, *Charles Burpee* and *Merlin Burpee* all of Oakfield and *David Burpee* of Terryville, CT.

Merle resides with his wife *Evelyn (Clewley) Burpee* in Oakfield.

Carman *Frederick W. Rhoda, Jr.*, Derby, resigned July 6.

Fred was born February 5, 1919 at Milo, Maine. He attended Milo Schools graduating from Milo High in 1938. He started work for the railroad October 23, 1950 as a carman helper. Subsequent positions held were laborer, carpenter in the Maintenance of Way bridge and building crew and carman.

Former employment included self-employed, farm hand, Katahdin Potato Growers and car inspector for the Canadian Pacific Railroad during the winters of 1954-1955, 1955-1956, 1956-1957 and 1957-1958.

He is a veteran serving with the U.S. Army from April 11, 1941 until November 30, 1945. His rank at time of discharge was T5 Grade. Decorations include Good Conduct Medal, American Theater Medal, E.T.O., 5 Battle Stars—Normandy, Northern France, Ordennes, Battle of Bulge and Rhineland.

Relatives working for the railroad include *Earl Rhoda*, watchman/janitor

Stores Department, *Cedric Rhoda*, electrician, Derby, and *Stephen Rhoda*, blacksmith, Derby.

Fred is married and resides with his wife *Marian* on Elm Street in Milo.

Retired Foreman *James E. Jewell* was installed Commander of the James W. Williams Post 12, American Legion of Bangor, at ceremonies held during the June Meeting.

Jim was foreman at No. Me. Jct. Car Department and has been retired since July 14, 1978.

At a previous meeting, he was presented with a plaque for meritorious service as Commander for six continuous years.

Electrician *Alton N. Decker*, Derby retired August 6, after more than 40 years service with the railroad.

He was born June 3, 1922 at LaGrange, Maine, and attended Milo Schools.

Neil started work for the Bangor and Aroostook November 17, 1941 as a laborer. Subsequent positions held were blacksmith helper, engine cleaner, electrician helper and electrician. Besides working for the railroad, he worked for Kroemer Farms for a short period of time.

He is a veteran having served with the U.S. Army from October, 1942 until October, 1945. His rank at discharge was Sergeant. He is a holder of the Purple Heart.

He is a member of the International Brotherhood of Electrical workers.

Neil is married and has four children; *Jim, Linda, Patricia* and *Charles*, of Milo.

Neil resides with his wife *Betty (Clark)* on Derby Hill, Milo.

Linda A. Faloon, daughter of Mr. and Mrs. *Gerald Faloon* of Howland and

Michael H. Grinnell, son of chief Clerk and Mrs. *Harold Grinnell* of Derby, were united in marriage July 3 at the Howland Baptist Church. The double ring ceremony was performed by Pastor *Chris Luppino*.

Jayne Buck of Howland was maid of honor. Bridesmaids were *Carol Faloon* of Howland, sister of the bride, *Lynn Gerrish* of Brownville, sister of the groom and *Terry Crocker* of Medford, sister of the bride. Flower Girl was *Heather Goslin* of Howland, cousin of the bride.

Jeff Brewer of Brownville Junction was best man. Ushers were *Torrey Ellis* of Milo, *Ronald Gerrish* of Brownville, brother-in-law of the groom and *Clarence Robinson* of Milo. Ring Bearer was *Troy Crocker* of Medford, nephew of the bride.

A reception was held at the Howland Town Hall.

A honeymoon was spent at the Samoset Resort in Rockport, Maine and also in Saco, Maine.

The bride is a 1980 graduate of Penobscot Valley High School and is employed with the Dexter Shoe Factory in Milo.

After July, the couple will be living in Brownville.

Paula H. Reynolds and Assistant chief Mechanical Officer *Mervin J. McBreairty* will be married September 19 at the Congregational Church in Brooks. Standing with them during the ceremony will be the bride's children, *Robyn* and *Christopher*, and the groom's children, *Leah* and *Shawn*. *Robyn* will be maid of honor and *Shawn* the best man.

Paula is a Merchandizing Manager at the Bangor Mall's J. C. Penney Store.

The new family will reside in Brooks.



Mr. and Mrs. *Michael H. Grinnell*

ENGINEERING DEPT.

Trackman and Mrs. *Brian Lajoie*, Van Buren, are the parents of a son, *Christopher Brian*, born at the A.R. Gould Memorial Hospital in Presque Isle.

Maternal grandparents are Mr. and Mrs. *Edwin Parent*, of Van Buren, and paternal grandparents are *Pulpwood Inspector* and Mrs. *John Lajoie* of Van Buren. Godparents are Mr. and Mrs. *Danny Vaillancourt*. Mrs. *Vaillancourt* is the sister of *Brian Lajoie*. Baptismal ceremonies were performed by the Reverend *Phillip Parent*, brother of Mrs. *Brian Lajoie*.

Retired Trackman *Averill E. Cook*, LaGrange, died April 18, 1982, at the Lincoln Hospital after a long illness. He was born in Medford August 8, 1897, the son of *Ernest* and *Addie (Hopkins) Cook*.

He retired from the BAR in 1957 with 42 years of service. He was a member of the LaGrange Community Baptist Church; a life member of *Compass Lodge A.F. and A.M.*, the *Aldworth Chapter, O.E.S.* and *Coldbrook Grange*.

Besides his wife, *Marion (Campbell) Cook*, he is survived by a brother, *Clinton Cook*; a sister, *Marion Bemis*, both of LaGrange, and several nieces, nephews and cousins.

Mrs. *Vada Ewings*, of Lubbock, Texas, formerly of Millinocket, widow of Retired Section Foreman *Charles Ewings*, is recovering from a broken hip and surgery as the result of a fall. She is now walking without assistance of a cane and expects to attend the Lewin Reunion in Monticello, Maine, this summer. She was cared for during her convalescence by her daughter, *Elinor R. Cameron*, Oakfield, widow of the late



Manager of Business Services *Richard B. Gray*, right, presents retiring Clerk *Ralph B. Higgins*, Carmel, a retirement gift at a party in his honor July 9. *Higgins*, a native of Presque Isle, entered railroad service in 1955 as a freight handler. During WW II, he saw service with the United States Marine Corps in the Pacific. He is a graduate of Presque Isle High School. *Higgins* is married and has one son *Lee*, of Carmel and one daughter, *Valerie Feero*.



Pictured with his mother, 100-year-old *Addie S. Currie*, seated; his daughter, *Diana Wellington*, and granddaughter, *June Wellington*, is Retired Roadmaster *Roland Tweedie*.



Mr. and Mrs. *Wendell Corey* have announced the engagement of their daughter, *Heather Dawn*, to *Donald Dee*.

Roland J. Cameron, retired.

Her son, *Garth C. Ewings* of Chehalis, Washington, recently retired from the Air Force after 20 years of service. He is married to *Anita Holmes*, formerly of Raymond, Washington, and they have three children. Also, her son, *Charles R. Ewings, Jr.*, Lubbock, Texas, recently retired from the Lubbock Fire Department as a lieutenant with 28 years service. He is married to *Mildred Paston* and they have two daughters, three sons and 10 grandchildren.

Sandy E. Cleaves of Caribou, Retired Section Foreman, died June 30, 1982, at his residence. He was born in Haynesville, September 6, 1907, son of *Elbridge* and *Orice (Gilpatrick) Cleaves*. He received his education in Portage and Haynesville.

His railroad career started in 1926 as a

trackman at Portage and he worked 46 years retiring in 1972.

He was married June 3, 1936 to *Nadine (Prosser) Cleaves*. Surviving besides his wife are three sons, *Herbert A. Cleaves* of East Machias, *Gary P. Cleaves* of Caribou, and *Arthur W. Cleaves* of Millinocket; a daughter, Mrs. *John (Ellen) Morgans* of Caribou; a brother, *Alonzo Cleaves* of Weston; five sisters, Mrs. *Lois Lloyd* of Houlton, Mrs. *Robert (Marie) Black* of Orient, Mrs. *William (Vina) Hewson* of Warwick, R.I., Mrs. *Glenn (Ardis) Adams* of Torrington, Conn., and Mrs. *Arthur (Irma) Hess* of Penfield, N.Y., and nine grandchildren.

Supervisor Roadway Machines and Mrs. *Wendell Corey*, Littleton, are announcing the engagement of their daughter, *Heather Dawn*, to *Ronald David Dee*, son of Mr. and Mrs. *Ronald Dee* of Houlton. Both graduated from Houlton High School in 1980 and are students at the University of Maine at Orono where they will be members of the junior class this fall. *Heather* is a student in electrical engineering and *Ronald* is majoring in accounting. A late summer wedding is planned.

Equipment Operator and Mrs. *Maurice B. Sprague*, Houlton, are receiving congratulations on the birth of a son, *Randy James*, born August 12.

Addie S. Currie, mother of retired Roadmaster *Roland Tweedie*, celebrated her 100th birthday June 11. The party was held at Hilltop Manor in Dover Foxcroft where Mrs. Currie has lived for the past eight years and where she is known as the "unofficial greeter" because of her warmth and wit. Many members of her family were on hand for the celebration including in addition to *Roland*, sons *Ernest*, of Parkman, and *Arnold*, of Patten. Mrs. Currie has eight sons and one daughter, of whom six sons survive. Her first husband, *Charles Tweedie* of Houlton, died in 1955. *Victor L. Currie* of Houlton, whom she later married, died in 1971. Mrs. Currie boasts of 26 grandchildren, 57 great grandchildren, and eight great-great grandchildren.

Since Mrs. Currie's mother lived to be 94, a sister until 91, and a brother until 101, she accepts her longevity very casually. There is one five generation group in the Tweedie family and two four generation groups. In the group shown pictured are Mrs. Currie, her son *Roland*, *Roland's* daughter *Diana Wellington*, and *Roland's* granddaughter *June Ann Wellington*.

Garold Wiggins of Houlton, Retired Supervisor B&B, is recovering at home from heart surgery in June at the Maine Medical Center, Portland.

GENERAL OFFICES

Special Agent *Harold Garcelon* and his wife, *Kathryn*, were honored on their 25th wedding anniversary with a surprise pool party held at the home of *Patricia* and *Phillip Wolley* in Searsport. *Gus* and *Kay* were married on July 21, 1957 in Monticello. They have two children, *Peter* and *Michael*.

Dr. and Mrs. *John Curtis*, of Florida, recently visited their son *Robert Curtis*, owner of Bob's Thriftway, in Searsport. While in Maine they also visited friends in the Milo area. Dr. Curtis served for many years as BAR surgeon in Milo.

Molly Powell, daughter of Administrative Secretary *Flora Powell*, returned in August from a year's study in Paris, France. After completing the program at the Sorbonne in June, *Molly* traveled by auto throughout France, tenting at campgrounds and visiting many ancient chateaus. While *Molly* was in Paris, she arranged living accommodations for her mother who visited her for three weeks in April. She guided her mother extensively around Paris and they traveled together by train to the ancient city of Brugges, near the Belgian coast. *Molly* is now a student at Yale University where she continues her study of the French language.

Catherine Turallo, granddaughter of *Walter* and *Bobbe Travis*, visited during the summer and while in Maine enjoyed two weeks at Camp YaWaCa on Chemo Pond. *Catherine's* mother, *Sandy*, joined her daughter in Maine in mid-August.

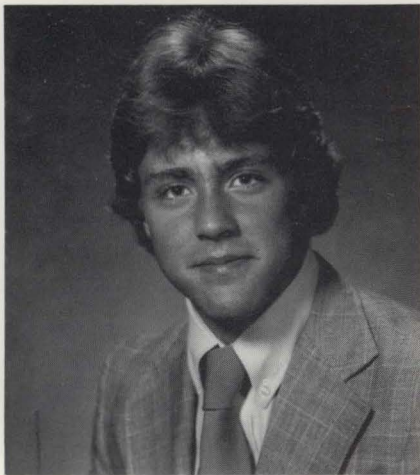
Peggy O'Meara, daughter of Safety Supervisor and Mrs. *George Mossey*, and children *Kim* and *Tom* from Valparaiso, Ind. were in Maine for a month this summer. Much of the time was spent at the Mossey camp at Pushaw lake.

Suzanne DeLong, daughter of *Sally DeLong* of Hampden and Manager Labor Relations *Alvin DeLong*, was awarded a Bachelor of Arts Degree with High Distinction at commencement exercises at UMO in May. *Suzanne* is to be married on September 4 to USAF Lt. *Brian Cyr*, the son of Mr. and Mrs. *Rober Cyr* of Hampden. Lt. Cyr also graduated from UMO in May. Following their marriage, the couple plan to live in Los Angeles where Lt. Cyr is to be stationed.

Elbridge L. DeLong II, son of *Sally DeLong* of Hampden and Manager Labor Relations *Alvin DeLong*, was graduated with honors from Hampden Academy in June. *Elbridge* received the Stephen King Scholarship and the Ohmart & Hin-



Miss *Suzanne DeLong*



Elbridge L. DeLong II



Mr. and Mrs. John F. Welch

ckley Science Award at commencement exercises. He plans to attend UMO in the fall.

Suzanne and Elbridge are grandchildren of retired B&B Supt. and Mrs. Garald Wiggins.

Lori Ann Strout became the bride of John F. Welch on August 7 at the Columbia Street Baptist Church in Bangor. The candlelight double ring ceremony was performed by Rev. Kenneth Partridge. The bride is the daughter of Myron and Shirley Strout. Mrs. Raymond Welch is mother of the bridegroom.

The bride was given in marriage by her parents and wore a white satin gown made for her by the groom's mother. She was attended by Lisa Norsworthy as matron of honor. Bridesmaids were Rita Bragdon, Mary Dickey and Lori Vardamis. Flower girl was Jessica Ramsey. Greeters were Lisa Niles and Connie Scott. Best man was Larry McDonald. Ushers were David Norsworthy, Wayne Strout and Patrick Welch. Junior usher was Joshua Henderson.

A reception followed at the Ramada Inn. Guest book was attended by Mavis

Hussey and hostesses at the gift table were Melanie Perry and Lynda West.

The bride is employed by the Merrill Trust Company in Bangor. The bridegroom is employed by Briggs, Inc. also of Bangor.

TRANSPORTATION DEPARTMENT.

Miss Cathy Jill Genthner, daughter of Mr. and Mrs. Douglas R. Genthner of Standish, and Stephen Charles Johnston, son of Conductor and Mrs. Charles Johnston of Littleton, were married recently at the First Baptist Church in Portland.

Following the ceremony, a reception was held at the Val Halla Country Club in Falmouth, with music provided by Doug Robertson of Scarborough.

The bride attended Oral Roberts University in Tulsa, Okla., and was graduated from the University of Southern Maine. She is employed at WIDE Radio station Biddeford.

The bridegroom is a senior at the University of Southern Maine and is employed at McDonald's in South Portland.

Following a wedding trip to the Pocono Mountains in Pennsylvania the couple is at home in Saco.

Retired Conductor and Mrs. Harold Woodard recently celebrated their 50th wedding anniversary at the home of their daughter and son-in-law, Mr. and Mrs. Norman Morneault of Bangor.

The Woodards were married March 15, 1932 in the High Street Congregational Church, Newport, by Rev. John W. Reynolds. The couple have four children: Conductor Harold L. Jr., Derby; Patricia Morneault, Bangor; Cynthia Hopper, Hampden and Miles Woodard, Glenburn. Mr. and Mrs. Woodard have 14 grandchildren and five great-grandchildren.

Mr. Woodard retired from the Bangor and Aroostook Railroad eight years ago. He worked for the railroad for 30 years, running from Northern Maine Junction and Oakfield.

Conductor and Mrs. Fred K. Annett, of Houlton, are announcing the engagement of their daughter, Sarah R., of Bangor, to Larry J. Miller of Brewer, son of Mr. and Mrs. Wilbur Miller of Brewer.

Miss Annett is a 1980 graduate of Houlton High School and in 1982 received an Associate Degree in business from Beal College in Bangor. She is employed at BMHI as a medical secretary.

Mr. Miller, a 1980 graduate of Brewer High School, is attending EMVTI. He is employed by Getchell Brothers of Brewer.

A wedding date of Sept. 11 has been set.

Joyce Oiler, of Island Falls, has announced the engagement of her daughter, Bonnie Oiler, to Brent P. Ryan, son of Conductor and Mrs. Michael Ryan of Island Falls.

Oiler is a recent graduate of Southern Aroostook Community High School, Dyer Brook, and works for the Va-Jo-Wa Country Club. Ryan is a 1979 graduate of Southern Aroostook Community High



Foreman Roger A. Greenlaw, right, has retired after 36 years service with the railroad. Pictured with him is Chief Mechanical Officer Harold W. Hanson. Greenlaw, a native of Oakfield, has been carman helper, machinist helper, car inspector, carman gang leader and foreman. During WW II he served in the U. S. Marines Corps and was discharged a Sergeant. He is married and has three children, Susan Provost, Auburn; Stephen, of Sherman, and Robert, Bucksport.



Trackman Joseph A. Voisine, Madawaska, retired July 9 after 34 years with the Bangor and Aroostook. Pictured with him is Roadmaster Herman Wright, Jr. Mr. Voisine was born at St. Basile, N.B. and attended local schools. Prior to his railroad service with BAR, he was employed by the Canadian National and as a farm worker.

School and is now serving in the U.S. Army, stationed in Germany.

A fall, 1983 wedding is planned.

Mary Catherine Smith, daughter of Mr. and Mrs. L. Edward Smith of Bangor, was married July 3 to Gary Edward Karam Jr., son of Engineer and Mrs. Gary E. Karam Sr. of Bangor, at St. John's Catholic Church by the Reverends James Morgan, S.J. and Rex Clayton Woodbury.

The bride graduated from Bangor High School, attended the University of Massachusetts at Boston and



Car Repairer **Carl E. Adams**, Oakfield, has retired. He was born Sept. 23, 1917 and entered BAR service as a car repairer helper Jan. 21, 1952. He is a veteran of WW II. Mr. Adams was educated in Houlton schools. He is married and has seven children.



Trainmaster **Rod Stanhope**, right, presents retirement pin to Engineer **Don Lawrence** who retired after 40 years service with Bangor and Aroostook. He is a native of Orrington and entered railroad service Feb. 14, 1952. Mr. Lawrence is married and makes his home in Bangor.

graduated from Butera School of Art, Boston. She now works for Loring, Short and Harman, Bangor. The bridegroom was graduated from Bangor High School and is employed by the Bangor and Aroostook Railroad.

Brant A. Larlee, son of Trainman and Mrs. **Bruce F. Larlee** and grandson of retired Trainmaster and Mrs. **Frank D. Larlee** of Millinocket, is a 1982 graduate of Stearns High School Millinocket. During his junior year at Stearns, he was selected as an All-Maine Scholar, a delegate to Dirigo Boys State and a member of the National Honor Society. He has been active in cross country basketball, ski team, track and president of the computer club. He will enter the University of Maine at Orono in the fall to major in mechanical engineering.

Retired Conductor **Ira J. Morrill**, 72, of Milo, died April 4, at a Dover-Foxcroft

Hospital. He was born in Old Town, Oct. 16, 1909, the son of **Ira** and **Barbara (McKay) Morrill**. He was a member of the Piscataquis Lodge of Masons, Rabboni Chapter and the United Transportation Union.

He is survived by his wife, **Gladys (Hatten) Morrill** of Milo, four sons, **Daniel** of Millinocket, **Larry** of Longbranch, Fla., **George** of Casselberry, Fla., and **Joel** of Killeen, Texas; two brothers, **Frank** of Orono, and **George** of Derby; two sisters; **Aubine Strout** of South Portland and **Ida Weston** of Brownville Jct; 10 grandchildren, two great-grandchildren, several nieces and nephews.

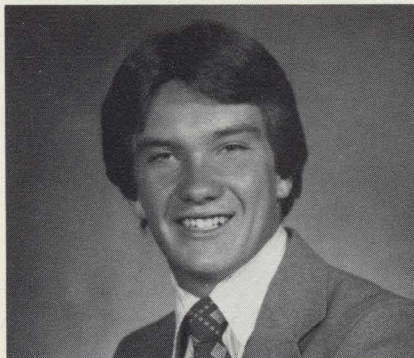
Retired Engineer **Raymond A. Goodall**, 61, died May 28, 1982, at a Chambersburg, Pa., hospital. He was born in Oakfield, July 3, 1920, the son of **Roland** and **Hazel (Batchelder) Goodall**. He served on the Oakfield School Board for a number of years, was on the board of selectmen, was a member of the American legion and was past President of Oakfield Senior Citizens. He is survived by his wife, **Irene (Desmond) Goodall**, of Oakfield, two sons, **Bruce** and **Rogan**, both of Oakfield; one daughter, **Debra McCarthy**, of Houlton; one sister, **Jackie Kennedy** of Oakfield; four grandchildren; one aunt and several cousins.

Retired Train Dispatcher **Robert P. Benn**, 51, of Oakfield, died June 12, at a local hospital following a brief illness.

He was born April 26, 1931 in Oakfield, the son of **Charles** and **Audrey (McDonald) Benn**.

Survivors include his mother, **Audrey Benn** of Oakfield; four daughters **Barbara Benn** of New Limerick, Mrs. **Shasta Fox** and Mrs. **Susan McLaughlin** of Dyer Brook and **Hilary Benn** of Oakfield; three sisters; Mrs. **Marylou Pomeroy** of Island Falls, Mrs. **Sue LaMarca** of Massapequa, N.Y. and Mrs. **Charlotte McDonald** of Oakfield; several nieces, nephews, aunts and uncles.

Retired Engineer, **J. Francis Coffey**, 83, died May 20, 1982 at Presque Isle hospital. He was born Sept. 30, 1898, at Holton, the son of **Joseph** and **Elizabeth (Porter) Coffey**. He was a member of the Westfield Baptist Church, Trinity Lodge of Masons and a retired member of the Brotherhood of Locomotive Engineers and Firemen. He is survived by his wife, **Millie (Capen) Coffey** of Presque Isle; one son, **George F. Coffey** of Huntington

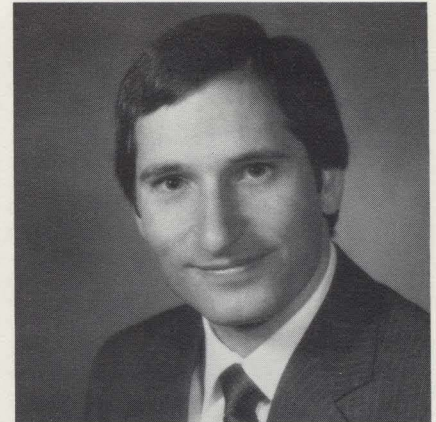


Brent A. Larlee

Beach, Calif.; one sister, **Isabelle Briggs** of Bangor and Florida; two grandsons, **Thomas J. Jr.** and **Timothy J. Coffey**, all of Huntington Beach, Calif.

ACCOUNTING AND DATA PROCESSING

In April, Data Technician **Brenda McCarty** spent six days in St. Louis, Mo. at the Women's International Bowling congress Delegates Convention. She went as a delegate from the Bangor-Brewer Women's Bowling Association. While in St. Louis, she visited the St. Louis Zoo and the Botanical Gardens. She also participated in the W.I.B.C. bowling Tournament.



Clifford M. Johnston

Clifford M. Johnston, son of Lead Clerk **Mervyn** and **Pearl Johnston**, graduated with distinction from the University of Maine at Orono on May 15, 1982, with a bachelor of science degree in Civil Engineering. He is a member of Chi Epsilon National Honor Society, Associated General Contractors of America, and American Society of Civil Engineers student chapters. He also served six years in the United States Air Force. Cliff and his wife are living in Little Rock, Arkansas where he is employed as Management counseling Engineer for Pickens-Bond Construction Company.

Kimberly Ann Call, daughter of Revenue Clerk and Mrs. **Harold Call**, graduated from Central High School in East Corinth on June 8, 1982. While at Central High, Kimberly was a member of the golf and basketball teams, the National Honor Society, yearbook staff, senior play, and was treasurer of her class. She plans to attend Beal College in Bangor where she will major in keypunch and data processing.

Revenue Clerk **Richard Shaughnessy** and wife, **Charlotte**, recently spent a week's vacation in Canada enjoying the sights of Nova Scotia and Prince Edward Island, which included entering Canada via the Bluenose sea cruise from Bar Harbor to Yarmouth, N.S. and returning to the states via the Scotian Prince which sailed from Yarmouth, N.S., to Portland, Maine.



Mechanic *Austin S. Kinney*, Houlton, has retired after 29 years with the railroad. He is a native of New Brunswick and entered service as a carpenter helper. During WW II he served with the Royal Canadian Air Force. Pictured with him is Chief Engineer *Vinal J. Welch*.

Retirees *Liston* and *Roberta Lewis* are the grandparents of *Christopher Mertic Lewis*, born June 2, 1982, to *Alan* and *Christine Lewis* of Brattleboro, Vermont. Liston and Roberta also celebrated their 40th Wedding Anniversary in Vermont with *Alan*, *Christine* and family.

Revenue Clerk *Richard Shaughnessy* was elated to hear about his grandson, *Richard Shaughnessy III*, who is a sophomore at Northview High School in Dothan, Alabama, and his recent exploits in the school's athletic programs. Richard played offensive line on the Northview Cougars varsity football team the past season and helped his teammates in a final and thrilling 7-6 victory over Carver High of Birmingham, Ala. to sweep the State title. Richard also excells on the pitchers mound on Northview's varsity baseball team and already had several wins under his belt in the early part of the season. Young Richard's father is also a railroader and is in his fourteenth year in the Transportation Department with the Seaboard coast Line at Dothan, Alabama.



Trackman *Maurice Raymond*, Fort Kent, has retired after 34 years with the railroad. He is an Army veteran of WW II and was formerly employed by Fraser Paper and Fafnir Bearing Co. in Hartford, CT. He was graduated from Madawaska High School. Mr. Raymond is married and has six children, *Donald*, Fort Kent; *Paul*, Frenchville; *David*, St. Agatha; *John*, Houlton; *Cecile Costello*, Old Town and *Ann*, a student at University of Maine at Farmington. Pictured with him is Roadmaster *Herman Wright, Jr.*

Facts and Figures

	June 1982	Six Months Ended June 30, 1982
We received from:		
Hauling freight	\$2,119,340	\$12,669,746
Carrying passengers & express on our buses	79,734	288,148
Earnings from our cars moving on other carriers	738,059	4,205,880
Other operating revenues	479,654	2,816,037
Other income projects connected with operating our business	67,791	325,310
A total of	3,484,578	20,305,121
We paid out or provided for:		
Wages and benefits to our employees	1,789,487	10,440,952
Materials to keep our equipment running and our roadbed and structures in repair	884,373	4,160,010
Lease of cars and costs for foreign cars on line	303,546	1,832,538
Outside services contracted from others	224,521	1,384,896
Telephone, heat, lights, rent and other utilities costs in occupying our buildings	45,932	528,939
Depreciation	143,042	865,505
Other services and charges in operating our business	265,912	632,541
State and local taxes	32,131	197,552
Interest on borrowed money	44,095	271,587
A total of	3,733,039	20,314,520
Resulting in a pre-tax income (loss) of	\$ (248,461)	\$ (9,399)

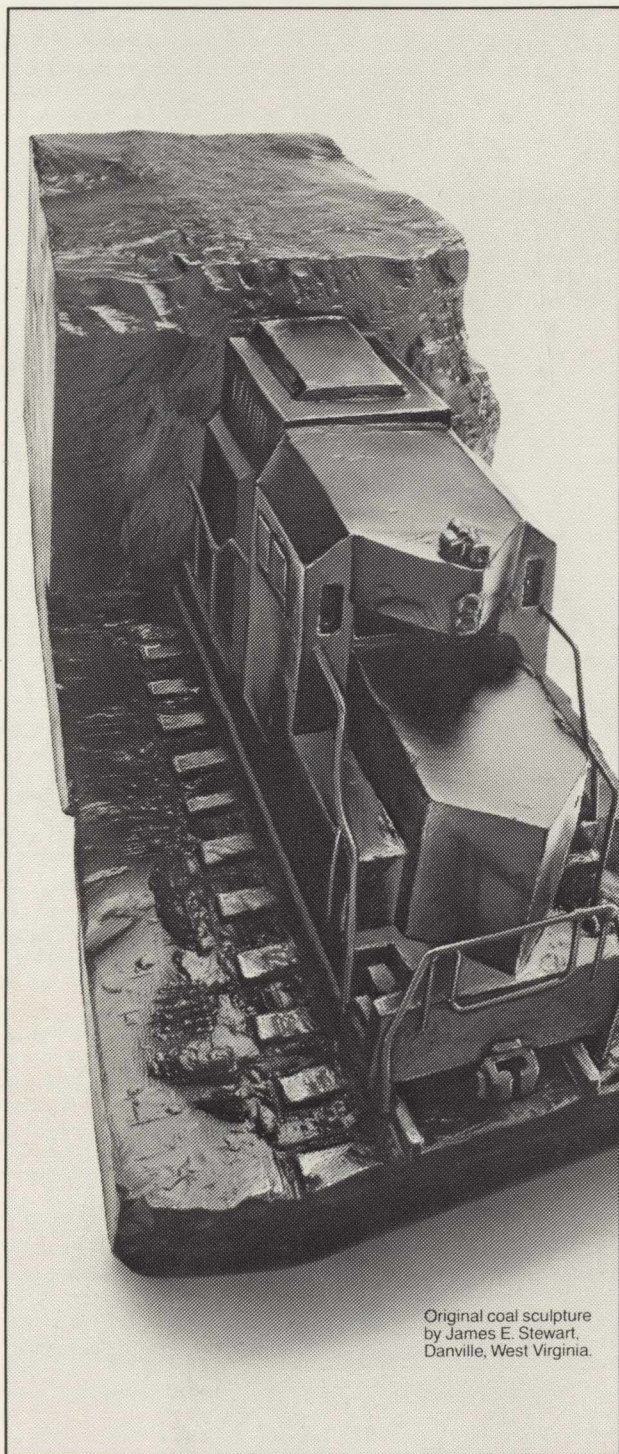
NOTE: Year 1981 is not available in a comparable format due to adoption of a new chart of accounts effective 1/1/82.

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