

MAINE LINE



J. Normand Martin

BANGOR AND AROOSTOOK RAILROAD

• **SPRING 1982**



Talking It Over

To My Fellow Employees,

A stranger in this country for the first time, if exposed only to our television and print news, might well conclude that we are just a heartbeat away from economic and political disaster. While the past six months haven't seen the best economic performance anyone can remember, it hardly deserves the kind of doom-and-gloom hysteria that dings at us all from the tube on nightly news or shouts in bold-face type from the daily papers.

Business is certainly not good. And in some industries it's a lot worse than that. But I think we are slowly making progress toward what may be a recovery with the prospect of building long-range stability into our economy. But if we continue to listen to those who preach disaster long enough, I fear it may become a self-fulfilling prophecy. After all, if someone tells you every day how awful you look you'll eventually begin to believe them and feel awful.

While I'm not suggesting a pollyanna approach to our serious economic problems, neither do I think we should ignore the basic vitality of this country nor the resilience and strength of its people.

Railroad people probably have more experience than any other group at adapting to economic change because the past two decades have been a time of testing for the industry. This has been especially true for smaller roads like the Bangor and Aroostook. We have tightened our belt so many times that hard times have almost become a way of life. As a result I think we have emerged a lean, tough company with a finely-honed instinct for survival.

But in both the good times and the lean we have continued to pour dollars back into our railroad. In the past 11 years, we've completed ballasting our main line with crushed rock. We've replaced six obsolete buildings with new, energy-efficient structures. We've started an ambitious program of continuously-welded rail . . . the first on a Maine railroad . . . and we are

replacing our rolling stock to maintain a modern car fleet. All of these improvements enhance our ability to endure bad times as well as help keep us competitive in an increasingly difficult transportation climate.

The important thing is that we maintained the program even during the bad times. Perhaps the bad times are the most important ones because it requires more courage then to commit scarce dollar resources to long-term projects. And now we face hard times magnified by those friendly folks who gave us such a closeup look at the energy crisis, east-west tensions, the latest flood, pestilence or famine and all that other good news.

It would be tempting for us to put all our plans on hold. But when you're planning for 10 years down the road, you can't afford the loss of a single year. So we're still looking at our ambitious long-range goals . . . like replacement of the diesel shops and the car shops. We are still planning for our summer work program; it will be pared somewhat but it will be respectable. The planning continues.

Along with putting dollars back into the railroad, one of our important management goals has been to stabilize railroad employment. I want us to be able to offer steady work to our people. We have done reasonably well in that area except for the period of the Great Northern Paper strike and the recent recession. As conditions improve, my first priority will be to put our furloughed people back to work.

I hope that time is not far away. Until then, however, I hope we will all remind ourselves that we are a vigorous people with a great deal going for us. We should not be unduly influenced by those who earn their living by purveying bad news.

Sincerely,

Walter E. Francis



NEWS BRIEFS

About the Cover

Maine artist J. Normand Martin did the drawing of 'Our' Ken Zwicker, an alumnus of BAR extra gang crews of the 30's. Zwicker went on to become a well-known and respected newspaperman. See story p. 14.

In this Issue

Articles

The New Realities of the Transportation Industry	4
Copper at Bald Mountain	7
Leaving Some Footprints in the Sand	10
Elray DeMerchant is One Shrewd Yankee!	12
'Our' Ken Zwicker Touched a Lot of Lives	14
BAR Gives Safety Awards to 600 . . .	18

Departments

Moving Up	17
Mileposts	17
In the Family	19
Facts and Figures	23

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Dumaine to Remain Active in BAR Affairs

At a meeting of the railroad's board of directors April 6, F.C. Dumaine resigned as BAR's chief executive officer and asked the board to elect Joseph B. Ely II to the post. Ely is the president of Amoskeag Company, which owns virtually all of BAR's common stock. Dumaine will continue to remain active in the affairs of the railroad and will continue to serve as chairman of the board of directors. Also reelected to the board were Joseph R. LaPointe, Van Buren; Richard K. Warren, Bangor; and Albert B. Hunt, Boston.

An Ambitious Spring Cleanup

In what may be the most ambitious and far-flung spring cleanup program in the state of Maine, BAR crews will turn their attention to picking up and cleaning both facilities and right-of-way the week of May 16. It is the first such concentrated effort in memory and is expected to generate treasure for the railroad, in the form of salable scrap, as well as a lot of trash. Scrap and surplus inventory will be shipped to Derby. One of the principal benefits of the cleanup will be to make a safer working environment for BAR employees.

Fort Kent Agency to Close

Fort Kent Station will be closed permanently May 31, 1982. All business normally transacted there will be transacted through the Oakfield agency. The closing of the station comes with the retirement of BAR's long-time agent Albert J. Lebel. The station has been open continuously since 1903 when Bangor and Aroostook acquired the newly-built Fish River railroad.

Rebuild Program on Target

The 6000 series rebuild program at Derby Shops is on schedule with 36 cars out-shopped as of mid-April. Fifty cars must be completed by May 31 and the entire 100-car program finished by the end of November. The rebuilt cars have been well received by BAR shippers and should provide high quality equipment for many years.

Traffic Below '81 Levels

Traffic continues to remain at levels of about 15% below the comparable period a year ago. Although rail business is not showing any signs of improvement, the decline appears to have leveled off. Some economists are predicting improvement in the third quarter.

The New Realities of The Transportation Industry



A Delmont E. Hartt truck unloads a carload of lumber from a BAR piggyback flat at Northern Maine Junction. Hartt, a small regional carrier, delivers piggyback loads from Northern Maine Jct to New England and New York points. Deregulation has created a new climate in transportation and the combination of rail and truck piggyback has been one of the results. BAR regards the railroad/truck connection as an opportunity to get a share of the lumber business and highway paper business.

For just about the past 30 years railroad managers, some shippers and a lot of railroad employees have felt that the railroads were over-regulated and that some other modes enjoyed privileged status in the regulatory structure. Then the deregulation concept became an idea whose time had come in government circles and the picture changed. Airline deregulation came first, then trucking and railroad. Some of the old inequities between the modes haven't changed, of course, and railroads certainly aren't unregulated.

But the rules have certainly changed.

Most of the big change occurred in 1981 and it's still taking place.

And not all of it is strictly the result of railroad deregulation. Part of the trucking deregulation process involved greater ease of entry into the trucking business. The result was great numbers of smaller trucking companies invading turf that was formerly the protected domain of the common carrier trucker.

The competition has been fierce.

Many of the newcomers were non-union carriers. Almost all of the established carriers are unionized and there is a basic inequity in pay scale and other costs between the two types of motor carrier. The struggle for traffic is a bloodbath that has

swept away a significant number of large trucking companies.

How does all this concern railroads? Well, those emerging, new companies are also railroad competition and they're making inroads into traffic that has been considered traditional railroad traffic. They're tough, hungry competition.

In at least three instances during the first months of 1982, BAR has been forced to reduce its rates on certain commodities because of competition from non-union trucking companies. The revenue lost to the railroad amounts to several hundred thousand dollars.

In the past year alone, BAR traffic is down by 7,000 carloads. Of course, not all of the loss can be attributed to deregulation. Much was the result of nationwide economic conditions. The major losses were in woodfibre, lumber, gas and oil. Oil conservation measures and substitute energy sources of the two major paper companies served by BAR account for much of the drop in oil revenues. But much of the loss in woodfibre and lumber went to the new competition. Deregulation has brought about a buyer's market for major transportation users. But it has buried a lot of the transportation providers and denied many more the resources to maintain a plant.

BAR President Walter E. Travis says the railroad remains competitive in its long-haul traffic and that he is optimistic about the long-term prospects

for the railroad and the industry. But, he adds, there is a greater pressure to manage well, to use human and financial resources wisely than perhaps at any time since WW II.

One example of the railroad's if-you-can't-lick-'em-join-'em approach to the 1982 marketplace is the new piggyback connection. After the New England Rail Labor Management Task Force project for a three-railroad, dedicated piggyback train from northern Maine to Boston crashed, BAR was still searching for a service and a price that would help break into the virtual monopoly the new breed of trucker has on frozen foods and lumber.

What the marketing and operating departments came up with was a piggyback movement from Aroostook to Northern Maine Junction and a connection with Delmont Hartt, a smallish but efficient trucker from Carmel. The lumber is loaded onto the piggyback trailer without deramping in Aroostook, which allows for a short turnaround time, and moved to Northern Maine Junction the same day. Hartt picks up the



Bangor and Aroostook employees from the car repair tracks prepare a trailer load of Aroostook County lumber for unloading at Northern Maine Junction. At the lumber mill site, the cars are not deramped but are loaded while actually on the piggyback flats, making for a faster turnaround time. Price is lower than truck transportation and service almost comparable.

trailers and delivers them to New England and New York points with a transit time that comes close to a straight truck move at rates that are less than the truck rate.

The service is also being used for the movement of paper. And while it doesn't promise big volume anytime soon, the new connection has helped the railroad get its foot in the door and to start honing its skills in the new transportation environment.

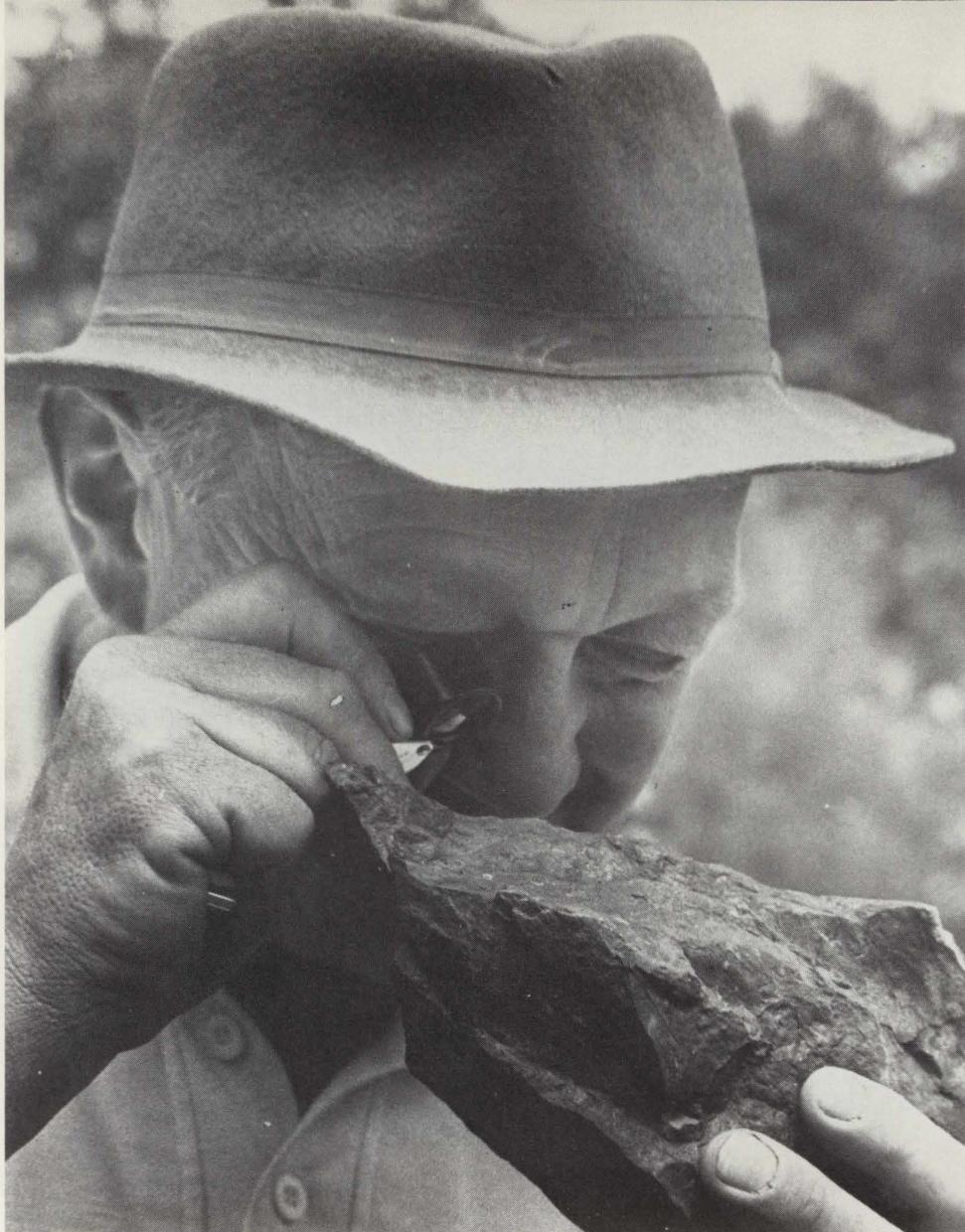
By unleashing restraints on entry into the trucking industry, eliminating the anti-trust exemption for railroads and other deregulation moves, the Federal Government has allowed the transportation market to be-

come much more responsive to competitive forces. Profit margins are slimmer. The work force is lean. And the dominant message is that only the most efficient carriers will emerge from this period of change.

The change in transportation comes at a time when a round of new wage agreements will add at least \$1.4 million a year to BAR's labor costs. In the past four years our traffic has shrunk by 10,000 carloads. And as competition has become more intense, the profit margins have shrunk. As economic conditions improve, some of the traffic levels will improve. And some of the loss of the past four years may be made up with new traffic from some situations that show

potential . . . mining development, port development and new manufacturing plants in Aroostook. But even if all come to realize their potential, they will not compensate for the loss of 10,000 cars.

The only workable alternatives to raising prices for our services, unacceptable in this competitive climate, are a lean work force and the ability to match our competition in productivity. For labor and management alike, the challenge for the 80s will be to keep BAR competitive in both price and service and, at the same time, protect our people. It will require all the ingenuity and will both groups can focus on the most critical challenge we face.



Hal Downey, a senior geologist for John Cummings, examines an Aroostook County rock sample under a glass. The Bald Mountain deposit is estimated at 36 million tons. Its principal ores are copper and zinc.

Copper At Bald Mountain

There's a mountain 13 miles west of Ashland as the crow flies that's sitting on one of the top 10 new copper and zinc discoveries in America. The finished product value of the 36 million-ton deposit is measured in hundreds of millions of dollars. Both metals are strategic components of military strength and are vital ingredients of an industrial economy; the United States imports 12% of its copper and 50% of the zinc it uses.

Two companies are interested in jointly developing John Cummings' 1977 discovery of ore at

Bald Mountain. Louisiana Land and Exploration Company has worldwide experience in the development of such mines. Superior Mining Company is an experienced operations company. Whether the Bald Mountain project gets off the ground depends as much on geopolitical factors affecting the world price of copper as it does the local environmental process and local taxation policy.

No one connected with the project is willing to express unqualified optimism about its prospects. John Suffron, Louisiana Land and Exploration

Company's environmental manager, says that the way the state decides to tax the company, the ability to satisfy the state's environmental requirements, and the world price of copper are all factors in whether the project will fly.

But not even the richest companies drop over \$15 million into a project unless they are very serious and that's what the two companies say they've invested so far. Suffron says that Louisiana and Superior have spent over \$1 million on environmental studies alone in anticipation of the dozen or more environmen-

tal permits needed before any construction could begin.

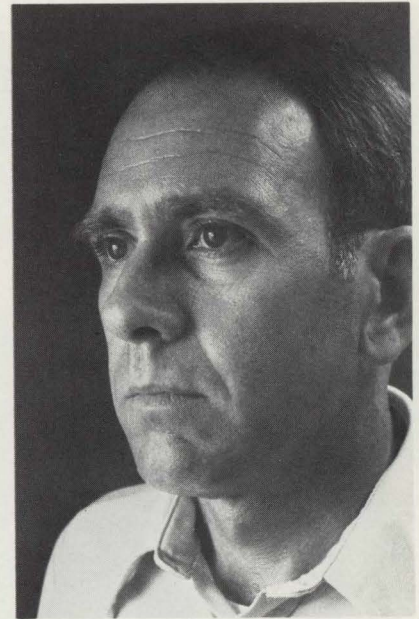
Bangor and Aroostook marketing officials are guardedly optimistic.

What's at stake for Bangor and Aroostook and its people are an estimated 1300 cars of ore a year plus what inbound rail traffic the operation would generate. Translated into dollars, Bald Mountain could add between a half million and a million dollars a year to BAR's freight revenues. The estimated life of the mining project is between 15 and 20 years.

The Bald Mountain proposal covers an area of nearly 1,000 acres, a mere dot in the vast forested area of Aroostook County. The mine site itself is a miniscule 100 acres. Suffron emphasizes that it is not a strip mining operation which removes ore from a large area of land; it would be an open pit mine which is essentially small and deep. Nor would it be anything like the kind of boom-and-bust experiences that have been associated in the public mind with some western mining operations.

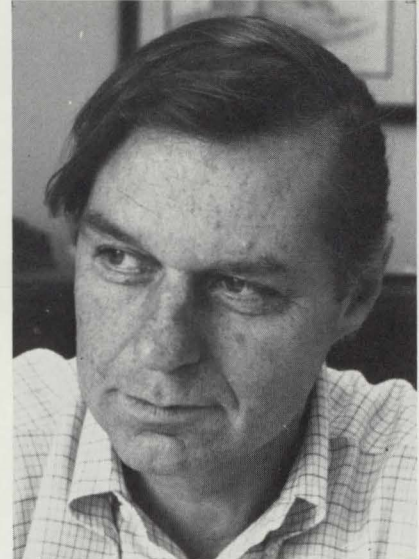
Environmental law requires that a mine site such as Bald Mountain be restored when the ore is exhausted, a policy that Louisiana and Superior endorse. The mining process and the reduction of the ore present little possibility of air pollution. The ore would be removed and reduced in size on the site in a series of crushing mills. It would then be reduced to a fine powder and subjected to froth flotation treatment which separates the valuable minerals from the waste rock to produce an ore concentrate. All water required in the grinding and flotation steps will be recycled, thus minimizing water treatment requirements — another environmental concern.

The mine would produce approximately 7700 tons of ore during a five day week — enough to operate a mill at 5500 tons per day on a seven day basis which would generate about 25 cars a week of the ore concentrate. There are a couple of scenarios for the movement of the ore. A railhead would either be built to the site or the ore would be



Bill Josey, pictured above, is senior geologist for Superior Mining and project manager for the Maine operation. Below, snow blankets the Bald Mountain site 13 miles west of Ashland. The site is called one of the top ten new copper and zinc discoveries in America. The United States now imports 12% of its copper and 50% of its zinc. The mine, if developed, would produce approximately 7700 tons of ore during a five-day week generating about 25 cars of ore concentrate.





Top left, a lab technician at J.S. Cummings Co. in Bangor tests a sample from the Bald Mountain site. John Cummings, pictured above, was the geologist who first discovered the Bald Mountain site. Louisiana Land and Exploration and Superior Mining have invested over a million dollars in environmental studies alone on the site. If the mine is developed, it would produce employment for between 185-220 people over a period of from 15 to 20 years. The copper concentrate, pictured at left, is the first concentrate of Bald Mountain ore to come out of a pilot plant in Golden, Colorado. Some 200 tons of rock ore was shipped from Aroostook County to Colorado for processing.

trucked to Skerry and loaded onto rail cars. There's a good possibility that the concentrate would be shipped to a smelter from Searsport which would make it a single line haul for BAR.

Suffron says that if the mine is built, the operation could last up to eighteen or twenty years. At stake for Aroostook County's hard-pressed economy are between 400 and 500 construction jobs. The construction period could last two years according to Suffron. After that, employment would remain stable at approximately 185-220. Those jobs, he thinks, principally will go to local people because the skills required are already in Aroostook.

The perspective from the depths of a severe recession may not accurately reflect the

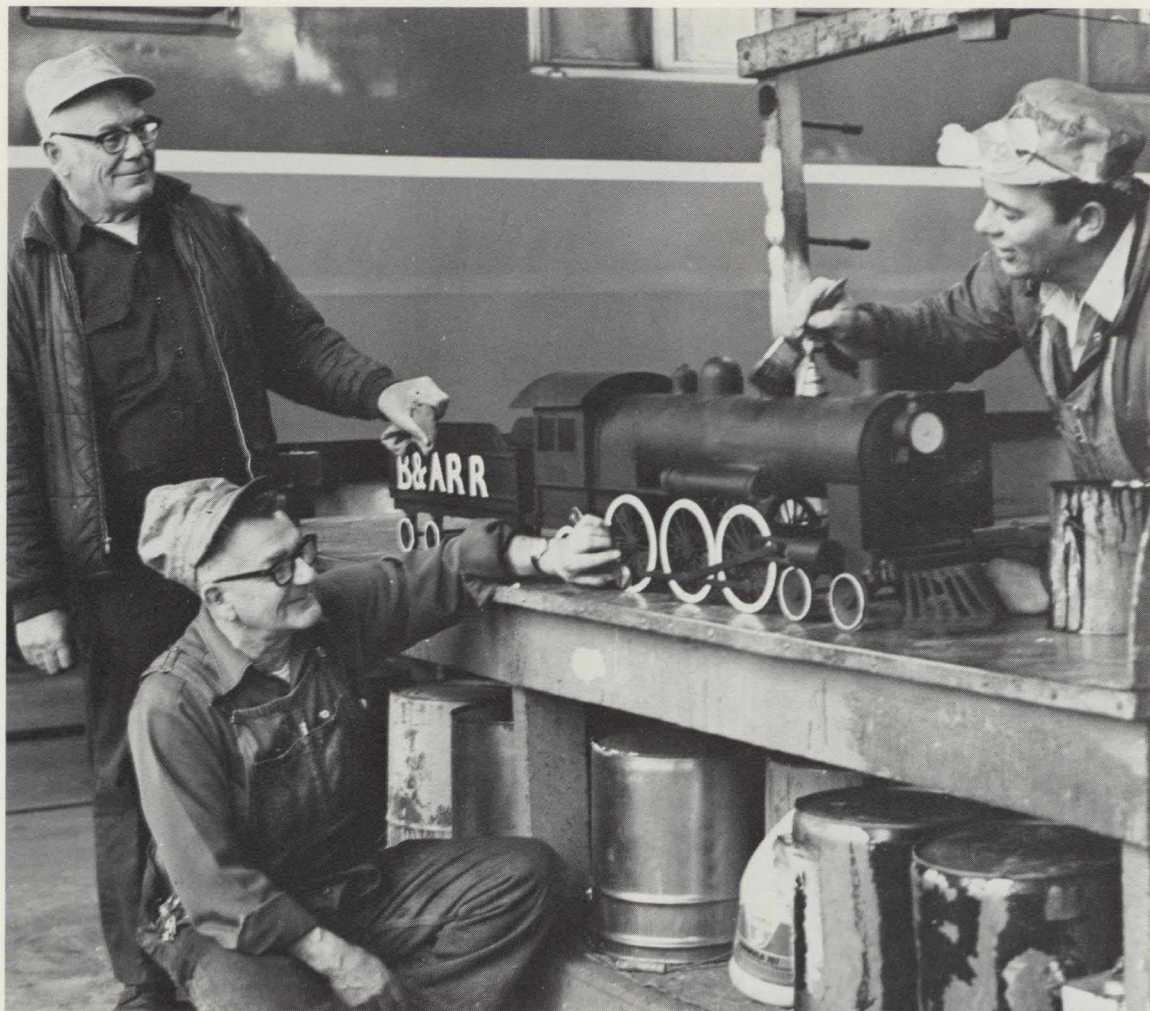
project's actual chances. Housing construction — a major consumer of copper — is almost at a standstill. The automobile industry, another major user, is sharply off. But all this could change in a relatively short period and that could affect the price of copper and enhance the project's chances. More activity in the telecommunications, solar heating, mass transportation and computer industries, prospects some marketing experts foresee, would have the same effect.

If all the pieces fall into place . . . an end to the worldwide recession and relative world stability . . . then the market for zinc and copper could reach its potential during the waning years of this decade.

The Bald Mountain Project seems very different to industry watchers from those schemes...

an aluminum smelter and various oil refinery proposals . . . submitted in those innocent days at the heyday of the environmental revolution. The Bald Mountain promoters have involved local leaders and the public in their plans from the beginning. They have discussed their proposals in public forums before any decisions were made by the company. When you speak with them you come away convinced that their environmental concerns and their philosophy on taxation are not merely lip service.

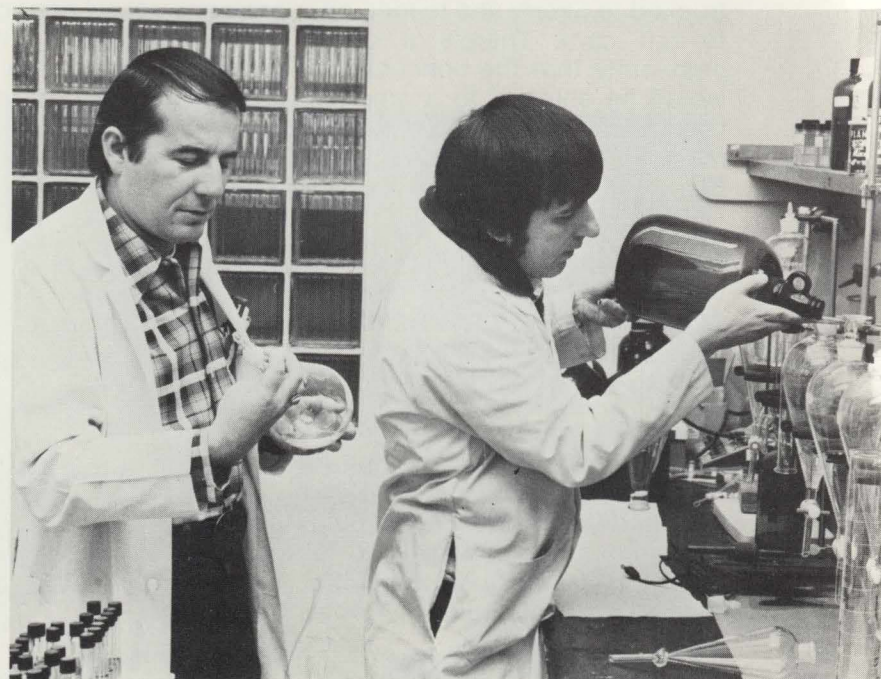
In fact, their approach has been almost a textbook lesson in how responsible industry operates in an enlightened era. It will be very difficult for an ambitious politician or bureaucrat to make a reputation by stonewalling this project.



Leaving Some Footprints In The Sand



In the photograph at top Sheetmetal Worker Ike Bushway, center, was one of several railroad artisans who restored an antique weathervane for placement at the railroad's new field headquarters at Oakfield. Pictured with him are Stan Clark, left, and Painter Tom O'Connor, right. Ike Bushway's skill with sheetmetal has won him a reputation for craftsmanship throughout the system. Bushway, pictured above after his retirement, finds his days full and figures that retirement keeps a person just about as busy as a full-time job. His sons, Rodney and Alfred, pictured in their University of Maine laboratory, at right, describe their father as a caring man who has left a legacy of good works quietly done. Both his sons hold Ph.D. degrees in science.



This story isn't about any dramatic event. Or even a dramatic person. The protagonist is a very low-key guy. It may not even be a story in the journalistic sense of the word. But it does have a beginning. And it does have a decisive moment.

The end hasn't been written.

Ike Bushway was a sheet metal worker at Derby Shops and he's been there for the past 36 years. Railroad people tend to be very steadfast in their careers. Ike isn't a man to talk very much. Especially about himself. Even during the many years he was brotherhood chairman for the sheet metal workers he didn't talk much, but he was good at the job.

One thing everyone always noticed about Ike Bushway though. He was always willing to help someone with a problem . . . on the job or off. His foreman, John Willinski, says that when you sent Ike out on a job, you knew he'd do it or it couldn't be done. He's one of those men who love the challenge of figuring out a way to do a hard job.

Ike Bushway retired a couple of months ago and a lot of people miss him. When you think about it, that's a nice compliment. If you work a lifetime with other men and they're sorry to see you go, you must have been doing something right.

Ike came from a railroad family. His dad was a 40-year Canadian Pacific veteran. Ike started his own railroad career before WW II as a callboy for the CP in Brownville Junction. During the Big War, he served with the U.S. Army Air Corps in Europe and came home with a pocketful of medals, including a Silver Star.

Ike went to work for the BAR in 1945. Orris Dean was mechanical superintendent and all the motive power was steam. Ike and his craft did all the piping on the steam locomotives. He still gets a faraway look in his eyes when he talks about steam.

Ike married Dorothy Landers in 1945 and it wasn't very long before there were two sons, Alfred and Rodney. Before the time came when

Ike could hold a year-round job, he worked as a roofer, then as a plumber.

When the railroad changed from steam to diesel, sheet metal work became Ike Bushway's full-time work and he began to earn a reputation as a problem solver and an artist in metal. The work was more than a job; it was a life. He still found time to teach his sons the joy of the outdoors as well as a standard of conduct in the woods and fields that recognizes conservation and the rights of others.

The careers of their sons are a comment on the kind of parents Dorothy and Ike Bushway were. After Milo High School, both Alfred and Rodney took BS degrees in agricultural science at the University of Maine. Then both sons went on for six more years of study, Rodney at Texas A & M, Alfred at Purdue, and Phd degrees in biochemistry and animal science. The lure of Maine and the closeness of their family drew them back to Maine four years ago. Rodney left a position with Phillips Petroleum in Oklahoma and Alfred was a brand-new Phd when they came back to the University's Agricultural Experimental Station as scientists.

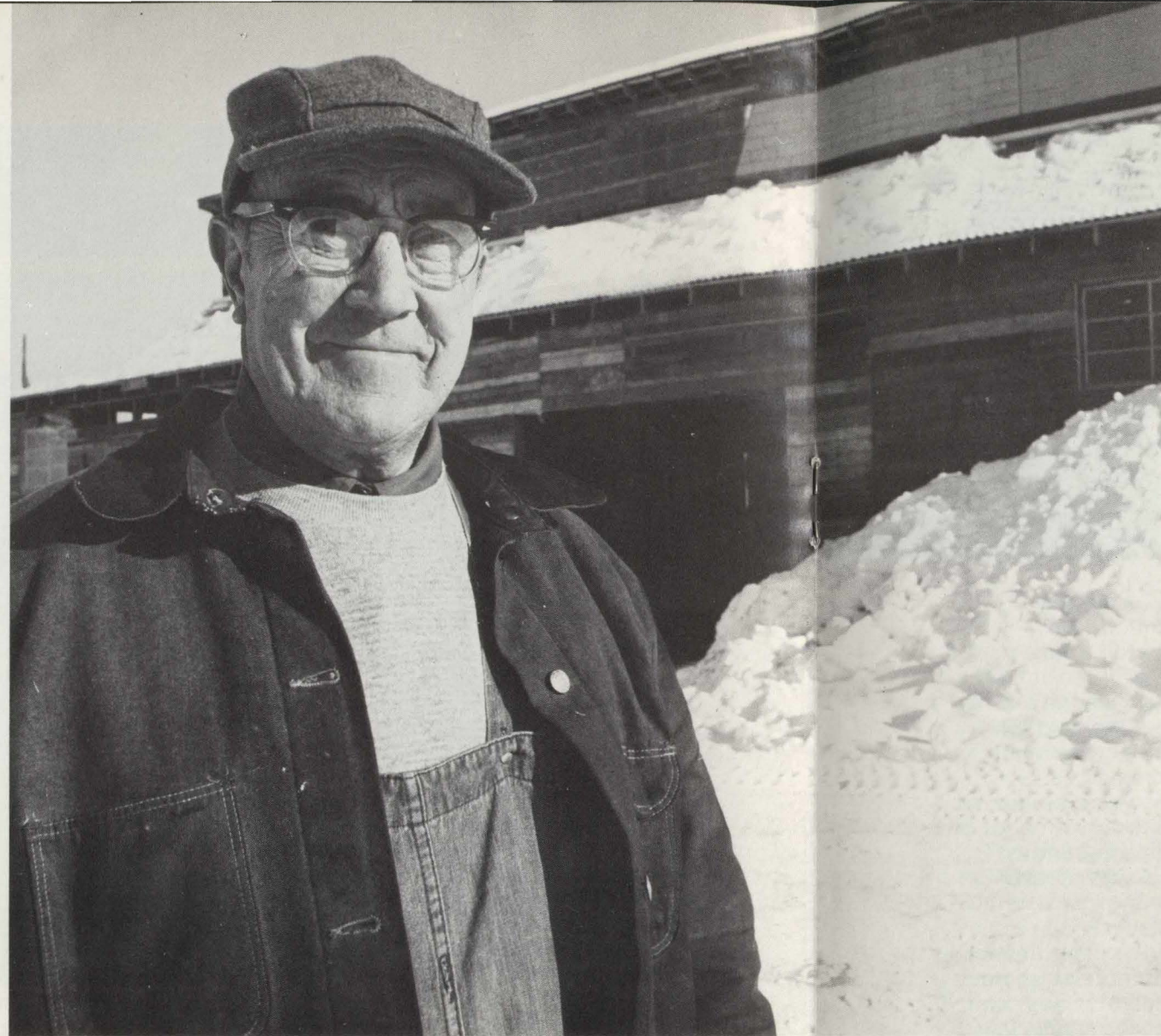
Both sons describe their father as a religious, caring man who, in his 60 years, has left a legacy of good works quietly done.

When Ike turned 60, he was feeling the first twinges of arthritis and decided he'd take the pension and use those years to cram as much fishing and work and fellowship into his life as he could. His friend, Stan Clark, assistant foreman at the Derby Contract Shop, retired shortly after Ike did and now the two spend a good many days ice fishing together on Schoodic Lake.

Too often the people we see in the news are the glamorous or the outrageous in our society. But those among us who are quiet and compassionate and responsible really touch more lives than those people we see on the nightly news.

That's why we wanted you to know about Ike Bushway.

Elray DeMerchant Is One Shrewd Yankee!



At 72, Elray DeMerchant of Caribou still puts in a day's work that would exhaust many younger men. He handles about 25 rail cars of coal through his rebuilt Caribou coal facility on the Bangor and Aroostook's lines there each year. He rebuilt his coal shed from an earlier one using salvaged lumber and the steel from the original facility. Elray DeMerchant's business is a living example of the economics of size. He says that he can almost run his business alone. Pictured at top right, is DeMerchant's rebuilt facility.

Elray DeMerchant is one of those uncommon men for whom the words "shrewd Yankee" might have been coined. But that's not precise, either, because the description implies a certain avarice that's totally alien to Elray's nature.

In fact, it's his very lack of avarice that has his competitors worried. They tell him he's not charging enough for the good Pennsylvania hard coal he distributes all the way from Houlton to Square Lake. His competitors charge \$140 a ton; Elray gets \$120.

But Elray DeMerchant has been in the coal business since 1928 and he has a good handle on his costs. And he'll also tell you, if pressed, that a lot of his customers are older and can't afford the prices the big distributors want him to charge.

"Besides," he adds with a sly grin, "I've made a better profit this year than anytime in the past 25 years."

It's doubtful that Elray's much worried about losing his pension since he seems to have discovered the secret of business growth

without increasing costs. In the past year he figures he's sold about 1800 tons of coal . . . about 25 rail cars . . . and delivered it with only occasional help.

"I can almost run the business alone," he admits.

What makes the business unusual, besides Elray's unique approach to the small-is-beautiful concept, is that the robust, 6-foot-2 DeMerchant was 72 last September and still puts in a day that would exhaust many younger men. The secret of his business success is his ability to sell a good product at a better price than anyone else. And thereon, as the books say, hangs a tale.

Elray's father started the family trucking business in 1917 and the company has handled coal since that time. After high school, Elray and his two brothers joined their father. In 1928, the DeMerchants started distributing groceries for the Great Atlantic and Pacific Tea Company throughout Aroostook County. There were 15 stores and the arrangement lasted until 1965.

After WW II, a lot of the firm's coal customers discovered the convenience of oil and converted from coal. The coal business dwindled but there remained a loyal core of coal users and Elray, being the kind of stubborn man he is, figured he owed them service.

From 1954, when he began taking coal at Bangor and Aroostook's Caribou facilities, until the oil embargo the coal business lost a little ground each year. And while the railroad's coal-handling equipment was a relic of the steam days, it was sufficient for Elray's business. But after the oil embargo, coal took on a lot more economic appeal for beleaguered snow belt home owners and business started to pick up.

But by that time, the railroad's coal-handling facilities were not only antique but unsafe, and the road's engineering department condemned them. The shutdown marked the beginning of lengthy negotiations between Elray and the railroad. The road was sympathetic but Elray's modest coal traffic didn't warrant the expenditure of the dollars needed to replace the ricke-

ty facility with a new one.

The dilemma was eventually solved by the railroad giving DeMerchant the old structure, from which he salvaged the heavy steel necessary to support loaded coal cars in any replacement. Using second-hand lumber, salvaged steel and a lifetime of hard-won savvy, Elray not only rebuilt a coal-handling facility; it was far more efficient than the original.

Elray admits that his creation fell a little short in the aesthetics department but it does what he designed it to do very nicely.

"Last fall," he says, "one of my customers from Mars Hill came in with a truck and wanted 50 barrels of coal. That's a little bit more than six tons. I was able to load him in just under 13 minutes."

Elray still delivers most of his coal in barrels because his customers don't have storage facilities large enough for him to use a bulk truck.

When Elray talks about the future of the coal business his countenance takes on an evangelical demeanor and he'll tell you about the 26 automatic stokers he sold last year, up from the 17 he moved the year before. Then, he'll explain how coal is about half the price of home heating oil and you just know his customers believe that Elray is going to figure a way to hold the line on prices.

Probably Elray's operation couldn't work for anyone but him. And maybe he's even an anachronism in a world of maximized profits and high technology. But it's kind of comforting . . . even if you don't buy coal from him . . . just to know he's there.

'Our' Ken Zwicker Touched A Lot of Lives

By Richard W. Sprague

The term "extra gang" is one of those railroad terms that must be incomprehensible to non-railroaders. Of course, railroad people know that extra gangs — often called outfits — are those work crews that move from place to place on the railroad during the period between snow melt and snowfall, when the railroad does its maintenance work on track and structures. Bangor and Aroostook's extra gangs have helped a lot of doctors, lawyers, scientists, teachers and Indian chiefs (honest) get through school, not to mention a lot of darned good professional railroad men.

But the BAR alumnus I'm proudest of is a skinny, five-foot-seven, 135-pound native of Brownville who just retired after 26 years as assistant publisher of the Keene, N.H. SENTINEL.

Ken Zwicker may be little, but he's mean. Mean, that is, if you happened to be a bureaucrat or a politician who happened to cut corners in the interest of the power structure against the little guy.

Zwicker would hate being thought of as a reformer in the tradition of Lincoln Steffens. But he had the instinct and his Irish sense of justice and his sympathy for the weak and the defenseless were always evident in his trenchant editorials.

But I'm getting ahead of myself.

Ken Zwicker's first contact with newspapering and railroading came when he was 10 and started a paper route delivering the Bangor DAILY NEWS in Brownville. When he started he had no customers. But soon he had 80 subscribers on a route that covered five miles. Since the only way the Bangor NEWS got to Brownville was on BAR's morning passenger train, he got up at 3:30 to meet No. 1. The train didn't usually stop at Brownville so the bag-gageman simply tossed the bundle of papers on the station platform. If Zwicker wasn't there to

catch them, they might bounce under the wheels and quickly become confetti. He delivered papers until he graduated from Brownville High School at age 16.

His first service on the railroad was in an extra gang crew in 1938. And for the next two years he worked on both the lift and ballast crews under such legendary foremen as Dick Sutton and Joe Allen. The three years on the extra gangs were to furnish Zwicker with a lot of material for his column "Dateline Yesterday" which appeared in the SENTINEL'S MONAD-NOCK OBSERVER.

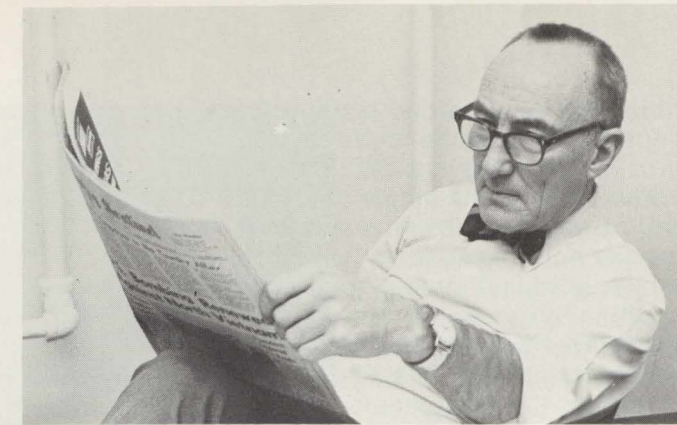
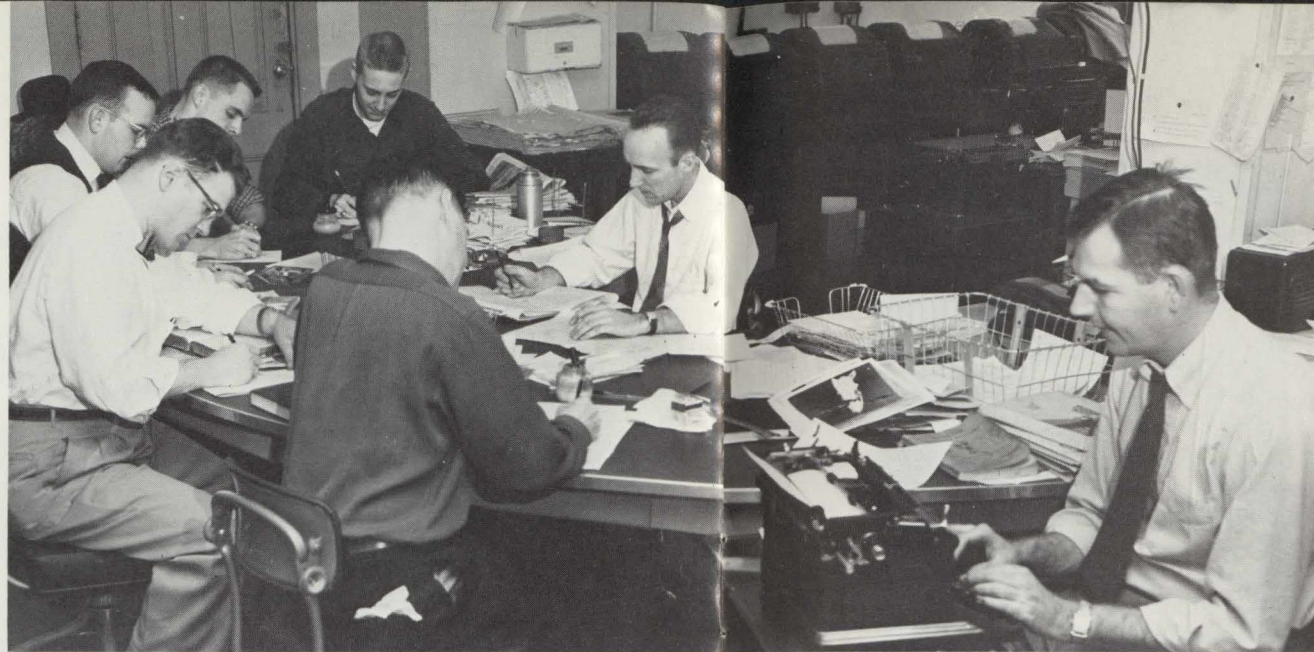
In November of 1941, he enlisted in the Marine Corps and shipped out the month after the Japanese attacked Pearl Harbor. He spent the next 33 months as an artilleryman and anti-aircraft gunner in the Pacific. Zwicker was in most of those remote places that were to become household names for those anxious American homes that were putting pins in maps during those tense years from 1942 to 1944. He took part in the campaigns on Guadalcanal, Guam and Okinawa, among others. Like many others who saw duty in the Pacific, he contracted malaria and dysentery and other garden variety island diseases. He made sergeant a couple of times but got busted each time for making "stumpjuice" out of coconuts and sundry other ingredients.

Ken Zwicker isn't one of those WW II vets who likes to talk about his war experiences. He hated it. His experiences hardened his attitude toward politicians who talk blithely about defending principles without counting the cost. To the end of the conflict, he remained bitterly opposed to the U.S./Viet Nam involvement.

When he got out of the Marine Corps in California in 1945, it took him three weeks to get home. He figures he hit most of the bars between Los Angeles and Boston. He finally had to call his father from Boston for train fare home.

Zwicker entered the University of Maine in

Continued on page 16



Left, Ken Zwicker is pictured in the slot of the copy desk at the Bangor Evening Commercial in 1954 just before the paper folded. Above, 18 years later, he looks over a recent issue of the Keene, New Hampshire Sentinel, the paper on which he served as assistant publisher for 26 years.

There were 110 men in the lift crew and only one other guy spoke English. For my part, I had just finished getting a 'C' in academic French.

by Ken Zwicker

The Bangor and Aroostook Railroad in Maine used to hire summer crews that were called "extra gangs." Usually there were three of them working every summer.

A "steel gang" laid new steel (rails) where needed, and a "lift crew" jacked up (lifted) the rails in order to tamp, between and under the ties, new roadbed material, which was called ballast, delivered by a "ballast crew."

The ballast crew was the smallest of the gangs, consisting of a steam shovel which operated on rails laid into gravel pits; worktrains of gondola cars that were loaded by the steam shovel with ballast taken out of the gravel pits, and a few people who were sort of "support troops"—a foreman, cooks, cooks-helpers (cookees), a timekeeper, etc.

In the late 1930s, I worked one summer on the lift crew and a couple of summers on the ballast crew.

The extra gangs used to begin operations in April or May, but the summer I worked on the lift

crew I began work in June, after graduating from high school. I was 16 years old and didn't turn a grown-up 17 until the end of the summer. I replaced an older guy who had quit.

I caught "Number One," a northbound passenger train, early one morning at Brownville, and reported for duty much later the same day at Fort Kent, which is on the Maine-Canadian border.

Within a day or two I learned what probably influenced my predecessor to evacuate.

There were 110 men in the lift crew and only one other guy spoke English. The crew members were all French Canadians, and only a few of them could speak even a smattering of English. For my part, I had just finished getting a "C" in academic French, which none of them understood, anyway.

Despite a lot of arm-waving, eyebrow-lifting, forehead-wrinkling and laughter, communication between them and me was very limited.

Since it was my first time away from my parents and a brother and four sisters, I was homesick, a condition accentuated by the language barrier between me and the rest of the crew.

But I had made up my mind that I wouldn't leave my first full-time job before it ended.

One of the guys who helped me stay with it was about my father's age. I think his first name was Emile, but I know his last name was Hebert—pronounced, in that part of the country, A-Bare.

One day I was walking down the tracks toward where the railroad cars in which the extra gang lived were parked in the railroad yards in Fort Kent. A dozen or so of the men were sitting on the rails on either side of the track, facing each other and having a smoke.

As I got close to them, apparently looking as well as feeling like the youngest person who ever worked on an extra gang, Emile Hebert stood up, snapped his cigarette down the bank of the right-of-way, and stepped in front of me.

I expected to get hassled, but Emile looked down at me and said, "Can It (Kenneth), sit down beside me and told me a story. I love so much to heard you talk."

The mangled English broke me up, but I realized, nevertheless, that Emile's English was much better than my French, and the important thing, anyway, was that he was trying to make me feel "at home."

Emile and I got to be good friends, the homesickness gradually faded away, and when the gang broke up at the end of the summer, I was still with it.

1946. By this time he'd married Marilyn Coy and was commuting the 100-mile-round trip a day from Brownville to Orono in a 1933 Chevrolet with four bald tires. In one single day, he remembers, he had five blowouts which he had to patch on the spot because he had no spare.

Ken Zwicker got his degree in journalism at the University in 3½ years. At one time during his college career he held three jobs at the same time. He was janitor at a 43-desk office, correspondent for the Piscataquis OBSERVER, and student assistant in the journalism department.

His first newspaper job was at the Ellsworth AMERICAN where he did everything from setting type to selling ads. His next job was as city Editor of the Bangor Evening COMMERCIAL, a newspaper published by Russell H. Peters (later to become assistant to the president of the railroad) and James D. Ewing that attracted a coterie of young newspaper people with an unflagging belief that by sheer enthusiasm and energy they could make the ailing paper survive.

And they almost succeeded.

It was during those years that I came to work for Ken Zwicker as the night man on the city beat. He was infinitely patient with beginners and everyone who worked with him wanted to be good because he made one feel that he was a person of great potential.

Ken Zwicker remembers the COMMERCIAL years as the most fun he ever had. That's the way I remember those years and my colleagues there who have gone on to distinguish themselves. It was like belonging to a special kind of club that makes great demands on time and talent. For many of us it was the first real testing. But ever afterwards you remember the time and the people and the institution with special warmth.

"We believed we were going to make it because we deserved to," he remembers. "I couldn't believe the COMMERCIAL wouldn't always be there, because it should be and I should be there."

But on Jan. 16, 1954, the fighting COMMERCIAL died and it was a very personal death for Zwicker and the staff that had worked so valiantly to keep it alive.

From Bangor, Ken went to Ridgewood, N.J. as managing editor for two suburban papers. After the COMMERCIAL, he found working with enough staff and financial resources tame going. Besides, he missed New England. So

when Jim Ewing, publisher of the old COMMERCIAL, bought the Keene SENTINEL and offered him a job as assistant publisher, he leaped at the chance.

For the past 26 years, Ken Zwicker has been rattling the chains of all those persons in authority in New Hampshire and its environs. He taught a couple of generations of young reporters the discipline of their craft and a respect for facts.

Colleagues on the SENTINEL, wrote of him: "He's written thousands of SENTINEL editorials and has pricked the consciences of people who read his stuff and who worked with him. In all, he devoted 35 years to journalism's highest work, as defined by a famous publisher: comforting the afflicted and afflicting the comfortable."

He not only wrote, he did. In 1961, he organized an airlift of food and clothing and other necessities to 80 destitute children in a South Korean orphanage. He says that's one of the most satisfying things in his career, when his news stories and editorials so touched the hearts of people in the Monadnock region that they donated tons of items for the airlift.

"It's always been important to me that a newspaper do a lot for people who can't do a lot for themselves," he says. "They have no lobby."

Ken Zwicker has lived his life like a roman candle.

"I've been a fortunate S.O.B.," he says. "I've been able to do what I always wanted and that was to be a newspaperman. When you can jump up at 5 o'clock on a Monday morning and be truly happy to get started; when you look forward to your work every morning and like what you're doing, what more could you want?"

Probably because he never spared himself, Ken Zwicker has angina and diabetes. In 1981 he had two strokes, one of which impaired him enough to cause his retirement. But he's still irrepressible and full of zest for life.

I can't think of anyone I know personally whose life and ideals have touched more lives than this feisty man from Brownville, Maine. He's been an example to a lot of young newspapermen and women. He changed a lot of things by his life. But perhaps the most important thing is that, win or lose, he never stopped trying.

The railroad can't claim any part of Ken Zwicker's glory.

But we sure are proud of him.

TRAIN CREW COMMENDED FOR 'COURAGE AND PROFESSIONALISM'

At a highway crossing in Bridgewater March 1, the nightmare of every locomotive engineer became a reality. A gasoline-laden highway tank truck slammed into a BAR train, killing the driver and causing an explosion which burned one house and tied up traffic for hours. Only the cool action of the crew . . . K.A. Adams, J.H. Giberson, J.L. Hogan, S.C. St. Peter, D.P. Rafford . . . prevented injury to themselves and extensive damage to the locomotives. The crew uncoupled the units moments after the crash and removed them from the burning tank truck. President Walter E. Travis wrote each member of the crew: "I want you to know that I am proud of your professionalism and grateful to you for your quick action . . ."



Garrett J. Lovett



George E. Deshane

Moving Up

The Bangor and Aroostook has announced the promotion of Garrett J. Lovett and George E. Deshane at the Northern Maine Junction office. Hugh G.

Goodness, vice president-traffic, said that Lovett becomes manager pricing and divisions and Deshane becomes assistant manager pricing and divisions.

Lovett, a 35-year employee of the railroad, is a member of the General Freight Traffic Committee of Eastern Railroads and has held several positions in the railroad's traffic department. He is a native of Bangor and attended University of Maine and Beal Business College.

Lovett, 56, is married to the former Joan Arsenault. They have nine children.

Deshane, 52, has been employed by BAR since 1956, and has held various positions in the traffic department since 1963. He is a native of East Millinocket and was educated in Old Town schools and attended the American University, Washington, D.C. He served in the U.S. Navy as a radioman after WW II. Deshane is a member of the Eastern Railroads Divisions Committee and has been active in Scouting and Little League. He served for eight years on the Old Town Zoning Board of Appeals. He is married to the former Ruth Brooks. They have four children.

Mileposts

40 YEARS SERVICE

Harold W. Dickson
Leland D. Labbe
Walter J. McCarty
Bernard J. Nadeau

35 YEARS SERVICE

Patrick A. Carroll
Sterling C. Chase
Roland D. Corbin
Ralph H. King
Garrett J. Lovett

30 YEARS SERVICE

William S. Adams
Carl T. Barrows
Frank L. Boutilier

Eugene K. Brown
Kenneth D. Chaney
Hilston L. DeLong, Jr.
Jesse D. Goodwin
Carroll C. Hersey
Earle R. Junkins
Gary E. Karam
George F. Kelley
Gene W. Lawlor
Donald E. Lawrence
Ronald R. Levesque
Irven C. Libby
Kenneth D. Lilley
Linwood W. Littlefield
John E. MacNair, Jr.
Robert S. McMannus
Lloyd K. Overlock
Frederick T. Overlock

Robert D. Pratt
Donald R. Reynolds
Francis R. Stubbs

25 YEARS SERVICE

Martin L. Fournier
Lloyd G. Johnston
Richard W. Porter, Jr.
Vinal J. Welch

15 YEARS SERVICE

Leo C. Fournier
James S. Garrity
Harold J. Goodall
Aaron R. Picken
Philip T. Sherman
Patrick R. Thibodeau



Irven and Robert Libby, receive their belt buckle safety awards from Mechanical Department Safety Supervisor, Marvin McBreairty. The two brothers have both completed more than 25 years of service without an FRA reportable injury. Over 600 Bangor and Aroostook employees received similar recognition for completing 1981 without a reportable injury.

BAR Gives Safety Awards to 600

More than 600 Bangor and Aroostook employees have been recognized by the railroad for performing their jobs throughout 1981 without a reportable injury. Each employee who completed the year safely has received a belt buckle embossed with the railroad's logo and the legend "Safety Award."

The railroad did not meet its safety goals in 1981 so there was no drawing for the Disneyland trip for two.

The 1982 safety program, which is the product of the safety committee, will again provide for

recognition of individual employees who work the entire year without a reportable injury. Besides the individual awards, employees have been divided into six groups for eligibility for the annual President's Award. This award will consist of four individual prize drawings. Three of the groups must not exceed the safety goals established by the safety committee for the drawings to take place. Announcement will be made in the summer issue of MAINE LINE on the kinds of prizes to be given as the President's Award.

Two of the employees who received individual awards in 1981 were two brothers, Irven and Bob Libby, who have each worked more than 25 years for the railroad without a reportable injury. Irven began working for MDT in 1946 and entered railroad service at the Car Repair facility at Northern Maine Junction in 1952.

Bob started his career with MDT in 1938, entering railroad service with MEC in 1952 and BAR in 1953. He also works at the Northern Maine Junction Car Repair facility.

Although the Bangor and Aroostook has its rail treated by a sophisticated Sperry rail car each year, there's occasional rail breakage in the system. It's a subject everyone takes seriously because a broken rail will almost certainly cause a derailment if undetected for long. But it was a little unusual to have two reports of broken rail trouble within three days of each other. Two Bangor and Aroostook conductors have received letters of commendation from Superintendent L.S. Milton for alertness and the prompt reporting of what developed to be serious track defects. Conductors W.T. McDonald and R.H. Spencer radioed the dispatcher in separate incidents April 7 and 10 reporting what felt like broken rails. Immediate followup proved both reports were indeed broken rails.

In the Family

ENGINEERING DEPT.

The 41st annual Stockholm Winter Carnival was held recently and for the third consecutive year *Chris Quist* won the ten kilometer ski race. Section Foreman *Alton Wardwell* presented the trophy, donated annually by the railroad, to *Chris Quist*, an eighth grader, is the first student in the school's history to win the race each year he was eligible. Race is open to Stockholm boys in the 6th, 7th, and 8th grades.

Foreman and Mrs. *Dan Milton*, Hodgdon, received congratulations on the birth of a daughter, *Heather Ann*, born December 17. Maternal grandparents are retired Carpenter-Plumber and Mrs. *Phil Flemming*, Houlton, and paternal grandparents are Supt. of Transportation and Mrs. *Leigh Milton*, Hermon.

Retired trackman *Thaddie J. Lausier*, Grand Isle, died February 7 at a Fort Kent hospital. He was born in Grand Isle the son of *Joseph* and *Philomene (Carrier) Lausier*. He worked most of his life for the BAR retiring in 1963 with 35 years service. He is survived by his wife, *Annie (Bouchard) Lausier* of Madawaska; six sons, *Fernand* of Eagle Lake, *George* of Edmonston, N.B., *Maurice* of Madawaska, *Patrick* of South Windsor, Conn., *Raymond* of East Windsor Hill, Conn., *James* of Leesburg, VA; six daughters, Mrs. *Edmay Daigle* of Madawaska, Mrs. *Geanne Veschenes* of East Hartford, Conn., Mrs. *Clenence Lavoie* of Grand Isle, Mrs. *Constance Cyr* of Hartford, Conn., Mrs. *Laurette Doucette* of Grand Isle, and Mrs. *Verthe St. Jean* of East Hartford, Conn.; three sisters, thirty grandchildren and twenty-one great-grandchildren.

Robert E. Wiggins, Hampden, son of retired Supervisor Bridges and Buildings and Mrs. *Garold Wiggins*, Houlton, was recently appointed manager of internal audit for Dead River Company with headquarters at Bangor. Mr. Wiggins joined Dead River in 1972 as an accountant and served most recently as petroleum group controller. He previously served as internal auditor and in other accounting management positions with Great Northern Paper Company.

Retired T. Sgt. and Mrs. *Gerald H. Dixon* and daughter, *Tina*, of Tulsa, Oklahoma, arrived at Houlton International Airport in December in their single engine Mooney 201 to visit his parents, Retired Section Foreman and Mrs. *Norman Dixon* of Linneus. Gerald is a native of Stockholm but spent his youth in Mars Hill and graduated from Aroostook Central Institute. After graduation he joined the Air Force and



Section Foreman *Alton Wardwell* of Stockholm, presents the Bangor and Aroostook cross country ski trophy to eighth grader *Chris Quist* who won the 10-kilometer cross country ski race in the 41st annual Stockholm winter carnival. *Chris* is the only person in the school's history to win the race for three consecutive years. It is open to Stockholm boys in grades six, seven and eight. *Chris* is the son of Mr. and Mrs. *Howard Quist* of Stockholm.

during his 20 years served in Germany, Hawaii, England and several bases in the U.S. He has at various times been in administration, security and flight training. At this time he is employed as a pilot with Air Tulsa and gives private pilot instructions. On the return flight the family and their pet poodle, *Lava*, planned to refuel in Anderson, Ind., Mrs. *Dixon's* home town. While home they were joined by other family members; sisters, Mrs. *Gloria Lento* of Blaine and family, *Becky Dixon* of Billerica, Mass. and Mrs. *Rosalie Fogg* and family of Presque Isle.

Congratulations to Clerk and Mrs. *Dana Corey*, Brewer, on the birth of a daughter, *Tamara Jayne*, born December 1, 1981. Proud grandparents are Manager of Highway Division and Mrs. *Slip Corey*, Brewer.

Margaret A. Richards, Hodgdon, daughter of Mr. and Mrs. *Eric K. Richards, Sr.*, and *Mark S. Casey*, Houlton, son of Roadmaster and Mrs. *Roger Casey*, were married October 24 at St. Mary's Church in Houlton.

Tina Magoon of Dixfield was maid of honor and bridesmaids were *Darlene Berry* of Dixfield, *Fran Richards*, *Brenda Richards* and *Theresa Fitzpatrick* of Houlton. *Susan Jean Richards* and *Patrick McPherson*, niece and nephew of the bride, were flower girl and ring bearer. Best man was *John Callnan* and ushers were *Eric K. Richards, Jr.*, *Michael Richards* and *Gregory Fitzpatrick* all of Houlton and *William Richards* of Derry, N.H.

The bride is a 1979 graduate of

Hodgdon High School and received her B.S. degree from Casco Bay College, Portland. The bridegroom is a 1978 graduate of Houlton High School and is employed at Peabody International of Houlton. A champagne reception was held in St. Anthony's Hall.

Congratulations to Mr. and Mrs. *Melbourne Jackins*, Houlton, who have celebrated their 60th wedding anniversary. They were honored on this special occasion at a family dinner at the Parkview restaurant. Mr. Jackins left the employ of the BAR in 1947, after 28 years of service, to go into the apartment business. They have been a very active couple in church, community and business affairs.



Mr. and Mrs. *Mark S. Casey*



Chief Mechanical Officer *Harold W. Hanson*, left, congratulates Foreman *Lloyd R. Littlefield*, Northern Maine Junction car department on his retirement. Mr. Littlefield entered service in 1951 as a carman helper and has been on disability since 1979.

MECHANICAL AND STORES

Foreman *Lloyd R. Littlefield*, Northern Maine Car Department, resigned October 14, to take his pension. He has been on disability since July 23, 1979.

Lloyd was born July 9, 1919 at Hermon, Maine, and attended Hermon Schools. He is a veteran having served with the U.S. Army. He entered the military August 6, 1941. His rank at the time of discharge was Corporal. He has 2 ETO Ribbons and the Good Conduct Medal.

Lloyd entered service with the railroad, November 29, 1951 as a carman helper. Subsequent positions held were carman, car inspector, air brake repairer, gangleader, relief foreman and foreman.

Prior to his Bangor and Aroostook service, he was employed with Loose-Wiles Biscuit Company 1938 thru 1941 and MDT Corporation 1945 to 1951.

He is a member of the Hermon 100F Lodge #119, Lynde Lodge #174 and Ancient Free and Accepted Masons of Maine.

He resides with his wife *Juanita (Drew) Littlefield* at MRC, Box 163, Bangor, Maine.

We wish Lloyd a long and enjoyable retirement.

Assistant Manager Contract Shop *Stanley N. Clark*, Derby, retired January 19 after 40 years service with the railroad.

Stan was born January 19, 1922 at Houlton, Maine, and attended Oakfield Schools. He is a veteran, having served with Signal Intelligence and at the time of discharge, November 10, 1942, his rank was T-3. He has the Distinguished Unit Badge with Oakleaf Cluster, Good Conduct Medal, American Theater Campaign Ribbon, Asiatic Pacific Theater Campaign Ribbon, Philippine Liberation

Ribbon, Victory Medal and Battle Star New Guinea.

He entered service with the railroad on January 28, 1941 as a snow shoveler and subsequently worked as coal shoveler, machinist apprentice, machinist, shop foreman and assistant manager contract shop.

He is a member of the Derby Fire Department and the Masons.

Stan is married and has two sons, *Brett* of Gardner and *Mark* of Brewer.

Stan resides with his wife *Eleanor (Black) Clark* on Railroad Street, Derby.

Mr. and Mrs. *Gerald Faloon* of Howland have announced the engagement of their daughter, *Linda Faloon*, to *Michael Grinnell*, son of Chief Clerk and Mrs. *Harold Grinnell* of Derby.

Miss Faloon is a 1980 graduate of Penobscot Valley High School in Howland, and is employed at the Dexter Shoe Company in Milo.

Michael is a 1977 graduate of Penquis Valley High School in Milo, and is also employed at the Dexter Shoe Company.

A July 3rd wedding is planned.

Carol J. Nichols and *Daniel W. Marks*, both of Milo, were married December 25 at the home of Mrs. *Ellen DeWitt*, justice of the peace, who performed the ceremony.

The bride is the daughter of Mrs. *Greta Wright* of Derby and the late *William Wright*. The bridegroom is the son of Carpenter and Mrs. *Lewis J. Marks* of Brownville. The couple was attended by Mrs. *Judianne Sinclair* and *Charles Sinclair* of Milo.

The couple will reside at Milo.

Machine Operator (Derby Stores) and Mrs. *Nelson London* of Milo have announced the engagement of their daughter, *Laurie Ann* to *Thomas Bell* of Milo, son of Manager of Purchases and Stores and Mrs. *Harold F. Bell* of Brewer.

A June 26 wedding is planned.

Miss London is a 1979 graduate of Penquis Valley High School and is employed at Dexter Shoe, Milo.



Stan Clark, center, is pictured at his retirement dinner with his sons *Brett*, left, and *Mark*, seated at right.



Miss Linda Faloon

Her fiance is a 1976 graduate of Bangor High School and is employed as a sectionman at Millinocket.

Patricia L. Gagnon, daughter of Arnold and Fern Gagnon of Millinocket, was married November 28 to Thomas V. Wark, son of General Foreman Vernon T. Wark and Ramona Larlee of Millinocket, in St. Martin of Tours Church by the Rev. Royal Parent and the Rev. Paul Jackson.

Jeanine M. Gagnon, sister of the bride, of Millinocket was maid of honor. Kenneth L. Wark, brother of the bridegroom, of Millinocket was best man. Ushers were Thomas E. Gagnon and Jimmy Anderson of Millinocket. William Tewksbury was the ring bearer.

The bride attended Stearns High School and Thomas College in Waterville. She was employed as a medical assistant before moving back to Millinocket.

The bridegroom attended Ricker Classical Institute and the University of Maine at Orono. He is employed as an electrical engineer at Great Northern Paper Co.

Retired Stock Clerk William E. Stubbs, 85, died at a Dover-Foxcroft nursing home, February 9. He was born in Stacyville, April 25, 1896, the son of Guy and Agnes (Hutchings) Stubbs. He was retired from the Stores Department in Derby. He was a past commander of the Milo American Legion, and a member of the Sherman Mills Masonic Lodge, No. 165.

He is survived by his wife, Pauline Stubbs of Brewer; three sons, Erroll of Glendale, Arizona, Clayton of Bangor and Blacksmith Bryan Stubbs of Derby; one stepson, Richard Tracy of Brewer; four daughters, Muriel Lovell of Sebec, Gloria Lutterell of Milo, Barbara Edgerley of Cave Creek, Arizona, and Leona Newman of Winter Harbor; one brother, Lance Knowles of Colchester, Conn.; four sisters, Irene Mahon of Rockville, Conn., Elaine Giggey of Rockville, Conn., Gladys Reed of

Oakville, Mass., and Thelma Matot of Brewer; 19 grandchildren and 22 great-grandchildren.

Retired Car Repairer Helper Cecil H. Gifford, 91, died March 4 at a Bangor hospital. He was born in Lee, April 30, 1890, son of John and Maria (Crandlemire) Gifford. He had been retired since November 18, 1964 and was a car repairer helper at No. Me. Car Department.

Surviving besides his wife, Amy A. Gifford of Hermon, are two daughters, Mrs. Verna Gentile of Boston and Mrs. Charlotte Moscow of Bangor; one son, Clayton S. Gifford of Millinocket; one stepson, Derwin B. Dean of Belfast; three stepdaughters, Mrs. Patricia Abbondondola of Freemont, Calif., Mrs. Joan Esty of Mapleton and Mrs. Kay McLeod of Hermon; several grandchildren, step-grandchildren, nieces and nephews.

Car Repairer Carl E. Adams, Oakfield, retired December 31, after 29 years of service with the railroad.

He was born September 23, 1917 at New Limerick, Maine. He attended grade school in New Limerick and Houlton High School. He started work for the railroad on January 21, 1952 as a car repairer helper and subsequently has worked as a car repairer and a carpenter on the maintenance of way outfits in the summer when laid off the Cripple Track at Oakfield.

He is a veteran, having served with the U.S. Army and at the time of discharge, November 6, 1945, he was a Private.

Former employment included the International Silver Company in Conn., March 1941 to 1946 and as a Farmer 1946 to 1959.

He is a member of the horse pulling associations, and the Brotherhood of Railway Carmen.

Carl is married and has six children, Carl, Jr. of Kilburn, Marilyn Adams of



Section Foreman Wallace H. Page, Ashland, receives his retirement pin from Roadmaster Herman Wright, Jr. He entered service in 1942 as a trackman and served in the Air Force during World War II. He is married to the former Lillian Sturgeon. They have two daughters, Diane and Denise.



Miss Kimberly Jan Clark

Oakfield, Carleen Ginter and Joan White, both of Conn., Carol Sholler of Oakfield and Marjorie Starbird of Lincoln.

Relatives working for the railroad are a brother, William S. Adams and James A. Sholler, son-in-law, a car repairer at Oakfield.

Carl resides with his wife Marion in Oakfield, Maine.

GENERAL OFFICES

Bus Operator and Mrs. Guy Crandall of Houlton are the grandparents of Matthew David Crandall, born March 10. Matthew is the son of Mr. and Mrs. David Crandall of Limestone, ME.

Bus Operator and Mrs. George Clark of Bangor are announcing the engagement of their daughter, Kimberley Jan, to Richard Rosen, son of Mr. and Mrs. Lawrence Rosen of Bucksport. A May 2 wedding is planned. Miss Clark was graduated from Southern Aroostook High School in Dyer Brook and the D'Lor Beauty School in Brewer. She is employed as a hair stylist by the J.C. Penney Co. Mr. Rosen was graduated from Bucksport High School and the University of Maine at Orono. He is employed as manager of Rosen's Department Store in Bucksport.

Our sympathy is extended to Paul Hayes, Manager Car Service, whose wife Christine died on February 2, after a long illness. In addition to Paul, she is survived by three daughters, Maura A. Emerson of Bethesda, MD, Karen C. Achorn of Bangor and Kathryn T. Hayes of Brewer; two sons, Joseph E. and James P., both of Brewer; two sisters, Dorothy Day of Anaheim, CA, Anne Perry of Chelmsford, MA, two brothers, William L. Meehan of Bangor, John B. Meehan of Hampden; one granddaughter, Jennifer Craig of Bangor; several nieces and nephews. She was employed in the freight office of the Bangor and Aroostook for over thirteen years. A Mass of Christian burial was celebrated at St. Joseph's Catholic Church, Brewer, with the Rev. Richard E. Harvey, celebrant.



Mr. and Mrs. Jeffrey A. Budge



Chief Clerk *Randolph W. Grant*, left, Northern Maine Junction, receives his retirement pin from Superintendent *L.S. Milton* after completing 35 years with the Bangor and Aroostook Railroad. He entered service as a freight clerk in Presque Isle after service with the Aroostook Valley Railroad. He is married to the former *Clara G. Bell*. They have one son, *Terrence*, of Presque Isle.

Sharon L. Spratt, daughter of Mr. and Mrs. *Ora L. Spratt, Jr.* of East Holden, was married Nov. 29 to *Jeffrey A. Budge*, son of Administrative Secretary *Dave Budge* of Hermon and *Linda Budge* of Richmond, CA, in the First Congregational Church of Brewer by the Rev. *Raymond Phibbs*. *Sherrie Pedersen* was matron of honor. Bridesmaids were *Rebecca Budge* and *Cindy Hoffman*. *Dana Pedersen* was best man and ushers were *Robert Hawes* and *Paul Budge*. A reception was held at the VFW Hall in Bangor. The bride attended Brewer High School and is employed at Bende Shoe Co. The bridegroom attended Hermon High School and is employed at Byron H. Smith Co.

Mrs. *Barbara Travis* recently spent a week in Orlando, Florida, accompanied

by three of her children and their families. While there they visited many points of interest including Disney World and Sea World.

Manager of Personnel *Shirley Strout* and her husband, *Mickey*, returned recently from a two-week vacation in Orlando, Florida. They visited friends in Orlando and a nephew in West Palm Beach.

Administrative Secretary *Flora Powell* enjoyed the Christmas and New Year's holidays with two of her children, *Jean* and *Josiah*, in Berkeley, CA. *Jean* is a graduate student at the Pacific School of Religion in Berkeley and *Josiah* is pursuing a degree in chemistry at U.C. Berkeley.

Safety Supervisor and Mrs. *George Mossey* enjoyed the Christmas holidays with their daughter and husband, Mr. and Mrs. *Peter O'Meara*, and their grandchildren, *Kim* and *Tom*, in South Haven, Indiana.

Edward Arthur Bowen, 74, died Nov. 24, 1981 at his home in Florida following a short illness. He worked for the BAR from 1951 to 1971, retiring in 1971 from his position as Traveling Car Service Auditor. He is survived by his wife, Mrs. *Glenice (Crandall) Bowen*; one son, *James*, of Houlton; one daughter, Mrs. *Margarie Roberts* of Fort Myers, Fla.; three sisters and two brothers. Funeral services were held at the Bowers Funeral Home, Island Falls with the Rev. *John Ruth* officiating. Burial was in the Oakfield Cemetery.

Our sympathy is extended to recent retirees *Roberta* and *Liston Lewis* on the death of their son *Gary* who died unexpectedly March 3 in California. *Gary* was born in Milo on May 10, 1946. Surviving besides his parents are a daughter, *Shari*; brother, *Alan*; sister-in-law *Christine*; nephew, *Stephen*; one uncle, aunts and cousins.

Francis D. O'Brien, 79, died March 16, in Melrose, MA. Mr. O'Brien retired from the Bangor and Aroostook in 1967 as manager car service. He is survived by his wife, *Lillian*; two sisters, *Katherine O'Brien* and *Sarah Nelson*, both of West Roxbury, MA; one nephew, Rev. *Paul J. McLaughlin* of Lowell, MA. Funeral services were held at St. Mary's Church in Melrose with the Rev. *Paul J. McLaughlin* officiating.

Thelma Kelley was recently elected District Director, Penobscot County, of the Garden Club Federation of Maine covering a nine-club jurisdiction. *Thelma* retired from the Car Service Department.

TRAFFIC AND MARKETING

Mrs. *Clara Deshane*, mother of Asst. Mgr. Pricing and Divisions, *George Deshane*, was honored with a party on her 90th birthday December 4. Mrs. *Deshane*, a lifetime resident of Old Town, maintains her own apartment on South Fourth St. Mrs. *Deshane* has 10 children, 35 grandchildren and 35 great grandchildren.

Asst. Mgr. Pricing and Divisions



Mrs. Clara Deshane

George and *Ruth Deshane* spent the Christmas holidays at West Palm Beach, Florida, visiting their daughters *Terry* and *Joan*.

TRANSPORTATION DEPARTMENT

Engineer and Mrs. *William S. Adams Sr.* of Houlton were honored Nov. 8 by their children on the occasion of their 35th wedding anniversary. A surprise open house was held at the Wesleyan Church on Kelleran Street, Houlton.

Mr. and Mrs. *Adams* were presented with a silk flower corsage, a boutonniere and a money tree. Refreshments were served and a social hour was enjoyed.

Serving the head table and buffet table were *Phyllis Brown* and *Dolly Estabrook*. The guest book was circulated by *Holly Wotton* and the money tree was attended by *Gloria Brown*. Dipping punch was *Lisa Bates*.

After the first slice was cut by the honored couple, the anniversary cake was served by *Marie Harding*, *Gloria Brown* and *Holly Wotton*.

Mr. and Mrs. *Adams* received long distance telephone calls from their sons, *Terry Adams* at Methodist College in Fayetteville, N.C.; *William S. Adams Jr.* at Jacksonville, N.C.; their daughter, *Debbie Brewer* at Falmouth; her sister, *Pamela Clouse* at Chicago; and his sister, *Hazel Plummer* at Southport.

Retired Station Agent and Mrs. *Fred McDonald* of Milo observed their 60th wedding anniversary Jan. 30.

Mildred Dean of Derby and *Fred McDonald* of Sherman were married Jan. 30, 1922 at St. John, N.B.

McDonald is a retired Bangor and Aroostook Railroad station agent. He began his work with the company at Derby as a timekeeper in 1916. In 1917 he entered the U.S. Army and served overseas for two years. In 1919 he resumed his career with the railroad as a station telegraph operator at Northern Maine. Later he worked as a dispatcher. In 1933 he started as a station agent at Hudson. He worked at Milo before going

to Sherman in 1941, and retired from there in January 1965.

Following his retirement the couple spent one winter in Colorado and six winters in Florida. They reside at Pleasant Apartments, Milo.

He is a member of the Knights of Columbus, the American Legion and Veterans of Foreign Wars.

Mrs. McDonald taught music at Sherman. She is a past state vice-president of the American Legion Auxiliary.

The couple has three sons, *Frederick* of Chicago; *Willard* of Boyd Lake and New York and *Robert* of Concord, Mass.; and a daughter, *Corrine Kelley*, of Millinocket. They have 19 grandchildren and 19 great-grandchildren.

Retired Superintendent *Bertrand W. Smith*, 91, died Feb. 8 at a Houlton convalescent home. He was a retired superintendent of the Northern Division of the Bangor and Aroostook Railroad.

He was born in Nashwaak Village, N.B., July 16, 1890, the son of *Cornelius A.* and *Catherine (MacNeil) Smith* and grew up in Marysville, N.B. He came to

the United States in 1913, joining the BAR as a telegraph operator in Sherman. During the years that followed he became a dispatcher, chief dispatcher and trainmaster in Bangor. In 1946 he moved to Houlton as trainmaster and then superintendent, from which post he retired in 1955. He was prominent in Baptist Church affairs all his life. Mr. Smith was a member, deacon emeritus and former president of the Military Baptist Church, Houlton. He was also a member and past president of the Houlton Rotary Club and a member of the Masons.

His first wife *Effie (Downs)* died in 1950. His second wife, *Alene (Berrie) Smith* passed away in 1982, and a daughter, *E. Roberta Smith Andrews* died in 1976. He is survived by one daughter, Mrs. *Arthur (Phyllis) Smith Charpentier* of Somesville; one step-daughter, Mrs. *Leroy (Betty) Lightner* of Nashville, Tenn.; 10 grandchildren, three great-grandsons, several nieces and nephews.

A memorial service was held at the Dunn Funeral Home, Houlton, with the Rev. *Gary Johnson* officiating.

ACCOUNTING DEPT.

Cheri Fessenden, 14, daughter of Revenue Clerk and Mrs. *David Fessenden*, along with her partner, *Pat Bouchard* of Bangor, won the Eastern Maine Candlepin Bowling Championship for mixed couples, intermediate class. The couple bowled 1,021 for five strings. Cheri had scores of 95, 97, 114, 113, and 100 for a total of 519. They will compete in the State Championship to be held in Biddeford the first weekend of April.

Supervisor Accounting Services *Harold L. Moses* and son, *Andy*, enjoyed a January vacation touring the State of Florida. Among the attractions they visited were Disney World, Sea World and Busch Gardens.

Keith B. Ashton, Supervisor Internal Audit, has been elected Vice President of the Downeast Maine Chapter of the Institute of Internal Auditors.

Revenue Clerk and Mrs. *Harold L. Call* and family enjoyed a vacation in Naples, Florida during February, visiting with Mrs. Call's parents, Retired Clerk and Mrs. *Robert Girvan*.

Facts and Figures

	February 1982	Two Months Ended Feb. 28, 1982
We received from:		
Hauling freight	\$1,973,843	\$ 4,033,241
Carrying passengers & express on our buses	44,765	79,908
Earnings from our cars moving on other carriers	625,715	1,315,083
Other operating revenues	396,068	785,433
Other income projects connected with operating our business	78,550	117,169
A total of	3,118,941	6,330,834
We paid out or provided for:		
Wages and benefits to our employees	1,742,761	3,594,040
Materials to keep our equipment running and our roadbed and structures in repair	640,879	1,302,230
Lease of cars and costs for foreign cars on line	311,026	630,896
Outside services contracted from others	236,574	447,111
Telephone, heat, lights, rent and other utility costs in occupying our buildings	111,157	250,066
Depreciation	143,205	286,672
Other services and charges in operating our business	67,592	134,517
State and local taxes	31,043	68,440
Interest on borrowed money	45,860	92,593
A total of	3,330,097	6,806,565
Resulting in a pre-tax income of	\$ (211,156)	\$ (475,731)

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

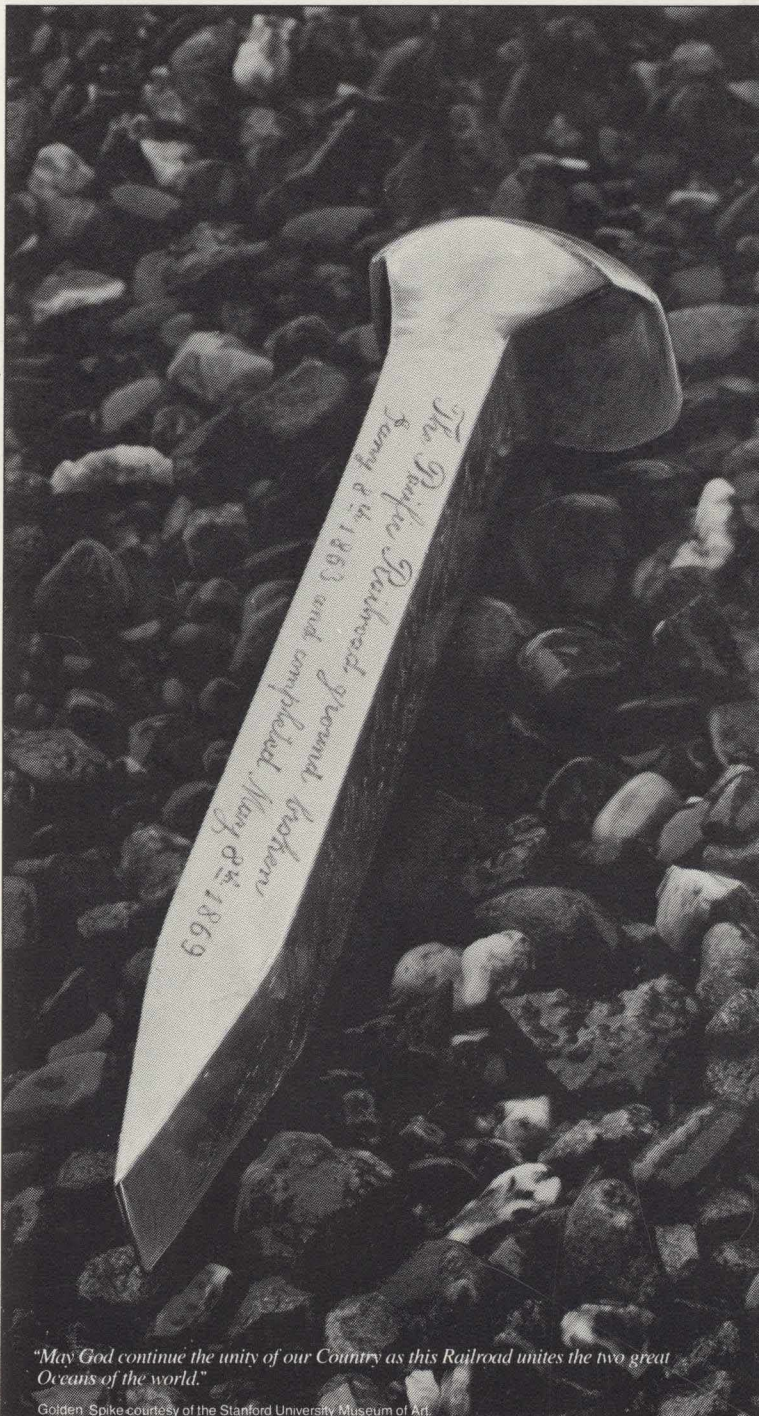
Bangor and Aroostook Railroad
Northern Maine Junction Park, RR2
Bangor, Maine / 04401

Address Correction Requested

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U.S. POSTAGE
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Bangor, Maine
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Myth:

19th-century land grants are 20th-century subsidies for freight railroads.



Fact:

Railroads paid back those "Grants" by more than ten times their value.

On May 10, 1869, at Promontory, Utah, the Golden Spike was ceremoniously driven to open the first modern transportation link between East and West. This completed the transcontinental railroad and changed the history of the United States. Millions of eager Americans and immigrants poured into the West—to farm, homestead, mine and make things. The two shining steel rails linked this wilderness with the marketplaces of America.

Farsighted government investments called "Land Grants" made it possible. But the myth persists they were gifts. In fact, they were sound, hard-driven business investments in the future of a nation. And, for nearly 100 years, the U.S. Government and taxpayers earned a high rate of return on those investments in the form of greatly reduced rail rates. Railroads were required to transport government personnel and freight at 50 percent of established rates, and mail at 80 percent. This included the massive numbers of troops and unprecedented freight volume carried during World War II.

By the time the reduced rate provisions of the land grant acts finally were repealed in 1946, the debt had been repaid by a sum nearly 10 times the original value of the land, according to government estimates. Furthermore, less than 8 percent of today's rail mileage stems from those long-ago land grants.

The U.S. Government got everything it wanted from railroad land grants—and more. The policy opened the West, increased the value of adjacent public lands, and earned the taxpayers a return on their investment of some 1000 percent.

For more facts, write: Paid In Full, Dept. 8, Association of American Railroads, 1920 L Street, N.W., Washington, D.C. 20036.

Surprise:

Railroad land grants were one of the best investments the U.S. Government ever made.