

# MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

• SPRING 1983





## Talking It Over

To My Fellow Employees,

It's hardly startling information for me to point out how dramatically the world we live in is changing. Sometimes we forget that the same kind of changes are taking place in the business world. Consider the transportation industry. In two short years the old rules have changed. Deregulation has created an entirely new environment, increased competition, provided new freedom from the modes and given all of us the opportunity to do what we say we can do best. The effect on all modes has been profound.

In the trucking industry, our principal competitors, the competition has been so intense that many weaker companies have gone under. In our own industry, there has been an increase in the merger trend, creating larger and larger systems.

It's obvious that small railroads are an endangered species in this new world. It's also obvious that we can no longer operate our railroad as though we are the Santa Fe writ small. One of the advantages of being a small railroad is that we should be able to respond quickly, to change directions, when necessary, with the speed of a borzoi.

All of us, however, have that universal human characteristic of resisting change. And change is the one phenomenon in the human condition that is always with us. Those who adapt to it survive and those who don't become fossils bleaching in the sun.

I not only believe we can survive in a world of giant railroad systems and lean trucking companies, I believe we can prosper in that world. But we no longer have the luxury of all that wonderful railroad tradition. Some of our industry's detractors have said that we would do better to remember that we are in the transportation business and not the railroad business.

We must tear down the fences so that we all feel responsible for the total job we do. We can no longer afford to be separate parts with narrow loyalties and a dedication to maintaining the status quo.

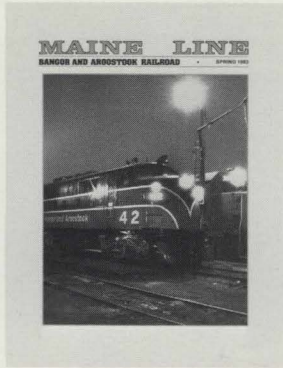
I think we must separate our fortunes and our loyalties from those who do not care whether the Bangor and Aroostook lives or perishes, or whether its employees work or not. Jobs become obsolete, but people don't. If we can forge this kind of railroad, we can provide work for our people and an effective tool to help Maine industry and agriculture compete for as long as the rivers flow.

We have a superior workforce. If we work together and focus our efforts I believe we can protect the interests of every employee. I don't believe we can accomplish that goal unless we are all willing to accept change. It will mean some departures from the "traditional" way that we have carried on our business and the way we each view our roles in that business.

But the rewards will be security for all of us and the opportunity to discover our own potential. John Naisbett says that "by discovering our potential as human beings we participate in the evolution of the race." One might also add by discovering our fullest potential in our life's work we can also achieve the richest kind of life.

Sincerely,

*Walter E. Francis*



# NEWS BRIEFS

## Lumber Traffic Sharply Up

Amid the bleak traffic figures, there's a bright spot; Lumber traffic has increased by nearly four times the same period a year ago and log traffic has nearly tripled for the same period. Both increases reflect increased housing activity nationally. Another signal of industrial activity is the recent rise in the prices of scrap steel.

## Yankee Ingenuity

Mark Nightingale, a New Limerick potato grower, has shipped the first experimental load of piggyback fresh potatoes to New Haven via BAR and MEC/B&M East Wind. Nightingale moved one load to the New York area with his own truck, then came back to New Haven to load the empty box on rail for the return trip and delivered the second load. He thinks he'll save from 10 to 15% in transportation costs and insure himself against the uncertainties of truck availability.

## February Was A Good Month For Safety

For the second time since the inception of FRA reporting rules in 1975, BAR employees worked a full month without an FRA reportable injury. June, 1982, was the first time the feat was accomplished and February, 1983, was the second. Safety performance continues to improve over 1982.

## A Successful United Way Campaign

Bangor and Aroostook employees have completed another successful United Way campaign with contributions from the railroad and its employees totaling \$22,345. This includes contributions from employees in Penobscot, Piscataquis and Aroostook counties. Electrician Tim Moran served as a loaned executive for the Penobscot Valley campaign. Bob Engelhardt was chairman of the in-house campaign for the United Way of Penobscot Valley and Pulpwood Inspector John Lajoie was in-house chairman for the United Way of Aroostook.

## Rail Historical Society Publishes Magazine

The Railroad Historical Society of Maine is publishing a quarterly magazine, "Pine Tree FLYER," which contains articles, photographs and drawings about railroading in the state. The current issue, Fall-Winter 1982, features plans of the BAR caboose C-59, now in use as a refreshment stand at the Owl's Head Transportation Museum. The Bangor & Katahdin Iron Works Railroad, a BAR predecessor, will be included in the first issue of 1983. Membership in the RHSM, which includes a subscription to the FLYER, is \$10 a year (\$20 sustaining for those who wish to provide additional support for the year-old organization). For information, write Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104.

## EAP Services Available

It is estimated that 10% of the American work force is affected by drug and alcohol problems. The BAR Employee Assistance Program arranges for necessary diagnostic and treatment services for all employees and their families who are adversely affected by drug abuse, emotional problems, alcoholism and other crisis situations. More information on this program is available by contacting Shirley R. Strout or Alvin W. DeLong.

### About the Cover

Bruce O. Nett made the unusual night photograph of BAR engine 42 in Maine Central's Bangor yards. The photograph was made the night before the Operation Lifesaver Express ran over Maine Central tracks from Bangor to Portland. The special train was sponsored by the Maine Rail Association and BAR 42 was the lead unit.

### In This Issue

#### Articles

Railroad Faces Challenges and Opportunities in 1983 . . . . .	4
Making Big Trucks Pay A Little More for the Highways. . . . .	6
Safety—Going for the Big One. . . . .	8
BAR Offers Fast and Innovative New Bus Service . . . . .	10
Maine Launches First New England Operation Lifesaver . . . . .	12
Ten Receive 40-Year Awards . . . . .	15
Nine Choose 'Silver Bullet' Retirement . . . . .	16
Back to School in a PAC MAN Classroom . . . . .	18
Nine Employees Receive Promotions . . . . .	21
Thomas Sears Pinkham 1918-1983. . . . .	22

#### Departments

Mileposts . . . . .	22
In The Family. . . . .	23
Facts and Figures . . . . .	27

### Volume 30, Number 1 Spring 1983

#### Address all communications to

RICHARD W. SPRAGUE  
VICE PRESIDENT-PERSONNEL AND PUBLIC RELATIONS

#### Associate Editors

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

*A Bangor and Aroostook freight heavily loaded with pulpwood winds its way south out of Oakfield. A national economy recovery of any strength could increase BAR's paper traffic by as much as 2,000 cars in 1983. Raw materials, like pulpwood and woodchips, would also benefit by a recovery. BAR marketing officials anticipate increases in piggyback traffic in paper, frozen foods, lumber and perhaps even potatoes.*



Photography by Bruce O. Nett

## Railroad Faces Challenges and Opportunities in 1983

1983 will be a lean year for Bangor and Aroostook. That's what the people who are responsible for predicting the railroad's income and spending the dollars are saying. And the budget for the year reflects the decreased revenue and the related cut in expense dollars.

Governments are the only entities that seem to be able to spend more dollars than they take in. Companies can't and there may just be a lesson there for the people we send to Congress and the Legislature.

The budget, while it's not a worst-possible-case scenario, is conservative. One of the budget planners said that no chickens will be counted before they hatch. So that means if national business recovery is vigorous the railroad's 1983 revenues could be greater than anticipated.

But until any improvement in the economy becomes unmistakable, the railroad is planning work programs that are substantially reduced from what we would normally do. New main line ties scheduled for installation are down to 13,000 from 26,600 last year. We will do the regular surfacing and lining of track...about 400 miles...but will install no main line ballast except for the surfacing programs.

Last year BAR mechanical crews rebuilt 100 boxcars and the company acquired by lease another 100 new cars. At our present level of business, this buys us a little time in our maintenance of equipment

programs. But, as Linwood W. Littlefield, vice president-operations points out, any increased car activity nationally could change that picture very quickly.

In the vital area of revenues, Howard L. Cousins, Jr., vice president-marketing, predicts lower paper traffic, lower pulpwood and woodchip traffic and lower bunker C oil traffic, the latter due to increased use of alternative energy sources.

While all of these factors are negative in their impact on the road, a national recovery with any strength could increase BAR's paper traffic by as much as 2,000 cars in 1983. Chips would probably increase with an increase in paper traffic. So would other commodities including clay, chemicals, starch and woodpulp, all of which are part of the paper manufacturing process.

Cousins anticipates an increase in piggyback traffic in paper, frozen foods, lumber and perhaps even fresh potatoes. There's also the probability of a carload movement of fresh potatoes in mechanical refrigerator cars.

These positive factors come under the category of chickens-not-yet-hatched. While they offer reasons to hope for improvement in railroad revenues, the possible impact is not included in the '83 projection of 56,930 carloads.

What is a reality is the substantial increase in lumber traffic. Marketing is projecting a doubling of

the lumber movement over 1982. Log traffic has increased to the point where it is becoming important to the railroad. The new Louisiana Pacific plant in New Limerick is a major factor. With the Huber plant in Easton coming on line in the spring, there's potential for an increase.

If the more optimistic picture, with a vigorous national recovery, takes place it will mean the railroad will be able to put more people back to work...a goal that management wants.

There's a temptation to blame the loss of jobs entirely on the economy. And when we look at the carloads we handled in the past three years...79,341 in 1980, 73,362 in 1981 and 59,788 in 1982...that seems a valid conclusion.

But it's not the entire picture. Some of our people were furloughed because the Congress mandated greater payments from railroad companies to the Railroad Retirement System. And nationally-negotiated wage increases have been a factor in job losses.

A national economic recovery won't change the greatly increased costs to BAR from wage increases (30%) over the current contract period nor will it change the 27 percent increase we now have to pay into the railroad retirement system.

The challenge for 1983 will be the best possible utilization of both our financial and human resources. It is a responsibility we all share.

*The cargo ship loads at Bangor and Aroostook's pier at Searsport. The development of a cargo port on Sears Island is a plus in the railroad's future. Causeway development now waits only for approval from the U.S. Corps of Engineers. The development of a Sears Island port would open the way to Maine manufacturers for increased opportunities in world trade.*

A compact car, right, is dwarfed by three heavy trucks on I-95. A law signed by President Reagan Jan. 6 will gradually increase fees on heavy trucks at the federal level by 116% in 1984 over what they presently pay. For the first time in memory, public opinion seems to be turning against heavy trucks to the extent that they are seen as not paying their fair share of highway costs. The bad news is that the new law preempts state rights to regulate size and weight of trucks. (Photograph courtesy of the Bangor Daily News) At right, Bruce Nett's photograph of Oakfield yard filled with freight cars presents a dramatic contrast to the use of for-hire transportation using public facilities at a token cost.



## Making Big Trucks Pay a Little More for the Highways

For the first time in memory, the tide of public opinion seems to be turning against big trucks. Not in the sense of their essentiality. But in the realization that big-combination trucks have been getting a free lunch at the expense of all the rest of us for a long time.

The violence and irresponsibility of the strike of independent truckers in January probably did more damage to the whole industry than to call attention to their problems.

There is a growing public conviction that the heavy combination rigs do not even come close to paying their share of highway costs, that they cause a disproportionate share of highway damage and constitute a hazard to drivers of light vehicles.

The best evidence of the change in American thought came Jan. 6 when President Reagan signed into law legislation passed by the 97th Congress which will, in a gradual phase-in program, increase fees on heavy trucks in 1984 to 116% over what they presently pay. By 1988, when the new fee system will be fully in effect, heavy truck user charges will be 146% over current levels.

The new law means that a rail-competitive truck which now pays \$2,949 in federal highway user charges will be paying \$6,357 by 1985 and \$7,242

in 1989. The legislation followed a three-year study mandated by Congress; it concluded that heavy trucks are paying only 50% of their federal highway cost responsibility.

The law has been called a major step toward eliminating the federal heavy truck subsidy. It will yield an additional \$5.5 billion in federal highway revenue when it is fully phased in.

That's the good news.

The bad news is the political trade-off that was negotiated to get the votes to pass the legislation. It pre-empts states rights to regulate the size and weight of trucks. The bottom line is that the new user fees on big trucks allow heavier trucks, wider trucks, longer trucks and twin trailer or so-called double bottoms on the entire interstate system. Some 14 states, including Maine, currently prohibit double-bottoms.

New York TIMES writer Tom Wicker in a column headlined "Congress and 'Killer Trucks'" says that "states that continue to ban such monsters after April 1 could lose federal highway aid." Wicker also quotes from the Federal DOT's 1981 report, "The Status of The Nation's Highways," pointing out that "the interstate system's designers had underestimated its future use, particularly the growth of the long-distance trucking industry. The

intensity of use has caused the usable design life to be reached sooner than anticipated in many segments."

"Department engineers estimate, moreover, that if every 60,000-pound truck became an 80,000-pounder, pavement damage would triple; and that if axle loads increased from 18,000 to 20,000 pounds (which is about what's happening), the result would be a 25% to 40% loss of pavement life."

Wicker concludes by saying that "despite higher taxes to be levied after July 1, 1984, heavy trucks still will pay nowhere near the cost of highway damage they do."

What the TIMES columnist does not say is that two-thirds of highway costs remain at the state level where there is not much realism toward truck user charges.

David Bright, agricultural columnist for the Bangor DAILY NEWS, put the question of heavy truck user charges in perspective for Maine people, who have seen their highways crumble under the subsidized long-distance trucks and their farmers lose markets to the West and South.

He writes: "If it really costs \$1900 per truck to keep the roads maintained, the truck should pay \$1900, not \$200. If it costs \$10,000 per truck, the

truck should pay \$10,000. Whatever the real costs of getting that food to market should be passed on to the consumer.

"Were food to be priced what it really costs to produce, process and transport, there is no doubt that it would be priced higher in the stores. But there is also no doubt that Northeast agriculture, with its nearness to metropolitan markets and its abundant water supply would fare much better than it is doing now."

It's obvious that the new federal user charges law is no panacea for highway funding problems. Still, it represents a glimmer of hope for those who have been saying that America cannot have a balanced transportation system if the government subsidizes heavy trucks, on the one hand, and treats the railroads as if they were still monopolies.

The real beneficiaries of realistic federal and state user charges on heavy trucks will be the average driver who now pays a lot more than his fair share of highway costs. And if honest competition is to prevail, a lot of railroad jobs that have been lost over the years could be replaced.



## Safety — Going For The Big One

For the first time since its inception three years ago, railroad employees met safety projections established by departmental safety committees and four employees from eligible departments won in a drawing prizes ranging from a \$200 Seiko watch to a 25-inch GE console color television set.

Each year since 1980 departmental safety chairmen have established safety projections for their individual departments. The projections are combined to establish a company safety goal. If the company projection is met the awards program goes forward with a drawing. Only employees of those departments who meet departmental projections are eligible for the drawing.

"The concept," says Safety

Supervisor George E. Mossey, "is to increase awareness of employee safety on a daily basis. The awards program creates interest and that's really what safety is all about...awareness and interest."

Winners in the first drawing were: (first prize) Agent Ted Clark who chose the television set; (second prize) Lead Clerk Don Breen, Northern Maine Junction, who chose a Litton microwave oven; (third prize) Flangerman Bryce Clark, Millinocket, a Remington Model 4, .308 cal. autoloading rifle; and (fourth prize) Conductor George Kelley, Millinocket, who chose a Seiko ladies watch for his wife.

The drawing was held Feb. 10, with Locomotive Engineer Charles Adams, Section Foreman Bev Smith, Storekeeper Carroll Witham and Bus Driver Joe Cran-

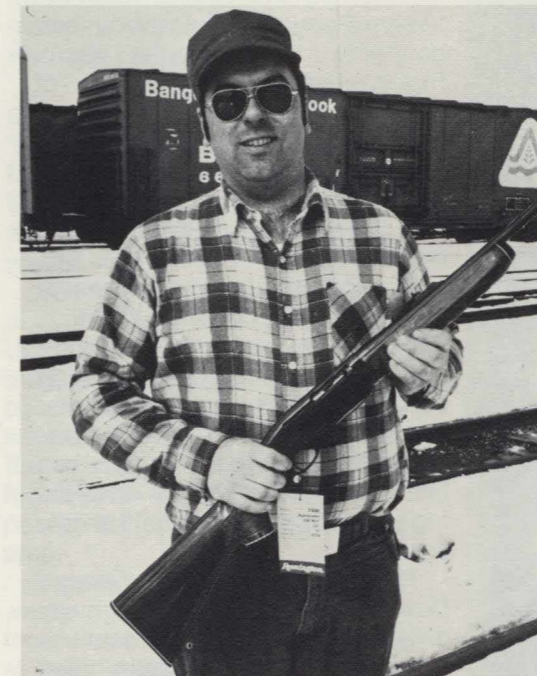
dall drawing the prize winners from 330 eligible names.

When the awards program was first instituted, there was only one prize...a trip to Florida for two...but the safety committee elected to award four prizes that would add up to the total value of one large individual prize. The value of the four awards was \$2,000.

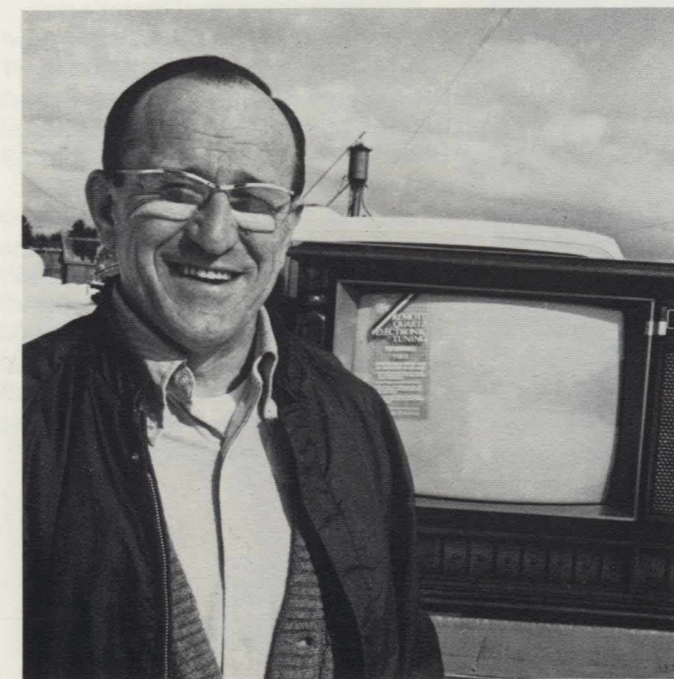
In addition to the four President's Awards, each employee who worked without an FRA reportable accident in 1982 received a pocket knife embossed with the BAR logo and the legend "Safety Award". Some 640 knives were awarded.

"Now that we've set the precedent of qualifying for the drawing," Mossey says, "I hope that we can generate the enthusiasm and interest to qualify every year."

Drawings for the four major prizes in BAR's 1982 safety awards program were held at the company's highway garage at Northern Maine Junction Park. At left, Locomotive Engineer Charles Adams pulls a name from a drum containing the names of all eligible employees. Pictured, left to right, are Safety Supervisor George Mossey, President W. E. Travis, Section Foreman Bev Smith, Manager of Purchases and Stores Harold Bell, Adams, Manager of Personnel Shirley R. Strout, Storekeeper Carroll Witham, Bus Driver Joe Crandall, Stenographer Joan Butler and Vice President-Operations Linwood W. Littlefield.



Safety Supervisor George E. Mossey, left, congratulates Conductor George Kelley, Millinocket, one of the award winners who chose a Seiko ladies watch for his wife. Flangerman Bryce Clark, left, Millinocket, an Engineering Department employee, chose a Remington Model 4, .308 auto-loading rifle for his prize. The awards program was instituted in 1980 and last year was the first year that all the conditions were met for the drawing of large, individual prizes. Only employees of those departments who meet safety standards are eligible for the drawing.



Agent Ted Clark, left, of Oakfield, won the top prize in the drawing and chose a color television set. Lead Clerk Don Breen, Northern Maine Junction Park, won third prize and chose a Litton microwave oven. In addition to the four President's awards, each employee who worked the year 1982 without an FRA reportable accident received a pocket knife embossed with the BAR logo and the legend "Safety Award". Some 640 knives were awarded to employees. Safety Supervisor G. E. Mossey says the concept of the program is to increase awareness of employee safety on a daily basis.

# BAR Offers Fast and Innovative New Bus Service



A Bangor and Aroostook main line bus moves south over Interstate 95, shaving some 70 minutes off the old schedule in transit time between Bangor and Caribou.

Bangor and Aroostook has inaugurated a new express bus service with transit times from Central Aroostook County points to Bangor that are comparable with private automobile travel. The new service, begun Dec. 1, shaves 70 minutes off the old schedule for a transit time of four hours between Bangor and Caribou and connects with popular Delta flights and Greyhound out of Bangor.

Gordon S. Duncan, newly-appointed manager communications and highway services, says that the company is changing its entire concept of passenger service following an intensive marketing and economic study which shows a public demand for faster service between population centers in sparsely-populated northern Maine. At the same time, Duncan said, the railroad has launched an ambitious advertising campaign to promote the new service.

The big change in concept, Duncan says, is that the highway division has traditionally seen its role as serving many communities over a large area.

"We have discovered that the demand for public transportation exists mostly between the Presque Isle-Caribou area and Bangor and that the priority is transit time," he says. "The studies indicated that we should eliminate all but our trunk line service and that we should reinforce this and adjust it to connect with flights out of Bangor International Airport as well as with Greyhound and other business travel."

At the same time, the railroad has started paying commissions to travel agents who route passen-

gers via the highway service or who arrange charters. A new fare structure offers college students half-rate fares and Duncan says that other innovative fare incentives will be offered.

Two months into the new express service there's a slight increase in charter miles and the main line express service is attracting new customers.

"There's no big whoopee at this point," Duncan says with a smile, "but we're encouraged. Our drivers feel good about what we're doing. We're listening to the public and we intend to give them what they want."

Bangor and Aroostook is probably one of the last railroads in the United States that's voluntarily involved in the business of moving people. When the last BAR passenger train came off Sept. 4, 1961 the railroad elected to keep its highway division because it felt a public service responsibility to the area.

It wasn't that the bus operation was a moneymaker. But since its inception in the mid thirties it has at least skirted the edge of profitability.

Despite an operating subsidy from the Maine Department of Transportation, however, it has been nearly a decade since the bus service has shown a black figure.

"What we intend to discover with our new concept of service and advertising," says President Walter E. Travis, "is whether there's any place in northern Maine for a first-class public surface transportation system. If there is, we intend to make it successful."



Bangor television stations interview Linwood F. Wright, supervisor transportation services for the Maine Department of Transportation, pictured at left, and BAR President Walter E. Travis on the inauguration of the new BAR bus service December 1. The new service connects with popular Delta Airlines flights out of Bangor as well as with Greyhound. Gordon Duncan, newly-appointed manager communications and highway services, says that the BAR is changing its concept of passenger service following an intensive marketing and economic study. BAR's first bus, pictured below in the lower photograph, was delivered Nov. 22, 1936 when the railroad inaugurated its first highway service. Bangor and Aroostook is probably one of the last railroads in the United States that's voluntarily involved in the business of moving people.



Photography by Bruce O. Nett



Bruce O. Nett's camera caught the Lifesaver Express as it left Bangor for the trip to Portland in October. Maine became the first state in New England to inaugurate an Operation Lifesaver program and the Lifesaver Express was designed to raise public awareness of the effort. Traveling with the train, above, were BAR President Walter E. Travis, left, B&M President Alan G. Dustin, center, and MEC President David A. Fink, right. Below, Governor Joseph E. Brennan boarded the train at Augusta and told the crowd gathered there, "Operation Lifesaver is like our drunk driving law; it's about saving lives." The Lifesaver Express attracted widespread media coverage as Maine launched the highway grade crossing safety program. Pictured with Brennan are Operation Lifesaver State Coordinator Richard W. Sprague, center, and Bradley R. Peters, right, Maine Central Railroad.

## Maine Launches First New England Operation Lifesaver

It was one of those rare autumn days when winter seems almost a myth. The vivid yellows and reds shimmered under the kind of blue sky that even the most optimistic Mainer never expects in October. The passenger train at Northern Maine Junction, surrounded by television crews and still photographers, seemed strangely out of place.

But that's exactly what the planners of the *Lifesaver Express* had in mind. Led by a freshly-painted Bangor and Aroostook F-3 locomotive and a Maine Central GP-38 and three Maine Central cars, the special marked the kick-off of the first Operation Lifesaver program in New England and the 33rd state in the Union to inaugurate the program for grade crossing safety.

Since Operation Lifesaver is a program to educate the general public about the hazards of rail-highway crossings, what better way to launch it, the organizers reasoned, than to invite the press, the Governor, law enforcement and politicians to see it all first hand.

The train left Northern Maine Junction on the dot of 8:30 a.m. with stops at Burnham Junction, Waterville and Augusta where Gov. Joseph Brennan boarded the train and spoke to a crowd gathered on Water Street. The Cony High School Band met the train, but the Governor's tough remarks were in sharp contrast to the holiday atmosphere of the occasion.

"Operation Lifesaver is like our drunk driving law," he said. "It's

about saving lives. If motorists get started in a race to beat a train, if they lose they'll never start another race."

By the end of the 150-mile trip the press had the opportunity to talk with the three railroad presidents accompanying the train... Walter E. Travis, David Fink and Alan G. Dustin...and experience themselves watching several drivers cut it very fine at highway grade crossings.

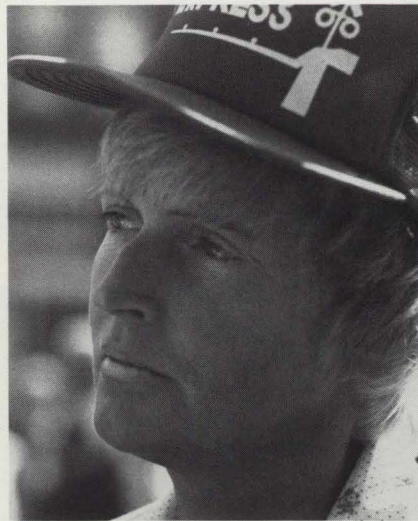
Bradley R. Peters, president of the Maine Rail Association, and one of the prime movers in organizing the Maine Operation Lifesaver program, termed the *Lifesaver Express* highly successful in capturing the attention of Maine's driving public.







*Lifesaver Express carried reporters and photographers from the Maine media as well as government officials and politicians. Ernie Oliphant, right, national associate director of Operation Lifesaver from the National Safety Council, was present for the inauguration of Maine's program. Below, Bangor and Aroostook locomotive 42, the lead unit on the Lifesaver Express, presents a study in contrast as it passes Maine Central's steam locomotive 470 on display at Waterville.*

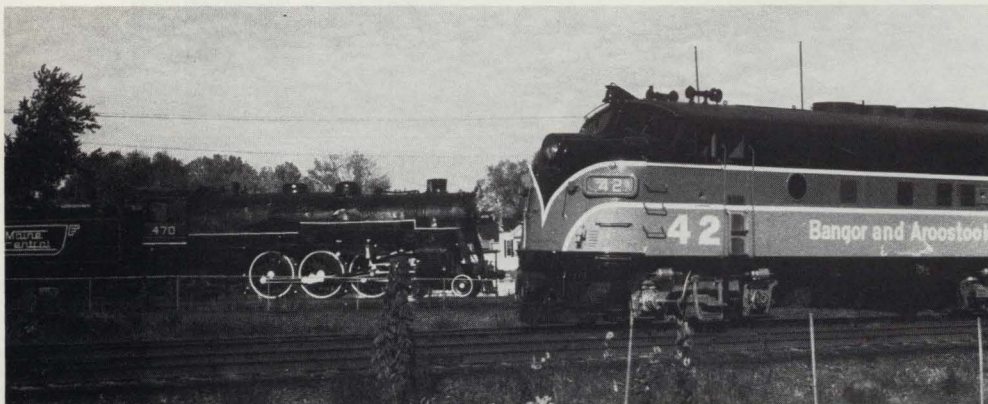


But the members of the Maine Operation Lifesaver Committee...Aroostook Valley Railroad, BAR, Belfast & Moosehead Lake, B&M, CNR, CPR, MEC, the MDOT, Dept. of Public Safety, Dept. of Education and Cultural Services, Law Enforcement Association of Maine, Maine Automobile Association, Maine Chiefs of Police Association, Maine Motor Transport Association and the United Transportation Union....emphasize that the special train only marks the beginning of a continuing process of education for the general public.

Operation Lifesaver committee speakers, headed by MDOT's Jim McLean, are carrying the message to service clubs, schools and, in his words, "anyone who will listen." Other phases of Operation Lifesaver are convincing law enforcement agencies of the importance of enforcing existing grade crossing laws and the engineering of new and improved warning devices.

There's one group of Maine workers who don't require any sales pitch on the need to use caution at all of the state's several thousand railroad/highway intersections. Some 1700 people die in grade crossing accidents nationally every year and Maine counts two or three in that total. The men who operate Maine's freight trains are daily witnesses to the impatience and the carelessness drivers display at grade crossings. It adds stress to their lives and some carry the terrible memories of those drivers who didn't make it.

"Every year a few people lose their lives on grade crossings in Maine," says Operation Lifesaver State Coordinator Richard W. Sprague. "The tragedy is that every one of these accidents is preventable. And even a single death is intolerable. We will be bringing the message to all Maine drivers that no one should ever die in a crossing accident."



# Ten Receive 40-Year Awards



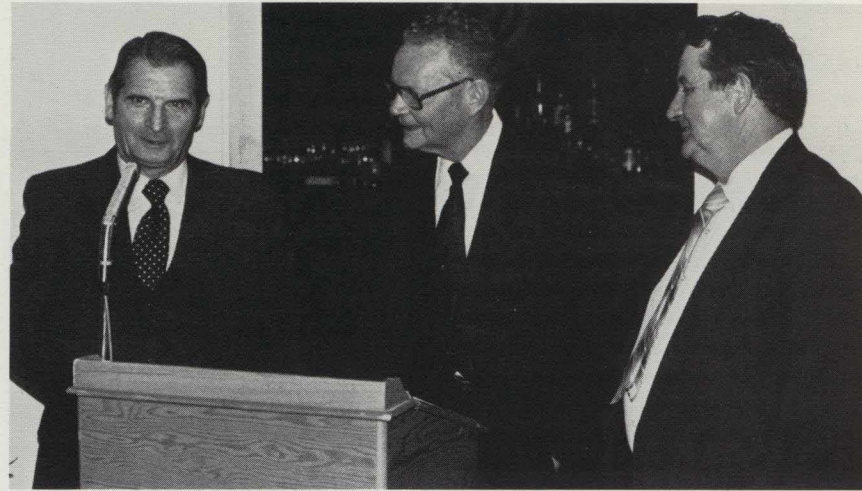
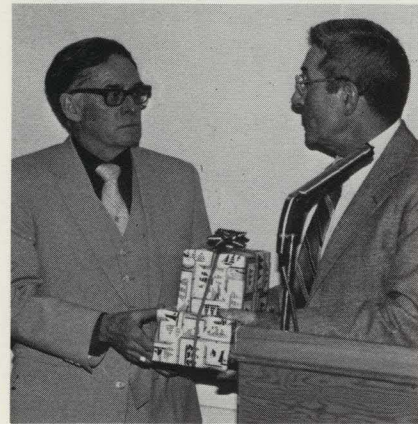
Ten Bangor and Aroostook employees received 40-year awards for railroad service. Pictured above are Supervisory Agent Leland D. Labbe, Madawaska, whose service dates from 1942, Engineer Bernard J. Nadeau, Fort Kent, who entered service the same year, Trackman James L. Mosher, Presque

Isle, and Section Foreman Wallace H. Page of Ashland. Not pictured when the photograph was made was Clerk-Operator George E. Chasse, Madawaska, who also received an award at a recognition dinner in Presque Isle.

At another recognition dinner in Bangor, Machinist Harold W.

Dixon, Northern Maine Junction, Clerk Walter J. McCarty, Northern Maine Junction, Machinist Parker A. Dean, Northern Maine Junction and Clerk Kenneth C. Foster, Derby, were also honored for 40 years service. Not pictured but also receiving a 40-year award was Trackman Orace N. Porter of Millinocket.





Lead Clerk Mervyn Johnston, above, was one of nine BAR employees who were honored at a retirement party Nov. 5. Pictured with him are BAR President Walter E. Travis and Controller O.J. Gould. At top left, Chief Engineer Vinal Welch presents a retirement gift to Supt. Signals and Communications Hiram E. Childers. At left, Supervisor of Roadway Machines Wendell E. Corey, receives a company gift from Chief Engineer V.J. Welch.

## Nine Choose 'Silver Bullet' Retirement

The railroad has reduced its supervisory forces by 13% in the past 12 months as part of the process of adapting to severe economic conditions. The reductions were accomplished both by attrition, as supervisors retired, and by an incentive retirement plan which was offered from October 4 through November 19.

The incentive plan was offered to employees who had reached the age of 59 with a minimum of 30 years service and who would, on retirement, be eligible to receive benefits under BAR's own retirement plan. Nine employees representing 341 years of railroad service took advantage of the offer and were honored at a special recognition dinner Nov. 5.

President Walter E. Travis told the group that they have enriched the railroad with their knowledge and their skills.

"You represent our collective wisdom," he said, "as well as a large piece of our history. We are indebted to you and your families,

who have shared our fortunes and perils."

Hiram E. Childers joined the railroad in 1968 as superintendent of signals and communications after several years with the B&O Railroad. He was born in Cincinnati, Ohio, served in the U.S. Navy during WW II and attended Purdue University. He is married to the former Betty Ann Plageman and they have five children: Thomas, Mary Ann, Anita, Peter and Susan.

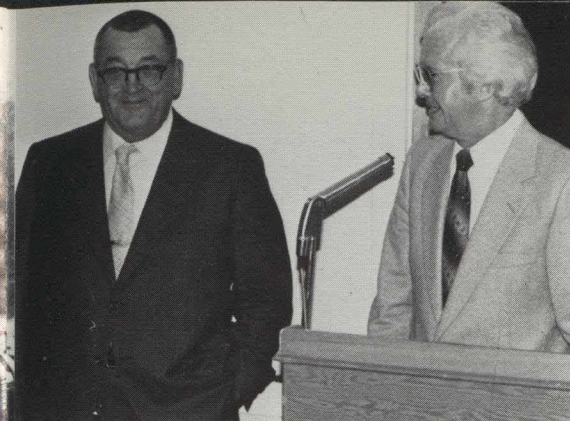
Wendell E. Corey was born in Houlton and attended Littleton schools and Ricker Classical Institute. He entered railroad service in 1946 after serving in the U.S. Navy during WW II. He has worked as a helper, mechanic and supervisor of roadway machines. He is married to the former Mildred A. Carr and their seven children are Lynn, Sally, Cathy, Wendy, Heather, Stephen and Andrew.

Armand J. Duplessis joined the railroad in 1950 as a clerk. He was born in Mars Hill and attended Presque Isle schools. During WW

II he served in the U.S. Army. He married the former Irene Wallace and they have four children: Anne, Richard, Michael and Peter. He retired as assistant general freight agent.

Brewer native Paul E. Hayes began his railroad service in 1938 as a freight handler. Subsequent positions included clerk, differential clerk and chief clerk in the freight office and chief clerk of the Car Service Department. At the time of his retirement he was manager of car service. He attended Brewer schools and served in the U.S. Army during WW II. Mrs. Hayes, the former M. Christine Meehan, died in 1982 and their five children are Maura, Karen, James, Joseph and Kathryn.

Mervyn H. Johnston was born in Toronto, Ontario and started work for BAR in Derby as a clerk in the Mechanical Department. He served in the U.S. Army in WW II and was formerly employed by Canadian Pacific Railroad. He also worked as clerk in car ac-



Supervisor of Stores Vernon F. Willinski, top left, pictured with Harold F. Bell, was one of the nine who retired under an incentive retirement plan. Lower left, Manager of Car Service Paul E. Hayes, a 40-year railroad veteran, is congratulated by Vice President-Operations L. W. Littlefield. Above, Administrative Secretary Ouida M. Long receives a retirement gift from President Walter E. Travis.



counting and freight audit, chief clerk freight audit and auditor of revenue, retiring as lead clerk. He attended Brownville Junction High School and Husson College. He is married to the former Pearl Hoskins and they have two sons, Clifford and Bryce.

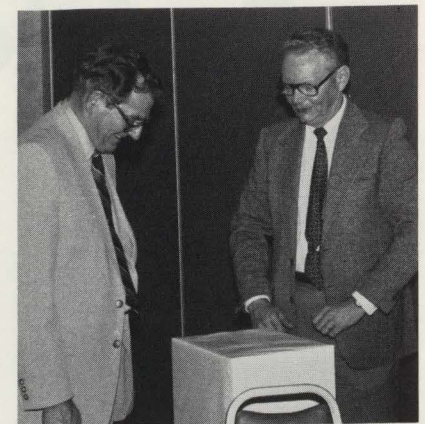
Ouida M. Long joined BAR in 1944 as a freight clerk. She is a native of Fort Kent and attended schools there. She also worked in the Bureau of Accounts and the IBM Section. At the time of her retirement, she was an administrative secretary in the Executive Department.

Diesel Supervisor Roy H. Russell, a native of Derby, retired on October 8, 1982. His railroad service started in 1941 at Derby where he was a boilermaker apprentice. He also worked as boilermaker, machinist, spare foreman and assistant diesel supervisor before being appointed diesel supervisor at Northern Maine Junction. He served in the U.S. Army Signal Corps during WW II and attended Air Field Controller

School in England. He is married to the former Lois E. Vincent and they have one son, James.

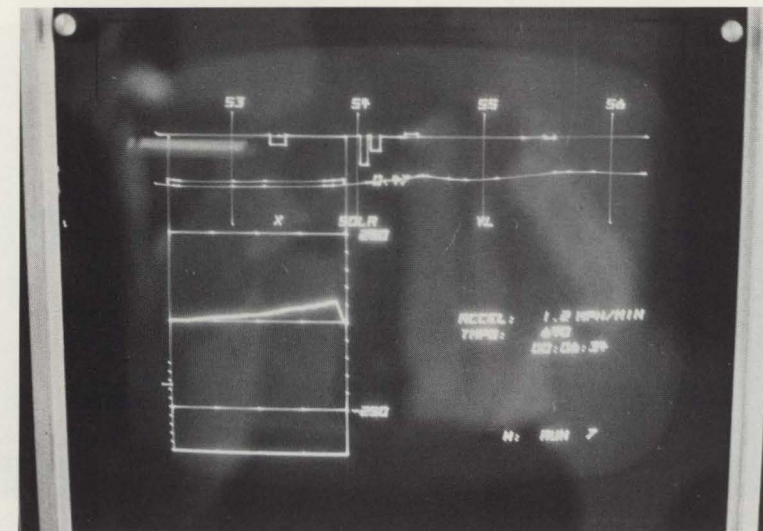
Burton A. Sawyer is a native of Brewer, Maine and attended schools there. He also attended Atlantic Union College and the University of Shrivensham, England. After serving with the U.S. Army as a surgical technician during WW II, he started work for BAR in 1946 as a clerk. Subsequent positions were chief clerk, chief claims adjuster, freight claim agent and, at the time of his retirement, general claim agent. He is married to the former Christine M. Jones and they have two sons, David and Marc.

Vernon F. Willinski entered railroad service as a laborer in 1941. Other positions at Derby included storekeeper and supervisor of stores. He was born in Orneville, Maine and attended Milo schools. He is married to the former Nellie Dean and they have a son, Arnold, and a daughter, Sheila.



Pictured, top to bottom, are Assistant General Freight Agent Armand J. Duplessis (pictured with H. L. Cousins); General Claim Agent Burton A. Sawyer (pictured with Owen H. Bridgham); and Diesel Supervisor Roy H. Russell (pictured with W. E. Travis).

Locomotive Engineer Gary Karam watches a leadout of his train using the Train Dynamics Analyzer system while Trainmaster Rod Stanhope monitors performance on a duplicate screen. Using sophisticated electronic equipment, an engineer can determine what's happening with a train operating over computer simulated profile of actual Bangor and Aroostook track.



Above, a closeup of the display unit of the Train Dynamics Analyzer reveals the train imposed on a profile of Bangor and Aroostook track at South Lagraange. The system enables an engineer to experiment with conditions that affect optimum fuel efficiency. Most engineers who tried it were able to move 600 ton miles to the gallon. The computer even takes into account wind resistance. Controls, pictured below, are duplicates of actual locomotive controls which an engineer would use in the cab of his diesel. Any type train consist can be programmed into the system and moved over any section of track Bangor and Aroostook has. As BAR Engineer Charlie Adams pointed out, "the nice thing about using the Train Dynamics Analyzer is that you can make a mistake and there aren't any consequences."

## Back to School in a Pac Man Classroom

The shiny trailer didn't look much like your average school-room. But that's what it was for BAR's 42 enginemen for a month of intensive instruction.

Maybe going back to school is a misnomer. But that's how the locomotive engineers who each spent an eight-hour day in the sophisticated rolling laboratory looked at it. All of them had learned their craft under the traditional apprentice system with occasional technical training.

But the nice thing about using the Train Dynamics Analyzer system, as Engineer Charlie Adams says, is that you can make a mistake and there aren't any consequences.

"All that fancy electronic equipment reproduces what would happen if you'd actually been hauling a train," he says. "But when you're actually at the controls of a real train and make a mistake there are always consequences."

The equipment, leased from Freight Master, is something new for Bangor and Aroostook's enginemen. What it does, says Trainmaster Rod Stanhope, is recreate all the forces that occur in moving a train anywhere on the Bangor and Aroostook system.

It sounds like PAC MAN but it's actually accomplished by a computer connected to standard locomotive operating controls.

To those who aren't involved in

engine service, moving a train may seem like a pretty straightforward task. But to the men who spend their working hours at the controls of a diesel, their train is a living, moving combination of forces. There are push (buff) and pull (draft) forces during braking and acceleration and an engineer must sense and control these forces, not just to move his train efficiently, but to prevent damage to equipment and lading.

The Bangor and Aroostook actual track profile, including crossings, grades and all other physical characteristics, was programmed into the computer.

"We can program whatever kind of train consist we want," Stan-

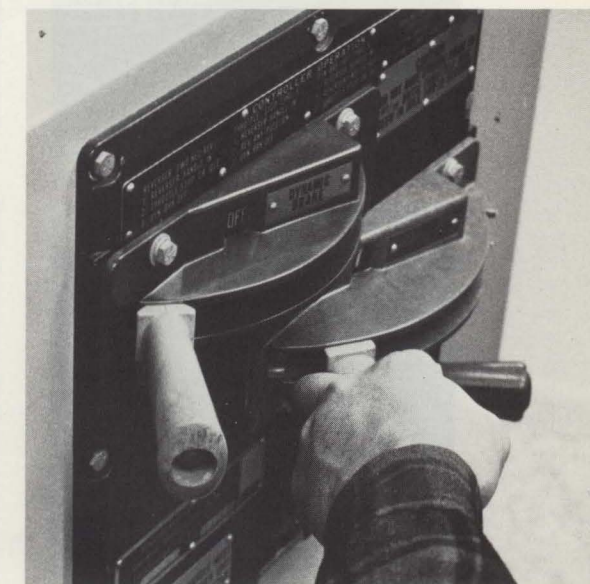
hope says, "and move that train over any section of track on the system. The engineer can monitor what's happening in any part of his system on a video screen and other devices. The computer even takes into account wind resistance."

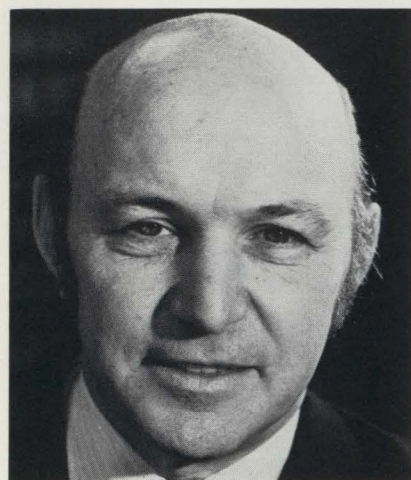
One of the challenges the enginemen faced in the computer exercise was operating trains at optimum fuel efficiency. Most of them were able to move 600 ton miles to the gallon, Stanhope says, and anything in this area is good with BAR operating characteristics.

For men like Charlie Adams, the train dynamics analyzer was a chance to try some alternatives.

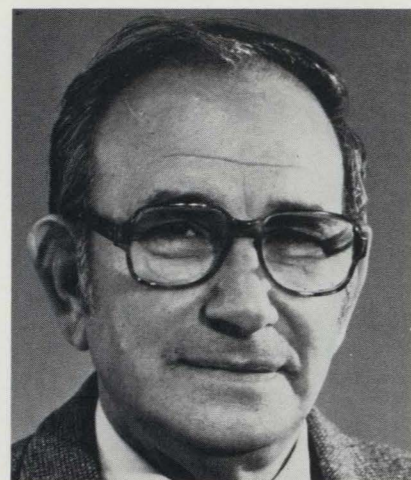
"We have an area coming into Milo that gave most of us problems in controlling slack action while braking," he says. "I had a chance to try that several times using different techniques and I think I learned from it. The railroad and track doesn't change, but trains have certainly changed since I came here 30 years ago. Cars are bigger and much heavier and it makes a difference in what happens in a train."

Both Stanhope and the people who took part in the refresher course agreed that it was a good experience. As Stanhope says, "anyone can move a train but the challenge is to handle it with fuel efficiency and without damage."





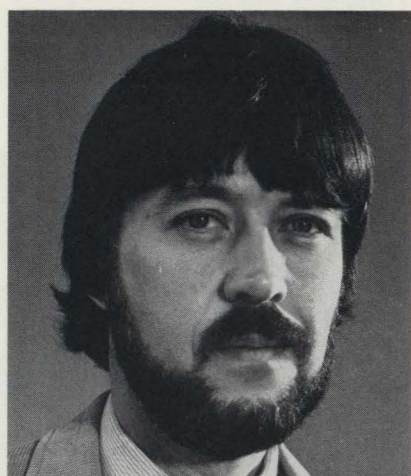
Duncan



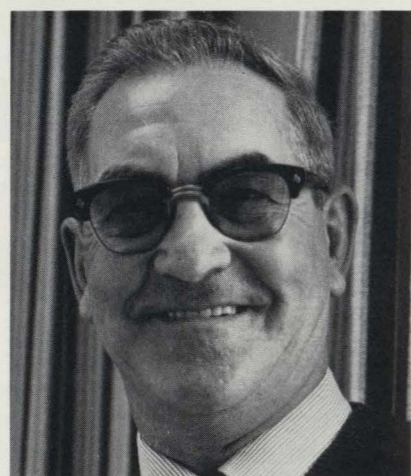
Mercier



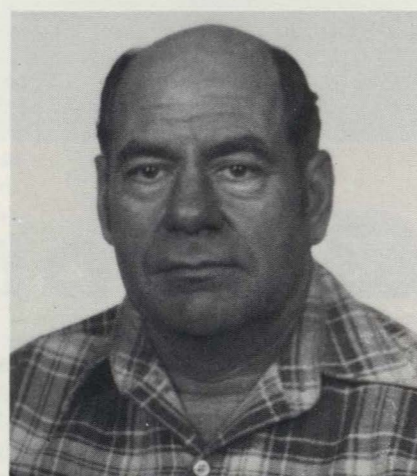
Ashton



Brissette



Garland



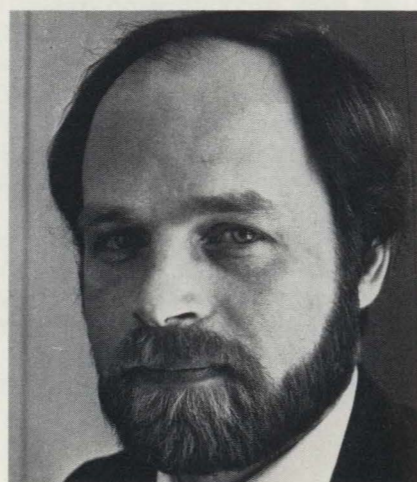
Thibodeau



Lewis



Hamlin



Corey

## Nine Employees Earn Promotions

The railroad has announced the promotion of nine employees.

Thomas R. Brissette, Hampden, becomes manager car service, replacing Paul E. Hayes who has retired. Brissette joined the railroad in 1964 as a clerk-typist and subsequently worked as clerk-car accounting, statistical clerk and assistant to manager car service. He is a native of Old Town and attended Old Town schools.

Gordon S. Duncan, Brewer, has been appointed manager of communications and highway services. He is a native of Fort Fairfield and attended Fort Fairfield schools, Norwich University and Alexander Hamilton Business School. He entered railroad service in 1957 after serving in the U.S. Army Corps of Engineers and two years as a manufacturing engineer for Westinghouse Electric. He has held the positions of assistant engineer, assistant superintendent track and assistant chief engineer.

Stanley W. Garland, Hermon, has been named foreman at the Diesel Shop, Northern Maine Junction. He attended Hermon schools and served in the U.S. Navy during WW II. He joined BAR

in 1947 as a fireman and has also worked as machinist helper, machinist, relief foreman, night foreman and day foreman. He is active in the Masonic and Shrine bodies.

Stephen C. Hamlin, Hermon, has been promoted to supervisor of stores. He was formerly storekeeper at Northern Maine Junction. He attended Milo High School, Beal Business College, Husson College and the University of Maine. Hamlin entered railroad service in 1965 as a laborer.

Paul F. Lewis, a 27-year employee, has been named diesel supervisor. He replaces Roy Russell who retired. He is a native of Milo and attended Milo schools. He has been an electrician apprentice, electrician, night foreman and relief foreman. He entered railroad service in 1956.

Thomas A. Mercier, Sr., Brewer, becomes general claim agent. He replaces Burton A. Sawyer who has retired. Mercier was born in Biddeford and attended Thornton Academy and Northeastern Business School. He served in the U.S. Army during WW II. His railroad service began in 1956 and he has worked as an IBM machine oper-

ator, chief clerk and chief claim adjuster. He is a former councilman for the City of Brewer.

Keith B. Ashton, of Plymouth, has been named manager internal audit/systems development. Ashton, an 18-year veteran of railroad service, was formerly supervisor internal audit. He is a native of Rumford and was educated in Bar Harbor and Brewer schools. Ashton joined BAR as a secretary and held various positions in the road's car service department until his appointment as supervisor of internal audit. He is active in the U.S. Army Reserve.

Dana L. Corey, of Brewer, has been appointed administrative assistant for the railroad. He entered railroad service as a brakeman in 1977 and subsequent positions included trackman, laborer, clerk/operator, clerk and data technician. Corey is a Brewer native and attended local schools and the University of Maine.

Patrick R. Thibodeau has been appointed foreman in the Mechanical Department at Madawaska. He attended Keegan schools and served in the U.S. Army during the fifties. He entered railroad service in 1967 as a carman.

# Mileposts

## 40 YEARS SERVICE

George E. Chasse  
Parker A. Dean  
James L. Mosher

## 35 YEARS SERVICE

Oscar W. Erickson  
Charles R. Smith  
Gordon E. Somers, Jr.  
Raymond J. Violette

## 30 YEARS SERVICE

Earle R. Adair  
Charles F. Adams  
Lawrence J. Boucher  
Graydon J. Canders  
Wilfred J. Deane

Hubert A. Furrow, Jr.  
Owen J. Gould  
Keith D. Greenlaw  
Hilton L. Hersey  
Philip E. Howard  
William P. Landry  
Edwin L. Roberts, Jr.  
Conrad Voisine  
Allen J. White  
Harold L. Woodard, Jr.

## 25 YEARS SERVICE

O. Dale Anthony  
Bernard W. Ricker

## 20 YEARS SERVICE

Lawrence S. Veysey

## 15 YEARS SERVICE

Malcolm E. Davis  
Thomas H. Fraser  
Roger L. Frazier

## 10 YEARS SERVICE

Brian C. Baker  
Michael A. Buzzell  
Richard D. Carr  
Gary D. Glidden  
Robert L. Madore  
Michael W. Merry  
Ronald R. Morrill  
Victor A. Peavey  
Kevin P. Robertson  
Frederick R. Whitney, Sr.  
James G. Wright

## Thomas Sears Pinkham 1918-1983

Thomas Sears Pinkham died March 16 at his Ashland home. His death marks the passing of an era in the Maine lumber industry. Pinkham was associated with the lumber business from the time when letting daylight into the swamp was accomplished with saws and axes, tough men and horses to the era of mechanized logging.

Tom Pinkham saw the end of this colorful era in the Maine woods and himself helped bring about the changes that were to revolutionize the harvesting of Maine timber. After World War II service as an officer in the U.S. Army, he introduced the Army

all-wheel-drive truck to woods operations which efficiently hauled double-rack sleds over icy woods roads. It was considered a major improvement in the industry.

Pinkham went on to build saw mills in Allagash, Eagle Lake, Ashland and Nashville Plantation. In 1972 he sold his Nashville operation to the Great Northern Paper Company and remained as general manager of the complex. He was on the board of Northern National Bank, Maine Public Service Company and had been a director of the Bangor and Aroostook Railroad. He was an enthusias-



tic outdoorsman and a lifelong supporter of Scouting, receiving the prestigious Silver Beaver and Distinguished Citizen Awards.

Tom Pinkham was a great bear of a man with a quick smile and a woodsman's confidence that no job was really too big to try. His word was as good as a signed contract and his buoyant personality made him friends from working woodsmen to the corporate elite.

Like the great trees he harvested, his death leaves an empty space against the sky.

# In the Family

## GENERAL OFFICE

Safety Supervisor and Mrs. *George Mossey* spent the Christmas holidays in South Haven, Indiana with their daughter, *Margaret O'Meara*, her husband and children.

Manager of Highway Division *S.F. (Slip) Corey* suffered a heart attack in January and was confined at Eastern Maine Medical Center. He is now convalescing at home.

Administrative Secretary *Dave Budge* was visited during the Christmas holidays by his daughter and grandson, *Jennifer* and *Jason Budge*, of Tampa, Fla. and his son, *Paul* of Fort Irwin, Calif.

Our sympathy to *Ron Faunce* of the highway division whose mother, *Marian Faunce*, died Jan. 11 at a Belfast hospital. She was a member of the Church of God at South Orland. She is survived by her husband, *Roland F., Sr.*; two sons, *Roland F., Jr.* of Stockton Springs and *David T.* of Winslow, Ariz.; two daughters, Mrs. *Barbara McKiel*, Palm Springs, Calif. and Mrs. *Dorothy Floyd*, Pittsfield; a sister, Mrs. *Dorothy Wright*, Bath; 26 grandchildren; eight great-grandchildren and several nieces and nephews. Funeral services were held at the Church of God, South Orland.

*Ouida Long*, who retired in Oct., left the day after Thanksgiving for a two-week visit with her sister and husband, *Margaret* and *Frank Jugus*, and their two children, *Tom* and *Bill*, in Falls Church, Va. During the two weeks, *Ouida* attended a dinner-theatre production of "Camelot" and toured the Washington area extensively. She especially enjoyed her visit to the Washington Cathedral and a two-day trip to Atlantic City where she stayed at the Tropicana Hotel and tried her hand at the slot machines.

## TRANSPORTATION DEPT.

*David Andrew Roberts*, son of Conductor and Mrs. *Edwin L. Roberts, Jr.*, Derby, is a student at Husson College. *David* is a graduate of Penquis Valley High School and had a lead part in the



*David A. Roberts*

Senior Play, was on the year book staff, the library staff and worked in the Special Education Dept. He received a scholarship from the Derby Improvement Society.

*David* is also the grandson of retired Chief Clerk of Disbursements *Edwin L. Roberts, Sr.* of Brewer.

Mr. and Mrs. *Gerald M. Parsons*, Carmel, are the parents of a daughter, *Jaime Leigh*, Oct. 9. They also have a two-year-old daughter, *Jennifer Lynn*. The maternal grandparents are Conductor and Mrs. *Edwin L. Roberts, Jr.*, and the paternal grandparents are retired BAR Freight Handler and Mrs. *Alton (Mike) Parsons*, of Carmel.

*Roxanne Peters* and *John T. Lent, Jr.* were married at First Baptist Church in Millinocket recently.

The bride is the daughter of Mr. and Mrs. *Goodsill S. Peters* of Millinocket. Engineer and Mrs. *John T. Lent, Sr.* of East Millinocket are the parents of the bridegroom.

Mrs. *Brenda Thompson* of Millinocket was matron of honor. Bridesmaids were *Lisa Brown* and *Cindy McAlister* of East Millinocket and *Lunda Tedford* of Medway.

*Les Brown* of East Millinocket was best man. Ushers were *Buddy Stanley*, *Dan Damon* and *Barney York*, all of Medway.

A honeymoon was spent at Shin Pond. The bride graduated from Stearns High School and the University of Maine at Farmington. She is employed by the Orrington School Department.

The bridegroom, a graduate of Schenck High School, is employed at Harold's Transmission Repair in East Holden.

Mr. and Mrs. *Thomas Washburn* and Mr. and Mrs. *Charles Tyler* of Milo and Atkinson have announced the engagement of *Rhonda Lynn Tyler* of Milo and *Charles J. Larson* of Brownville. She is the daughter of Doris Washburn and Charles Tyler of Milo and Atkinson. He is the son of Conductor and Mrs. *Charles E. Larson* of Brownville.

*Tyler* graduated from Penquis Valley High School this year and is employed by Dexter Shoe Co. of Milo. *Larson* is a 1978 graduate of Penquis Valley High School and is employed in the office of Guilford Industries. An April 23 wedding is planned.

*Sarah R. Annett*, daughter of Conductor and Mrs. *Fred Annett* of Houlton, became the bride of *Larry J. Miller*, son of Mr. and Mrs. *Wilbur Miller* of Brewer Sept. 11 at the home of the bride's parents.

The Rev. *John Miller* of Brewer, grandfather of the bridegroom, performed the double ring ceremony.

The bride, given in marriage by her father wore a gown fashioned by her aunt, *Lois Eager*.



Vice President-Operations *L. W. Littlefield* congratulates Supervisory Agent *Leland D. Labbe*, Madawaska, at his retirement party. *Labbe*, a native of Easton, entered railroad service as a clerk in 1942, subsequently working as agent and supervisory agent. From 1944 to 1945 he served in the U.S. Army in Europe, earning the Combat Infantry Badge. He attended schools in Easton, Portage and Ottawa, Ontario. He was graduated from Presque Isle High School in 1941. The name *Labbe* has been prominent on the Bangor and Aroostook since the railroad was organized. His father, *Daniel*, was supervisory agent in Fort Kent and his brother, *Harold*, is supervisory agent at Searsport. *Labbe* is married to the former *Rosa Saucier*. The couple has 13 children; *Oneil*, *Theresa*, *Dolores*, *Leo*, *Beatrice*, *Rosemarie*, *Paul*, *Lorraine*, *David*, *Daniel*, *Roland*, *Philip* and *Mary*.

The maid of honor was *Natalie Clark* of Bangor. *Maria Annett* was the bridesmaid. *Mark Piper* of Brewer was the bridegroom's attendant and *Jess Nelson*, nephew of the bride, was the ring bearer.

Serving the wedding cake was *Natalie Clark* of Bangor and *Kristi Parks*. *Julie Nelson*, sister of the bride, presided at the punch bowl. *Debbie Miller*, sister of the bridegroom presided at the gift table.

The bride is a 1980 graduate of Houlton High School and earned an associate degree from Beal College in Bangor in 1982. She is employed at BMHI.

The bridegroom is a 1980 graduate of Brewer High School and a 1983 graduate of EMVTI. He is employed by Getchell Brothers, Brewer.

The couple is at home at 479 Hammond Street.

Retired Conductor *Robert A. Michaud*, 67, died Aug. 23 at the Northern Maine Medical Center, Fort Kent. He was born in Fort Kent Nov. 12, 1914, the son of



Section Foreman *Alton Wardwell*, left, receives his retirement pin from Chief Engineer *V. J. Welch*. Wardwell retired Feb. 2 after 39 years with the Bangor and Aroostook. He entered service as a trackman in 1944 and worked as section foreman and acting roadmaster. He is a native of Perham and attended schools in Perham, Caribou, and Stockholm, graduating from Ricker Classical Institute. Wardwell has been very active in community service as president of the Aroostook Brigade Camp, Inc. leading expeditions of young people into the wilderness areas of the Northeast and Canada. He is a member of the First Baptist Church of Stockholm and an active outdoorsman. His father, *Walter*, is a retired Bangor and Aroostook section foreman. He is married to the former *Margaret E. Quist*. They have four children, *Lois*, *Carol*, *Gregory* and *Elaine*.



Equipment Operator *John O. Cain*, left, receives his retirement pin from Chief Engineer *Vinal Welch*. Cain is a native of Masardis and entered railroad service in 1941. He worked until 1946 and returned to the railroad in 1949 as a trackman. He has been acting foreman, foreman, equipment operator and subforeman. During WW II he served in the U.S. Navy. He has also been a State of Maine potato inspector and an assistant manager for *J. J. Newberry's*. Mr. Cain attended Masardis and Ashland schools, graduating from Ashland High School. He is a life member of the Veterans of Foreign Wars and a former vice general chairman of the Brotherhood of Maintenance of Way Employees. He is married to the former *Mona J. Cray*. They have three children, *Steven*, *Warren* and *John II*. His brother, *Frederick*, and son, *Warren*, are also employed by the railroad.

*William and Edith (Michaud) Michaud*. He was employed for the BAR for 33 years. He is survived by his wife, *Lillian (LeBlanc) Michaud* of Fort Kent; three daughters, *Doris* of Fort Kent, *Mrs. Raynold (Betty) Raymond* of Plainville, Conn., and *Mrs. Luc (Rita) Cyr* of Bristol, Conn.; five sons, *Donald* and *Roland* both of Southington, Conn., *Reynold* of Bristol, Conn., *Robert, Jr.*, of New Britain, Conn. and *Reginald* of Williamantic, Conn.; three brothers, *Alcide* and *Randolph*, both of Bristol, Conn., and *Leo* of Eagle Lake; three sisters, *Mrs. Hampy (Annette) Gagnon* of Madawaska, *Mrs. Alphie (Alaine) Theriault* and *Mrs. Fernando (Jeanette) Theriault*, both of Fort Kent; and nine grandchildren.

A Mass of Christian Burial was held at the St. Louis Church, Fort Kent with burial in the parish cemetery.

*George S. Webber*, 64, of Lehigh Acres, Fla., died Aug. 27, 1982. He was a retired employee of the BAR having served as telegrapher, station agent dispatcher and chief dispatcher. He was a member of Lynde Lodge No. 174 AF and AM of Hermon, the Araba Shrine Temple of Fort Myers, Fla. and the American Legion of Lehigh Acres, Fla.

He is survived by two stepdaughters, *Mrs. Marion Gray* of Orono and *Mrs. Jane Hamilton* of Searsport; one stepson, *Daniel Floyd* of Houlton; one sister, *Mrs. Marion Owens* of Plantville, Conn., one brother, *Burt Webber* of Brewer; three grandchildren. He was pre-deceased by his wife, *Elizabeth Floyd Webber*. Private services were held in Freedom, N.H.

Retired Engineer *G. Kenneth Merrithew*, 73, died Nov. 10 at a Fort Fairfield hospital after a brief illness. He was born Nov. 7, 1909 in Mars Hill, the son of *George* and *May (Smith) Merrithew*. He was employed by the BAR for 33 years. He was a member of the United Parish Church of Fort Fairfield, Eastern Frontier Lodge No. 112, A.F. & A.M. and a member of Goodwill Chapter No. 85 O.E.S., both of Fort Fairfield and a member of the United Transportation Union. He is survived by his wife *Mrs. Hazel (Higgins) Merrithew*, Fort Fairfield; one daughter, *Mrs. Richard (Linda) Devine* of Scarborough; one son, *David Merrithew* of West Fargo, N.D.; three sisters, *Mrs. Elden (Vera) Libby*, and *Mrs. Doreas Everett*, both of Fort Fairfield; and *Mrs. Elizabeth Giberson* of Caribou; one brother, *Milton Merrithew* of Port Orange, Fla.; three granddaughters, one great-granddaughter, several nieces and nephews. Funeral services were conducted at the Dorsey Funeral Home with the Rev. *Wayne Stark* officiating. Interment in the Riverside Cemetery, Fort Fairfield.

Retired stenographer, *Alice Russell*, 84, died in Houlton Nov. 30, 1982 after a short illness. She was born May 31, 1898, in Orrington, the daughter of *Edgar S.* and *Carrie (Page) Russell*. She was a member of the First Congregational Church of Houlton, a graduate of Gilman Commercial School and a member of the

Houlton Women's Club. She is survived by several nieces, nephews and cousins. Funeral services were held at the Dunn Funeral Home, Houlton with the Rev. *Michael Lowry* officiating. Burial in Evergreen Cemetery Houlton.

Conductor *Joseph G. Boucher* has retired after 34 years service with the railroad. He joined BAR in 1948 as a brakeman. He is a native of Grand Falls, New Brunswick and attended schools there. He served in the U.S. Navy during WW II and was discharged with the rank of Seaman First Class. He is married to the former *Gladys Soucie* and they have seven children; *Louis*, *Henrietta*, *William*, *Stephen*, *Paul*, *Rose-Anne* and *Patricia*.

## ENGINEERING DEPARTMENT

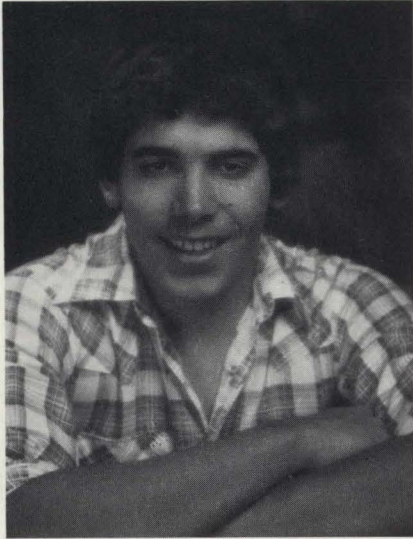
Retired Section Foreman *Alexander Frenette*, Eagle Lake died a short time ago in a Caribou hospital. He was born in Winterville, Apr. 9, 1904, the son of *Alexander* and *Josephine (Marquis) Frenette, Jr.* Alexander started his railroad career in 1924 and retired in 1951. He is survived by his wife, *Grace (McLaughlin) Frenette* of Eagle Lake; four sons, *Gerald* of Jacksonville, Fla., *Roger* of Cheshire, Conn., *Floyd* of Eagle Lake and *Allen* of Charleston, S.C.; one daughter, *Mrs. Luella Bouchard* of Quimby; one brother, *Sam* of Holland; three sisters, *Lena Bernette* of Dexter, *Myrtle Churchill* of Washburn and *Rella Hutchinson* of Waterville; 27 grandchildren and 17 great-grandchildren; several nieces and nephews.

*Christopher Fournier*, son of Supt. of Track and *Mrs. Leo Fournier*, Ludlow, was graduated from Hodgdon High School in 1982 and has applied for acceptance in the U.S. Air Force and plans to continue his education after his enlistment in the service.

Our sympathy to the Jackins family on the death in Oct. of *Alice Jackins*, wife of Retired Tie Inspector *Guy Jackins*, Houlton. She was born June 14, 1908 at Woodland the daughter of *Rankin* and *Grace (Withee) Stitham*. Mrs. Jackins is survived by her husband, two sons, *Richard* of Suffield, Conn., and Painter Foreman *Linwood Jackins* of Derby; two sisters, *Mildred Shaw* of Dover-Foxcroft and *Lillian Nickerson* of Houlton; eight grandchildren, *Sherry Whitaker* of Radcliffe, KY., *Mark* and *David Jackins* of Houlton, *Ashley Jackins* of Dover-Foxcroft, *Kevin Jackins* of Fort Fairfield, *Rowena Jackins* of Derby and *Tamra* and *Linda* both of Suffield, Conn.; one great-grandson, *Jason Whitaker* of Radcliffe, KY. Interment was in the Hodgdon Cemetery.

Our congratulations to Retired Section Foreman and *Mrs. Frank Bartlett (Nora Hartford)*, of Ashland who recently celebrated their 65th wedding anniversary at the Ashland Advent Christian Church. This was followed by an open house at their home where they received friends and relatives. They received many cards and a bouquet of flowers. The couple, married at the Grant Memorial Church, Presque Isle, have five





Christopher Fournier

children, *Kenneth Bartlett* and *Avis Bass* of Portage Lake, *Stanley Bartlett* and *Lillian Junkins* both of Presque Isle and *Frank Bartlett, Jr.*, Hartwell, GA.

*Kenneth H. Beals*, Retired B&B Foreman, Milo, died unexpectedly at a Bangor hospital on Nov. 20, 1982. He was born in Mars Hill Feb. 17, 1917, the son of *Harlen* and *Drothy (Joslyn) Beals*. He attended Milo schools and served in the Pacific Theatre during World War II with the U.S. Navy. He retired from the BAR in 1977 after 41 years of service. He is survived by his wife, *Ruth (Howard) Beals* of Milo; five sons, *Venton* of Cleveland, Ohio, *Paul* of Westbrook, Conn., Trackman *Stephen* of Brownville, Equipment Operator *Jonathan* of Milo and *Michael* of Glenburn; four daughters, *Mrs. Maynard (Pamela) Lane* of Swans Island, *Mrs. Pueblo (Susan) Richards* of Idaho Falls, Idaho, *Mrs. Harvey (Karen) Bowley* of Millinocket and *Mrs. Phillip (Rhonda) Ouellette* of Glenburn; 14 grandchildren; several great-grandchildren; two aunts and several cousins.

Sympathy to Trackman *Ronald Sites* and family on the recent death of his wife, *Connie J. Sites*, Mapleton, on Jan. 12 as the result of an automobile accident. She was born Oct. 27, 1952, at Van Buren the daughter of *Demar* and *Shirley (Bossie) Brissette*. She is survived by her husband, two daughters, *Jennifer* and *Angela* of Mapleton, her parents of Stockholm, and maternal grandparents Mr. and Mrs. *Edwin Bossie* of Stockholm, and paternal grandmother Mrs. *Edith Brissette* of Caribou, seven brothers, two sisters, and several nieces, nephews and cousins.

*Bertha M. Buxton*, widow of the late Retired Mechanic *Charles M. Buxton*, Houlton, died Oct. 15, 1982, after a long illness. She was born in Woodstock, N.B., Apr. 11, 1883, the daughter of *Banford* and *Mary (Brewster) Niles*. She is survived by her son, Retired Clerk *Willard H. Buxton*, Houlton; two sisters, *Sade Lindsay* and *Ada Stanbridge*, both of Woodstock, N.B.; three grandchildren,

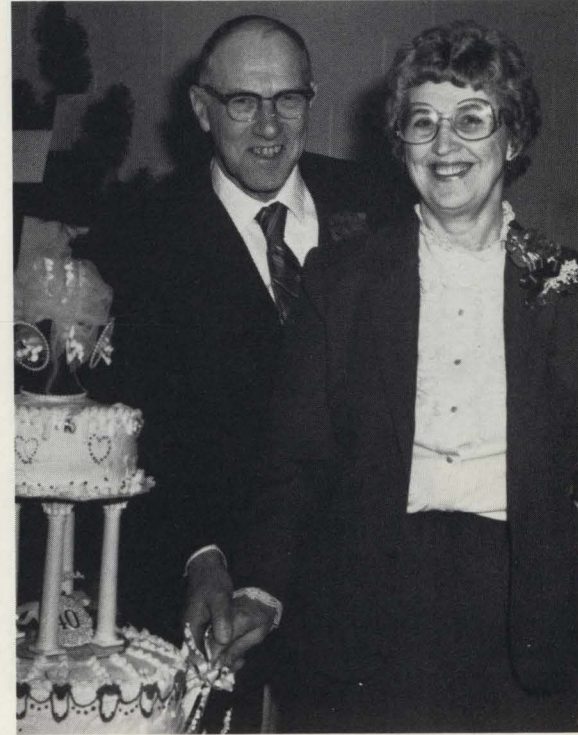
*Bill Buxton*, *Sheila McKay* and *Dottie Keaton* and five great-grandchildren.

Assistant Supt. of Track and Mrs. *J. Albert Snow*, Bangor, celebrated their 40th wedding anniversary on Sat., Jan. 22, at a surprise party hosted by their children with an afternoon open house at the Bangor Civic Center for family and friends. A buffet was served and an anniversary cake made by Mrs. *Jerry (Glenda) Snow*. The honored couple were presented a money tree and many gifts from those in attendance. The family presented their parents with a quilt of their own design and each family had a special section designed personally by the family. All of their children and grandchildren were present: Mr. and Mrs. *Charles (Joyce) Bevacqua* and five children from Grouton, Mass., Mr. and Mrs. *Jack Snow* and three children from Gorham, Mr. and Mrs. *Jerry Snow* and two children from Patten, Mrs. *Marilyn Larcher*, Alexandria, Virginia, and Mr. and Mrs. *David (Marlene) Hatch* and son from Leominster, Mass. This was the first time in eleven years that the family had all been together.

Trackman *Roland Corbin*, Madawaska, retired from the Bangor and Aroostook Railroad a few months ago after some 36 years of service. He started his railroad career in 1946 as a trackman at Grand Isle. He is an Army veteran of WW II.

Retired Supervisor B&B *Gerald E. Wiggins*, Houlton, Captain of the famed Houlton High School Cross-Country team that won the National Inter-scholastic Cross-Country Championship at Broad Brook Park in Newark, N.J. on Thanksgiving Day, Nov. 24, 1932, was recently an honored guest, along with three fellow team members, *Fred Murphy*, *Roy Gartley*, *Lawrence Brown*, and wife of their Coach, *Mrs. Mildred Stinson Merritt*, of the Rotary Club for lunch at the Parkview Terrace. The fifth member of the team was the late *Eugene Williams*. *John Millar* was chairman and *Joe Inman*, librarian, was host for an open house at the Cary Library for this special celebration and over 100 Houlton people greeted the honored guests. The men shared many fond memories of the trip and their accomplishments. This was the first National title ever won by a Maine high school and is still a record. Due to lack of finances Houlton sent only five men from the team to compete. The men gave much of the credit for their outstanding performance to their coach, the late *Clyde Stinson*. The records indicate that in the first three years of cross-country at Houlton High, *Stinson's* men competed with approximately 1100 runners and 140 teams and were defeated by only seven of the teams. The 1932 team met 65 teams and defeated all of them, an outstanding record. *Wiggins* retired in 1975 from the railroad after 40 years of service in various capacities.

Section Foreman *John M. Butler*, Caribou, retired from the railroad late last fall completing some 34 years of service. He held various positions during



Mr. and Mrs. J. Albert Snow

his career including flangerman, equipment operator and liner foreman. He is a WW II veteran. He is married to the former *Blanche Libby* and they have two sons, *William* and *Robert* and two daughters, *Joyce* and *Norma*.

Trackman *Conrad Gagnon* has retired after 37 years of service with the railroad. He had been on disability for a year prior to his retirement. He served in the Army during WW II. He is married to the former *Albina Charette* and they have four daughters, *Mrs. Roland (Jennie) Ouellette*, Houlton; *Mrs. Reynold (Beverly) Hebert*, Fort Kent; *Mrs. Keith (Glenda) Seeley*, Waterville and *Lisa* of Fort Kent; six sons, *Irvine* of Worcester, Mass.; *Carlton* and *Kevin* both of Fort Kent; *Carroll* of Waterville, *Gary* of Wallingford, Conn., and *Glenn* of Calais.

*Beth Lynn Dwyer*, daughter of Carman and Mrs. *Virgil Dwyer*, and *Keith Edward Porter*, son of Mr. and Mrs. *Philip Porter* of St. Petersburg, Fla., were married at the Bethel Pentecostal Church of Oakfield on Sept. 24, 1982. Rev. *Marvin Lawrence* officiated at the double ring ceremony.

*Janet Anderson*, niece of the bride, was maid of honor. Bridesmaids were, *Trudy Bates*, *Cindy Willigar*, *Terri Lyons*, *Wendy Swallow* and *Judy Russell*.

*Marty Rockwell* was the best man. Ushers were, *Paul Dwyer*, brother of the bride, *Chris Bates*, *Kent Willigar*, *Larry Guy* and *Richard Lyons*.

The couple spent their honeymoon in St. Petersburg, Fla. with the bridegroom's parents.

Supervisor of Stores and Mrs. *Vernon Willinski* were the guests of honor at a surprise Open House held on Oct. 24 at the American Legion Hall in Milo. The affair was in observance of their recent



Mr. and Mrs. Keith E. Porter

retirements, and their forthcoming 40th wedding anniversary. Vern retired Oct. 15, after 40 years service with the railroad. Mrs. Willinski retired from the Dexter Shoe Company, Milo.

Family and friends greeted them throughout the afternoon. Approximately 150 people attended. They received a money tree and gifts.

Car Repairer and Mrs. Roland Lyford were honored on the occasion of their 25th wedding anniversary with a party given by their children, Gregory, Kirby and Robin, Darlene and her fiancé, John Paul Hoxie. The Lyfords also have a son, Tony, who is in the U.S. Navy, stationed in Guam.

The couple have three grandchildren, Kirby John, Allison Mae, and Ashley Marie.

Mr. Lyford is a car repairer at the Derby Shops.

Many friends and relatives attended, and the couple received a money tree and gifts.

Foreman William J. Warner, Presque Isle retired December 31, 1982.

He was born Dec. 7, 1920 at Caribou. He attended the Holy Rosary School and Sincok School, both in Caribou.

Mr. Warner started work with the railroad Jan. 1, 1953 as a carman and subsequently was promoted to foreman.

He is a veteran having entered the U.S. Army, July 31, 1945 and his rank at time of discharge was private.

Former employment includes John A. Volpe Construction Company, 1951; N.W. Danning Construction Company, 1949; Lyons Brothers, farm work, 1944; and New England Starch Company 1939.

He is a member of the Caribou Coin Club and the Knights of Columbus, 3rd Degree.

He is married and has five children, Mary Pelkey, Caribou, Eddie Warner, Caribou, Olive Bouchard, Fort Fairfield, SFC Gary Warner, U.S. Army, Honolulu, Hawaii and Sgt. Dale Warner, U.S. Army, Ansbach, Germany.

He resides with his wife Pauline G. (Hull) Warner at 39 East Presque Isle Road, Rt. 2, Caribou.

Carman Irvin C. Libby, Northern Maine

Junction Car Department retired Jan. 3, 1983 after 30 years service.

He was born Jan. 1, 1921 at Hermon, Maine. He attended Hermon Schools.

He entered service with the railroad on Jan. 3, 1952 as a laborer and since that time he has worked as a carman helper, carman and a car inspector.

Former employment was with the MDT Corporation, 1946 and 1947.

He is a member of the Masons, Shrine and Brotherhood of Railway Carmen.

Irvin is married and has four children, Thomas of Newburgh, Joseph, Clinton, Maine, Jack, Hampden, and Patricia Tibbets, Hampden, Maine.

Electrician George H. (Rip) Morrill, Derby retired Sept. 7, after more than 40 years service.

He was born in Brownville, Maine, Sept. 3, 1922 and attended Milo schools.

He is a veteran having entered the U.S. Army in May, 1942. He served as a combat engineer. He was a corporal at time of discharge, and decorations include 4 battle stars.

Mr. Morrill started work for the railroad Oct. 21, 1941 as a laborer and subsequent positions include electrician apprentice and electrician.

He is a member of the Brotherhood of Electrical Workers.

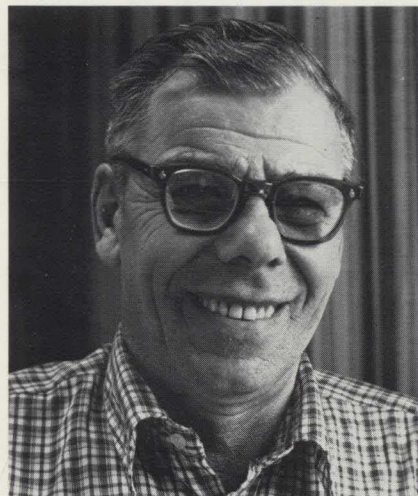
Mr. Morrill is married and has two children, Timothy G. Morrill, U.S. Navy, Virginia Beach, VA; and Tanya G. Ellison, Derby, Maine.

Relatives working for BAR include General Foreman W.R. Morrill, Oakfield, General Yard Master D.W. Morrill, Millinocket and Acetylene Cutter R.M. Ellison, Derby.

He resides with his wife Hilda M. (Drake) at 50 First Street, Derby, Maine.

Clerk and Mrs. Sanford Genthner of Milo have announced the engagement of their daughter, Lori Ann Genthner of Milo to Jon Phillip Witham of Brownville, son of Chester and Margaret Witham of Brownville.

Miss Genthner will graduate from Penquis Valley High School in 1983. Mr. Witham graduated in 1980 from Penquis Valley High School and is serving with



William J. Warner

the U.S. Coast Guard, stationed at South Portland.

The couple plans an Aug. 20, 1983 wedding.

Machinist Harold W. Dickson, Northern Maine Diesel Shop retired Sept. 30 after 40 years service with the railroad.

He was born Sept. 23, 1922 at Little Harbor, Nova Scotia. He attended Derby Grammar School and Milo High School.

He entered service with the railroad on Jan. 23, 1942 as a laborer. Subsequent positions were car repairer helper, coalman, machinist helper, boilermaker helper, spare foreman and machinist.

Mr. Dickson is a veteran having served with the U.S. Army and at the time of his discharge his rank was corporal. He entered the military in Dec. 1943.

He is a member of the Veterans of Foreign Wars and the International Association of Machinists.

He is married and resides with his wife Sarah E. (Drew) in Bradford, Maine.

Retired Car Inspector Harold Clarke died at a Belfast hospital Oct. 17, 1982. He was born in Birmingham, England, July 27, 1900, the son of Thomas and Sarah (Pierce) Clarke.

He was a veteran of World War I and served with the Canadian Army. He was a car inspector at Northern Maine Car Department and had been retired since Oct. 29, 1965.

He is survived by his wife, Josie L. Clarke of Stockton Springs; a son, Harold P. Clarke of Plainville, Conn.; a daughter, Goldie Bidwell of Saginaw, Michigan; a brother, John Clarke of Birmingham, England; a sister, Jane E. Ide of Groton, Conn.; three grandchildren and five great-grandchildren.

Our sympathy to the family of Irene B. Hearn, 73, who died at a Bangor hospital, Aug. 29, 1982. She was born in Milo, June 7, 1909, the daughter of Carroll and Lena (Ward) Bishop. She was a member of St. Paul's Catholic Church of Milo and the Katahdin Senior Citizens of Brownville Junction.

She is survived by her husband, Retired Stores Clerk Peter A. Hearn of Milo, one son, Allen Hearn, Yard Foreman Stores Department and daughter-in-law, Jennifer of Milo; a brother, Fremont Bishop of Arcadia, Calif.; two sisters, Evelyn Settle of Culpeper, Va., and Hazel Allen of Milo; one granddaughter, Debra Hoxie of Brownville; two grandsons, David Hearn of Milo and Mathew.

Alfred W. Witham, 81, died at a Dexter Nursing Home, Aug. 30, 1982. He was born in Atkinson, May 28, 1901, son of Henry and Nellie (Jewell) Witham. He was a past member of the East Dover Grange and the Farm Bureau. He was a retired herdsman.

He is survived by his wife, Mildred (Lyford) Witham of Milo; three sons, Lawrence of Sebec, Chester of Brownville and Carroll of Milo (Carroll is storekeeper at Northern Maine Junction Enginehouse); two daughters, Margaret

Ingerson of Plastow, N.H., Marilyn Wyman of Milo; 23 grandchildren and 19 great-grandchildren, several nieces, nephews and cousins. He was predeceased by a son, *Maurice*.

Our sympathy to the family of *Martin L. Fournier*, 57, who died unexpectedly Sept. 1, 1982, at a local hospital. Martin was mechanical department foreman at Madawaska and Fort Kent.

He was born in Van Buren, Aug. 20, 1925, the son of *Belonie* and *Anna (Martin) Fournier*. He was a Marine Corps veteran of World War II. He was a member of: American Legion Post No. 49 of Van Buren, serving as commander in 1958; one of the organizers of the Rifle Squad and the Drum and Bugle Corps; served as a member of Post By-laws Committee; was Caucus Chairman for Election of Department Officers of the County and District Level of the American Legion and was Past 7th District Commander of the American Legion. He was a former member of the 3rd Degree Knights of Columbus of Van Buren and was a trustee of the Van Buren Water District. He was serving as Senior Vice Commandant of the Depart-

ment of Maine Marine Corps League; was a former Commandant and current member of the Aroostook County Detachment Marine Corps League. Mr. Fournier was also a former officer on the Van Buren Police Department and a former postal employee. He was an avid baseball fan and player all of his life and once pitched for a minor league club of the old Milwaukee Braves.

He is survived by his wife, *Germaine (Levesque) Fournier* of Van Buren; one son, *William (Bill) Fournier* of Van Buren; four daughters, *Mrs. John (Jenny) Hackett* of Brunswick, *Mrs. Arnold (Sharon) Bushner* of Scarborough, *Miss Monica Fournier* of Portland and *Miss Tina Fournier* of Van Buren; two brothers, *George* and *Robert*, both of Van Buren; three sisters, *Mrs. Emilien (Isabelle) Morneault* of Madawaska, *Mrs. Kenneth (Claire) Merritt* of Lake Havasu City, Ariz. and *Mrs. Donald (Simone) Labbe* of Van Buren; six grandchildren.

Our sympathy to Stores Department Machine Operator *George Hussey* on the death of his mother, *Cora M. Hussey*, who died Nov. 26, 1982, at a Bangor nursing home.



Carman Irvin C. Libby, right, receives his retirement pin from Chief Mechanical Officer Harold Hanson.

#### ACCOUNTING DEPT.

*David A. Fessenden* has been appointed to the position of Lead Clerk in the Accounting Department to replace *Mervyn H. Johnston*, who retired November 19, 1982.

## Facts and Figures

	June 1982	12 Months Ended December 31, 1982
We received from:		
Hauling freight	\$1,751,802	\$24,461,138
Carrying passengers & express on our buses	42,883	612,293
Earnings from other cars moving on other carriers	648,646	8,292,574
Other operating revenues	(204,392)	5,299,652
Other income projects connected with operating our business	71,818	582,690
A total of	2,310,757	39,248,347
We paid out or provided for:		
Wages and benefits to our employees	1,407,944	20,516,008
Materials to keep our equipment running and our roadbed and structures in repair	264,657	7,608,440
Lease of cars and costs for foreign cars on line	348,221	3,832,373
Outside service contracted from others	236,805	2,477,999
Telephone, heat, lights, rent and other utility costs in occupying our buildings	132,134	993,585
Depreciation	5,721	1,683,633
Other services and charges in operating our business	83,198	1,103,854
State and local taxes	17,561	371,954
Interest on borrowed money	39,347	518,979
A total of	2,535,588	39,106,825
Resulting in a pre-tax income (loss) of	\$ (224,831)	\$ 141,522

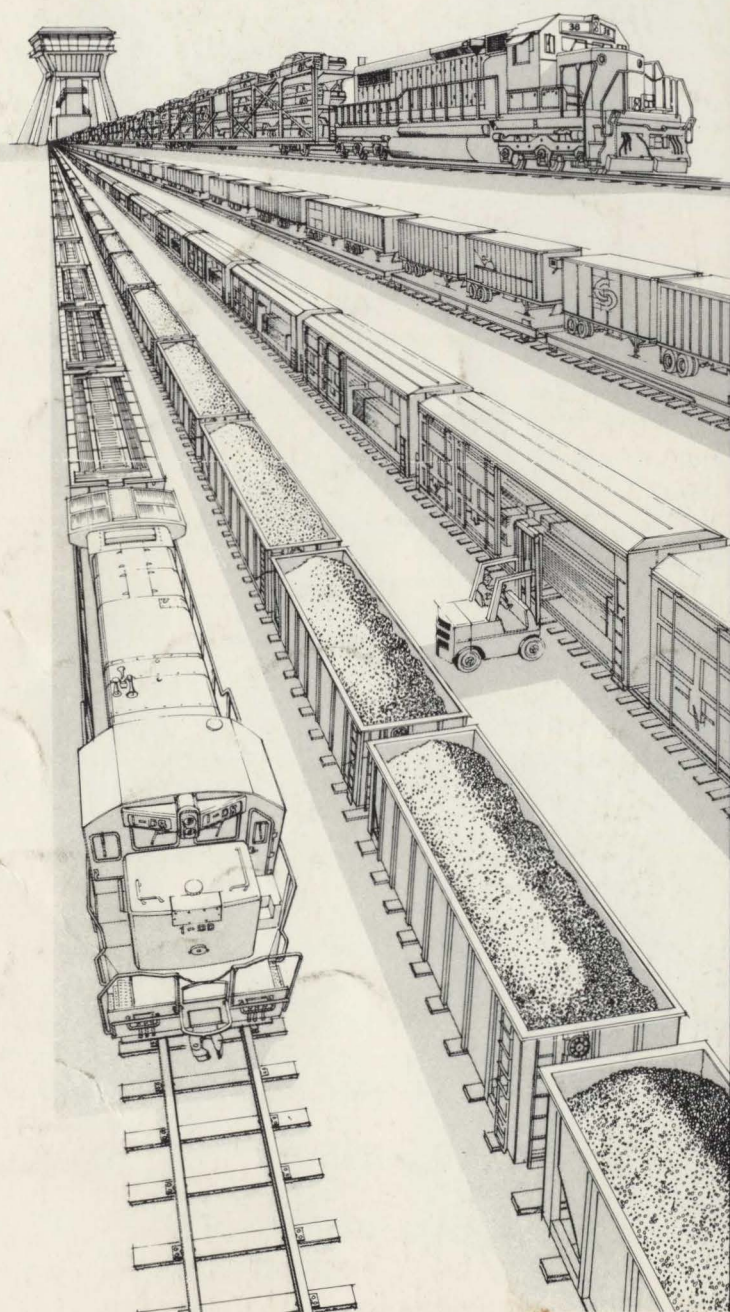
NOTE: Year 1981 is not available in a comparable format due to adoption of a new chart of accounts effective 1/1/82.

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

Address Correction Requested

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

**New freedoms. New ideas.  
New benefits for everyone.**



## **New horizons for America's freight railroads.**

America's freight railroads are being freed from overregulation and the real winner is the public—the consumers of rail-delivered goods.

With less government interference since the passage of the 1980 Staggers Rail Act, railroads are better able to compete in the marketplace. Using options long available to other businesses, railroads are developing innovative marketing programs that are making rail shipment much more efficient and cost-effective.

For example, now that they can sign long-term contracts, railroads are offering price and service incentives in return for guaranteed volume. And, with the deregulation of piggyback (the movement of truck trailers and containers on rail flatcars), railroads now are free to change rates when necessary to meet competition, putting more traffic on the rails—and less on the highways.

Reduced regulation has given railroaders the opportunities and the freedom to manage more efficiently. Railroads and those who ship freight by railroad benefit. And so do the final customers for goods shipped by rail—the public.

For more information, write: "It's Working," Dept. RP, Association of American Railroads, 1920 L St., N.W., Washington, D.C. 20036.

**Freight Trains.  
America's most vital  
moving force.**

