

Summer 1983

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# MAINE LINE

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*A Quarterly Publication for the Employees of the Bangor and Aroostook Railroad*





## Talking it over

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To My Fellow Employees,

This space isn't necessarily a forum for problem solving. That would be a neat trick in a one-way communications process. But there are occasions when it's helpful to share my concerns with you. The combined forces of many minds often solve the most difficult problem. So consider this a briefing and a request for your consideration rather than a pat solution.

My concern is with the hardships that retroactive pay increases force on employer, manager and owner after every round of contract negotiations. The Railway Labor Act itself does not encourage timely bargaining in contract negotiations, although that is one of its stated purposes. In other industries, both parties are under pressure to reach a settlement by the time a contract expires. Not so the railroad industry. There are so many safety valves before a strike can occur...something neither party usually wants...that negotiations frequently pass the contract expiration date by more than a year.

But when the contract is signed it usually stipulates that the carrier will pay whatever rate has been agreed on back to the date when the original contract expired. What this really means is that the railroad has provided services to shippers for a lesser rate than what we will eventually have to pay to perform those services. Unfortunately, there's no way to recoup the lost revenues, for the customer has already paid the bill. And in some cases, competitive factors might indicate that the cost cannot be passed along to the shipper at all.

In the last round of contract negotiations, Bangor and Aroostook finished with a retropay obligation of about \$1 million. That figure represents big dollars for a small company to pay out of future earnings. Which brings us to the dilemma. The employees who have earned the

money expect it to be paid promptly. And the company's ability to pay depends on the amount of cash we have available. With the depressed business conditions existing over the past 18 months, it has been a real challenge to meet just 75% of the obligation.

The delay causes unnecessary friction between employees and management. The money committed to paying for retropay means that vital projects will be delayed. And it's further complicated by the fact that each craft usually settles on a different date, and usually different rate, which means confusion in adding the new costs to our pricing formula. In short, I believe the practice is unfair to employees and unfair to the railroad.

The answer, of course, is to complete negotiations before the current contract runs out. Or to date the new level of compensation from the date that the labor contract is signed. There may be another alternative, which is why I share my concerns with you.

Competitive pressures under deregulation have increased to the point where neither this railroad...nor any other I know of...can afford to pay for work already performed at a higher rate than we were able to charge at the time the service was billed to the customer. The impact on the employee in terms of the current employment level is great. And the prices delay vital maintenance on the railroad's plant.

That makes the problem of retropay both a management and an employee problem. Working it out demands the best effort from all parties.

Sincerely,

*Walter E. Francis*



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## News Briefs

### Third phase of Millinocket project complete

The railroad has just completed the third phase of an ambitious building project at Millinocket with the hot topping of the cripple track area and the installation of new jacking pads. The project improves working conditions and efficiency. The job was completed at a cost of \$75,000 and brings the total dollars spent on the three-year project to about one quarter of a million, all of which have been paid out of earnings. The first phase was the construction of field headquarters for mechanical and engineering forces. The second was the diesel servicing facility.

### BAR acquires 100 more boxcars

BAR has acquired by lease-purchase arrangement 100 boxcars formerly owned by the Ahnapee & Western Railway. The cars were built in 1977 and have an UMLER value in the \$31,000 area. The payment of \$150 per car per month represents an attractive price for the railroad and helps achieve the goal of providing an adequate supply of high quality boxcars for BAR shippers.

### Lumber shipments set record

Lumber shipments continue to run ahead of last year with six-month totals establishing all-time highs with 1,073 cars moved. A slight increase in mortgage rates may have been responsible for a slowing of the traffic in July but Marketing Department sources expect the trend to continue upward. An extension of the lumber rates that have been so successful in diverting traffic to rail became effective on all Delaware and Hudson destinations August 8. The new rates offer BAR shippers a rate advantage as far west as Buffalo, N.Y.

### One bus run discontinued

The railroad discontinued one of its two round-trip bus runs between Bangor and central Aroostook County Aug. 31. Declining ridership prompted the decision. The company inaugurated an express service in December utilizing Interstate 95 to make its transit time more competitive with automobile travel time between the points. Schedules were also revised to make connections with Greyhound and Delta Airlines more convenient. Vice President-Operations Linwood W. Littlefield said that none of the innovations has stemmed the losses in ridership. The Bangor and Aroostook Highway Division will concentrate its resources on a single round trip daily between Bangor and Caribou and on its charter bus operations, he added.

### Greyhound to share facility

Greyhound Corporation moved its maintenance operations in Bangor to the Bangor and Aroostook Highway Garage August 1. Greyhound is sharing the facilities with BAR, which, according to Gordon S. Duncan, manager of communications and highway services, will help with overhead costs of BAR's own service.

### New contract rates

The railroad has completed contract rate negotiations with Louisiana Pacific at New Limerick which will insure 1200 or more carloads of aspen logs used in the manufacture of waferboard. The logs are moving locally from points as far away as Van Buren and North Bangor and will generate approximately \$180,000 in freight revenue.



## Working Safe



Trackman Charles S. Decker, right, of Derby, holds an old style haul iron which has been redesigned at Derby Shops following an accident which occurred last year in which Decker was injured. Mechanical Department Foreman J. J. Willinski, left, holds the new iron which he helped design along with Decker and Section Foreman Glen McMannus. The new implement is manufactured at Derby shops.

People who are doing a certain job usually know more about it than anyone else.

At least seven Bangor and Aroostook people have made suggestions in safety meetings in the past six months and then have proceeded to translate their ideas into changes that have not only improved safety but which have also made work easier.

The think tank for safety innovations has to be the Engineering Department's Houlton Shops where Dave Grant, Richard Simpson, Kerry Bartlett and Rodney Hemingway have translated ideas into results that improved safety and made better mousetraps.

Mechanics from the shops routinely repair roadway maintenance machinery out on the track where the crews are using it. Frequently machinery must be jacked and blocked...a process that usually involves supporting the machine with whatever materials are available. In the urgency of getting a machine back in production the blocking wasn't

always sturdy, the mechanics felt, and they suggested fabricating metal stands which could be carried in the machines.

Almost before you could say 'do it' Dave Grant, Simpson and Bartlett whipped up a design and Grant fabricated a dozen in between his regular chores as a welder. A neat solution to the problem.

Another concern voiced at the same meeting was the air brakes on the self-propelled maintenance machines. The factory design was less than satisfactory, the operators felt, and needed a back up system in case of air pressure failure. Bartlett, Simpson, Grant and Lawrence Veysey devised a fail-safe design and made the system from parts at a cost of \$600 per machine. The price for the modifications is \$4,000.

After the need for an eyewash station at the Shops was voiced, Plumber Rodney Hemingway immediately built one from copper tubing and stock valves for under \$25.

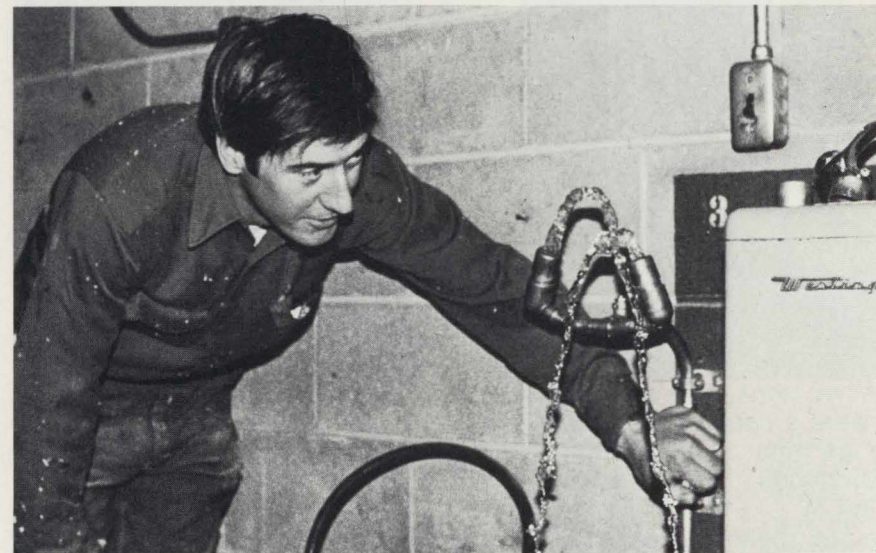
On Oct. 14, 1982 Trackman Charles S. Decker, Derby, was injured when the motorcar he was operating was struck from the rear by pushcars loaded with ties. The pushcars were being moved by another piece of equipment and broke away from it when the vehicle slowed and the haul iron failed.

At the accident investigation both Foreman Glen McMannus and Decker pointed out that the design of the haul iron was the key to the entire sequence of events. McMannus and Decker worked with Mechanical Department Foreman J. J. Willinski to improve the system of hooks and anchors to produce what appears to be a fail-safe haul iron. After nearly five months of use, the new design has proven to be superior to the original. In fact, Derby Shop is having difficulty meeting the demand.

All of which probably proves that the best ideas embody simplicity and are generated by people who know a job well.



As a result of safety suggestions, workers at the Houlton Shops have designed a fail-safe brake system for self-propelled maintenance machines. The factory design lacked a backup system which has been incorporated into the new design at a significant cost saving. Pictured are Mechanics Kerry Bartlett, David Grant and Richard Simpson.



Rodney Hemingway, a plumber for the railroad at Houlton, built and installed an eyewash station at the shops using copper tubing and stock valves for under \$25.



Kerry Bartlett, Dave Grant and Richard Simpson of the Engineering Department's maintenance shops designed and built the equipment support pictured here for use by mechanics who repair heavy roadway equipment in the field. The equipment was formerly supported by wooden blocking which was inconvenient and unstable. The suggestion came out of a safety meeting.



## The Most Precious Gift

When David Michaud and Janice Deschaine were married in Fort Kent 10 years ago they had all the same dreams that young couples share. Perhaps it's a good thing we cannot read the future or else we might spend all our time cowering from life. Certainly if the Michauds had any notion what fate held in store for them they would not have faced their new life together blithely.

Janice Michaud, now the mother of two sons, smiles at the memory and says, "we were a couple of spoiled kids." But if the young are innocent, they are also resilient and the Michauds discovered in themselves a special kind of toughness that tempered both and helped them survive a nightmare of illness that was to soon dominate their lives.

Janice knew that David had been gravely ill with kidney disease at age 10 and had been making regular trips to the Maine Medical Center in Portland since he underwent surgery to replace the tube from his kidney to his bladder. But

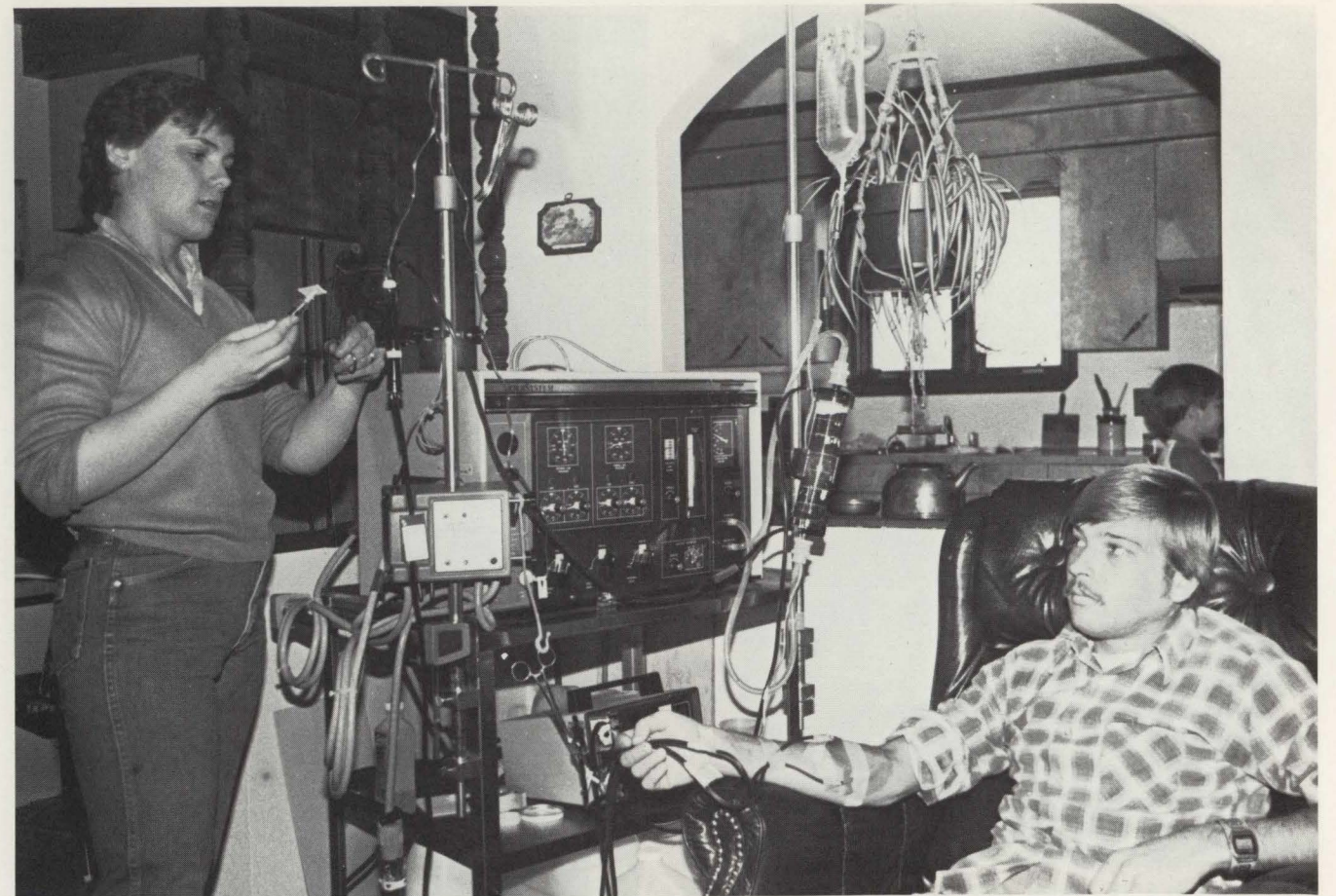
nothing had prepared either of them for the loss of both David's kidneys in 1980.

Janice's father, Rosaire Deschaine, is a veteran foreman in the BAR Engineering Department, so it was natural for David to seek work in the Engineering Department extra gangs in 1976. By 1978 he had found more permanent work as a carman in Martin Fournier's crew at Madawaska. By the time the doctors told him his kidneys were diseased and that he'd have to lose them, he was the father of two sons, Jacob and Jamey, facing the loss of his livelihood and the prospect of a kidney machine to survive.

But, as Mr. Justice Holmes wrote, "the only question of whether life is worth living is whether you have enough of it." And the prospect of living with an artificial kidney machine seemed infinitely better than the alternative. David received financial help with dialysis treatments from Medicare and the railroad's Travelers insurance coverage. Considering that a hospital dialysis treatment costs about \$150, it's a major medical expense.

The nearest dialysis center was in Edmunston, N.B. and the Michauds decided to train for home dialysis. The training is intensive and demanding.

*The gift of a kidney for David has meant almost a return to normalcy for the young couple. The quality of their life is better and they take pleasure in the strength that they have found in themselves and in each other. Janice Michaud says that it was a quality of stubbornness that enabled them to cope with their medical problems.*



Janice spent long hours with the medical staff learning what to do in emergencies. The emergency procedures were to prove invaluable to her. One memorable day when she was dialysing David in their home, his blood pressure dropped suddenly and she was frightened.

"I thought I was going to lose him", she says, "but I remembered what the staff had drilled into me and I was able to do it."

The function of the kidneys is to cleanse the blood. When one loses the function of the kidneys that task must be performed by a dialysis machine. It means that the blood is circulated through the machine, filtered and cleansed before being returned to the patient's bloodstream. The process takes several hours and must be monitored with great care.

We had to do the dialysis three times a week," Janice Michaud says. "It doesn't sound like much when you say it but it dominates your whole life. I got to hate that machine even though I knew it was David's life support system. What a good feeling it was to finish the dialysis Friday noon and know it didn't have to be done again until Monday!"

But they were young and they coped, not looking much beyond tomorrow or next week. And all the time there was the unspoken hope that a

*Before his kidney transplant operation at Maine Medical Center in December, David Michaud, a Mechanical Department employee from Fort Kent, underwent dialysis at home three times a week because of kidney failure. His wife, Janice, daughter of Foreman Rosaire Deschaine, learned the technique at Edmunston and performed the dialysis. The machine, she says, came to dominate their lives and it was like a miracle when the surgery was successful.*

donor would be found and David could have a kidney transplant which was now being done at Maine Medical Center in Portland.

"We knew I was on a list," David says, "and every time the phone rang I would wonder if this was the call."

Most of us find the strength we need to handle our lives and life soon settled into a pattern for the Michauds. What might be abnormal to healthy people...the dialysis three times a





*The Michauds say a lot of the tension has gone out of their lives since the discipline of the dialysis machine has been removed and they have time to spend with their children Jamey and Jacob. The small family ritual of helping Jamey feed the family pet is an indulgence that probably wouldn't have occurred during David's illness.*

*David Michaud finds since the kidney transplant that his strength is returning and he can perform more work without experiencing the pervasive fatigue that was associated with the dialysis treatments. An enthusiastic and skillful woodworker, he spends much of his time in his home workshop while convalescing.*

week...became a normal part of their lives. So did the stress it produced. David became less preoccupied with the idea of a kidney transplant.

So it was that last December 2nd was an ordinary kind of day in the Michaud's lives. Except that they had been out to eat lunch which was one of the small luxuries they allowed themselves. The phone was ringing when they returned home and it was David's Portland doctor.

"I could hardly believe what he was saying," he says. "He asked me if I was ready for the surgery and how soon I could get there. I said yes I was ready and I could get there in six hours. Well, I decided to fly from Presque Isle. I got the phone call at one. It took me 45 minutes to get to Presque Isle and I was at the hospital late afternoon. I was so excited I couldn't think. But I'll tell you I prayed a lot."

By 5:30 the next morning he was in surgery and on New Year's Eve he returned home free of the machine for the first time in two years. David will have to take medication every day for the rest of his life that will prevent his body's immune system from rejecting the implanted kidney. But he thinks that's a small price to pay for the gift of a new life. Where the dialysis left him weak, he is now stronger, walking several miles a day and doing carpentry projects. He

can't lift because of the surgery, but his dream is to return to his railroad job.

A lot of the tension has gone out of the lives of the Michauds. That includes nine-year-old Jamey and seven-year-old Jacob. The children's teachers tell the Michauds they notice a difference in the boys at school.

But even though life has improved dramatically for David and Janice Michaud, they are quick to admit that the future is by no means assured. David says simply that "no one with a transplant ever breathes easy." There's always the chance the body will reject the organ.

But quality of life is vastly better. They take pleasure in the strength they have found in themselves and in each other. When asked what kept her going during the long years of David's illness, Janice answers without hesitation: "Stubbornness. Everybody felt sorry for us and the last thing I wanted was pity. I wasn't going to allow anyone to feel sorry for me."

It seems odd for a couple so young...David is 28...to be qualified to give advice on how to cope with life. But they've paid their dues and they do have advice for those who are afflicted.

Don't ever give up hope. It sustains.





*When he's not performing on stage as lead guitar with the award-winning Bluegrass Supply Company band, Dave Dalton becomes Dave Budge—administrative secretary at the Bangor and Aroostook's general offices at Northern Maine Junction Park. A musician all his life, Dave made his stage debut at age seven and by the time he was in high school had a regular radio show on a Bangor station.*

## Dave Budge's Double Life

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Would you hire a man who uses a different name after 5 PM? Would you even buy a used car from him?

If you just answered no to either question, you'd have made a mistake in Dave Budge's...er, strike that...Dave Dalton's case. Dave is a hardworking and competent administrative secretary for Bangor and Aroostook at the General Offices at Northern Maine Junction Park.

In the daylight hours at least. By night he becomes Dave Dalton, a well-known performer and lead musician with a group called Bluegrass Supply Company. Don't be confused. The only commodity that the Company supplies is some of the smoothest bluegrass music this side of Nashville.

It took Dave Budge 30 years to arrive at the point in his musical career where he has discovered his kind of music and to reach the kind of professionalism his artistic soul demands. If you count his early career the journey took even longer because his first guitar was a gift at age four.

Dave grew up in Springfield, some 20 miles from Lincoln, in a household where music was central to family life. His mother and sister, Hope, both played the piano. And it was a family friend who taught the eager youngster the first basic chords for guitar. The late Thirties and early Forties were years when, for much of rural Maine, the "outside" entertainment was likely to be a troupe of radio cowboys booked into the local Grange or Masonic Hall on a Saturday night. Dave Budge grew up listening to performers like Hal Lone Pine, Jimmy and Dick, Tony and Juanita, Smiling Bill Waters and others.

In an age of instant entertainment, the appeal of such home grown performances may mystify those who never experienced it. But the world had not changed greatly in the villages and hamlets in Maine. Radio made quite an impact. But there were still a lot of dirt roads and there were more people who didn't own a car than who did. The horizons may have been narrower but a kid hearing the WABI cowboy personality at the Masonic Hall on Saturday...well, it had all the magic of a Broadway opening for a more jaded generation.

His first public performance was at age seven in the Springfield Congregational church. It was a dedication service for Gold Star Mothers...and if





A very young Dave Budge, pictured at left with his colleagues Robbie and Early Williams, posed for this portrait of their first group, The Northern Lights. The Northern Lights performed regularly on Bangor radio and television until 1955 when they decided to go for the gold watch and took a job as staff band for a Virginia radio station. Their name was promptly changed to The Virginians.

you have to ask about that you're too young to be reading this. The song was "Coming in On a Wing and a Prayer." Honest.

Dave Budge felt the chemistry of a live audience for the first time and he was hooked. From that moment, he entered every village talent show he could get to and that kind of show flourished during the early WW II years. He won a lot of them, mostly he thinks because he was so small he had to stand on a box to reach the microphones. Judges found that appealing.

By the time he reached high school age and Lee Academy, he was flat out bent on a career in music. When he was in the school orchestra at Lee he discovered three other young people with stars in their eyes and they began to practice as a group. Finally they became good enough to get some encouraging words from their music teacher at Lee, Dorothy Burgoyne.

Their ears still ringing from the praise, they traveled to Bangor for an audition. The year was 1953 and there was still room in radio for the local cowboy show. Miracle of miracles, they auditioned and were chosen to produce a weekly Saturday morning program of country and western music.

Well, anything seemed possible at that moment. Intoxicated with their success, they talked of Nashville, New York, Paris. Shaw said that it's too bad youth is wasted on the young. But a taste of success is the stuff dreams are made of.

During the next two years the weekly radio show became a daily show and grew into a television show when screens were small and the image had a tendency to be snowy as far away as Springfield. It was during this period that Dave and his colleagues began working the Grange Hall circuit themselves.

After high school, Dave took the civil service exam and started working days for Army Recruiting until the big break came. In the fall of 1955 the group, now a trio consisting of Dave, Early and Robbie Williams, decided to pool their sav-

ings and go for the gold watch. After sending out a couple of hundred resumes and records, a radio station in Norfolk, Va., expressed an interest.

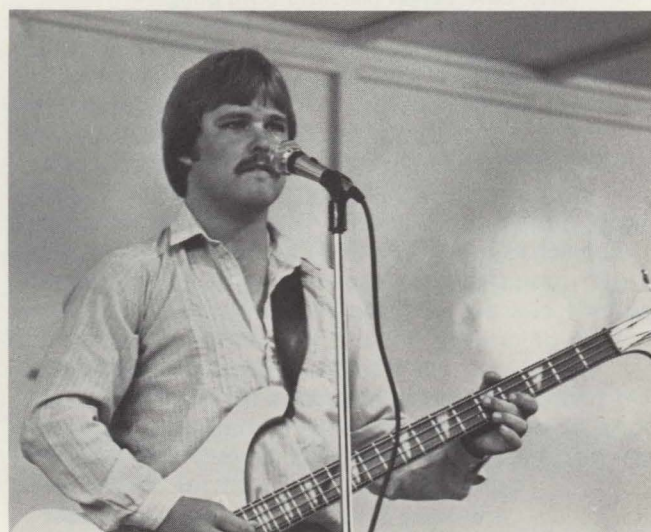
Pooling their last dollars, the three went to Norfolk, auditioned and were hired as a staff band for \$200 a week which, split three ways, made for a lot of peanut butter sandwiches. In a flash of pure chauvinism the station decreed that the name be changed from the Northern Lights to the Virginians, a request the fledgling musicians didn't even hesitate over.

"I stayed a couple of months," Dave Budge remembers, "and decided I'd rather be in Maine. I left and went to work for the Army Corps of Engineers."

But the bluegrass music he heard in Virginia had opened another dimension in his life. He bought records and, gradually, became more and more caught up with the genre.

After he returned home, he did freelance music

Dave Budge's 23-year-old son, Jeff, is one of the permanent members of Bluegrass Supply Company.



and later played with performers like Harold Carter and Curley O'Brien which was all country and western. By this time he was married and the idea of regular travel with a band had lost a lot of its appeal.

But during all the years of performing with country and western groups he thought about the bluegrass music he heard so much in Virginia. There was a smoothness and a clean harmony he liked.

In 1970 a meeting took place which was to change Dave Budge's musical life. He met the Kennebec Valley Boys, makers of great bluegrass music, and started playing bass guitar for them. He knew he'd found his niche in music. That was a big year in his life. He started a four-hour Saturday morning show on WLBZ radio and he cut his first recording in Nashville, a record that enjoyed some national success.

Six years later he and three other musicians started a bluegrass group called Back Porch Bluegrass. A year later, it became Bluegrass Supply Company, and it's since become a familiar name to bluegrass lovers in the northeast. The members are all weekend musicians with daytime regular jobs. That doesn't mean, though, that they're not every bit as serious about their music as full-time professionals.

"We're not looking to be full-time musicians," Dave Budge explains. "We care about what we do and we spend a lot of time in rehearsal. None of us do it just for the money, although the money is important because it makes you aware that you're a professional and that you have standards to meet."

Bluegrass Supply Company plays at weddings, festivals and just about anyplace else that bluegrass lovers gather.

The group has achieved some notable successes. In 1977, 1981 and 1982 they won the Bluegrass Band of Maine title, a competition sponsored by the Downeast Country Music Associa-

tion. And last year they won the biggie of bluegrass music in the northeast. Competing against 13 bands from all over the eastern United States, Bluegrass Supply Company won first place at the Berkshire Mountains Festival in Coopers-town, New York.

If you've never been exposed to bluegrass, it's a bit difficult to describe. The music is smooth with a characteristic harmony. It's virtually impossible to keep your feet still when listening to it and it lacks the lament and lugubrious character of some country and western music. It probably came from the British Isles and has been preserved in hundreds of country hamlets over the centuries. What has evolved is an uniquely American art form.

The kind of people who love bluegrass are as hard to define as the music itself. Many audience members come as a family. Some are simple, unsophisticated people. Others aren't. Washington, D.C. and New York City are meccas for bluegrass. The characteristic all bluegrass lovers have in common is a strong loyalty to the music. Many of Bluegrass Supply's engagements are festivals where they meet regulars every year.

Dave Budge...rather Dave Dalton...thinks that life had been pretty good to him. He's reached a nice balance between a challenging avocation and what he regards as a challenging vocation. In the meantime, as a single parent, he's kept a home together for his children, two of whom, Becky and Jamie, are still home. Jeff 23, plays bass with Bluegrass Supply. Jennifer lives in Florida and Paul is in the Army.

Yeah. I'd buy a used car from Dave Dalton...er, Budge.

Sorry.

Bluegrass Supply Company, photographed while they were performing at Bangor State Fair, appear frequently at bluegrass festivals but also play for private engagements.







Practically the whole town of Oakfield turned out to honor Frank on his 90th birthday in March.

## Smelling the Flowers

There's an old biker's story that goes like this:

Question: How can you identify a happy Honda rider?

Answer: By the flies on his teeth.

Frank E. Baker, retired assistant mechanical superintendent from Oakfield, qualifies on both counts. By his own admission, he's a happy man. And he's a Honda rider.

Neither fact might seem remarkable. But Frank Baker observed his 90th birthday this spring. An indication of the affection his neighbors and fellow townsmen have for him was reflected in the turnout at the Oakfield Baptist Church March 20 when practically the entire town of Oakfield came to say happy birthday and pay their respects to a gentleman and a gentle man.

Frank Baker says he's not very good at witnessing for his religion but adds that he's tried to live his life like a Christian. There are a whole lot of people in the Bangor and Aroostook family and in his town who think he has done both extremely well.

At 90, he still stands 6 ft. and weighs 195. His ready humor and his willingness to help anyone who needs it are his hallmarks. When he first went to work for the railroad at the Houlton shops as a car repairer 72 years ago one might have thought his prospects were about average. After graduating from Ricker Classical Institute, the nine-hour-a-day, six day a week job that paid \$1.98 a day could hardly be thought an auspicious beginning for a career.

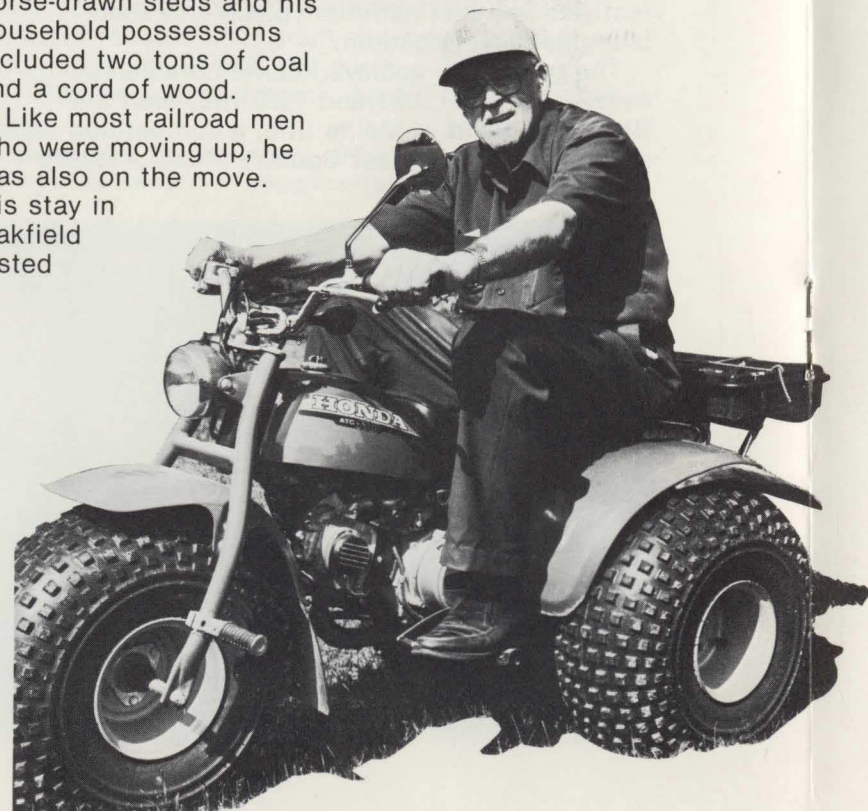
But Frank Baker had three enormously valuable qualities going for him. He had a quick intelligence. He was determined. And, at 18, he had

already developed the self discipline that was to mark his 47-year railroad career.

Considering the traditionally methodic pace of promotion in the railroad industry of those years, his rise was quite spectacular. By 1915, after only three years experience, he had qualified as a machinist. Two years later he was transferred to Northern Maine Junction as a foreman.

When he was moved back to Oakfield in 1918 he remembers that his furniture was moved from the railroad station to the house he had rented by horse-drawn sleds and his household possessions included two tons of coal and a cord of wood.

Like most railroad men who were moving up, he was also on the move. His stay in Oakfield lasted



Frank Baker poses for a quick portrait before he cuts his 90th birthday cake at the Oakfield Baptist Church.



Frank Baker, right, chats with his boyhood friend William Cumming at Baker's birthday party at the Oakfield Baptist Church in March.



Frank Baker shares a joke with a young admirer at his birthday party which attracted a good number of Oakfield citizens.

Frank Baker, retired assistant mechanical superintendent for Bangor and Aroostook, uses his Honda all-terrain vehicle for getting into remote ponds and brooks for trout fishing and in the fall for partridge hunting and occasionally to get to a deer stand. At 90, Frank says, his feet don't always go where he wants them to when he's in the woods and the versatile little vehicle enables him to enjoy his life-long passion for the outdoors.

only five years until 1923 when he was transferred to Mechanical Department headquarters at Derby. In 1928, he was sent back to Oakfield for the second time.

"I was anxious to get back to the woods," he grins. Besides railroading, his other passion in life was the outdoors. His father, also a railroader, taught him the use of firearms at age 10 and he has been a keen hunter and fisherman since.

Frank Baker stayed in Oakfield until the road began to convert from steam to diesel in the late Forties. He had risen to the exalted position of division master mechanic by the time he received the summons to return to Derby as assistant mechanical superintendent.

All that Frank Baker had learned in a long career was brought into sharp focus during the decade of great change that started when BAR bought its first diesels in 1948. His higher education consisted of four years high school. But he never stopped learning. He took correspondence courses. He studied textbooks. And he sought out those who were masters at their craft.

His boyhood friend, William Cumming, now a retired Houlton pharmacist, has known Frank Baker since they were in the seventh grade together. They later played baseball and were in the National Guard.

"Frank Baker had a kind of persistence that set him apart from most other men," Cumming remembers. "He'd stay with a challenge until he mastered it. He could take a steam engine apart and put it together again."

When he retired in 1958, his railroad career was just three years short of the half-century mark and he had seen the end of one era and the beginning





Frank Baker, seated at right, poses for this 1911 photograph of the crew at the Houlton B&A Car Shop. Pictured standing from left to right were Ed McLaughlin, Bill Olson, Harvey McElwee, Moses Pond and Walter Vincent. Over the next 47 years Frank Baker rose to become assistant mechanical superintendent for the road and a professional engineer.



Always an ardent outdoorsman, Frank Baker poses for this 1934 photograph with a friend showing a pair of speckled beauties caught at Rockabema Lake.

After a lifetime of being an outdoors enthusiast, Frank Baker still enjoys Maine's lakes and forests. In this 1981 photograph he is shown ice fishing at Pleasant Pond.



of another. Typically, he approached retirement as he had approached his professional life. From books and experience he had become a professional engineer.

Now he started to learn surveying by studying textbooks and asking questions of professional surveyors.

"When I bought the lot where I built my house, the lot lines had never been run," he says. "I went into Sears one day and came home with a transit and in a little while learned enough to run the lines. People kept asking me to do surveying jobs and I found myself doing a lot of that kind of work for other people."

His friends will tell you that he has surveyed most of the land in Oakfield although he says that's an exaggeration. But he did enough surveying and became competent enough that the State awarded him certification as a professional land surveyor which isn't a small achievement for a self taught man during his retirement years

Frank Baker approached his retirement with the same vigor and enthusiasm that characterized his

working career. He worked at surveying and community projects. And he indulged himself in his great love of the outdoors, spending long days in the field and on Maine streams.

Since the death of his wife, Hazel, in 1972, his sister, Helen Danforth, has made her home with him.

He still enjoys the hunt although he admits he can't walk the distances he used to. But that's where his three-wheel Honda with all-terrain tires comes in handy. It takes him to remote trout streams in the spring and summer. And in the fall it's handy for partridge covers and deer stands.

"Blair Libby (retired general foreman at Oakfield) and I still go partridge hunting," he says, "and I still have a deer hunting camp in South Oakfield."

Frank Baker says he doesn't think he's done anything very special in his life.

Perhaps.

But he has spent his life in pursuit of excellence and knowledge, without losing either his sense of humility or his compassion for his fellows. That's a pretty decent achievement.

Wherever Bangor and Aroostook people gather...especially those who remember its salad days...Frank Baker's name invariably comes up as a man who knew his craft.

You could say that Frank Baker has left some footprints in the sand.



# Retirements

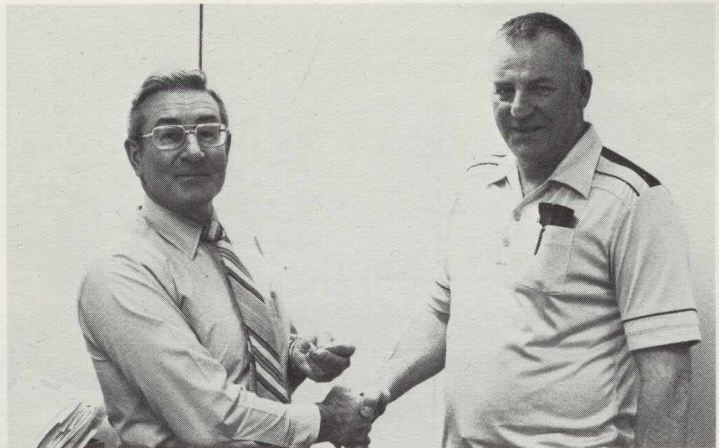


Machinist *Earl T. Palmer*, pictured with Chief Mechanical Officer *Harold Hanson*, retired Aug. 18 after 17 years railroad service. A native of Guilford, he was previously employed by Lycoming Aircraft, Fayscott, Great Northern Paper and Stone and Webster. He was educated at Foxcroft Academy and served in the U.S. Air Force from 1939 to 1945 and was awarded three bronze stars. He is married to the former *Lois Moore*. They have six children.

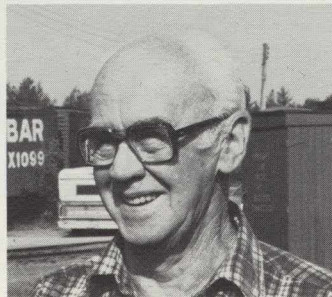
Gas House Attendant *Alfred N. Nelson*, of Brownville, has retired after 35 years service with the railroad. An Air Force veteran, he served in WW II and began his railroad career as a trackman.

Electrician *Lloyd D. Johnston*, Milo, has retired after 32 years with the railroad. He is a WW II veteran and served in Europe. Mr. Johnston entered railroad service in 1951 as a laborer.

Car Repairer *Frank L. Boutilier*, Oakfield, retired June 1. He is a native of Oakfield and entered railroad service as a car repairer in 1952. Mr. Boutilier is a veteran of Army service in WW II.



Chief Engineer *Vinal J. Welch*, left, congratulates Trackman *Orace N. Porter* on his retirement after 41 years with the railroad.



*Alfred Nelson*



*Lloyd Johnston*



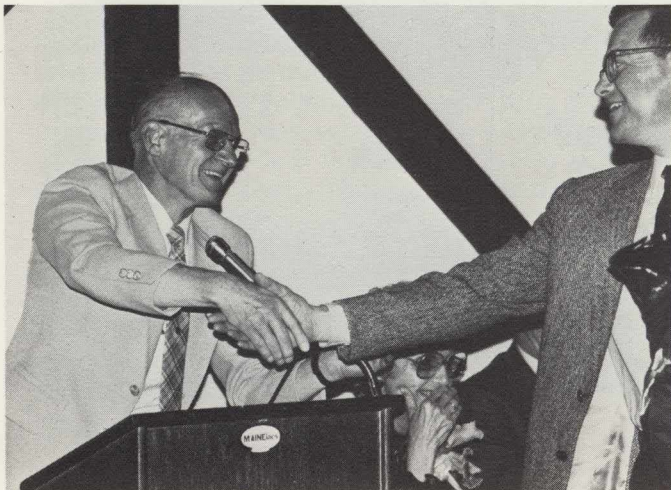
*Frank Boutilier*



*Parker Dean*

Machinist *Parker A. Dean*, has retired after 41 years service with the railroad. He is a native of Sebec and entered railroad service in 1942. After Army service in WW II, he returned to the BAR as machinist helper.

*Shirley F. Corey*, left, has retired as manager of the railroad's Highway Division. He was honored at a party attended by friends from all over the system at a Bangor restaurant. Corey was active in youth programs in the community and has long been prominent in Little League baseball as a coach and in the Pop Warner League youth football. He entered service 27 years ago and has been an assistant commissary steward, assistant manager of the Highway Division and manager. He served in the Combat Engineers in the U.S. Army during World War II from 1943 until 1946. Corey was educated in Brewer schools and is active in the Masonic Bodies. He is married to the former *Helen Kealiher*. They have two children, *Donna Varney*, Hollis, New Hampshire and *Dana* of Brewer.







With sophisticated electronics, Tim McLaughlin can perform almost any function on his railroad by push button.

## Tim McLaughlin's World

When you live in a mobile home you tend to think small. At least, where it concerns your space.

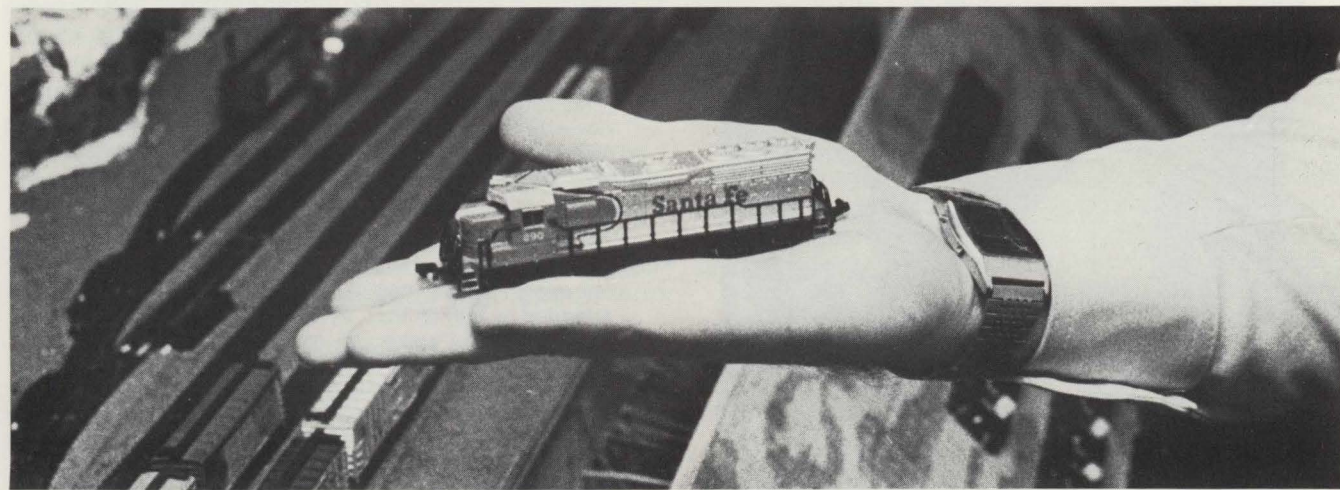
That's one reason why Tim McLaughlin, a programmer in BAR's computer section, when he decided to indulge a lifelong ambition to build a model train layout, opted for the N gauge. For we non-modelers, that's about matchbox size.

The railroad project is a long-term dream of Tim McLaughlin. Tim has been deaf since childhood and the years when he might have been realizing some of the ambitions of young people when they have their first adult jobs were spent just finding

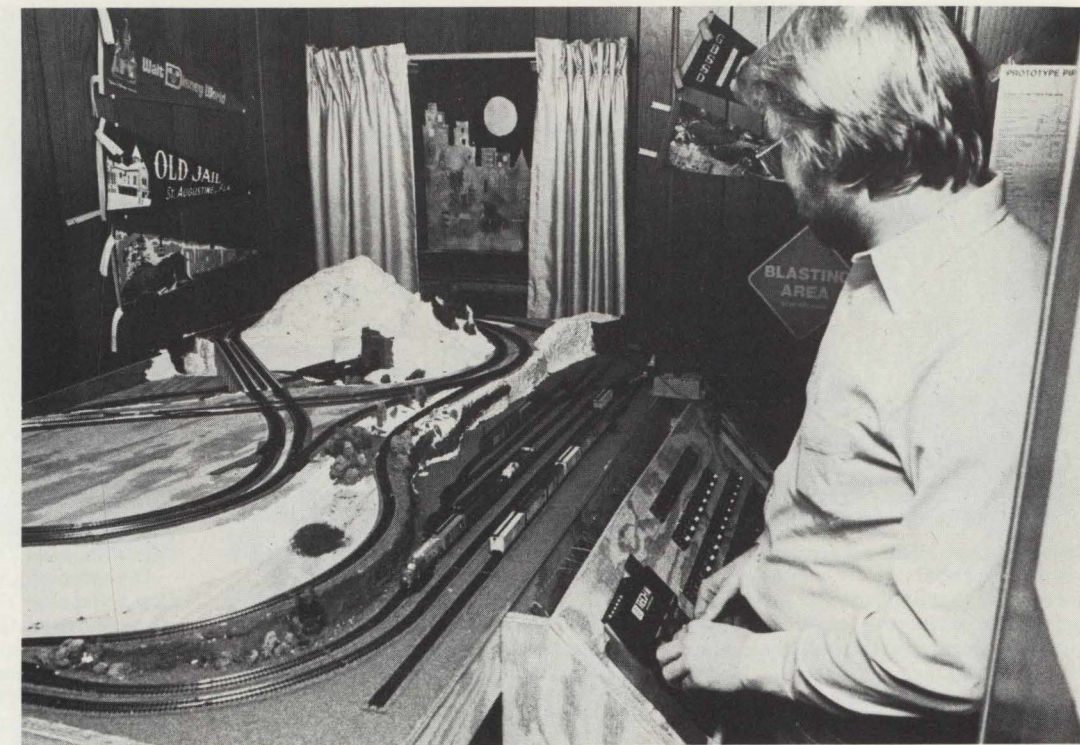
the kind of work his handicap would allow him to accomplish.

When he discovered that he had an aptitude for computer technology and found a place with the railroad, he decided that it was time to launch his first model railroad. The problem was that even with miniature railroads, it's a capital intensive venture. With a new bride, it became a matter of pay as you go.

It took Tim something like four years to assemble the makings of his system, one piece at a time. He estimates that he now has about \$800 invested in materials. And last October he'd reached



The tiny N gauge Santa Fe engine is dwarfed by Tim McLaughlin's hand.



Building a sophisticated model train layout in a trailer home represented a real challenge for Computer Programmer Tim McLaughlin pictured here with his N gauge layout.

a point where construction could actually start.

Even the N scale equipment imposes some space limitations when one lives in a trailer as Tim and his wife Terry do. And it was no small feat to cram 100 feet of track on a layout that measures 48 x 74 inches.

Tim admits the project hasn't moved as quickly as it might because as he builds a section of track he finds it impossible to resist running the tiny locomotives and cars over it. Sometimes, he says, he gets so involved that a whole evening slips away without any steel being laid. He becomes slightly indignant at the suggestion that the system is a toy. It costs too much to be a toy, he says, which probably only proves that inside of every grown man there's a child fighting to get out.

Tim McLaughlin may live in a silent world, but he has learned to function with the hearing and to take advantage of those pleasures that are available to him. Talking to him through his interpreter, one becomes aware of the extraordinary barriers that the deaf must overcome to accomplish tasks that a hearing person doesn't even think about.

But, as someone has said, a person who can read can do almost anything. Tim and Terry McLaughlin have a dream of owning their own home one day. And when they do, Tim says, he'll build what he really wants, an honest-to-goodness HO layout.



Tim McLaughlin tells Interpreter Brenda McCue that he has been planning the project and acquiring the equipment for four years. In that time he's invested \$800 in the electronics and hardware. Last fall he started the actual construction. Deaf since childhood, Tim realized a lifetime ambition when he began construction.



# In the Family

## MECHANICAL AND STORES

Gas House Attendant *Alfred N. Nelson*, Derby, retired January 14, 1983.

He was born April 6, 1916 in Williamsburg, Maine. He attended Brownville Schools. He is a veteran having served with the U.S. Air Force. He was discharged with the rank of Staff Sergeant. He entered the military in May 1941.

He started work for the railroad as a trackman on April 6, 1948. Subsequent positions held with the Mechanical Department were laborer, car repairer helper, parkman and gas house attendant.

He is married to the former *Earla Towne* and has three children, a daughter *Brenda Stoner*, Las Vegas; two sons, *Michael* and *Jan*, both of Brownville.

Retired Pulpwood Loading Inspector and Mrs. *Gus Nadeau* were honored on their 50th wedding anniversary on July 2 at the Methodist Church Vestry in Smyrna Mills. The open house was from one to four in the afternoon. He has been retired since June, 1973.

Our sympathy to the family of retired Car Inspector *Gerald G. Nowell*, 80, who died April 22, 1983, at a Bangor hospital. He had 44 years service with the railroad, having retired March 8, 1968. He was born March 7, 1903, in Glenburn, the son of *Irving* and *Mina Nowell*.

He was a member of the 95th Legislature. He served on the transportation committee; was a selectman of Hermon for six years, serving as chairman for two years, prior to the adoption of the town manager form of government. He was president of Hermon School District for four years. He was an official at Maine raceways for 13 years; a member and past master of Lynde Masonic Lodge; member and past patron of the Jonathan Hunt Chapter, O.E.S.; past high priest of Mount Moriah Chapter; a member and past officer of St. John's Commandery; member of Anah Temple Shrine, sponsoring many children to the Shriner's Hospital; past member of Union Grange; a member of Eastern Star Rebekah Lodge of Hermon and past noble grand of Triumph Lodge I.O.O.F. of Hermon. He was a co-owner with James T. McInnis of several standard breed horses.

He is survived by his wife, *Wilma M*

(*Pike*) *Nowell*; one sister *Bernice M. Mosher*; one brother, *Watson L. Nowell*, all of Hermon; two cousins and several nieces and nephews.

Car Repairer *Frank L. Boutillier*, Oakfield, retired June 1.

He was born in Oakfield, May 21, 1918 and attended Oakfield schools.

Mr. Boutillier started work for the railroad on January 21, 1952 as a car repairer helper and subsequently as a car repairer. Prior to working for the railroad, he was employed as a woods worker. He is a veteran having served with the U.S. Army from November 3, 1942 to February 28, 1946. At the time of his discharge, he was a Private First Class.

He has two brothers, *Ronald H.* and *Clyde O. Boutillier* who both work for the Mechanical Department at Oakfield.

Mr. Boutillier is married and resides with his wife *Mona (Savoy)* in Oakfield.

Machinist *Parker A. Dean*, Northern Maine Diesel Shop, resigned June 1, 1983 to take his pension, after 41 years service with the railroad.

Mr. Dean was born June 29, 1923 in Sebec, Maine. He attended schools in Sebec and Grammer and High School in Milo.

He started work for the railroad October 6, 1942 as a laborer and subsequently worked as machinist helper and machinist.

He is a veteran, entering the U.S. Army in January, 1943. His rank at time of discharge was Private. He has 5 battle stars.

Mr. Dean is married and has one stepson, *Leroy Weymouth* of Dover-Foxcroft, Maine.

He has two nephews working for the Bangor and Aroostook, *Robert Ellison*, Derby Stores Department and *Louis Ellison*, Derby Car Department.

We extend our sympathy to the family of Machinist *Donald J. Simpson*, Northern Maine Diesel Shop, who died unexpectedly April 26, 1983. He was born in Bangor, March 20, 1945, the son of *Robert J.* and *Cynthia E. (Ryan) Simpson*.

He was a member of the American Legion Post No. 107 of Carmel, President of the local machinists Union and was active in various community projects.

He is survived by his wife, *Margaret (Parsons) Simpson*, one daughter, *Amy Leigh Simpson* and one son, *Donald J.*

*Simpson, Jr.*, all of Carmel, his mother and father, Mr. and Mrs. *Robert Simpson*; two sisters, *Elizabeth Cochrane* and *Constance Eldridge*; one brother, *Robert J. Simpson, Jr.*; mother and father-in-law, Mr. and Mrs. *Mike Parsons*; several nieces, nephews, aunts and uncles.

Our sympathy to the family of retired Air Brake Repairer *Forest A. Bragg*, of Hermon, who died April 11, 1983, at a Bangor hospital after a long illness. He was born in Levant, September 5, 1899, the son of *John M.* and *Alice (Curtis) Bragg*. He had been retired since June 13, 1969 and had worked for the Bangor and Aroostook for 47 years.

He was a member and past master of Lynde Lodge No. 174, AF and AM, of Hermon; a member, past noble grand and treasurer for many years of Triumph Lodge No. 119, I.O.O.F., of Hermon; a member and past patron of Jonathan Hunt Chapter No. 9, O.E.S., of Carmel; also a member of Eastern Star Rebekah Lodge No. 36; Minerva Grange No. 383, P. of H.; the Brotherhood of Railway Carmen; the Hermon Senior Citizens and the American Association of Retired Persons. Mr. Bragg attended the Hermon Baptist Church.

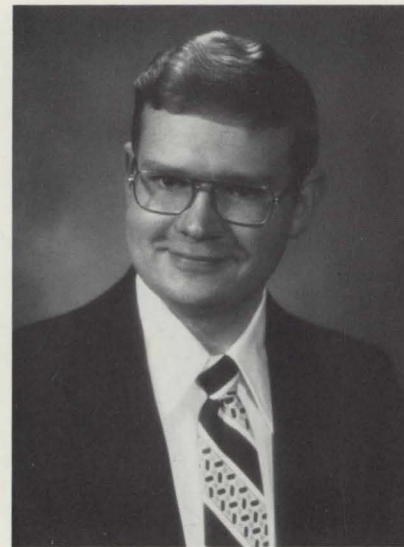
He is survived by his wife, the former, *Helen Bowen* of Carmel; one son, *Forest, Jr.* and a daughter *Mary Randall*, both of Hermon; a sister, Mrs. *Clarence Homstead* and a brother *George*, both of Hermon; four grandchildren and two great-grandchildren.

Electrician *Lloyd G. Johnston*, Derby, retired July 5 to take his pension. He was born July 6, 1923 at Toronto, Ontario Canada. He attended Brownville Jct. High School; Radio Repair School in Kansas City, Missouri; Radar Repair at Kelley Field, Texas and Camp Murphy, Florida.

He is a veteran having served with the U.S. Army Air Force. He entered the military January 19, 1943. At the time of his discharge, his rank was T-4. He has the American Theatre Campaign Ribbon, the European Theatre Campaign Ribbon and 3 battle stars.

He started work for the railroad January 1951 as a laborer and subsequently worked as a clerk and an electrician. Former employment includes Canadian Pacific—1941-1943, Howard's Radio Shop—1946-1948, Billing's Hardware—1951-1957.

He is a member of the Pleasant River



Brian Tibbetts

Lodge AF & AM #163 of Brownville, Me.; Rabboni Chapter #62 of Milo, St. Johns Commandry #3 of Brownville, Red Cross of Constantine, Bangor, American Legion Post #41, Milo, International Brotherhood of Electrical Workers #163 and the United Methodist Church, Milo.

He is married and has two sons, *Scott* and *Steve Johnston*, both of Milo. Steve is a carman welder at the Derby Car Shops.

He resides with his wife *Gertrude Gilbert Johnston* at 16 High Street, Milo.

Graduating from Penquis Valley High School on June 12, 1983 were *Steven A. Berry*, son of Shop Superintendent and Mrs. *Edwin J. Berry* of Brownville; *Lori Ann Genthner*, daughter of Clerk and Mrs. *Sanford C. Genthner* of Milo; *Peter A. Grinnell*, son of Carman and Mrs. *Charles E. Grinnell* of Derby; *Diane M. Ricker*, daughter of Car Foreman and Mrs. *Bernard W. Ricker* of Milo and *Pamela Jean Mayo*, daughter of Carpenter and Mrs. *Neil A. Mayo* of Milo.

*Peter Grinnell*, *Diane Ricker* and *Pamela Mayo* are honor students and members of the National Honor Society.

Retired Car Inspector *John H. Aldus*, 74, died at a Belfast nursing home, June 27, 1983. He was born in Belfast, April 22, 1909, the son of *William O.* and *Inga (Olson) Aldus*. He attended local schools, graduated from Crosby High School and was a car inspector at Searsport at the time of his retirement June 1, 1974. He had worked for the railroad for 27 years, having started as an engine cleaner on October 31, 1947. He was a member of the Brotherhood of Railway Carmen.

Prior to working for the railroad, he worked for the Camden Ship Yard.

He is survived by one niece, Mrs. *Erma Pagella* of North Fort Myers, Florida.

Carman Welder and Mrs. *Roland O. Lyford* of Milo have announced the engagement of their daughter, *Darlene*

*Marie Lyford*, and *John Paul Hoxie* of Brownville Junction, son of *Florance Hoxie* of Lewiston and *Walter Hoxie* of Brownville Junction.

She graduated from Penquis Valley High School at Milo and works at Dexter Shoe Company in Milo. He attended Lewiston High School and is employed by Sylvain & Sylvain Inc., in Dover-Foxcroft.

## ENGINEERING DEPARTMENT

*Brian L. Tibbetts* of Milo son of retired Trackman and Mrs. *Mark D. Tibbetts*, Milo, recently graduated with honors from the University of Maine, Orono. He majored in engineering physics.

Our sympathy to Leading Signalman *Leighton Shields* of Millinocket and Asst. Chief Dispatcher *Earl Shields*, Levant, and families on the recent death of their father, *George W. Shields*, of Oakfield.

Monument Lodge No. 96, AF&A, Houlton, recently installed new officers and Foreman *Daniel L. Milton*, Hodgdon, was installed Master.

Retired Trackman *Carl H. Bondeson*, Perham, died April 9 at a Bangor Hospital. He was born January 29, 1910 the son of *Nels* and *Johanna (Johnson) Bondeson*. He was a member of the Perham Baptist Church. He was employed by the BAR for 30 years.

He is survived by his wife, *Clair (Fitzgerald) Bondeson*; three sons, *Raynold* of Sterling, VA, *Clarence* of Perham and *Vernon* of Union Grove, AL; three daughters, Mrs. *Kenneth (Ramona) Poole* of St. Johnsbury, VT, Mrs. *Clifton (Elaine) Chamberlin* of Crouseville and Mrs. *Robert (Carlene) Heinlein* of Lynchburg, VA; two brothers, *John* of South Portland and *Edgar* of Penacook, N.H.; one sister, Mrs. *Emma McDougal* of Bangor; 21 grandchildren, and four great grandsons.

*Nancy Lynn Kennedy*, daughter of Trackman *Edward* and *Jacqueline Kennedy* of Oakfield, and *Dennis R. Lawrence*, son of *Raymond* and *Lorraine Lawrence* of Keene, N.H., were married February 12 at St. Mary's Catholic Church, Houlton, with Rev. *George Adams* performing the double ring ceremony. Mrs. *Greta White*, Oakfield, was the organist and *Mike Crandall*, Oakfield, played the guitar. Musical selections were sung by the bride, *Linda Stewart* of Bucksport, and *Linda Adams* and *Rossi Clough*, both of Winthrop.

The bride was given in marriage by her father.

The maid of honor was *Rebecca Pike* of Augusta, and bridesmaids were *Janene Kennedy*, Houlton, and *Linda Kennedy* of Dover Foxcroft.

The bridegroom's attendant was his father, Dr. *Raymond Lawrence*, and ushers were *Bill Lawrence* and *Greg Hosmer* both of New Hampshire, and junior ushers were *Jason* and *Jeremy Kennedy* of Dover Foxcroft, nephews of the bride.

A reception followed at the Parkview Terrace.

The bride is a 1972 graduate of Oakfield High School, a 1974 graduate of Northern



Mr. and Mrs. Dennis Lawrence

Maine Vocational Technical Institute, Presque Isle, and a 1982 graduate of St. Joseph's Hospital School of Nursing, Bangor. She is employed as a registered nurse at KVMC in Augusta.

The bridegroom is a 1968 graduate of Exeter Academy, a 1972 graduate from the University of New Hampshire, a 1973 graduate from OTS, a 1974 graduate of pilot training and 1982 graduate from EMVTI. He is employed by Central Maine Power Company in Augusta and is a member of the Maine Air National Guard.

Following a wedding trip to Quebec and New Hampshire the couple will be at home in Readfield.

Retired Section Foreman *Elmer W. Ryder*, Presque Isle, died February 5 at a Presque Isle hospital. He was born in Presque Isle, December 30, 1908, the son of *Ernest* and *Louetta (Curtis) Ryder*. He started his railroad career in 1928 and retired in 1974.

He is survived by one daughter, Mrs. *Alden (Constance) Archer* of Presque Isle; three brothers, *Richard* of Massachusetts, *Arthur* of Mapleton and *Elwood* of Florida; three sisters, *Elzena Norsworthy* of Presque Isle, *Fanny Goding* of Mapleton and *Maria Chandler* of Pennsylvania; two granddaughters, *Debbie Perkins* of Bangor and *Roxi Smith* of Presque Isle; three great-grandchildren, *Shannon* and *Aimee Perkins* and *Ryan Smith*, all of Presque Isle.

*Carroll W. Weymouth*, retired section foreman, Orlando, FL and Guilford, died February 25. He was born in Abbott Village September 9, 1895, the son of *William* and *Alice (Works) Weymouth*. He worked over thirty years for the BAR, retiring in 1958. He was a 50-year member of the Knights of Pythias.

He is survived by his wife, *Madeline*; one daughter, Mrs. *Oscar K. (Thelma) Ulman* of Monson; one son, *William* of Bangor; one nephew, *Norman Page* of Guilford; seven grandchildren and 10 great grandchildren.



Matthew Shelley son of Accountant and Mrs. Lyle Shelley, Hermon, graduated in June from Hermon High School

Trackman Orace N. Porter, Millinocket, retired June 1 with over 40 years service. He held various positions during his tenure. During WW II he served in the Air Force and was previously employed by the Great Northern Paper Company. He is married to the former Esther B. Manza and has two children, Lorelle Clark of Millinocket and Rodney Porter, East Millinocket.

#### GENERAL OFFICES

Ouida Long, retired administrative secretary, and Mary Wood, executive assistant, were in Shrewsbury, MA in May visiting Ouida's brother Joseph and his family. While there they attended the graduation of Ouida's niece, Denise, from Framingham State College.

Becky Budge, daughter of Administrative Secretary Dave Budge, graduated Hermon High School in June where she was active in band, Key Club, class committee and senior play. She was also a student leader and manager of the field hockey team. She will attend Mansfield Beauty Academy in Bangor in September. Following graduation, Becky visited her sister, Jennifer, and nephew, Jason, in Tampa, Florida for two weeks.

R. P. Groves, asst. vice president-operations, was a patient at Eastern Maine Medical Center in June and is now recovering at home.

Joan Butler, stenographer, was a surgical patient at Eastern Maine Medical Center in June and visited her family in Houlton while recuperating.

Our sympathy is extended to Gloria Cyr, supervisor central records, whose father Francis J. Cyr died February 12, 1983 at a Bangor hospital. He was born in St. Hilaire, N.B., June 23, 1898 and was married for 60 years to Gertrude (Chasse) Cyr. He was a long-time member of the Societe l'Assomption, La Societe St. Jean Baptiste, Catholic Order of Foresters and the League of the Sacred Heart. He is survived by his wife; his daughter Gloria; two sons, the Rev. Myles V. Cyr, O.M.I., and the Rev. Roger T. Cyr, O.M.I., both of Colerbrook, N.H.; four sisters, three brothers and numerous nieces, nephews and cousins. A Mass of Christian Burial was celebrated on February 14 at St. Mary's Catholic Church, Old Town, with the Rev. John Anderson and Mr. Cyr's two sons as celebrants.

Raymond W. Dow, 89, of Portland died at his residence April 26, 1983 after a long illness. He was born in New Brunswick, Canada, son of James and Georgia (Richardson) Dow. He attended schools in Houlton and served with the Bangor and Aroostook Railroad from 1913 to 1956, retiring as asst. vice president-operations. He was a member of Masonic Lodge No. 217 of Orrington, a past president of the

## Moving up

O. Dale Anthony, a 26-year veteran with the railroad, has been named assistant chief engineer. He was formerly assistant chief engineer-bridges and structures.

Anthony became associated with the railroad as assistant engineer at Houlton in 1957 and was later superintendent of bridges and buildings. Prior to his railroad service he was an engineer for Glenn N. Martin Co., Baltimore, MD.

He was born in Ellsworth and educated in Bangor schools and the University of Maine where he was elected to membership in Tau Beta Pi, scholastic honor society for engineers. Anthony is a director of the American Railway Bridge and Building Association, a member of the Executive Com-



mittee of the New England Railroad Club, a member of the American Railway Engineering Association, a registered professional engineer and a registered land surveyor.

Anthony is married to the former Lucille L. Nickerson. They have three daughters.

## Mileposts

#### 40 YEARS SERVICE

Eldon J. Anderson  
Virgil L. Dwyer  
James H. Fraser  
Lewis J. Marks  
John J. Willinski, Jr.

#### 35 YEARS SERVICE

Walter L. Anderson  
Frederick C. Cain  
Clarence E. Carroll  
Allen L. Cole  
Roland Corbin  
Glenn W. Jones  
Joseph J. Mitchell  
Harold Robinson  
Donald P. Rafford, Jr.  
Clement A. Ryan  
Vernon T. Wark  
Clair O. Wilmot

#### 30 YEARS SERVICE

Philip G. Corneil  
Howard L. Cousins, Jr.  
Richard E. Daigle

Harold C. Garcelon  
Harold W. Hanson  
J. Charles Hickson  
Harold J. Labbe  
John A. Lajoie  
Robert S. Libby  
William T. McDonald  
Daniel W. Morrill  
Thornton C. Rainey  
Chester R. Robinson  
Herbert R. Russell  
Ernest E. Saunders

#### 25 YEARS SERVICE

Edwin J. Berry  
William E. Estes  
Allison E. Ewings

#### 20 YEARS SERVICE

Carroll F. Allen  
Herbert E. Buck  
Arnold M. Byers  
Larry R. Curtis  
Frank F. Drake  
Terrence E. Fahey  
Dean Fitzgerald

George R. Gavard  
James L. Hogan  
Leon W. Larlee  
Charles E. Larson  
Paul F. Lewis  
Nelson E. London  
Glenn O. McMannus  
Craig D. Morrison  
Earl M. Rhoda  
Gary S. Smith  
Loren C. Strout  
David V. Towne

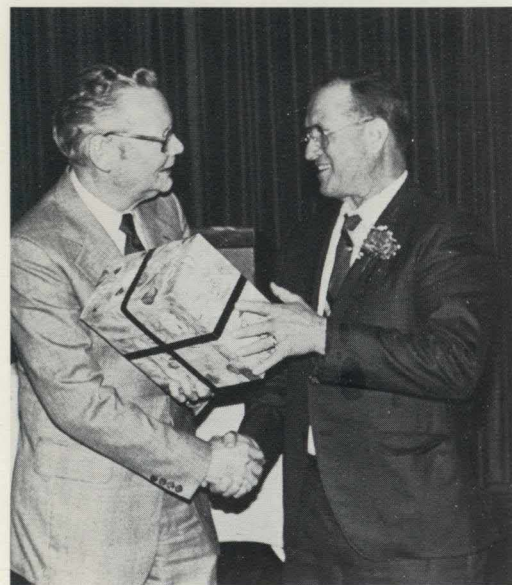
#### 15 YEARS SERVICE

Danny L. Milton  
Philip E. Thornton

#### 10 YEARS SERVICE

Richard O. Bossie  
Michael P. Ouellette  
James W. Phinney  
James M. Purcell, Jr.





BAR President *Walter E. Travis*, left, presents a retirement gift to Roadmaster *Ralph C. Tozier* who has retired after 36 years railroad service. A native of Bangor, he began his career as a trackman and later worked as a flangerman, foreman, section foreman and patrol foreman before his appointment as roadmaster. He is married and has one daughter.

Penobscot Fish and Game Association, a former member of the Bangor Salmon Club and a member of the American Legion Post, Bangor. Besides his wife, the former *Mildred Bradbury* of Portland, he is survived by one son, *Lawrence B.* of Orono; one daughter, Mrs. *Philip (Kathryn) Maietta* of Portland; one sister, Mrs. *W. J. (Ethel) Strout* of Bangor; seven grandchildren, eight great-grandchildren. Interment was in Evergreen Cemetery, Portland.

*Paul Budge*, son of Administrative

Secretary *Dave Budge*, was recently promoted to Sergeant in the U.S. Army and was transferred in June from Fort Irwin, CA to Fort Benning, GA.

Vice President Personnel-Public Relations and Mrs. *Richard Sprague* enjoyed a spring vacation on the Caribbean island of St. Martins in the Lesser Antilles.

*Murray Varney*, son of Operating Clerk and Mrs. *Mickey Varney* graduated Hermon High School in June. Murray will enter the U.S. Army in October and because of an outstanding performance on the Armed Services Vocational Aptitude Battery (only two of forty applicants earned an outstanding certificate), he is qualified and entitled to earn \$20,100 for furtherance of his education. He will leave in October for a one week orientation in Mississippi, then to Fort Benning, GA for basic training after which he will be stationed in Fort Ord, CA.

#### TRANSPORTATION DEPARTMENT

*Angela D. MacDonald*, daughter of *Gary* and *Marilyn MacDonald* of Brewer and granddaughter of retired Engineer and Mrs. *A. K. Adams* of Presque Isle, was graduated from the University of Maine in Orono May 14, majoring in Journalism/Advertising, concentration in English.

Conductor and Mrs. *Harold Woodard, Jr.* of Derby have announced the engagement of their daughter, *Kelley Woodard*, and *Michael Carroll* of West Seboeis, son of Chief Dispatcher and Mrs. *Patrick Carroll Sr.*, of Bangor. Woodard is a 1978 graduate of Penquis Valley High School, Milo, and works for C. F. Hathaway, Dover-Foxcroft. Carroll is a 1976 graduate of Bangor High School and works for the Bangor and Aroostook Railroad. The couple plan an August wedding.

*Laura Bishop* of Bangor and *Gary Duplisea* of Holden were married April 30 at St. Mary's church in Bangor by the Rev. *Paul Coughlin*. The bride is the daughter of Mr. and Mrs. *Robert Bishop Sr.* of Brewer. The groom is the son of Mr. and Mrs. *Wayne Duplisea* of Hermon. *Karen*

*Duplisea* of Bangor, sister-in-law of the groom, was matron of honor. Bridesmaids were *Deborah Glazier* of Bangor and *Kathryn Noyes* of Hermon, sister of the bride, and *Mary Dresser* of Holden. *Rodney Duplisea* of Bangor, brother of the groom, was best man. Ushers were *Richard Small* of Hermon, *Robert Bishop Jr.* of Ellsworth, brother of the bride, and *Arthur Kotredes* of Bangor. The bride graduated from Brewer High School and works for Bangor Hydro-Electric in



Mr. and Mrs. *Gary Duplisea*

Bangor. The groom graduated from Hermon High School and the University of Maine at Orono. He works for Bangor Hydro-Electric in Bangor. The couple spent their honeymoon at Freeport, Bahamas and reside in Holden.

*Daniel F. Ellison*, 64, of Milo, died at a Dover-Foxcroft hospital, Feb. 6, 1983. He was born in Sherman Mills, Dec. 4, 1918, son of *Wylie* and *Abbie (Maddocks) Ellison*.

He was a retired operator-clerk of the Bangor and Aroostook Railroad, and was a member of the Piscataquis Masonic Lodge and the Brotherhood of Railroad, Airline and Steamship Clerks.

He is survived by his wife, *Catherine (Kittredge) Ellison* of Milo; one son, *Lanny A. Ellison*, U.S. Air Force, Clark AFB, Philippine Islands; one daughter, *Lynne E. York* of Milo; two sisters, *Luanna Towle* and *Manda Cunningham*, both of Palm Beach Gardens, FL; four grandchildren; several nieces, nephews and cousins.

Retired Conductor *Arnold T. Clark*, 68, of Fort Fairfield, died March 4, 1983 at a Presque Isle Hospital.

He was born in Fort Fairfield, July 7, 1914, the son of *John* and *Gertrude (Divine) Clark*. He was a resident of Fort Fairfield, a communicant of St. Denis Catholic Church and a member of the



*Becky Budge*



*Murray Varney*



*Angela MacDonald*



Brotherhood of Railroad Trainmen. His two loves were railroading and trapping. He was best known for years by his friends as "Beaver" Clark. He was employed 35 years by the Bangor and Aroostook Railroad.

He is survived by his wife, Mrs. *Dorothy (Wharton) Clark* of Fort Fairfield; two daughters, *Eleanor Lowery* of Birmingham, Al, and *Veronica Clark* of Caribou; one brother, *Kenneth E. Clark* of Presque Isle; several nieces and one aunt.

Retired Conductor *Shirley T. Weston*, 68, died at his residence East Hodgdon May 31, 1983 after a long illness.

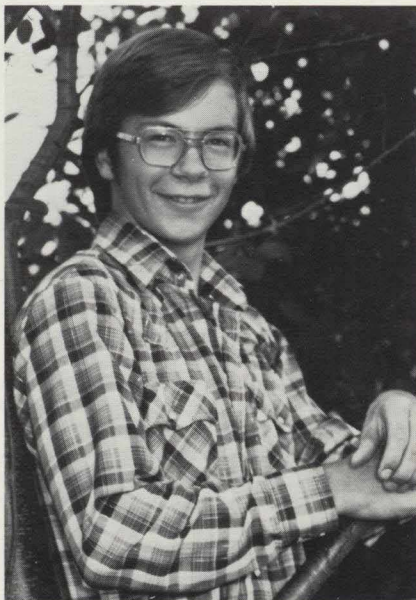
He was born April 16, 1915 in Hodgdon, the son of *Elmer* and *Dora (Atchison) Weston*. He attended Houlton Military Street Baptist Church and was a member of the Brotherhood of Railroad Trainmen.

He is survived by his wife, *June (Graham) Weston* of East Hodgdon; two brothers, *William* and *Paul Weston* of Houlton; one sister, *Dorothy Weston* of Houlton; several nieces and nephews.

Funeral services were conducted at the Dunn Funeral Home, Houlton with the Rev. *Gary Johnson* officiating. Interment was in the East Hodgdon Cemetery.



Engineer *Perley J. Barrow*, left, pictured with Assistant Vice President-Operations *Robert Groves*, has retired after 42 years with the railroad. A native of Southampton, New Brunswick, he entered service as an engine cleaner, later serving as fireman and locomotive engineer. Barrow attended Houlton schools and is active in the Masonic Bodies. He is married to the former *Dorothy E. McIntosh*. They have four children.



*Keith Jewell*

*Keith Jewell*, son of Timekeeper and Mrs. *Dana Jewell* graduated from Hermon High School this June. Keith was on the varsity soccer team and participated in the Vocational Training Program taking drafting and architecture. He plans to attend Central Maine Vocational Technical Institute in Auburn.

Engineer *Perley J. Barrow* retired April 23, 1983. He entered BAR service Dec. 18, 1941 as engine cleaner, subsequently serving as fireman and engineer. He is a native of Southampton, N.B. and attended schools in Houlton, graduating from Houlton High School. He is a member of the York Rite Masonic Bodies

and Eastern Star of Houlton and Anah Temple Shrine; the American Radio Relay League, Newington, CT, Katahdin Amateur Radio Club, Houlton; International Repeater Group, Harvey, N.B.; Aroostook Amateur Radio Ass'n., Presque Isle, 10-X International Radio Net, California; Associated Locksmiths of America Inc, Dallas, TX; Pine Treet State Locksmiths Ass'n., Lewiston, Me.; Locksmith Ledger, Des Plains, IL; Houlton Rifle and Pistol Club, Wyptopitlock Fish & Game Club, Academy of Model Aeronautics, Reston, VA; Kaven Helicopter Society, West Germany; Maine Automobile Ass'n. He is married to the former *Dorothy E. McIntosh* and resides in New Limerick. They have three children, *Joanne D. Howe*, Houlton, *Gloria J. Ritchwood*, Ludlow and *Christine L. Alexander*, Linneus.

Retired Conductor and Mrs. *L. J. Howard* celebrated their 50th wedding anniversary June 11th at the Island Falls Community Building. Present for the occasion were all eight of their children, 21 of their 22 grandchildren and five great-granddaughters. A telephone call was received in the afternoon from their grandson *Paul Howard* and his wife *Kim*, stationed with the United States Navy in California.

#### ACCOUNTING AND DATA PROCESSING

Retired Clerk *Christine DeWitt* died May 14, at a Bangor convalescent home. She was born in Bangor, February 27, 1897, the daughter of *Thomas* and *Christine (McKinnon) Burfitt*. She was employed by the BAR for nearly twenty years. She is sur-

vived by one son, *Neal* of Walpole, Mass.; one sister, *Estelle Noyes* of Bangor; four grandsons, two great-grandchildren, and several nieces and nephews.

Programmer *Timothy McLaughlin* and his wife, *Theresa*, met the alumni from their college in Rochester, New York on May 21 for "Getting Together," a vacation cruise to Bermuda and Nassau aboard the SS Oceanic for one week.

*John Fessenden*, son of Lead Clerk and Mrs. *David Fessenden*, along with his teammates *Wayne Hand*, *Mark Brissette*, *Ron Banks*, and *Peter Roach*, won the State Candlepin Bowling Championship (junior division) while representing Bangor-Brewer Lanes. The boys won the Eastern Maine Title in the roll-offs at the Old Town Bowling Lanes and won the State Title at the Pittsfield Bowling Lanes.

*Cheri Fessenden*, daughter of Lead Clerk and Mrs. *David Fessenden*, and her partner *Pat Bouchard*, the defending champions of Eastern Maine Candlepin Bowling (intermediate division) placed second in Eastern Maine this year. *Cheri* and *Pat* were also members of the mixed team which placed second - missing the championship by one pin.

Data Technician *Brenda McCarty* and her sister, *Jeanne*, spent the first week of May in Las Vegas, Nevada attending the National Women's Bowling Tournament. While there, they toured Hoover Dam and saw some shows. They didn't "strike-it rich" at the slot machines, but they had a good time trying.

*David Annis*, son of Treasurer and Mrs. *Donald Annis*, has been promoted to an officer of the Hartford Insurance Company. His title is assistant secretary and his job is assistant director information





Peter J. Duplessis

management. Dave joined the company as a senior systems analyst, commercial lines automation, in 1981. He advanced to systems manager in 1982 and to assistant director, CLA, in 1983. He earned an MBA from the University of Maine.

#### MARKETING AND TRAFFIC

Vice President-Traffic and Mrs. *Hugh Goodness* shortened the winter by taking a trip to Acapulco, Mexico. The tour left Bangor March 22 and returned March 31. Highlights were the cliff divers at La Quebrada and bull fights.

Assistant Vice President-Marketing and Mrs. *Charles Hickson* accompanied by Vice President-Intermodal Services and Mrs. *Norman Tardif* recently flew to Barbados in the Caribbean. They left April 12 and returned April 20.

Vice President-Marketing and Mrs. *Howard Cousins* spent two weeks sailing in the St. Lucia region of the West Indies. Howie will also be in the Bermuda Yacht race sailing from Marion, MA to Hamilton, Bermuda in June.

Congratulations to Vice President-Traffic and Mrs. *Hugh Goodness* on the birth of grandson *Joseph Paul Goodness*. Joseph was born in Bangor June 7 and is the son of *Gary* and *Judy Goodness*.

Congratulations to Vice President-Intermodal and Mrs. *Norman Tardif* on the birth of granddaughter *Linda Teresa DiPierro*. Linda was born March 25 in Presque Isle and is the daughter of *Julie (Tardif)* and *Cosmos DiPierro*.

Mrs. & Mrs. *Michael Tremblay* are the parents of a daughter, *Katie Monique*, born May 7. Maternal grandparents are *Robert* and *Elaine Davis* of Presque Isle Sales Office.

*Peter J. Duplessis*, son of retired Assistant General Freight Agent and Mrs. *Armand Duplessis*, has graduated from University of Pennsylvania School of Dental Medicine in Philadelphia, Pa. with a D.M.D. Degree. Peter is a member of the Student Ethics Board and Delta Sigma Delta Dental Fraternity. He will begin a one-year general practice residency at the Graduate Hospital in Philadelphia on July 1.

## Facts and Figures

	Six Months Ended June 30,	
	1983	1982
We received from:		
Hauling freight	\$10,956,945	\$12,669,746
Carrying passengers & express on our buses	222,000	288,148
Earnings from our cars moving on other carriers	4,130,648	4,205,880
Other operating revenues	1,926,662	2,816,038
Other income projects connected with operating our business	199,472	325,310
A total of	17,435,727	20,305,122
We paid out or provided for:		
Wages and benefits to our employees	9,154,540	10,440,951
Materials to keep our equipment running and our roadbed and structures in repair	2,977,911	4,160,010
Lease of cars and costs for foreign cars on line	2,058,186	1,832,538
Outside services contracted from others	1,023,886	1,384,896
Telephone, heat, lights, rent and other utility costs in occupying our buildings	471,150	528,939
Depreciation	794,751	865,505
Other service and charges in operating our business	463,412	632,540
State and local taxes	191,528	197,552
Interest on borrowed money	227,101	271,587
A total of	17,362,465	20,314,518
Resulting in a pre-tax income (loss) of	\$ 73,262	\$ (9,396)



Bangor and Aroostook Railroad  
Northern Maine Junction Park, RR2  
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