
MAINE LINE

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



Talking it over



To My Fellow Employees,

When I spoke with you in this space last, I shared my concerns about the implications of retro-pay. Several of you have written in response to the column and I want to express my appreciation for your ideas.

It is very evident that our industry is in the midst of extraordinary change. As you will note elsewhere in this issue, we are in our third year of railroad deregulation and the book is still being written. For the first time in the memory of most of us, railroads have a kind of freedom to manage our businesses that we have never experienced. As with most things, there isn't any free lunch. And with that lessened regulation come some harsh realities from which we had been sheltered.

Please don't think that I advocate turning back the clock. We have been talking about the freedom to manage for so long, we need to prove to ourselves and our customers that we have the skill to manage in a less restricted environment.

But three years into deregulation it's clear that the rail transportation environment is a land of giants. The small regional carrier has to be much more nimble to survive and prosper among the huge systems than under regulation when all railroads were more or less equal.

Under proposed boxcar deregulation, any road may keep another's cars if a load cannot be found or the owner must pay 35 cents a mile to have them returned. Since we are an originating carrier, any application of the proposed change will take away from the status quo; a strict adherence to the proposed rules by all carriers would be disastrous for us.

In many cases rate freedom has meant simply performing the same service for less revenue. One area of notable success for us has been in our lumber traffic. In October we had the largest volume of lumber in our history. But contract rates and the other rate freedoms have been mixed blessings for us.

Our carloadings have dropped from 79,000 in 1980 to an estimated 53,000 this year. Part of that loss has been due to the recession. But much of it—oil traffic to our paper mills and pulpwood to off-line points—is permanent. We have dropped 31% in carloadings since 1978. At the same time we have shrunk our plant and our work force.

In 1979, we employed 745 people or what we call 745 employee full time equivalents. By the end of this year that number will have dropped to 536. But, at the same time, compensation has risen from an average \$18,375 per year to an average of \$26,920. In 1979, we paid out in compensation a total of \$13,689,627. In 1983, even though we had 109 fewer people (and performed less work), we paid out nearly a million dollars more in compensation.

A shrinking traffic base and a more expensive work force, if not reversed, clearly lead to disaster for us, as individuals and as a company. I believe we can, if we manage creatively and if we work "smart", pick our way safely through the dangerous ground in which we find ourselves.

But we cannot change either factor by doing business in the same old way and working under the same old rules. Railroad management and railroad workers have always thought of themselves as working under the same kind of immutable forces that govern the movement of the stars. That simply isn't true anymore. And the number of consolidations and bankruptcies of transportation companies should prove it to even the most unobservant among us.

Bangor and Aroostook is not the Santa Fe writ small.

Recognizing that fact and changing our approach to what we do is not just the key to our survival.

It is our survival.

Sincerely,

Walter E. Francis

Fall 1983

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Manager of Personnel Shirley R. Strout draws the names of Labor Chairmens Scholarship winners. Holding the BAR overnight bag containing the names of all entrants is Norman O'Halloran of the BAR Labor Chairmens Group.

Boxcar deregulation postponed

The Interstate Commerce Commission has postponed boxcar deregulation from Nov. 7, 1983 to Jan. 1, 1984 and there's a possibility that the U.S. Court of Appeals for the District of Columbia will issue an order blocking the decision from going into effect Jan. 1. Two-thirds of the Senate and well over half of the House members have written letters to the Commission criticizing the initial ruling.

Houlton chip movement will be 100% rail

The Traffic Department has successfully completed negotiations with James River Corp. at Great Works, Maine, (formerly Diamond International), which will guarantee a 100% rail movement from the Houlton chip plant. The agreement, which will protect about 900 carloads annually and produce \$208,000 for BAR, became effective Sept. 1.

Governor Brennan proclaims November Operation Lifesaver Month

Governor Joseph E. Brennan has issued a proclamation naming November as Operation Lifesaver Month for the State. The Governor said that November historically records a higher number of railway grade crossing accidents than other months. There have been 17 crossing accidents recorded in the State in 1983 as compared with 24 for the same date last year when the Operation Lifesaver program was inaugurated. Operation Lifesaver is part of a national education program designed to reduce auto-train accidents at Maine's 1,096 railroad-highway intersections. Richard W. Sprague, Coordinator of the Maine Operation Lifesaver Committee, said that the group, now in its second year in Maine, chose to launch its public awareness campaign in November because it marks the beginning of the season when drivers are exposed to severe weather and the incidence of crossing accidents climbs.

The committee has the active support of the Maine Highway Safety Committee, Maine Chiefs of Police Association, Maine AAA, Maine Motor Transport Association, Law Enforcement Association, United Transportation Union, Maine Departments of Transportation, Public Safety, Education and Cultural Services and Motor Vehicle Division, and the Maine Rail Association.

New locomotive in service

The first of three GP-38 locomotives acquired from Helm Finance Corporation after ConRail finished a 15-year-old lease is in service and performing well. The second unit is being refurbished at Derby and is expected to be in service in December.

Scholarship winners

Machinist Norman L. O'Halloran, chairman of the BAR Labor Chairmens Group, has announced the winners of the 1983 scholarship grants. The drawing was held on Sept. 8 and winners of the \$100 grant are: Gail Thibodeau, daughter of Mr. and Mrs. Patrick Thibodeau; Steven Berry, son of Mr. and Mrs. Ed Berry; Scott Davis, son of Mr. and Mrs. Robert (Elaine) Davis; Lynne Levesque, daughter of Mr. and Mrs. Ronald Levesque; Cassandra Bruns, daughter of Mr. and Mrs. William Bruns, Jr.; Byron Mitchell, son of Mr. and Mrs. Joseph Mitchell and Diane Ricker, daughter of Mr. and Mrs. Bernard Ricker.

United Way giving up sharply

The Bangor and Aroostook employee campaign for United Way of Penobscot Valley is complete. It proved what we have always known; railroad employees are responsible and caring citizens of their community. Under the leadership of Fred Lancaster, employees and the company pledged \$24,368.60, a 24% increase over last year. There was a 50% increase over last year in the number of union employees participating and six more supervisory employees gave for a 99% participation among that group. The United Way of Aroostook campaign under the leadership of John LaJoie continues.



Deregulation Creates a Whole New Transportation Environment

Deregulation has created a whole new environment in the transportation industry but for railroads, which have been heavily regulated for a period longer than the memory of most people now employed in the industry, deregulation has provided new freedom in ratemaking and other areas. But there's no free lunch. With the freedom has come a close contact with some of the harsh realities of the marketplace.

In October of 1980, a great wind swept through the railroad industry. It was called the Staggers Act and it changed the whole environment of railroading.

Nothing will probably ever be quite the same again.

The buzzword for it is "deregulation" and from the way it's bandied about by politicians and journalists, a stranger to the land might think it a new religion. Of course it isn't. Deregulation is simply the pendulum of change at the apex of its arc and it probably had to come or the taxpayers would have become totally involved in the transportation business.

Deregulation isn't, in itself, a "good" or a "bad" thing unless it's your ox that's gored. It's evolution that came about because the system of "regulation" had become so complicated and unworkable that it was beginning to collapse under its own weight. The notion of dismantling the system and starting over with a fresh sheet of paper probably isn't a bad idea. Rail deregulation doesn't go quite that far, but as BAR's Vice President-Marketing Howard L. Cousins, Jr. points out, "deregulation far exceeds what the railroads had in mind during all those years when they were complaining about the stranglehold of regulation."

After nearly 40 years of campaigning for more freedom in their business, railroad managers now find themselves in an environment that provides more freedom than they can easily assimilate. It

may be like learning to ride a bicycle all over again. One may never forget the instinct for balance, but the first ride after 40 years is a scary experience.

Government deregulation of railroads came about over a 75-year period during the last part of the 19th century and the beginning of the 20th. It was a response to abuses by the free-wheeling entrepreneurs who built the first railroads and the whole thrust of regulation was to prevent discrimination among users of the services. Over more than a century, regulation became much more, of course. But the Elkins Act, a landmark law enacted in 1903, embodies the spirit and focus of Interstate Commerce law.

Suddenly, in 1980, the railroads found that they were encouraged to discriminate in favor of big volume shippers, that the obligation to serve wasn't all that important anymore. Surely, the ghosts of those old Grangers who played such a dramatic role in enacting the old Interstate Commerce law prohibiting just such discrimination must be wailing in anguish and outrage. It's one of the ironies of change.

But the ability to make contract rates, to provide rebates, has given the industry valuable new tools. BAR's Howard Cousins says that contract rates have opened up all kinds of opportunities. He also thinks that the ability to make rate changes in a more timely manner is a big plus.

"That ability," he believes, "also builds confidence to go forward and take on new projects that we would not have done under the rate bureau system."

But there isn't any free lunch. With the new rules the railroads lost their anti-trust immunity in ratemaking, a change which, according to Hugh G. Goodness, Vice President-Traffic, has nearly doubled the workload of BAR's small traffic staff.

"Where we formerly filed one proposal with the rate bureau and had the attention of all the Eastern carriers," he explains, "we now have to negotiate rates by wire with individual railroads. It's time-consuming and awkward. But rates are now effective in 10 days for a rate reduction and in 20 days for an increase. It used to be 30 days in each case."

Goodness thinks the ability to publish rates in a more timely manner is an advantage of deregulation as is the ability to make contract rates. A contract rate, he explains, is usually a reduced rate tied to a specific volume, a specific route and, frequently, involves specific equipment. It provides a stable rate for a period of 12 months or more and is tied to each railroad's individual costs.

One of his disappointments was the failure during the past potato shipping season of a potato rate 50 cents per CWT below the truck rate to attract more than three carloads of traffic.



Deregulation has been as traumatic for the trucking industry as it has been for airlines and rails. Fierce competition and free entry into the marketplace have been factors in the bankruptcies of many trucking firms across the nation. Those that have emerged have had to deal with a new set of rules and a new set of conditions.

While the Staggers Act has brought greater autonomy for individual railroads in terms of rates, routes and, perhaps, boxcar supply, it has also brought each road face to face with marketplace forces from which the industry has been partly insulated over many years by layer-on-layer of regulation.

For many companies, the realities of the marketplace was a cold Monday morning. Deregulating the railroads isn't exactly like deregulating trucks or airlines. Both of those modes can simply pick up their equipment and move if it becomes uneconomical to serve an area.

And many of them have. Since deregulation, a lot of the airlines' service outside of the great population centers of America has been less frequent and more expensive. Similarly, much of the truck service to rural America is now inferior to what it was and more expensive. Many trucking firms have gone belly up in the new environment. And more are changing traditional union workforces for non-union shops or contracting services with independents.

Railroads don't have the kinds of options available to trucks and airlines. They cannot pick up their tracks and move. But deregulation has forced the industry to become more innovative. Contract rates have been creatively employed in the West; railroads have made real inroads in the transcontinental perishable commodities traffic. There's good financial evidence that the industry is discovering its sea legs after many years awash in the ocean of government regulation.

One of the most divisive problems facing carriers is the Interstate Commerce Commission order covering boxcar deregulation. One of the provisions of the order permits carriers returning empty cars to owners at their request to assess a charge of 35 cents a mile. BAR Vice President-Operations Linwood W. Littlefield says that since BAR owns most of the cars originating on its lines, that part of the order would have a disastrous effect on this railroad. Conrail, the sprawling system created by the Congress which dominates the Eastern railroad environment, originated the concept. If the car owners elect not to pay the 35 cent-a-mile charge, the railroad on whose line the car is made empty can store it for an indefinite period. Obviously, the car owner who may have \$40,000 invested in the equipment won't be very happy in either case; it almost amounts to holding another's property for ransom.

"Boxcar deregulation was conceived to eliminate the cross-hauling of empty boxcars," Littlefield explains. "And it's hard to argue against the concept of eliminating empty mileage. Moving thousands of empty car miles is a waste of a valuable resource. I'd like to see some revisions in the order, perhaps a cap on storage time, before the order is implemented in November."

The order is now in the courts and may well be amended but Littlefield believes there will be boxcar deregulation of some form.

The bottom line for small carriers is that deregulation isn't all beer and skittles. It's not entirely accurate to say that the new scene is weighted in favor of large carriers, but that's really the way it works out. Under the strict regulatory environment, smaller carriers were guaranteed a voice in decision-making that has been taken away.

"We've had good success with the New England roads in making motor competitive rates because of their cooperative attitude," says Hugh Goodness. "We base the rates on the number of miles of service each carrier provides. We've had the opposite experience with Conrail in or out of New England."

All three men . . . Cousins, Goodness and Littlefield . . . feel that deregulation offers more opportunities than obstacles. Goodness thinks that smaller roads like BAR will have to be a lot more innovative to thrive in a world of giants. Littlefield remembers the painful transition of BAR from a potato road to a forest products railroad and the predictions of doom. "The potatoes went but the railroad didn't," he says, "and I think we'll come through deregulation, too."

Cousins, a veteran marketing executive, thinks that deregulation is working.

"It hasn't resulted in higher rates for customers. It has resulted in a freedom which I believe has allowed us to attract traffic from the highways and I think it will be good for us. Maybe we'll have to be smarter and react quicker and we do know our customers better because there aren't so many of them.

And if the Conrails and other huge systems dominate the environment . . . well, as JRR Tolkien, author of *The Hobbits*, observed: "It does not do to leave a live dragon out of your calculations if you live near him."

One simply must be more nimble.



Attending a dinner in Bangor for the presentation of 40-year service awards were, left to right, Wayne E. Duplisea, William H. Bruns, Jr., Charles S. Burgess, William H. Dunham, Lewis J. Marks, John J. Willinski, Jr., James H. Fraser, Herman E. Roy and Owen M. Henderson. The nine were among 14 who have been presented awards for 40 years service with the Bangor and Aroostook.

Fourteen BAR Employees Honored at Milepost 40

Fourteen Bangor and Aroostook employees have been honored by the railroad for completing 40 years of service. The 14 men have more than five and a half centuries among them. Such comparisons stagger the mind, but the experience and accumulated wisdom the 14 represent is a priceless resource to the railroad, President Walter E. Travis told them at a dinner in Bangor October 12. In paying tribute to their contributions Travis also thanked the wives and families of the men, calling their careers a joint effort.

Honored at the testimonial dinner were: Locomotive Engineer Wayne E. Duplisea, Hermon; General Yardmaster William H. Bruns, Jr., Bangor; General Car Foreman Charles S. Burgess, Hermon; Manager, Contract Shop William H. Dunham, Milo; Carpenter Lewis J. Marks, Brownville; Foreman-Wreck-

master John J. Willinski, Jr., Derby; Section Foreman James H. Fraser, Medway; Station Agent Herman E. Roy, Grand Isle; and Clerk Owen M. Henderson, Brewer.

Not present but receiving 40-year awards were: Section

Foreman Eldon J. Anderson, Hamlin; Assistant Superintendent of Track J. Albert Snow, Bangor; Locomotive Engineer Donald P. Sanders, Oakfield; Clerk Chet Michaud, Millinocket; and Conductor Robert M. Labonte, Caribou.



Manager of Personnel Shirley R. Strout, left, presents 40-year service award to Clerk Chet Michaud, Millinocket, who was hospitalized at the time of the dinner.

New Lumber Rates Take Lumber off the Highways and Make a Buck for the Railroads

There is a quiet change taking place among New England railroads that has far-reaching implications. The northeastern roads are finally doing what they've been saying they could do; they're taking truck traffic and making a buck at it.

The success story of the so-called "MBF" rates on lumber is the most outstanding example of the new vitality. MBF is simply a lumberman's designation of thousand board feet and it's the increment that people in the lumber business are accustomed to when they're buying or selling. Couple that terminology with what in the jargon of railroad rate people is called an open-end incentive rate and — presto — you have instant success.

What it all means is that railroads offered lumber shippers a heck of a deal in terms that they could understand. If you wonder why such a beautifully simple idea didn't happen sooner, the answer is that until 1981 it was just another idea whose time

hadn't come. It wasn't until then that all the stars were in position for it to come about.

The idea certainly isn't new. BAR's Vice President-Traffic Hugh Goodness remembers such a proposal in the late 50s that never got off the ground because each railroad, including the BAR, was jealously guarding its traditional share of revenue.

As one rate increase piled on another, the lumber business from northern Maine started going down the highway in ever-increasing volume.

By the late 70s, the railroad's share of the lumber traffic had dipped as low as 25% of the total movement. But there was a new wind blowing throughout the railroad industry. Mergers and approaching deregulation were shaking the foundations of traditional rail pricing and marketing concepts. The New England roads recognized the Maine lumber traffic as a fertile area for testing the idea that three



A huge, self-propelled machine harvests tree-length timber on Great Northern Paper lands in Aroostook County.



BAR Vice President Norman J. Tardif, back to camera, talks with lumberman Paul Levesque who says the difference in freight rates is often the difference between profit and loss.

or more railroads could agree on rates that would attract truck traffic and still earn a profit.

The first MBF incentive rates were established with Maine Central to Portland in 1981. It's a base rate on 59 MBF with a big price reduction over that amount. Since a boxcar holds 60 MBF and a truck 27,000, the rail advantage is obvious. They got the attention of lumber shippers. B&M and Providence and Worcester followed, then the Long Island Railroad. D&H rates aren't quite the same as the MBF rates but still offer Maine lumber shippers a competitive edge over highway transportation. Rates to Conrail points beyond New England are contract rates with individual shippers.

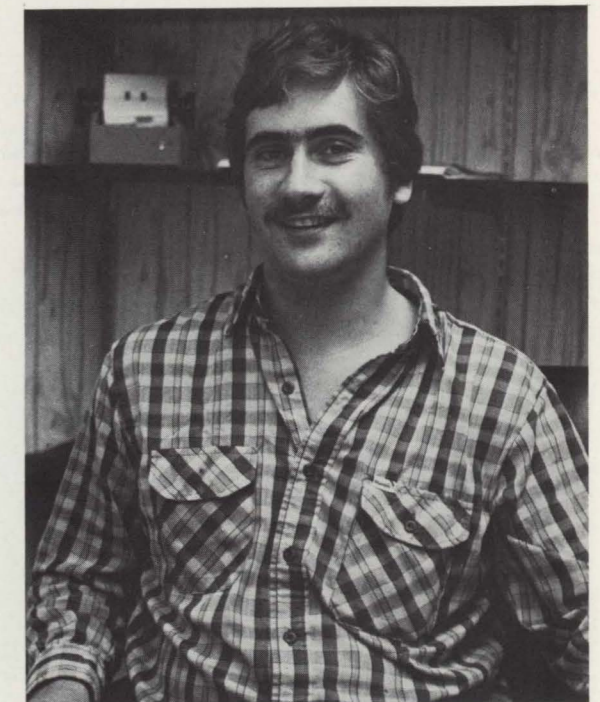
In less than two years, BAR has gone from a market share of 25% or so to nearly 90% of all the lumber shipped out of northern Maine. Our lumber traffic is up 175% from a year ago with 2100 cars anticipated by year end.

The MBF rate/marketing concept wasn't just good for New England railroads; it was also good for the Maine lumber industry.

Paul Levesque, a lumberman whose boldness and initiative have taken him to the top of the business, says the difference in freight rates is often the difference between profit and loss.

"When we were shipping mostly by truck," he says, "there were lots of places where we couldn't compete because of rates. Now we're able to move into areas we couldn't touch before."

Mike Levesque, sales manager for the company, agrees that rail transportation and the new rates have had the effect of extending their marketing area. Levesque is big in the manufacture of studs and its competition is the eastern Canadian industry, much of which is closer to the major



Mike Levesque, sales manager for the Levesque Company, says that rail transportation and the new lumber rates have had the effect of extending the company's marketing area.

markets than Maine. Levesque, who has three trucks of their own, will probably have a hard time keeping them busy due to the new rates.

Gerald Blanchard, sales manager of Pinkham Lumber, says that the cooperative rate venture of the New England roads has not only "allowed us to get into markets more extensively where people



A forklift loads strapped lumber on a rail car for shipment to the New England markets. The railroads with the new "MBF" rates on lumber have virtually taken the traffic away from trucks.

Gerald Blanchard, sales manager of Pinkham Lumber, says that the cooperative rate venture of New England roads has allowed that company to get into markets more extensively where competitors had formerly dominated. The rates have also allowed the company to take a bigger share than they would ordinarily have had, he said.

closer to the marketplace had been beating us to death, but has also allowed us to get into the Boston market a lot more cost effectively and allowed us to take a bigger share than we would ordinarily have had."

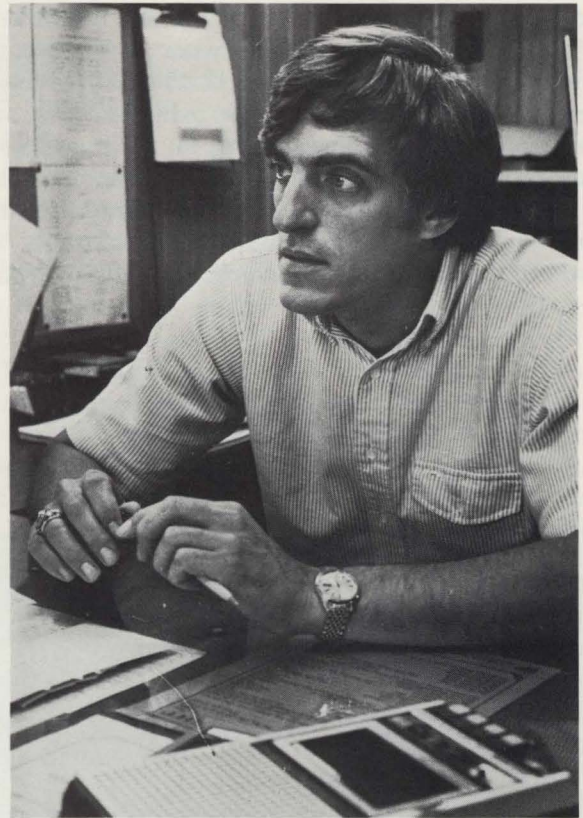
Pinkham's product mix is different from Levesque and it competes with western producers as well as the eastern Canadians. Pinkham's traffic has climbed to about 85% rail from as low as 25%.

The rates have been equally attractive for Aroostook's two producers of wafer board, Louisiana Pacific in New Limerick and Huber Corp. of Easton, with the majority of product moving by rail.

Norman J. Tardif, BAR's vice president-intermodal services, who's responsible for the railroad's lumber sales, regards the dramatic turnaround in rail lumber business as a kind of demonstration project.

"I think we've sent a message to the lumber industry that the railroads are in this business to stay," he says, "and we've convinced the trucks who were moving the product that replacing equipment for that business isn't a sound economic decision."

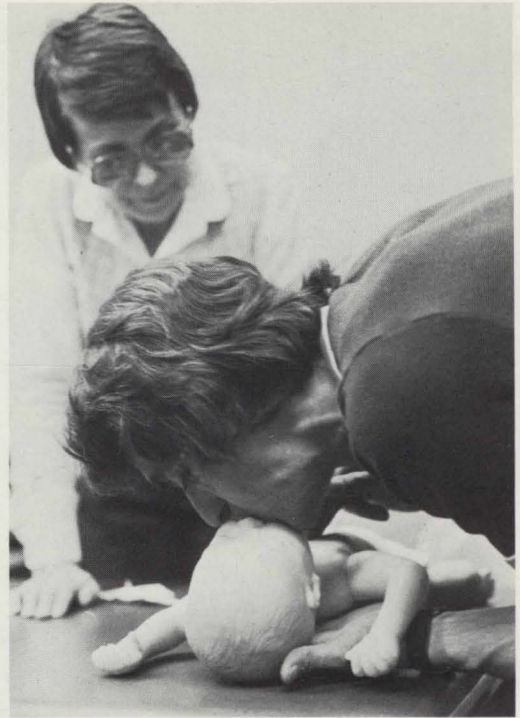
The broad implication of the lumber success story



is that there's a new environment among New England railroads. Unsheltered by artificial protection from market forces and unshackled from much of the suffocating regulation, the area's railroads have emerged with the tools and attitude to take advantage of the strengths of their potential.

After all those years of watching traffic erode to the highways, 'lean and mean' has a nice ring to it.

CPR isn't just for adults; BAR employees are taught how to administer the treatment to infants in an emergency situation. Instructor Sally Kelly watches intently as Louis Ellison practices on an infant-size dummy.



First Aid Skills Are A Matter of Life and Death

First aid courses at Northern Maine Junction and Derby Shops have attracted what Safety Supervisor George E. Mossey describes as good employee participation. The Derby course started Sept. 20 under the direction of Diane Osgood. The course offered at Northern Maine Junction, presented by Nikki Higgins of the Hermon Rescue Squad, started Sept. 15. Also assisting at Derby are Audrey Branum and Sally Kelly.

Enrollment in the two courses totals 34, was open to all employees and was held evenings in both locations. The 30-hour courses included CPR, emergency wound treatment, splinting and patient evaluation among other traditional subjects.

Mossey said that the voluntary first aid courses provide a base for a pool of trained emergency



Lorin Strout practices CPR on a mannequin under the watchful eye of Instructor Audrey Branum. Also pictured are Richard Carey, Ron Larson, Jim Johnson and Jonathan Beals, right.



Instructor Nikki Higgins, of the Hermon Rescue Squad, conducts a first aid class for volunteers at the General Offices building at Northern Maine Junction Park.



Roadmaster J. Albert Snow volunteers as "patient", for a demonstration of eye injury first aid.



Diane Osgood, daughter of BAR employee Richard Harmon, was the principal instructor for the Derby course.

first aid people at various work locations on the railroad and that the company hopes to make courses available to employees at other locations.

In talking with employees enrolled in the two courses, many indicated that a prime reason for taking the course was the security the skills and knowledge acquired provides their families.

Faye Albert, a secretary at Nor-

thern Maine Junction Park, says that the CPR skills she acquired in the course could be valuable on or off the job and are worth the evenings of study and instruction.

In a rural state like Maine and in a business that requires small crews of employees in sometimes remote field locations, first aid skills can literally be a matter of life and death.



Foreman John Willinski listens intently as CPR technique is explained.



BAR President Walter E. Travis, on crutches from a recent injury, addresses the BAR retirees at the 19th annual gathering of railroad veterans.

Retirees Party

The annual Bangor and Aroostook Retirees party, a tradition for 19 years, was held at Millinocket Oct. 5 with 150 attending, the largest gathering since the recognition night was instituted. The event was not held last year, a casualty of the recession. The newest retiree to attend was Hamel Caron, of Caribou, who retired the day before the party and the oldest was 94-year-old Oscar I. Porter who retired in 1955.

President Walter E. Travis told the veterans that, while the railroad's fortunes have not greatly improved since the dinner was cancelled in 1982, the retirees are



Manager of Personnel Shirley R. Strout, standing, presents a door prize to Oscar Porter, 94, as the employee attending the banquet who had been retired for the longest period of time. Mr. Porter retired in 1958.



Manager of Personnel Shirley R. Strout greets returning retirees at Millinocket. The gathering was the largest since the program was instituted 20 years ago.

Retirees Party, cont.

a vital constituency of the railroad and it's important to maintain the contact.

The retirees gathering has helped former Bangor and Aroostook employees, many of whom are scattered throughout the northeast, maintain a sense of continuity with the company and their peers. One articulate veteran compared railroad employees with the medieval guilds that passed traditions and skills from generation to generation. And, as Travis pointed out, older railroaders constitute a potent lobbying force for the industry and are a resource that should be utilized.

Entertainment was provided by a vocal group, Pieces of Eight, one of whose members is a BAR employee, Gordon S. Duncan.

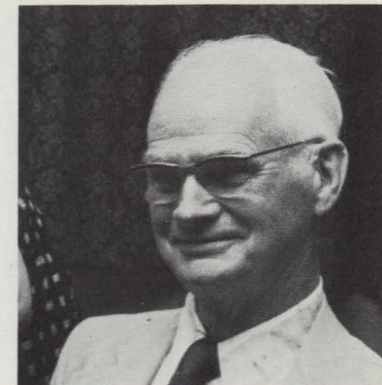


Maurice Richardson, right, greets a new retiree, Earl Palmer, a former co-worker.

Retired Supervisory Agent Byron Ryan, sporting a neat van dyke, chats with former co-worker and neighbor Roberta Lewis.



Retired Roadmaster Roland Tweedie



Special Agent Harold Garcelon, back to camera, reminisces with Charles DeWitt, center, and Lionel Pinnette, of Fort Kent.



Retired Locomotive Engineer Joe West, Houlton, chats with Harold Kelley.



Retired Conductor Donald C. McNally was one of several Oakfield area retirees attending the banquet.

Retirees, cont.

Frank Beaulieu, left, Fred Parent and Conrad Ekholm are regular attendees at the retirement gathering.



Three former Engineering Department employees, Frank Beaulieu, left, Ranger Guimond and Harry Lewin, right, do a little catching up.



Three friends from the Oakfield-Houlton area catch up on the news at the retirees gathering. Pictured, left to right, are Joy Williams, Ray White and Bill Barrett.





Entertainment for the evening was furnished by "Pieces of Eight", a male chorus including a Bangor and Aroostook employee, Gordon Duncan, right.

Mileposts

40 YEARS

Charles S. Burgess
William H. Dunham
Owen M. Henderson
Herman E. Roy
Donald P. Sanders
J. Albert Snow

35 YEARS

Virginia S. Bubar
John A. Rowe
Beecher R. Rowell

30 YEARS

Sidney D. Andrews
Ronald G. Browne
Gordon A. Morton
Clarence W. Worster

20 YEARS

Everett R. Black
Rodney J. Cyr
Carl B. Francis
Ronald L. Condon

15 YEARS

Clifford H. Fleming
Paul E. Gentle, Jr.
James A. Porter
Donald J. Savoy

10 YEARS

Gloria J. Brooks
Gary L. Dunham
Marvin J. McBreairty

Maine Men Writing BAR History

Two Maine men who have a profound interest in train transportation are planning a book about the Bangor and Aroostook Railroad.

Jerry Angier of South Portland and Herb Cleaves of Whiting are collecting photographs and maps, conducting interviews and reviewing historical records of the B&A to produce the first comprehensive history of a railroad that helped to shape modern Maine.

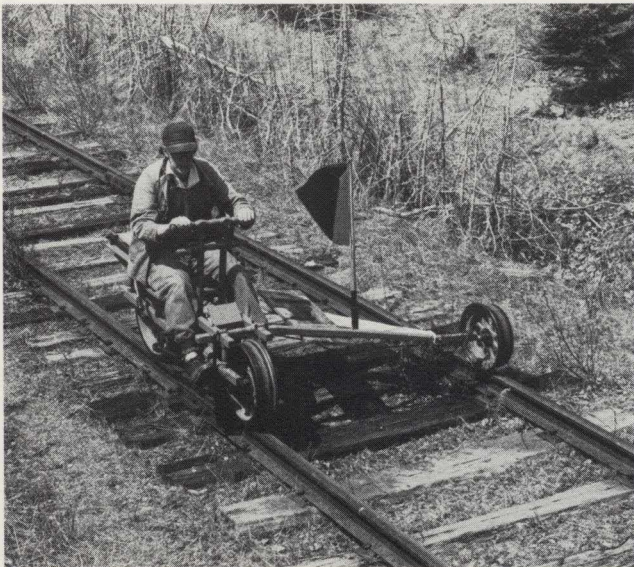
"We want to contact as many people associated with the B&A as we can during the coming months. We want to hear about events that occurred during

the careers of working railroaders, as well as those now retired or working at other jobs. We want to emphasize the human aspects of railroading on the B&A in our book, and want to hear from anyone who has information about the railroad's long and interesting history," Angier says.

Bangor and Aroostook was incorporated in 1891. After the Bangor and Piscataquis and Katahdin Iron Works Railroads were acquired, the new company hired hundreds of construction workers and carved a transportation network throughout northern Maine.

The early railroaders were pioneers who helped create a garden spot out of the wilderness. Their descendants carried on a tradition of excellence born in the crude construction camps along the first railroad grade from Brownville to Houlton. Now, nearly 100 years later, B&A has people who trace their roots to the early railroaders who made an indelible mark in this state's history.

Angier and Cleaves believe the railroad's role in Maine history has not been adequately portrayed. Their book will describe B&A's evolution from a primitive wilderness line to one of Maine's major transportation routes. It will be more than a history book, they say, because the authors want to capture



Herb Cleaves



Herb Cleaves, a reporter for the Bangor Daily News, is a third generation railroader. Cleaves worked for BAR and Maine Central for various times from 1955 to 1974. In the sixties, he was a station agent and operator and held jobs at Washburn, Presque Isle, East Millinocket, Millinocket and Packard. Cleaves is one of two Maine men writing a history of Bangor and Aroostook with the accent on the human side of the railroad.



Jerry Angier, South Portland, the other half of the author team, is pictured before the maiden run of the American Railfan, an event he organized. Angier was born in Washington, D.C. and returned to Maine 12 years ago. His roots are in Maine and a great-great-grandfather was once a station agent in Hallowell for the Portland and Kennebec Division of the Maine Central Railroad. The authors are asking for any information or photographs for their history.

the human drama that was associated with each day's events.

"We need to hear from people who were there when history was being made," Angier says. "Anecdotes will be an important part of the book."

Angier is a Mainer who returned from "away". He was born in Washington, D.C. during WWII and returned to Maine 12 years ago to pursue a career in the life insurance industry. It was Angier who arranged the passenger excursions on the B&A in 1980 and 1981 so railroad enthusiasts and others could view the B&A firsthand.

His family was from the Franklin County area and he had a great, great grandfather who was a station agent in Hallowell for the Portland & Kennebec Division of the Maine Central.

Cleaves is a third-generation railroader, now employed as a reporter for the Bangor Daily News at Machias. He worked for B&A and Maine Central at various times from 1955 to 1974. In the 1960s

he was a station agent and operator and held jobs at Washburn, Presque Isle, East Millinocket, Millinocket and Packard. His father, Sandy, worked for the railroad from 1926 to his retirement in 1972, and his grandfather was a carman for the New York, New Haven and Hartford Railroad at Framingham, Mass. A brother, Arthur, worked on the B&A in several capacities and an uncle, Alonzo, recently retired from CP Rail.

Both Angier and Cleaves are well acquainted with Bangor and Aroostook and members of the B&A family. They have met many employees and hope to meet more as work progresses on the book. Maine Line readers who wish to share memories of their associations with the railroad are urged to contact Jerry Angier, 79 Hillside Avenue, South Portland, Maine 04106, or Herb Cleaves, Box 145, Machias, Maine 04654.

The smallest story or piece of information is valuable and welcome, they emphasize.

The Making of a Golfer

At an age when most boys were into bicycles and stickball Keith Patterson was well started into his golf career. It's hard to say whether his talent was a matter of genes or just opportunity and interest.

Either way, his grandfather Bob Girvan, a 30-year Bangor and Aroostook employee, was surely a role model for 12-year-old Keith when he started following the elder Girvan around his own nine-hole course in Kenduskeag. Bob Girvan liked the game so much that he gave up his railroad career and built his own golf course, Kenduskeag Valley.

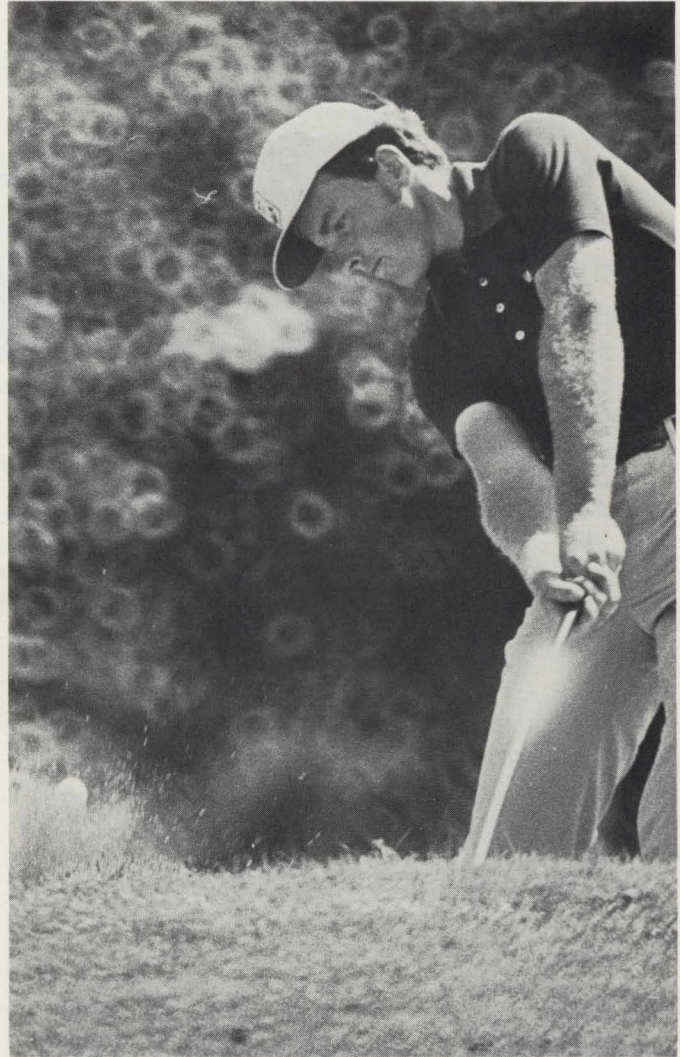
So it's probably not surprising that his grandson would follow the same path. Keith, now a 6 ft. 2 inch junior at the University of Maine and No. 1 on the University's golf team, remembers with pleasure the long days on the Kenduskeag Valley course.

"There were not very many young people playing then on the KV course," he says, "and I played with a lot of older golfers. I think that was good for me; I learned how to enjoy the game."

By the time he reached high school he was good enough to make the team as a freshman and held the No. 1 spot for his last three years. He made the University of Maine team as a freshman and now, a junior, is on his second year in the No. 1 spot.

While golf doesn't rank with basketball and other big sports at Maine, the golf squad has racked up a respectable record, taking the Maine College championship last spring and tying Babson in October for the Eastern Collegiate Athletic Conference Northern New England Sectional Championship in competition with Harvard, Dartmouth, New Hampshire, Northeastern, Bowdoin, Colby and other institutions.

The way one reaches the No. 1 golf slot on a top-rated golf team like Maine, according to Patterson, is to play golf every day when there's no snow on the ground and be fortunate enough to have an uncle who's a top-rated golfer for a teacher. Bob Girvan, Jr. is Patterson's regular partner in a lot of his tournament play and Keith credits much of his success to his uncle's coaching.



All concentration, Keith Patterson blasts out of a sandtrap during a tournament at Hermon.



Keith Patterson, pictured with his mother, Secretary Margaret Patterson, a BAR employee, began his golfing career at the tender age of 12, following his grandfather around the nine-hole course that Bob Girvan built in Kenduskeag. By the time he reached the University of Maine, he was good enough to land a spot on the University's team and has been No. 1 on the team for the past two years.

At 20, Keith Patterson is an attractive young man with a ruddy outdoor look and the understated confidence of a much older man. A lot of his maturity probably comes from the tournaments he plays nearly every weekend of the season. As he puts it, a tournament golfer simply must have a positive attitude. In order to play well, you must believe you can play well.

"I'm pleased with the progress I've made," he says with a grin. "Two or three years ago when I had a bad hole, I'd have a tendency to give up. Now when I do poorly on a hole I can convince myself that it's okay, that I'll make it up on the next hole. I get really up for a tournament. I love tournament play. I even like the pressure."

Keith's mother, Margaret Patterson, administrative secretary in BAR's Accounting Department, affirms her eldest son's passion for the game.

"He's on the golf course from the time he finishes classes at school or his work in the summer, until dark."

When he permits himself to dream, Keith Patterson sees himself as a professional golfer. But, he adds, I don't know if I'll ever be that good. While he doesn't intend to lose sight of that dream, he's hedged his bets by taking an accounting major at Maine and is doing very well at it, thank you.

There's never very much room at the top. But if all the people who have talent worked very hard at developing it, there would be hardly any at all. Given his enthusiasm and his single-minded devotion to the sport, it's tempting to speculate that one day Keith Patterson will play big league golf.

In the Family

General Offices

Clerk/Operator and Mrs. *John Randall* are the parents of a son, *Joshua Roger Randall*, born Sept. 8 at Millinocket Community Hospital. Joshua is the grandson of two deceased BAR employees, *Roger Randall* and *Cecil Garcelon, Sr.*, and the nephew of Special Agent *Harold Garcelon*.

Anneli McDowell of New York City, former administrative secretary with the BAR, was a visitor at the General Offices in October.

Iris and *Val LeBrun* of Oxnard, CA, sister and brother-in-law of *Ouida Long*, retired administrative secretary, were recent guests of *Mary Wood* and *Ouida*. Enroute to Maine they visited *Ouida's* parents and her brother *Conrad* in Nashua, N.H. and *Ouida's* sister *Rita Paradis* and her relatives and friends in Van Buren and Fort Kent and Mr. *LeBrun's* 93-year-old aunt who is an active nun at St. Basil, NB. Enroute home they visited *Ouida's* sister *Margaret Jugus* and her husband in Falls Church, VA.

Bill Houston had an exceptionally "hot stretch" during the Labor Day Weekend golf tournament at the Penobscot Valley Country Club. The BAR Vice President, who plays to a six handicap, birdied all of the par-3s in the same round during the tournament. This is a feat that has never been accomplished in the club's fifty-year history. The four holes are: No. 4, 143 yds.; No. 6, 163 yds.; No. 14, 143 yds.; and No. 16, 193 yds. The four birdies helped *Houston* to his career-best round, a 3-under-par 69, and was the first time he has ever broken 70. He opened with a 72 on Saturday, shot the 69 on Sunday, and closed with a 73 on Labor Day.

Our sympathy to *Harold F. Bell*, manager of purchases and stores, whose father, *Austin F. Bell*, 79, died at a Presque Isle hospital on August 12, 1983. Mr. *Bell* was born in Mars Hill, March 19, 1904, son of *Roy* and *Eliza (Lunn) Bell*. He was a member of the Full Gospel Assembly, Mars Hill, where he had served on the board of trustees for 20 years. He is survived by his wife,

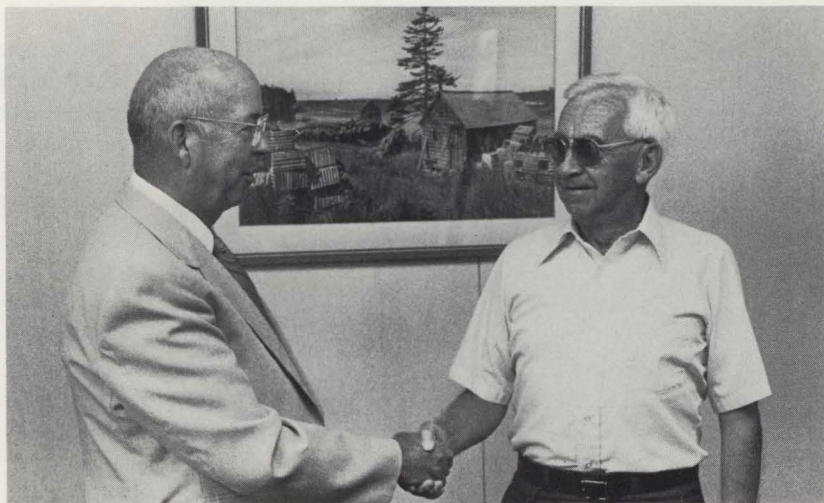
Sarah (Gamblin) Bell of Mars Hill; three sons, *Harold F. Bell* of Brewer, *Dana D. Bell* of Athens, Texas and *Walter W. Lawrence* of Mars Hill; two sisters, Mrs. *Mildred Pinkham* of Salem, N.H. and Mrs. *Clayton (Florence) Hoyt* of Lakeland, Fla.; 11 grandchildren and five great-grandchildren. Services were held at the Full Gospel Assembly with the Rev. *Charles Flewelling* officiating. Interment was in Kings Grove Cemetery, Mars Hill.

Sgt. *Paul A. Budge*, son of Administrative Secretary *Dave Budge*, recently spent 30 days leave with his family in Hermon. He has been assigned to the 8th Infantry Division stationed at Coleman Barracks in Mannheim, Germany.

Our sympathy is extended to *Faye Albert* whose sister *Jeanette M. Daniels* died July 11, 1983 in Portland, ME. Mrs. *Daniels* was born Feb. 19, 1932 in Island Falls, the daughter of *Fred* and *Mattie (Campbell) Albert*. She was a member of Houlton Military Street Baptist Church. She is survived by her

mother of *Veazie*; her husband *Jack* of Portland; one son, *Stephen*, of Cape Cod, MA; two daughters, *Vicki Goodwin* and *Cathy O'Leary*, both of Houlton; two sisters, *Faye* of Veazie and *Maxine Cosman* of Hampden; five grandchildren. Services were conducted at the Military Street Baptist Church in Houlton with the Rev. *Alton Maxell* and the Rev. *Gary Johnson* officiating. Interment was in Evergreen Cemetery, Houlton.

Catherine Turallo, granddaughter of *Walter* and *Bobbie Travis*, recently won first prize in the State of Maine for the 9 to 11-year-old age group for her essay entitled "Alcohol and Drugs Just Aren't My Style." The contest was sponsored by LaVerdiere's Drug Stores in Maine and New Hampshire. Catherine is a 6th grade student at Weatherbee School in Hampden. In addition to \$50 prize money, Catherine was invited by Governor *Joseph E. Brennan* to meet with him and to participate in the kick-off program on state-wide alcohol and drug abuse on November 14. The ceremony was followed by a tour of the Blaine



Clerk *Robert A. MacIlroy*, pictured here with Vice President-Operations *L. W. Littlefield*, left, retired in July after 26 years service with the railroad. A native of Houlton, he entered service as stock clerk. He was previously employed by the Town of Houlton and Atlas Plywood Corporation. *MacIlroy* served in the Navy during WWII and during the Korean War. He is a former member of the Houlton Jaycees and Houlton Lions Club. *MacIlroy* is married to the former *Dorene Larson*. They have one son, *Brian*, of St. Petersburg, Florida.

House for contest winners and their parents.

Mechanical & Stores

Our sympathy to the family of retired Air Brake Repairer *Arthur B. DeWitt*, 76, who died at a Howland nursing home Sept. 27, 1983. He was born in Medford January 30, 1907, the son of *Bradbury* and *Edith (Thomas) DeWitt*. He was a veteran of World War II and had been retired from the railroad since January 24, 1972. He was a member of the Railway Carmen.

DeWitt is survived by his wife, *Eva (Bickmore) DeWitt* of Medford; four sons, *Vinal* of Barton, VT, *Edwin* and *Keith*, both of Milo and *Dale* of Medford; two sisters, *Lena Brooks* of East Corinth and *Geneva Fanning* of Manitoba, Canada; six grandsons, two granddaughters and one great-granddaughter, several nieces and nephews.



Mr. and Mrs. A. B. Nadeau

Gus and *Carrie (McLellan) Nadeau*, Smyrna Mills, celebrated their 50th wedding anniversary on July 2, with an open house at the Smyrna Mills Methodist Church vestry.

They were married July 2, 1933 in Oakfield and are the parents of *H. James Nadeau* of Presque Isle and Mrs. *William (Katherine) Conaway* of Marietta, Pennsylvania. They have 6 grandchildren.

Nadeau is retired from the Bangor and Aroostook and was pulpwood loading inspector. He has been retired since June, 1973.

The party was given in their honor by



Manager of Personnel *Shirley R. Strout* presents Car Repairer *Francis R. Stubbs*, Northern Maine Junction, with his retirement pin Oct. 11 after 31 years service with the railroad.

their families. Approximately 120 family and friends joined in the celebration.

E. Ann Bishop of Old Town and *Dale Mayo* of Milo were married July 1 at the LaGrange Community Baptist Church by the Rev. *Robert Neal*, Pastor.

The bride is the daughter of Mrs. *Barbara A. Bishop* of LaGrange and the late *J. Lindsay Bishop*. The groom is the son of Carpenter and Mrs. *Neil Mayo* of Milo.

Mrs. *Paulette Bishop* of LaGrange, sister-in-law of the bride, was matron of honor. Bridesmaids were *Pamela Mayo* of Milo, sister of the groom, and *Betsy Stickney* of Brownville. Flower girl was *Heather Dexter* of Guilford. Best man was *Terry Mayo* of Milo, cousin of the groom. Ushers were *David McKinnon* of Bangor, cousin of the groom, and *Michael Madore* of Brownville Junction.

The bride is a 1981 graduate of Penquis Valley High School at Milo and a 1983 graduate of Eastern Maine Vocational Technical Institute in Bangor. She is a licensed practical nurse. He is a graduate of Penquis Valley High School in 1981 and attends the University of Maine at Orono.

The couple spent their honeymoon at Old Orchard Beach and are residing in Old Town.

Car Repairer *Francis R. Stubbs*, No. Me. Jct. Car Department, retired Oct. 11, 1983, after 31 years service with the railroad.

He was born in Bangor, Sept. 26, 1922 and attended John Bapst High School

He started work for the railroad April 30, 1951 as a trackman with the Maint. of Way Department. He came to work

for the Mechanical Department January 4, 1952 as a car repairer helper. Subsequent positions were carman and car inspector.

He also worked for the Merchants Despatch Transportation Corp., and is a veteran having served with the U.S. Army 120th Medical Battalion during the years 1942 through 1945. His rank at time of discharge was PFC.

Stubbs is married and has three sons; *Dennis F.* of Corinth, *James M.* of Hermon and *Thomas A.* of Levant.

He resides with his wife *Vernice (Clement) Stubbs* in Levant.

Blacksmith *Bryan W. Stubbs*, Derby, died at a Dover-Foxcroft hospital July 31, 1983. He was born in Milo, Nov. 6, 1933, the son of *William* and *Eva (Kinney) Stubbs*. He was a Navy veteran of the Korean Conflict. He was a member of the Blacksmith and Boilermakers Union and a member of the Piscataquis Lodge of Masons. He was a graduate of Milo High School, Class of 1952.

He is survived by his wife, *Viola (Doucet) Stubbs* of Derby; one son, *William* of Derby; one daughter, *Sherie* of Derby; two brothers, *Errall* of Glendale, Arizona and *Clayton* of Bangor; four sisters, *Muriel Lovell* of Sangerville, *Gloria Lutterell* of Milo, *Barbara Edgerley* of Cove Creek, Ariz. and *Leona Newman* of West Gouldsboro; several nieces, nephews, aunts and uncles. He was predeceased by one daughter *Deborah* in 1974.

We extend our sympathy to all of the family.

Clerk *Chester Michaud*, Millinocket, is convalescing at home after being a patient at the Millinocket Regional Hospital.



Assistant Chief Engineer O. Dale Anthony, left, congratulates Patrol Foreman Edward A. Wing, Caribou, who retired Oct. 6 after 37 years with the railroad.

Retired Laborer *Charles L. Goodine* died Oct. 23, 1983, at a Dover-Foxcroft nursing home, after a long illness. He was born in New Brunswick, Canada, Sept. 12, 1906, the son of *Owen* and *Helena (Bowmaster) Goodine*.

Goodine retired from the railroad Sept. 25, 1971 as a laborer at the Derby Shops. He was a member of St. Thomas Catholic Church, Dover-Foxcroft, and a former member of the Knights of Columbus.

He is survived by his wife, *Mildred (Clement) Goodine* of Atkinson; four sons, *Owen* of Atkinson, who is machine foreman at Derby, *Gregory* of Dover-Foxcroft, who is a machinist helper at Derby, *Timothy* of East Dover and *Norman* of Atkinson, who is a painter at Derby; five daughters, Mrs. *Maurice (Alfreda) Chambers* of Dover-Foxcroft, Mrs. *Charles (Cynthia) Goodine* of Rosses Point, N.Y., Mrs. *Guy (Gloria) Green* of Brownville, Mrs. *Elwood (Juanita) Emery* of East Corinth and Mrs. *Helena Green* of East Dover; five brothers, *Lawrence* of Weymouth, Mass., *Ambrose* of Skowhegan, *Francis* of Plaster Rock, N.B., *Isaac* of Aroostook Junction, N.B., and *Owen* of Fredricton, N.B.; two sisters, *Theresa Dyer* of Altadena, Calif., and Sr. *Stella Goodine* of Hope, N.B.

Our sympathy to Carman and Mrs. *Lester Sanders* of Oakfield on the death of their daughter *Suzanne Sanders*, 17, who died Oct. 21, 1983 at a Portland hospital after a long illness.

She was born in Houlton, March 1, 1966. She was a senior at Southern Aroostook Community High School and a member of the Business Club.

Surviving besides her parents are one brother, *Lester, Jr.* of Oakfield; four sisters, Mrs. *Gail Marshall* and Mrs. *Deloria Roberts*, both of Houlton, Mrs. *Shirley Donahue* of Portsmouth, N.H., and Miss *Belina Sanders* of Oakfield; her paternal grandmother, Mrs. *Lena Sanders* of Oakfield; maternal grandmother, Mrs. *Ida Sulkowski* of Detroit, Michigan; a foster grandmother, Mrs. *Agness Bennett* of Portland.

Engineering Department

Section Foreman *James H. Fraser*, Millinocket, retired Sept. 7, 1983 with

over 40 years of service with the BAR. He started work in February 1943 as a trackman at Grindstone, subsequently serving as equipment operator and extra gang foreman. He was Vice General Chairman for the Brotherhood of Maintenance of Way Employees for a number of years and is a graduate of Corinna Union Academy and Harvard Trade Union Program. During WWII he served in the Armed Forces. He is married to the former *Beatrice Porter* and they have two sons, *Barry* and *James*, both of East Millinocket.

Retired Carpenter *Horace R. Estabrook*, Houlton, died Sept. 30, 1983, at the Houlton Hospital. He was born in Smyrna, Jan. 5, 1905, son of *Walter* and *Elizabeth (King) Estabrook*. He was a member of the Court Street Baptist Church. He retired from the BAR in 1970 with 36 years of service. He is survived by his wife, *Dorothy (DeVoe)*, Houlton; one daughter, Mrs. *Edward (Norine) Lent* of Upper Marlboro, Maryland; three sons, *Michael R. Carter* of Austin, Texas, the Rev. *Bruce W. Carter* of Birmingham, Ala., and the Rev. *Joseph C. Carter* of Elizabethtown, PA; seven grandchildren and seven great-grandchildren. Funeral services were held at the Dunn Funeral Home with his sons, Bruce and Joseph, officiating. A memorial fund was established in his memory at the Military Street Baptist Church, Houlton. Retired Trackman and Mrs. *John T. Bell* recently observed their 50th wedding anniversary with an open house given by their family at the Universalist Church in Oakfield. They have two daughters, Mrs. *Janet Hardy* and Mrs. *Myrna Kin-*



Chief Engineer Vinal J. Welch congratulates Section Foreman James H. Fraser, right, Millinocket, who retired Sept. 7 with more than 40 years of service with the railroad.



Retired Trackman and Mrs. John T. Bell.

ney; three grandchildren, *Kerry Hardy*, *Patti Corneil* and *Kevin Nelson*; six great-grandchildren, *Travis* and *Derrick Hardy*, *Jodi* and *Janet Corneil*, *Courtney* and *Kevin Nelson II*.

The couple renewed their marriage vows. The Rev. *Don Hinckley* wrote the vows for the occasion. The bride was escorted to the altar by her two daughters. Mr. and Mrs. *Paul Arnold* of Mattawamkeag attended the couple. The ladies wore long gowns in pastel colors with complimentary corsages. *Greta White* was organist and Mrs. *Roslyn Hinckley* sang "I Love You Truly" and "Love Is A Many Splendored Thing".

Luncheon was served in Holden Hall to over 100 guests. Granddaughters *Patti Corneil* and *Pam Nelson* served punch. The cake was served by *Brenda Bell*. Table decorations were made by *Florence Hardy* and she also attended the gift table. During the luncheon a tape was played by the organist, especially for John, entitled "I Wish I Was 18 Again."

The couple received many phone calls, gifts, flowers, and a money tree.

Patrol Foreman *Edward A. Wing*, Caribou, retired October 6 after 37 years of service with the Bangor and Aroostook Railroad. He entered service as a trackman in 1946 and has worked as a flangerman, section foreman and acting patrol foreman. He attended Presque Isle schools. He is married to the former *Elizabeth Page*. They have three sons, *Randy*, *Richard* and *Ronald*.

Retired Extra Gang Foreman *Leo V. Levesque*, Van Buren, died Oct. 27 at a nursing home. He was born in Fort

Kent, April 3, 1907, the son of *Vital* and *Zoe (Paradis) Levesque*. He was employed in various capacities during his 46 years of service with the BAR. He is survived by his wife, *Ida (Fournier) Levesque*; one stepson, *Clarence Nadeau*, Van Buren; one stepdaughter, Mrs. *Wayne (Claire) Stedt* of Old Town; one sister, Mrs. *Camille (Elmire) Michaud* of Newtown, Conn.; nine grandchildren, ten great-grandchildren. A Mass of Resurrection was celebrated. Interment was in St. Bruno's Cemetery, Van Buren.

Jean Beaupre, Grand Isle, retired section foreman, died Oct. 22 at the Fort Kent Hospital. He was born in Grand Isle, Nov. 12, 1886, son of *Francois* and *Stazie (Corbin) Beaupre*. He is survived by five sons, *Addis*, a retired conductor, and *Omer* and *Guy*, all of Grand Isle, *Clarence* of Hartford, Conn., and *Roger* of Newington, Conn.; four daughters, *Gertrude Beaulieu* of Madawaska, *Bertha Cyr* of Pittsfield, *Della Kaliris* and *Anne Chasse*, both of Grand Isle, 24 grandchildren; 24 great-grandchildren; four

member of the American Legion Post No. 118 of Mars Hill and a former member of the D.V.A. of Presque Isle. He was a WW I veteran. Long had 27 years of service with the BAR. He is survived by one son, *Clifford H. Long*, Mars Hill; one daughter, Mrs. *Emerson (Bettina) Laing* of Westfield; one sister, Mrs. *Nina Smith* of Hanson, Mass. Interment was in Marshall Cemetery, Westfield.

Transportation Department

Deborah Lynn Scott of Bangor and *David M. Thompson* of Bangor, formerly of Houlton, have announced their engagement. Scott is the daughter of *Mary L. Scott* of Bangor and *William E. Scott* of Carmel. Thompson is the son of Conductor and Mrs. *Donald H. Thompson* of Houlton. She is a graduate of Bangor High School and is an administrative assistant for the Merrill Trust Co. Thompson is a graduate of Houlton High School and Eastern Maine Vocational Technical Institute and will attend the University of Maine at Orono in the



Superintendent *L. S. Milton*, right, presents a replica of a locomotive bell to Clerk-Operator *G. E. Chasse*, Madawaska, on completion of 40 years service with the railroad. Chasse entered service as a messenger boy in 1942. A native of Frenchville, he attended and was graduated from Madawaska High School. His father, *Maxime Chasse*, was a long-time Bangor and Aroostook agent. *G. E. Chasse* retired Sept. 9, 1983.

stepsons and six stepdaughters. Beaupre went to work for the BAR in 1917 as a trackman and retired in 1949.

Retired Trackman *Clifford C. Long*, Mars Hill, died at a local nursing home Oct. 21, 1983. He was born in Littleton March 6, 1899, the son of *Fred A.* and *Emma (Barnett) Long*. He was a charter

fall. A 1984 summer wedding is planned.

Conductor and Mrs. *John M. Anderson* of Oakfield and *John McCarthy* of Clinton, Conn., are announcing the engagement of their daughter, *Lori Ann McCarthy* to *James A. Sholler Jr.*, son of Mr. and Mrs. *James A. Sholler Sr.*, of



Superintendent L. S. Milton, left, congratulates Conductor James E. Young, Sr. on his retirement this summer. Young is a native of Bangor and entered service with BAR as a brakeman in 1948. He served in the U. S. Army from 1942 to 1946 and is a graduate of John Baptist High School. Young is married and has six children: Donna, of Fryeburg; James, a BAR brakeman from Orrington; Jody Noble, Hampden; Cordelia Breau, Charles and Thomas of Brewer. (Transportation)

Oakfield. Lori is a 1983 graduate of Southern Aroostook High School and is employed at Crest View Manor in Houlton. Jimmy is a 1980 graduate of Southern Aroostook High School and is employed by National Starch and Chemical Co. in Island Falls. No wedding date has been set.

Robin Howard, daughter of Dispatcher Philip E. Howard of Bangor and Mrs. Vera Butler of Houlton, has been recognized for the second year in succession by "Who's Who Among American High School Students". Recognition in "Who's Who" is a national honor for junior and senior class high school students who have demonstrated achievement in either academic, athletic or extracurricular activities. She is a 1983 graduate of Houlton High School.

Jacqueline Robinson Tapley of Newburgh and Robert Tapley of Hermon have announced the engagement of their daughter, Morita Eilene Tapley of Hermon, to Ronald J. Y. Levesque of Hampden, the son of Rose Levesque and Sup. Agent Yvon Levesque both of Houlton. Tapley is a graduate of Hermon High School and the University of Maine at Orono. She is self-employed as the director of Morita's School of Dance and Gymnastics and the Dancing Bear

Nursery School. Levesque, a graduate of Houlton High School and George Washington University of Washington, D.C., is employed by Lougee and Fredrick's Inc., in Bangor.

Operator-clerk Clement A. Hatt, 56, of Searsport died at a Belfast Hospital June 30, 1983. He was born in LaGrange, April 15, 1927, the son of Herbert H. and Hilma (Rand) Hatt. He was a veteran of World War II, served with the U.S. Navy and was employed by the Bangor and Aroostook Railroad. He is survived by his wife, Anne; one daughter, Jane, one son, Stephen, all of Searsport; three brothers, Gordon of Rockwood, Tenn., Herbert Jr. of Brewer and Carroll of Bangor; several nieces and nephews. Funeral services were held at Youngs Funeral Home with the Rev. Charles Brown, Sandy Point Congregational Church, officiating. Burial in Woodlawn Cemetery, Brewer.

Kelley Woodard of Derby and Michael Carroll of West Seboeis were married Aug. 5 at the United Baptist Church at Milo by the Rev. George Gifford, assisted by Father Martel. The bride is the daughter of Conductor and Mrs. Harold Woodard Jr. of Derby. The groom is the son of Chief Dispatcher and Mrs. Patrick Carroll Sr. of Bangor. The bride's attendant was her sister, Lorrie Gerrish of Brownville. Michael Harmon of Brewer was best man. Ushers were Patrick Carroll Jr. of Stafford Springs, Conn., brother of the groom and Mark Nelson of Houlton. The bride is a graduate of Penquis Valley High School in Milo. The groom is a graduate of Bangor High School and works in the transportation department of the Bangor and Aroostook Railroad. The couple spent their honeymoon on a trip to Nova Scotia via the Bluenose Ferry. They reside in West Seboeis.

Janice Danielle Roberts of Derby and Gerald Ernest Forrest Jr. of Sebec were married Aug. 6 at the First Congregational Church in Dover-Foxcroft by Pastor Oliver A. Nason. The bride is the daughter of Conductor and Mrs. Edwin L. Roberts Jr. of Derby, and the bridegroom is the son of Gerald E. Forrest of Brownville and the late Roberta L. Salama. The bride was escorted by her father and by her twin brother, Jeffrey S. Roberts of Brewer. Sharrlyn B. Parsons of Carmel, sister of the bride, was matron of honor. Bridesmaids were Lynn Black of Belfast, Florilla Heal and Kelley Sawyer, both of Milo, and Louisa Ames of Sebec. Jennifer Lynn Parsons of Carmel, niece of the bride, was flower girl. Best man was Paul D. Forrest of

Sebec, brother of the bridegroom. Ushers were Stephen P. Roberts and David A. Roberts of Derby, brothers of the bride, Wayne Nason of Sebec and Robert Salama of Sebec, brother of the bridegroom. Ring bearer was Jonathan Stevens of Dover-Foxcroft. The bride is a 1979 graduate of Penquis Valley High School in Milo and is a student at the University of Maine at Farmington. She is a student teacher at Foxcroft Academy in Dover-Foxcroft. The bridegroom is a 1977 graduate of Foxcroft Academy and is employed by Dexter Shoe Company in Dexter. Following a honeymoon in the White Mountains of New Hampshire, the couple will reside in Dover-Foxcroft.

Chief Clerk Grant C. Byers, 85, died Aug. 16, 1983 at a Farmington hospital. He was born Feb. 1, 1898, in Blaine, the son of Charles A. and Lottie (Ricker) Byers. He worked at the Bangor and Aroostook Railroad for over 40 years. He was a member of I.O.O.F. Lodge No. 78, Houlton, and the First Baptist Church of Houlton. He is survived by his wife, Vida Duplisea Byers of Farmington; one son, Verne, of Farmington, one sister, Mrs. Minnie Gerrish of Presque Isle; four grandchildren. Funeral services were held at the Dunn Funeral Home, Houlton. Interment in Evergreen Cemetery, Houlton.

Accounting & Data Processing

Kimberly Anne Call and David Edward Koncinsky were married July 30 at the



Mr. and Mrs. David E. Koncinsky.

Kenduskeag Union Church with the Rev. *Paul Sanford* officiating. The bride is the daughter of Revenue Clerk and Mrs. *Harold Call* of Kenduskeag and granddaughter of retired Clerk and Mrs. *Robert Girvan* of Kenduskeag and Naples, Florida. The bridegroom is the son of Mr. and Mrs. *Edward Koncinsky* of Kenduskeag. *Judy Blackwell* of Corinth was maid of honor and bridesmaids were *Peggy Grant* and *Lauren Koncinsky* of Kenduskeag. Flower girl was *Valerie Rozelle* of Kenduskeag. Best man was *Brian Koncinsky* of Kenduskeag. Ushers were *Barry Brown* of Stetson and *Michael Call* of Kenduskeag. Ring bearer was *Chad Rozelle* of Kenduskeag. The bride is a graduate of Central High School in East Corinth and Beal College, Bangor. She is employed as a secretary by the University of Maine. The bridegroom is a graduate of Central High School and is employed at Westgate IGA in Bangor. The couple resides in Bangor.

Marketing & Traffic Departments

Congratulations to Vice President-Traffic and Mrs. *Hugh Goodness* on the birth of a granddaughter *Amanda Dawn Goodness*. Amanda was born in Bangor Sept. 25 and is the daughter of *Dawn* and *Jeff Goodness*.

Joan Marie Deshane, daughter of Asst. Manager Pricing and Divisions *George* and *Ruth Deshane* and *Nicholas Brian Meszaros*, son of *Rose Britt-Hugh* of Stockton, CA and *Stephen Meszaros* of San Mateo, CA were married July 9 in West Palm Beach, FL. Maid of honor was *Terry Nazar* of Palm Springs, FL. Best man was *Dan Waters* of Sacramento, CA. Both the bride and groom are employed at The Breakers, a resort hotel, in Palm Beach, FL.

Congratulations to Manager of Pricing and Divisions and Mrs. *Garrett Lovett* on the birth of a grandson *Nicholas Michael Scripture*, son of *Ellen* and *Michael Scripture* of Bangor. Nicholas was born in Bangor July 13.



Mr. and Mrs. *Nicholas Meszaros*.

Facts and Figures

	Ten Months Ended October 31,	
	1983	1982
We received from:		
Hauling freight	\$18,867,218	\$20,921,821
Carrying passengers & express on our buses	483,914	529,509
Earnings from our cars moving on other carriers	6,857,891	7,020,483
Other operating revenues	3,963,906	4,827,626
Other income projects connected with operating our business	349,650	481,869
A total of	30,522,579	33,781,308
We paid out or provided for:		
Wages and benefits to our employees	16,019,612	17,447,486
Materials to keep our equipment running and our roadbed and structures in repair	5,503,973	6,542,771
Lease of cars and costs for foreign cars on line	3,459,355	3,134,987
Outside services contracted from others	1,577,854	2,120,334
Telephone, heat, lights, rent and other utility costs in occupying our buildings	693,308	789,817
Depreciation	1,349,318	1,500,724
Other services and charges in operating our business	800,307	936,790
State and local taxes	315,074	323,178
Interest on borrowed money	436,332	440,232
A total of	30,155,133	33,236,319
Resulting in a pre-tax income (loss) of	\$ 367,446	\$ 544,989

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

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Mary DeSapio
First Vice President
Lehman Brothers Kuhn Loeb
May 1981

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Wall Street's enthusiasm for railroad equities remains unabated since that statement was made. Despite an uncooperative economy, railroad equities have tripled in market value. Obviously, America's freight railroads are a growth industry. Last year, trains handled almost twice as much traffic as their nearest competitors. They moved it efficiently, inexpensively, reliably. This growing efficiency is the result of a massive program of capital improvement. Over the last three years, freight railroads spent an average \$3.1 billion a year on new equipment, improved track and expanding technology. America's freight railroads are investing for today and tomorrow—and increasing their share of the transportation market along the way. The railroad renaissance is welcome news—because railroads keep America running. For more information, write: Renaissance, Dept. 107, Association of American Railroads, 1920 L Street, N.W., Washington, D.C. 20036.



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