

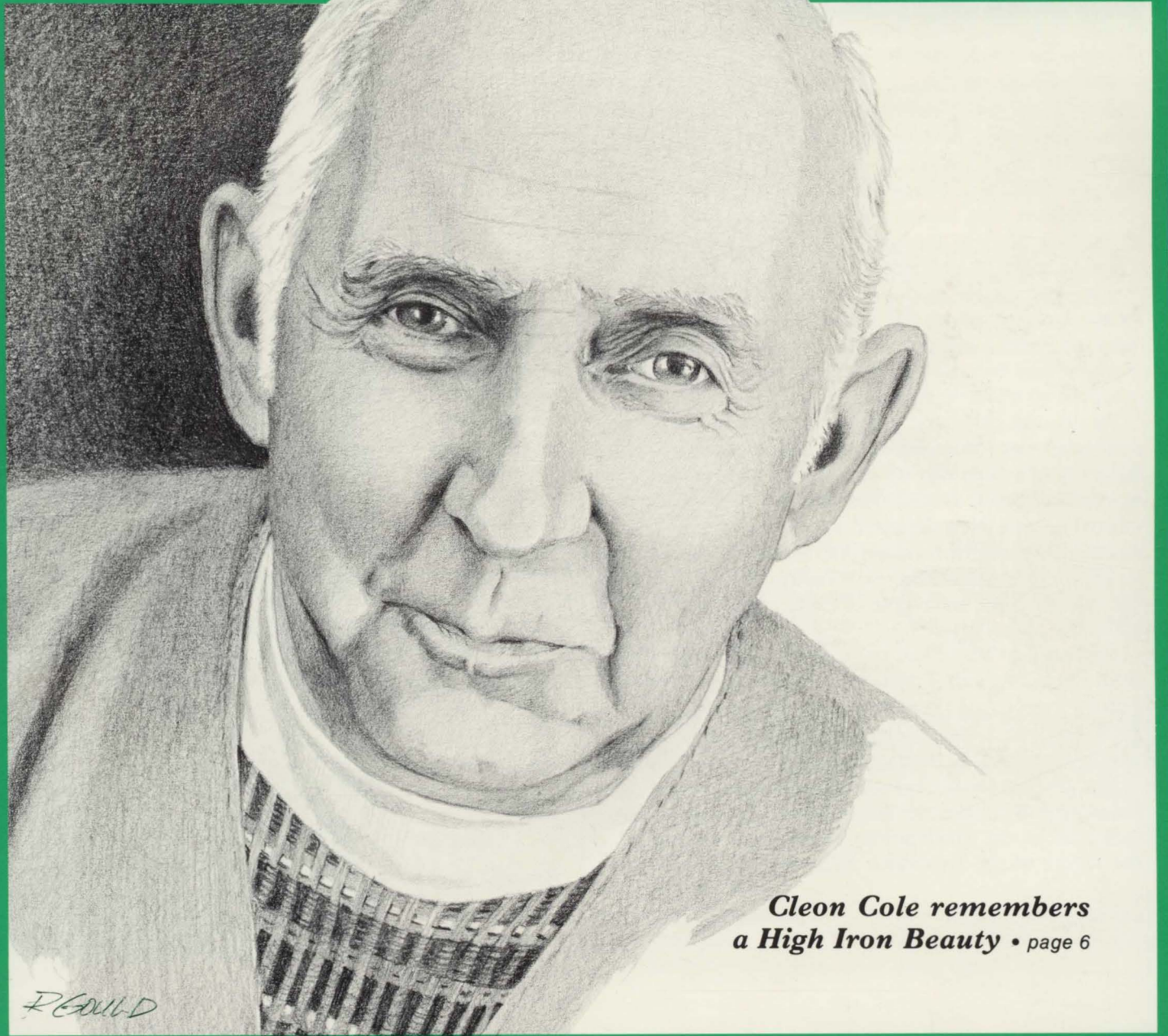
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# MAINE LINE

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A Quarterly Publication for the Eastern Maine Railway



*Cleon Cole remembers  
a High Iron Beauty • page 6*

REGOULD

## Talking it over

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To My Fellow Employees,

We have talked in this space about the greatly changed regulatory environment in which all modes of transportation now operate. We have placed particular emphasis on the challenges it presents. But it's important to remember that the new environment also presents opportunities. And an event took place in January which reflects the advantages of some of our freedoms.

The story of the Aroostook Express, which is detailed elsewhere in this issue, is one of failure because potato shippers did not use it. But it was not a failure because of the inability of the railroads involved to make it work.

Putting the dedicated piggyback train together was a valuable experience for the three railroads involved. There was a high degree of cooperation on an operational level, a condition which has not always existed among New England carriers. But the flexibility to negotiate rates that would be attractive to shippers is something new under the sun for railroads and we were able to price the service to meet the competition.

The project would not have gotten off the ground even for the month it operated without the cooperation of the United Transportation Union and the New England Labor Management Task Force which agreed to a two-member crew.

The project failed, but only because the potato industry didn't have the commitment to it that was indicated in the development stages. I do not regard the failure of the Aroostook Express/East Wind as a

failure of the railroads involved. There were, in fact, good lessons for all of us in the venture. We demonstrated that there's a willingness among the carriers to try innovative projects and that we can make those that require close cooperation and coordination work. We have also shown to other customers that use our service that we have that kind of flexibility. I also believe that both labor and management have been pleased to learn that we can work together for what's good for all of us.

So while the dedicated piggyback train was a failure economically, it was a success in terms of proving to ourselves and others what we can do. A few short years ago, none of it would have been possible.

I also believe there remains a potential for such a train serving other industries in the future. As a small regional carrier at the end of the transportation pipeline, we're going to have to run faster and be more creative to survive in a world of bigger and bigger railroads. I am convinced that we can do it if we have the will. Being small isn't all good but it's certainly not all bad. Our ability to move quickly and change directions like a quarter horse will be a great advantage in tomorrow's world. The lessons we have learned from the Aroostook Express have strengthened my conviction that we have a lot of good things going for us.

Sincerely,

*Walter E. Francis*

Winter 1984  
Volume 31, Number 1

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## News Briefs

### Safety performance in 1983 was good

BAR's safety performance for 1983 shows substantial improvement. Lost time accidents in 1983 were 15 compared with 31 in 1982. Total lost time and non-lost time amounted to 27; this compares with 45 in 1982. The 40% reduction in total accidents indicates a lot of effort by people in the field who make safety work. All departments met their safety goals and qualified for the lottery in which safety prizes were drawn. First prize, a 25-inch color television set, was won by Section Foreman Beverly Smith, Northern Maine Junction. Trackman David Ireland, Millinocket, won second prize, a microwave oven. Third prize, a 19-inch color television, was won by Conductor Hubert Furrow, Oakfield, and fourth prize, a .30-.30 rifle, was won by Conductor Kenneth McLeod, Millinocket.

### Rate reductions

Deregulation has made transportation a buyer's market and the contrast between rate increases of the last decade and rate reductions since the Stagger's Act is dramatic. The latest example in rate reductions is on paper to Boston and to Great Northern Paper's distribution centers in Tewksbury and Lowell Junction, Mass. The reduction, agreed to by both BAR and Guilford Transportation, will insure continued rail movement of 1500 cars of paper annually.

### Traffic levels up

BAR's Marketing Department reports that business continues at levels above those of a year ago with paper making a strong showing. Revenues are close to budget estimates. The weaknesses in traffic are in pulpwood and, to some degree, in bunker C oil.

On the plus side, Great Northern is exporting paper via rail in containers through New Jersey and Boston and we are getting a movement of hardwood bolts to Milo from Canada for Guilford Hardwood Products. We received our first two cars of piggyback lumber out of Hardex, Inc. of Eagle Lake. The loads were stabilized with nylon tensioning devices and were very successful.

### Special train

John Riley, the newly-appointed FRA Administrator, and his staff were guests on a special train Feb. 17 that ran from Madawaska to Northern Maine Junction. The trip was arranged for Riley to see first hand the problems and conditions faced by small regional carriers in which he had expressed an interest. Also participating were DOT Commissioner Dana Connors and Deputy Commissioner William Fernald.

### BAR sets new lumber record

Bangor and Aroostook set a new all-time record in lumber traffic in 1983, moving a total of 2,446 cars. This represents a 149% increase over 1982 traffic.



# A Great Idea...

It's easy to talk about your successes.  
Failures are a little harder.

Economically, Bangor and Aroostook's sprint piggyback train for fresh potatoes, the Aroostook Express, has to be counted a resounding failure. In a marketing sense, too, it must be counted a failure because the same shippers who said it was needed and wanted, stayed away in droves.

Since the railroad ceased to be a factor in the movement of the Maine crop in the early 70s there has been periodic potato industry interest in establishing a piggyback service. The inquiries started in earnest after the oil embargo in 1973. Sometimes, interest peaked after a truck shortage or a price increase, but it was a continuing phenomenon.

**that  
didn't  
work**

Members of Congress have been involved in the efforts and federal dollars have financed some studies. Indeed, tax dollars were involved to pay a coordinator in the latest venture.

None of the proposals really got off the ground until late 1983 when Gelco Rail Services, a large national company involved in both truck and trailer leasing and piggyback operations, became involved. Gelco brought financial strength and was willing to deal directly with potato shippers, using the railroads only to contract the transportation service. The company also solved the problem of equipment supply because it is heavily involved in the piggyback movement of fresh fruits and vegetables from

the west coast to the east. The company wanted to find a use for a portion of their fleet at a time that just happened to coincide with the peak movement of Maine's fresh potatoes.

If it sounds like an ideal blueprint to bring a plan together, it was. The equipment problem, which had seemed insurmountable the year before, was solved. Maine Central and Boston & Maine, Bangor and Aroostook's partners in the venture, had been consolidated under management of Guilford Transportation Industries, simplifying coordination of the rail transportation services. The New England Labor Management Task Force was instrumental in working out an agreement with the rail unions for a two-member crew, which helped absorb the losses certain in the startup of the venture.

There was every reason to be hopeful. It appeared that potato industry interest was high and that there was a commitment to the project. And there have been some spectacular successes in the piggybacking of fresh fruits and vegetables using sprint-type piggyback trains. Much of the west-east movement of those commodities is now piggybacked. The success of the Orange Blossom Special moving citrus out of Florida is legendary. It seemed reasonable that a portion of the Maine potato movement could again move by rail.

The Aroostook Express made its maiden trip Jan. 10 at the start of the first arctic weather of the year. The five-day service left Presque Isle at 6 p.m. Tuesday through Saturday and connected with Guilford Transportation's East Wind piggyback at Northern Maine Junction at midnight. Maine Central and Boston and Maine moved it to New Haven, arriving the following afternoon.

The rates, which had been negotiated down to bare break-even to get the project started, were competitive with truck. Delivery to New Haven was overnight. So two of the potato industry concerns about rail transportation — cost and transit time — were taken care of.

The Aroostook Express was plagued with the usual startup problems that one might expect in a new venture. But it came together in an operational sense. The equipment was available. Loading and unloading smoothed out. But the traffic level, which reached a high of 10 trailers a day during the first week, declined steadily, despite the pledges of some shippers to use the service.

Maine's first dedicated piggyback train died quietly Feb. 10, not because it didn't work, but because the people who said they wanted it really didn't. The people who market and ship Maine potatoes have

regarded railroads more as a means to keep truck rates and truck service in line than a viable transportation alternative. It's probably unrealistic, also, to expect that the handful of people who control the marketing and shipping of Maine potatoes . . . most of whom earn a brokerage fee from every truck that moves over the highway . . . actually want to change the status quo; they have a vested interest in truck transportation.

The short life of the Aroostook Express cost all of the railroads involved significant dollars. But the experience wasn't a total loss. After a decade of watching service become slower, it was a valuable lesson for the three railroads to put together a successful sprint train. A decade ago, New England railroads were hardly talking with each other and the notion of launching a joint train would have evoked considerable mirth. The railroads made some mistakes but they also gained some valuable experience that may pay off down the road. There's nothing written that there won't be other applications for another dedicated piggyback train after all . . . say, paper, lumber or frozen foods. We also discovered that railroad management and railroad labor can work together cooperatively and creatively, no small lesson for both parties.

But perhaps most important, the venture demonstrated to the transportation users that New England railroads are a vital force in the region and are using the deregulated environment creatively.

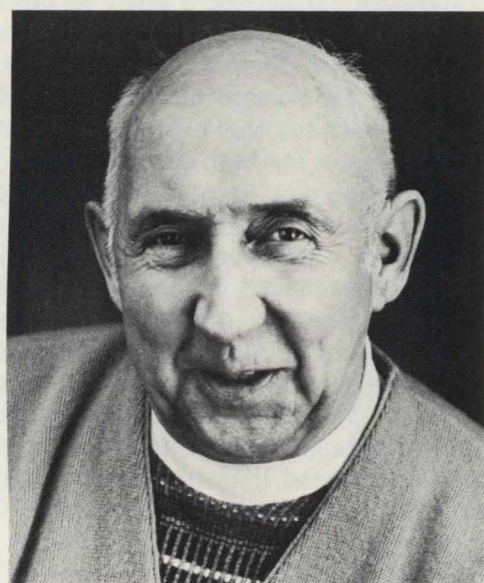
The Maine potato industry is a valuable resource to the economy of all northern and eastern Maine. It's handicapped by a feudal marketing system and its markets are declining. But it still has great vitality and ought to have the backing of all of us.

For the railroad industry, the Aroostook Express was a demonstration of that support.



# HIGH IRON BEAUTY

by Cleon Cole



*Retired Conductor Cleon Cole writes with poetic feeling about Engine 102, a Class M that was part of the age of steam. It was on this magnificent machine that Conductor Cole broke all the rules to help get the 102 and 75 refers weighing 2,250 tons over Summit Hill without doubling.*

The first time I saw her was at 7:10 A.M. on March 4, 1947. She was so beautiful in her new dress of black and silver. It was love at first sight. She was not fickle, but she had many lovers, for to know her and work with her caused all of us to come under her spell. She was the greatest! She was the BAR's Class M Engine No. 102.

If you want to place the Class M's on the rails of the late 1920s, the thirties, forties or early fifties, you must go back to the beginnings of the BAR itself.

In the early years everyone was preoccupied with the building of the road and few people alive today know what an achievement it was.

In the short space of time from December 18, 1890, when Albert Burleigh of Houlton had his dream about the road, 'til June of '92, when grading actually started at Brownville, and from then until Christmas Day of 1893, when the rails reached Houlton, just imagine what happened in those 18 months. They built a railroad 95 miles long with horses, oxen and iron men.

By 1905 much of the railroad as we know it was in place. This was accomplished by leasing several existing railroads; notably, the Bangor and Piscataquis (Greenville to Old Town), the Bangor and Katahdin Iron Works (Derby to Brownville and K.I.), the Northern Maine Seaport (South Lagrange to Searsport), and in the County they leased the Fish River Road. The Medford cutoff was built in 1907, and in 1915 they bridged the St. John River at Van Buren and tied into the C.N.R.R.

This is dream stuff. From a dream and a prayer to 630 miles of track in 25 years. I doubt if it could be done today. It would take longer just to get the permits.

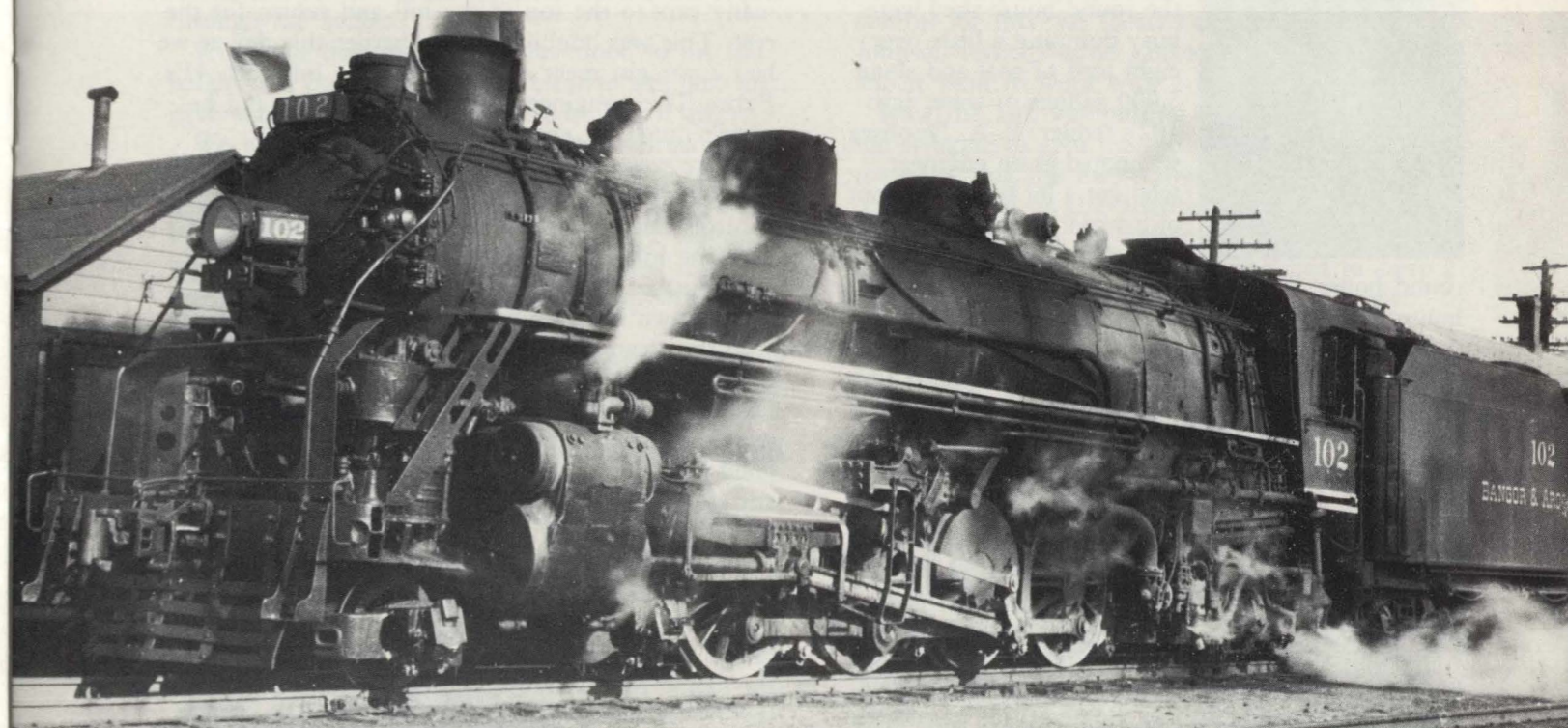
With all the rails in place, a map of the road looked like a big fruit tree with its roots anchored in the tide lands at Searsport and its branches covering the state from Bangor north.

Business was almost too good. By 1920, the company had 95 locomotives, 5,288 freight cars, 88 passenger and 98 service cars. The locomotives were mostly little teakettles and the road began swapping them off, two-or-three-to-one, to get more weight on the drivers and more steam in the boiler.

By 1927, the Operating Department was getting desperate for a heavy freight engine tailored to the needs of the road — one that could haul the big freight trains and run like a deer if need be. It

would also be used to switch the car shops at Derby or the yards at Northern Maine Junction. They needed a hybrid and they got it. This long list of requirements was handed to the Mechanical Department at Derby and their resourceful people studied long and hard. They knew the physical character of the road and what would be asked for this new engine. In time the specifications they produced arrived at the American Locomotive Works and the ball was in their court.

In 1929, the first Class M, No. 100, arrived on the line and later the other nine of them followed.



*Photo by Raymond L. Higgins from the negative collection of the 470 Railroad Club.*

They were, for their time and use, the best steam locomotives ever built.

In every run of automobiles, or rifles, or almost anything else, there's always one that's a classic. Among the Class M's, it was the 102.

I'd been with the road for 15 months that morning in '47. And for all that time and before, the 102 had been in Derby shops undergoing a complete general overhaul. They had taken her all apart and put her back together again and she was better than brand new. They had bored out her cylinders to all the oversize they'd stand. They had dismantled her tires and ground them down thin. Every nut, bolt and rivet on her had been inspected. She was as near perfect as man could get her.

When an engine was outshopped after a lot of work such as the 102 had undergone, the company always sent it down the Searsport branch so Dewey

Richardson could break it back in. He was claimed to be the best man with an engine that the company had. I never heard anyone doubt it. Dewey had the 102 for five weeks and now we would take her to Oakfield on her first long run after overhaul.

As we made our way across the Maine Central tracks, I couldn't take my eyes off her. She was easy to see, being of 105 feet long, and was not lightweight, having a dry weight of 318,500 lbs. Her main driving wheels stood 5'3" high and put out a tractive effort of 49,200 lbs. Under the cab there was a single-axle booster engine that could be used

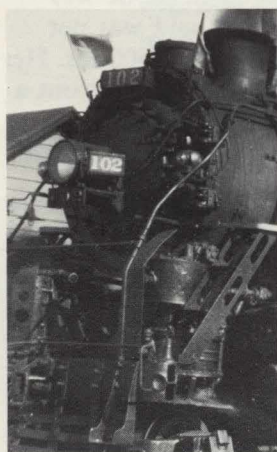
at low speeds and put out a big 11,000 lbs. of effort.

The tender carried 12,500 gal. of water and 18 tons of coal. She had been given a new coat of black and the sides of the running boards and tires, as well as her name and numbers, were in silver. This held true for all of her moving side rigging as well. But with all this weight and bulk, she stepped out like a toe dancer.

We were a pool extra crew running on Train 43's time. Conductor was Vic Rideout, Engineer, Perley Duplisea and his son, Wayne, was fireman. That left Frank Bell and me as brakemen. Bell had guided the engine out of the house and onto the buggy and now, with orders completed, we went down through the hole and up to Hermon. No loop in those days.

Bell and I would swap ends at Millinocket. We got out without trouble and some 40 minutes later

# High Iron Beauty



we breezed through South Lagraange. We had a meet at Binneys and got a high ball right through. Had another one at West Sebocis, cross over at the board and got a high ball there. Millinocket next. We hauled into the yard at Millinocket and I dropped off to line up the switch behind us. At the round house they were busy dumping a little over eight tons of coal and about 5,000 gallons of water into 102's tender. P. A. Duplisea was noted as an engineer who got a lot of mileage out of his coal and water. Also, he was well liked by the

round house crews so that his engines always left the house with all the coal they could pile onto them.

As we left the yard through the crossover north of the bridge, I was now seated behind Perley and my best view was of his back. There were no points on him; he was built round everywhere and his Whitefields fit without a wrinkle, clean and good to look at. In years to come I would grow to love this man. His wife had died shortly after his only son was born, and now that boy across the cab had one leg shorter than the other and had made a lot of trips to Massachusetts for treatments and pain was a constant companion. Perley's work kept him out under the stars a good part of his life and he had made quite a study of them. Some of this knowledge he gave to us as time went on. He would fire the 102 for the rest of the trip.

I turned my attention across the cab to where Wayne sat at the controls of the 102; a more unlikely candidate to handle this great machine I never did see. I weighed 135 pounds then and knew he was lighter than that. His face was a study in peaches and cream, without a hair on it. His pale blue eyes were surrounded by long, gold-tipped lashes. He was so small that he didn't sit on the seat but rather leaned against the front of it. He wore long leather gauntlet gloves that went up his arms so far I didn't think he could bend his elbows. But looks are sometimes deceiving.

Now as we crossed the little bridge north of Bowdens, he closed the throttle a little and brought the Johnson back a little more toward center. I knew he wasn't going to fool with the air going down Hardscrapple.

The train, now with our Millinocket pickup,

consisted of 75 refers and was supposed to weigh 2,250 tons. But I knew that we had some ice cars back there that would make this considerably more weighty.

The Class M's were rated at 1,700 tons over Summit Hill, and a doubling train (one that had to be split for two trips over the grade) was 2,250 tons. This meant that with our train we would run up the hill as far as possible, dropping me off as soon as we slowed down enough. When the engineer gave me slack enough, I'd pull the pin and we'd take that many cars to the top of the hill and return for the rest. This was doubling, made harder this day as we had a straight meet at the top of the hill with 41's Extra. Their engineer was Danny Leavitt and he wasn't noted for speed.

There was another way of doing this whole thing, but it required a damned good engineer at the controls. How I wished that Perley would take 'Her' over the hill. To do things this way, you had to start putting it all together while you were still going down Hardscrapple. If the fireman could provide the steam, the rest of it was all up to the engineer. The thing was to get the train rolling as fast as it would go and stay on the rails and run it over the hill without stopping. With a dry rail, a good hauling train, the best engineer you could find and a great deal of luck you could do it. I felt that we had a couple of these things going for us.

As we rounded the curve out at the approach light at milepost 108.56, I was up on my knees on the seat, more than half of me out the window looking back, inspecting the train where I could see the length of it. And then turning forward, watching the 102 as she danced down the grade, the pale winter sun flashing fire off her great side rods and valve gear, the smooth tires making scarcely a sound as they ate up the track. The booster under the cab growling as always at having to make the trip at all.

Now we were down to the 112 M.P. Wayne had the Johnson almost up to center and the throttle halfway out. As I glanced over that way he pulled it another three notches and I began to think of the curves at Grindstone.

The curves at both ends of Grindstone bridge are the sharpest allowed by law on mainline track in the USA. At that time, the rules said that 40 miles per hour was maximum.

By now we were by the 112.50 and I saw Wayne ease the throttle out one or two more notches. The telegraph poles had long since begun to resemble a picket fence and the scrub evergreens that dotted the swale grass beside the track looked more like a sculptured rug than individual trees.

As we approached the curve south of the bridge, I knew she'd never make it and I, in the few moments I thought left me, tried to make up for the transgressions of a lifetime. The pilot wheels slammed into the elevations of the high rail and the flanges grew a trail of sparks like a blast furnace. The noise they made sounded to me like a death wail. The nose of the engine seemed to head for the sky as the pilots tried to turn her. When I thought all hope was gone they did their job and the 102 rolled into the curve and began to thread the needle through the bridge.

When she flattened out Wayne stood to his full height and pulled the throttle clear to the pin, then gave another tug just to be sure he had it all.

We went tearing through the little railroad settlement at Grindstone. I went to wave at the section men there and found that my hand wouldn't move. I found I had a death grip on the window ledge and my hand was white to my sleeve. I pried my fingers loose as we went down the long straight to Hay Brook.

By the 116 M.P. our forward progress started to slow dramatically and Wayne gave up his notches on the Johnson bar. The Johnson gear on a steam locomotive controlled the valve that supplied steam to the piston head. When it was up center it gave very little, but when down in the corner it fed

steam for almost all the travel of the pistons.

As the 102 began to work on the real grade, Perley had the water glass full to the top. Looking over the specifications today, I read that the M's carried 240 lbs. steam pressure. I remembered it as more but, at any rate, Perley had the needle right on the line and it never moved from the bottom of the hill 'til we reached the top.

When we had traveled about six telegraph poles distance past the 117 M.P., our speed had dropped to where the booster could be put to work. The control for this was located on the side of the Johnson lever. Wayne yanked this up into position and it went to work with a vengeance.

Now the 102 was putting everything it had into the struggle to gain the top of the hill. Her exhaust roared setting the forest atremble. The stoker was dropping coal on the distributor plate where the jets would pick it up and spread it over the entire 66 sq. ft. of grate area. Perley now had to swap a little water out of the glass to keep his steam pressure on the line.

I can't describe the feelings we experienced traveling up that long, long mile between the 117 and the 118 in the Class M's which unfeeling dispatchers always overloaded. No other place I've ever been could I see a man become so much a part of the machine he was operating.

On this trip I looked over to see how Wayne was doing and the boy that had sat there as we started up the hill was gone. He had become part of the engine, half standing and half sitting. His left hand was on the throttle high over his head, ready to close it if she should slip. She didn't. His right hand was trying to shove the Johnson further into the corner. His foot was resting on the treadle that kept the demon that the booster had become somewhat under control. And, yes, his eyes were glassy with excitement for during those few minutes he was heart and mind to this great machine.

As the 102 marched by the 118, Wayne sent two longs and a short blast from the whistle echoing over the forest to call our meet with 41's Extra. But we all knew they wouldn't be there. This left it up to me. We couldn't stop to line the switch for we'd never be able to start again with so much of the train still on the hill and we had to get it into the siding.

There was only one way to do it. Illegal and risky as anything you'd want to try. I crossed the cab and went out the window behind Wayne. My feet found a pipe that ran around beneath it and, hanging on for dear life, I worked my way up onto the running board that extended from the cab to the front of the engine. A set of steps now took me down front of the engine to the top of the cow





## High Iron Beauty



catcher which had two stirrup steps built into it. Finally, I stood in the bottom one facing up the track which was still going under me at an alarming rate.

This had to be done just right; there were no second chances. Wayne would have to reduce speed

enough so I could jump off in front of the engine without going under it. No one could see me where I was down front so wouldn't know when I decided to go. The snow was very deep that year and all I could see of the switch was the light and target on top of its long staff. It was shoveled out around the base, of course.

I stood there watching the switch come nearer as our speed kept dropping. Judging the time as about right, I jumped straight out ahead of the engine and took off running. Now my inseams only measure 30 inches and I was burdened with a wool unionsuit and pants, overalls, sweater and frock, shoes and heavy overshoes. I never could run very fast but the thought of what was behind me was very inspiring and I arrived at the switch in good shape. I palmed the lock, drove the key in and turned it all in one motion. I threw out the lock, grabbed the handle and brought it up and over. The point came against the stock rail with a nice slap and the pilot wheels went by me while I replaced the lock. I turned to face the engine and the great drivers did a right flank in passing. Just forward of the cab, the firebox sent out a wave of heat that almost sent me reeling. I put up a left hand and the grab iron came into it. Perley was at the top of the gangway to grasp my collar and help drag me up.

"Good job, boy, good job!"

We went in the siding, closed up behind us and 20 minutes later 41 came along. We then hauled out, lined up again and took off for Oakfield.

*(I was reminded of what happened to Engineer Charles Hartford about three weeks before our trip. He was teaming engine 100 up over Summit with a heavy train and was somewhere between the 117 and 118 with Walter Seavey firing for him. Seavey sat over on his side of the cab watching Charley working the sander valve handle back and forth – back and forth and finally yelled across the cab at Charley.*

*"Charley, we haven't got any sand left you know. We ran out a long time ago."*

*Charley just gave him a glare and said, "You*

*damn fool, I know it, but I haven't told her yet." He kept on working the handle back and forth, talking to the engine and himself, and I'll be darned if he didn't go over the top without doubling.)*

Now we were leaving Summit for Oakfield.

No. 2 had gone down the main line while we were still on the cutoff. They were by West Seboeis at 10:37 A.M., just two minutes late. We picked up a 19 order at Sherman and hauled through the siding at Island Falls around No. 8. They were on time at 5:16 P.M.

Then up the hill to Dyer Brook and down the other side to Oakfield and thus to the end of the trip. We dismissed at 6:30 P.M. Eleven hours and 40 minutes on duty. We'd report again eight hours later for the trip south.

I guided Wayne into the roundhouse and as I walked back by the 102 gave her a friendly slap on the tender, remembering how she had panted like a winded runner at the north end of Summit and how noble she'd been all day.

The Class M was so well balanced that they didn't jump around, just ran straight with hardly a ripple. They would run themselves down the double iron, as the sky began to show light in the east, giving an exhausted crew a needed break before reaching Northern Maine and the work that awaited them there.

The Class M was, to those who knew them, a machine of rare beauty and power. The most beautiful sight ever for me was to see one of the M's getting underway at the tower in Northern Maine Junction after being held a while on a frosty morning. The engineer would have the cylinder cocks open and they would drive a jet of steam into the woods on both sides of the rightaway while the exhaust would build a column of smoke and steam that seemed to balance the overcast at its top. And, as for the company, they had the best general purpose steam locomotive for its weight that was ever built, and they had the wonderful men to run them. Men who could work 16 hours on and eight off day after day, seven days a week, week after week. And they never seemed to miss a signal given by a trainman a half mile away waving a timetable or kerosene lantern.

The M's have been gone for many years now and most of their wonderful Hogggers have followed. But on clear mornings I go down back of my garden and look out across the flat lands to Mt. Katahdin and in my mind's eye I see two converging columns of smoke and know that Wyman and Blair are bringing 55 and 56 into Norcross for a meet. I wipe away the moisture and know it's only memories.

Memories I wouldn't swap for gold.

# The End of An Era

A proud and colorful era in northern Maine transportation ended Jan. 21 when Bangor and Aroostook carried its last passenger. For 90 years, since the tracks were pushed through the northern forests, the railroad has been in the people-moving business. When the Bangor and Aroostook bus pulled into the Bangor terminal on a cold, bright Saturday morning and the last passenger stepped off, it was a painful moment for Driver George Clark who had been driving the route for the past 23 years.



*In the heyday of the Highway Division, Bangor and Aroostook buses made the circuit from the picturesque St. John Valley, shown above, to Bangor each day.*

# The End of An Era

The occasion was a sad one, too, for a management that had worked hard to continue the only public surface transportation between Bangor and the County. During the past year, the run to Fort Kent had been lopped off and an express schedule instituted in order to bolster flagging ridership. But an ambitious advertising program and an accelerated schedule did little to stem the losses of the road's Highway Division and the only option was to cut the mounting operating losses.

Vice President-Operations Linwood W. Littlefield spoke for the management and the employees in

announcing the discontinuance of the service.

"We think we've done a good job in serving the county for the past 90 years," he said, "but the bottom line is that there's very little demand for surface passenger transportation in northern Maine."

Before public highways reached their present excellence, rail passenger transportation was a life-line for the people who lived in northern Maine. Even when highways had improved in the 40s and 50s, there was still a certain demand. Difficult as it is to believe, there were many families then who couldn't afford an automobile. The passing of Bangor and Aroostook's Highway Division may be a comment on our prosperity, television pundits and politicians notwithstanding.



Service awards were presented to members of BAR's Highway Division at the end of the scheduled service. Seated are: Drivers Clark Crane, Jack Branscombe, Joe Crandall, Les VanTasel and Ralph Foster. Standing are: Mechanic Vaughn Moody, Clerk Ron Faunce, Drivers George Clark, Bill Dietz, Vern Herschell, Helper Linwood Currier and Mechanic Ray Sanborn.

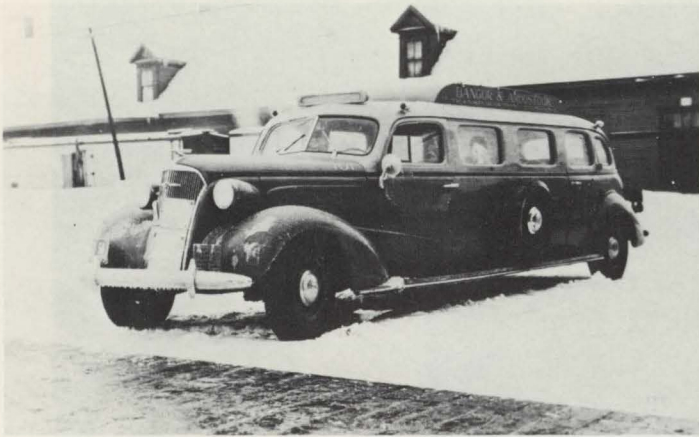


During the waning days of Bangor and Aroostook's bus service, near empty buses were the rule on many runs as reflected in this photograph made recently.

Bangor and Aroostook started its Highway Division in 1936 when it discontinued passenger trains on some branch lines. Later, it expanded the runs to include main line service to Bangor from almost all points in Aroostook County. In 1961, when the last passenger trains faded into the sunset, the bus became Aroostook's only public surface transportation.

Littlefield says that the service was never a bona fide profit center for the railroad, but it was never a big loser, either, and the railroad subsidized the losses as part of a perceived public service commitment. For the past five years, losses mounted in spite of a subsidy from the Maine Department of Transportation.

There grew up among the employees of the



Some of the Highway Division's earlier equipment, buses No. 101 and 102, reflect the long history of the railroad's bus service. While the records don't indicate it, 101 appears to be a stretched out LaSalle and was photographed in Van Buren.

Highway Division a wonderful tradition of courtesy and service. For charters, regular customers would often ask for the same driver year after year. Most were as competent as native tour guides in the major cities of the east.

The drivers took a deep pride in their competence and in their reputation for unflappability. And other railroad employees did, too. It was said that when you stepped into a B & A bus you stepped backward to a more gracious time when people were treated with civility.

There have been moments of high drama, as when the late Frederick B. Lunt fought his way through



Like the U. S. Postal Service, the BAR Highway Division was not easily discouraged by blowing snow, sleet or rain as this early photograph, bus 102 on the Caribou Road outside of Van Buren, shows. Drifts of snow reach halfway up the telephone poles and nearly to the tops of the bus's windows.



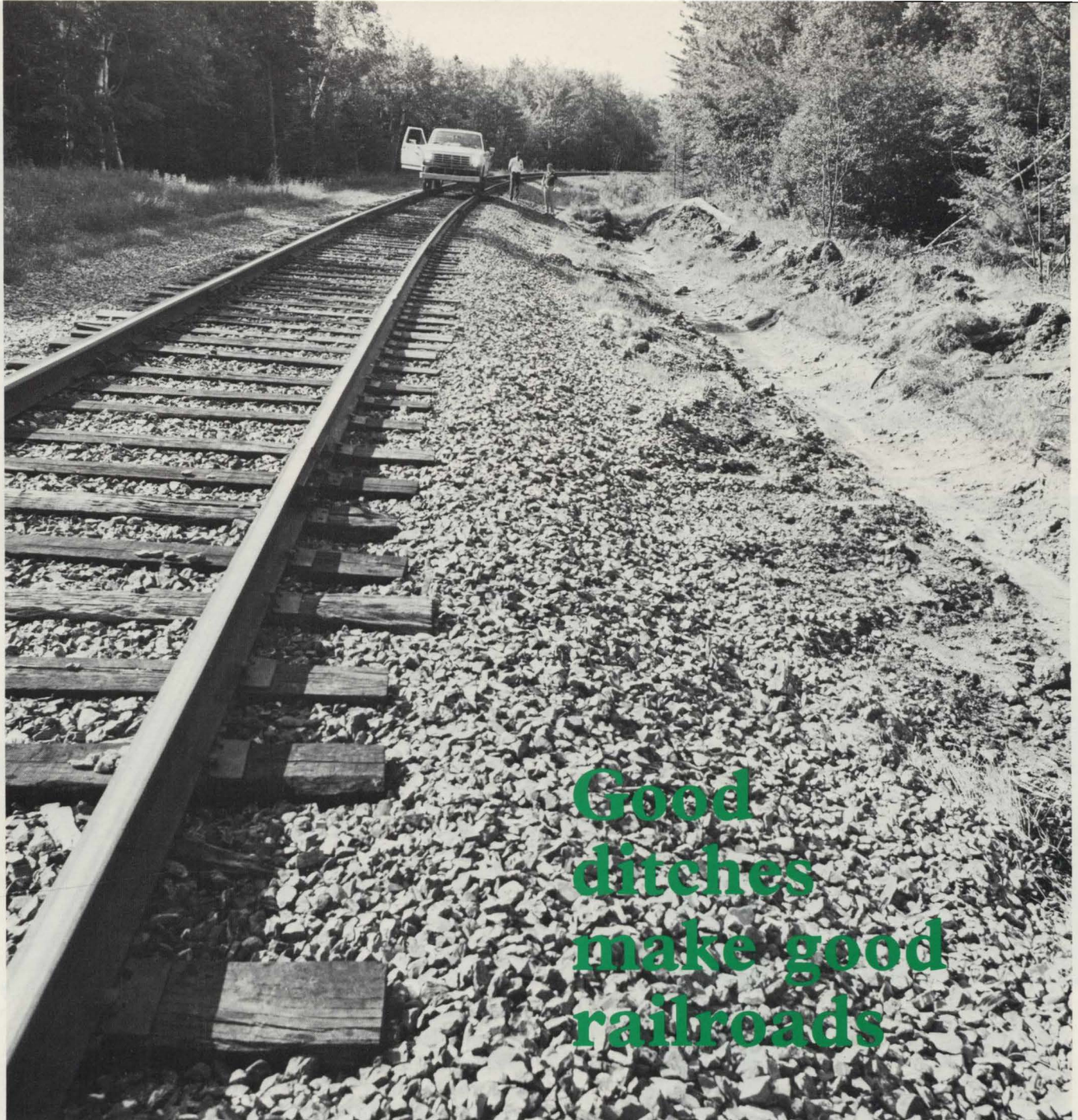
Bangor and Aroostook's charter buses carried Maine passengers to the far corners of the nation. Here, a Bangor and Aroostook charter bus is pictured in front of New York's United Nations Building.

an Aroostook blizzard to get a Limestone woman to the Presque Isle hospital in a close race against the stork. And then there was the time that George Clark had his bus stolen and wrecked by a joy-riding teenager who managed to hotwire it. He says it was only amusing in retrospect. It wasn't uncommon for drivers to drop off a paper or a package at some isolated home on their routes. Their friends were legion.

When it became obvious that the operation was in trouble, the employees made concessions, holding the line on wage increases and putting even more of themselves into their work. The drivers have been the principal asset of the Division over the years and the railroad's files bulge with testimony of their courtesy and professionalism.

In the end nothing – not the stubborn commitment of management and employees – helped and the service ended. It was a casualty of the super-highway and the automobile. Perhaps even America's prosperity.

But for the 48 years it lasted, the service was provided with commitment and a touch of class.



## Good ditches make good railroads

*There's an old railroad adage that says you cannot have good railroad track without good drainage. Superintendent of Track Leo Fournier and Assistant Engineer Fred Lancaster stop to inspect work just completed by the railroad's new ditcher.*

It's hard to believe an operator could become so skilled at manipulating a 60-inch bucket at the end of a 32-foot telescoping steel shaft attached to a 43,000-pound machine that he could dig parallel ditches to railroad tracks within a one-inch tolerance. Jeff Lawlor can do it and make it look easy. So can three other Engineering Department employees who are qualified to operate BAR's newest piece of maintenance of way equipment. Andrew St. Amant, Wayne Lunn and Harold Voisine were the other three chosen for their aptitude to be trained on the

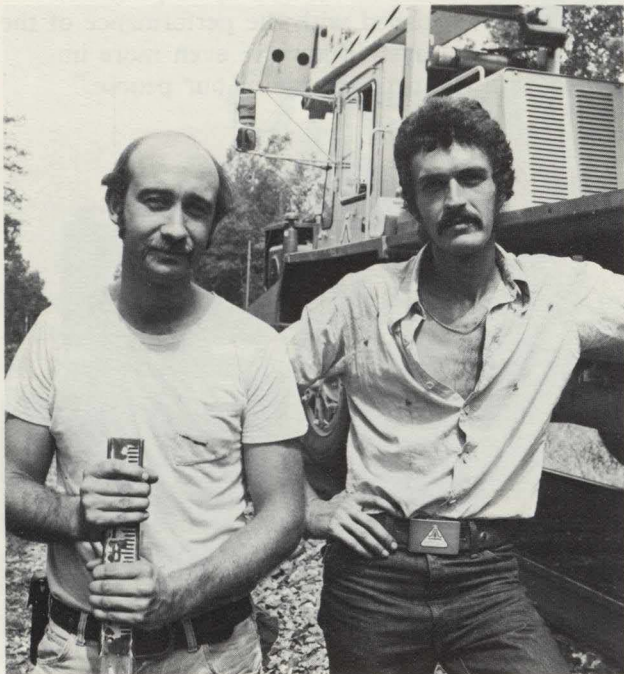
\$226,000 Gradall ditcher that went into service June 21, 1983.

"The equipment is very sophisticated," says Superintendent of Track Leo Fournier, "but operator skill is the critical factor. It's all hydraulic, too, and needs about a half hour a day of routine maintenance which the operator performs. Without the ability to appoint operators we wouldn't have made the decision to spend such a sum of money on the equipment."

There's an old railroad nostrum that says you



*Jeff Lawlor takes a sighting on the track to determine the proper depth of the ditch, while Andrew St. Amant operates the controls of the Gradall.*



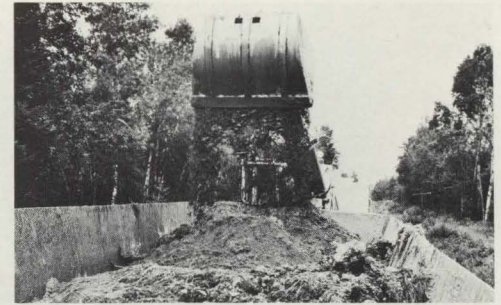
*Jeff Lawlor, left, and Andrew St. Amant, right, are one of the two-person crews who operate the 43,000 lb. machine. The acquisition of the \$226,000 Gradall ditcher represents a long-term commitment to an accelerated ditching program, says Vice President-Operations Linwood W. Littlefield.*

cannot have good track without good drainage. And it follows that you can't have good drainage without properly-maintained ditches. The acquisition of the Gradall represents a long-term commitment to an accelerated ditching program, according to Vice President-Operations Linwood W. Littlefield.

The new equipment replaces a Model 40 Burro crane with cable operated bucket and a bulldozer. As Fournier points out, the track-mounted Burro crane and bulldozer made quite adequate ditches but could only dig a ditch that duplicates the profile of the rail. The Gradall, which is faster, can produce levels independent of the rail profile because of its telescoping boom.

The 21-ton unit is powered by a gasoline engine which enables it to travel over highways at posted speeds. The excavator unit is driven by a large diesel which powers the high-capacity hydraulics. One of the advantages of the Gradall, Fournier says, is the ability to move it anywhere on the system over the highway within 24 hours.

It took the four operators, all of whom were picked for their dexterity as heavy equipment operators, about three weeks to reach production levels that Chief Engineer Vinal Welch was looking for when he recommended purchase of the expensive machine.



*The unit carries its own air compressor for braking and the work equipment includes a side-dump car to dispose of ditching material.*

*After the ditching crew has removed a carload of material, it is dumped at a position on the track where additional fill will not hinder drainage.*

But the operators and Foreman Bob Huston ditched 185 miles of track from Searsport to Squa Pan on the Ashland main line before cold weather shut their operation down for the season. The same crews will start out again in the spring as soon as weather conditions permit.

After ditching operations ceased, a brush cutter was mounted on the Gradall in place of the bucket and the crews found that they could clear both sides of the right-of-way at the rate of about four miles a day.

"The brush cutter won't totally eliminate contract spraying for brush control," Leo Fournier says, "but it will lessen it substantially."

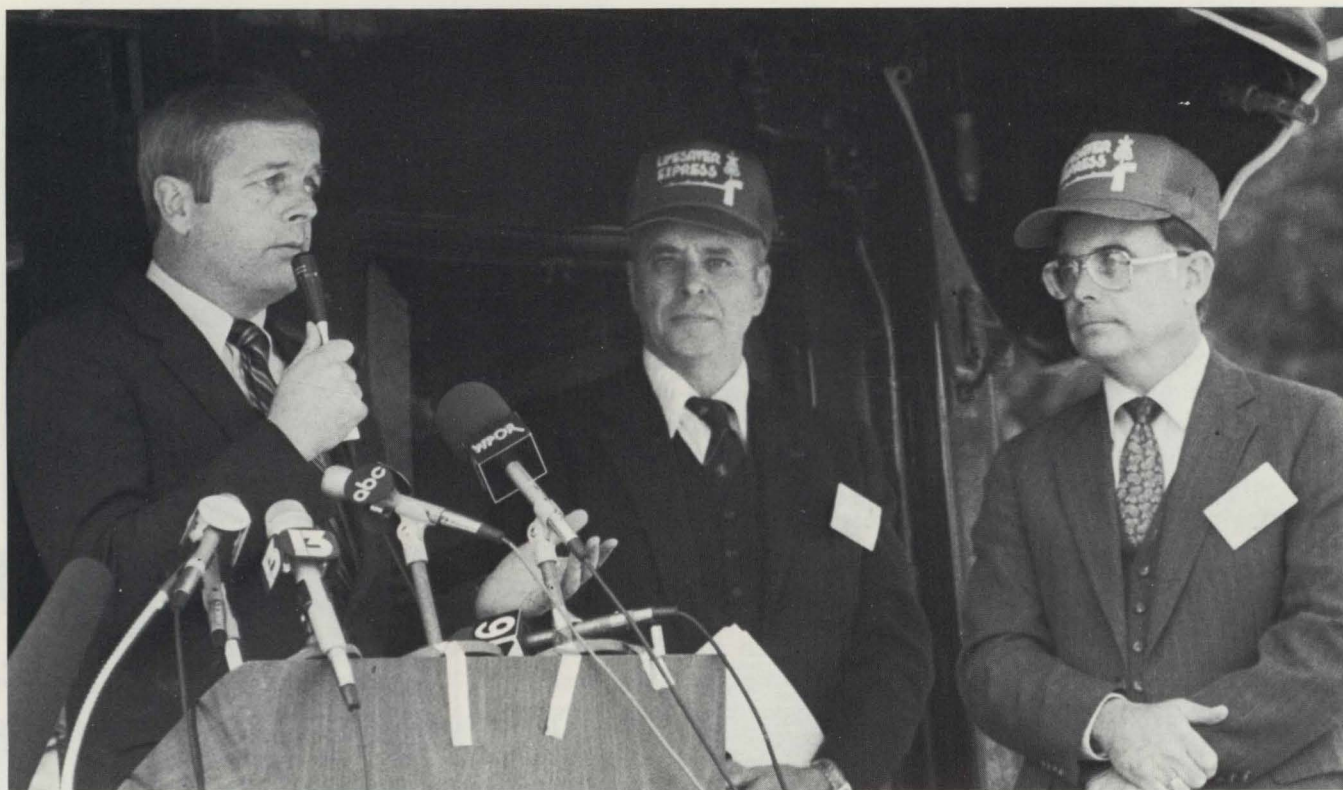
The Engineering Department people hope that by the time the '84 maintenance season ends, the ditching crews will have made a complete cycle of BAR's main line tracks. After the first season's work, Fournier is convinced the concept of specialized crews and a continuing program will pay off in better roadbed.

Littlefield believes that upgrading of the program with state-of-the-art technology and specialist operators represents a long-term commitment by BAR management to its maintenance program.

"We're very satisfied with the performance of the equipment," he says. "But we're even more impressed with the performance of our people."



*After the ditching season is over and the ground is frozen, the Gradall unit becomes a brush cutting machine, pictured above, and can handle about four miles a day until the snow becomes so deep that brush cutting is not practical.*



Governor Joseph Brennan kicked off Maine's Operation Lifesaver program on a special train in October of 1982. Brennan compared the Operation Lifesaver program with Maine's effort to get drunk drivers off the road and has been a strong supporter of the program. Pictured with him are Maine Operation Lifesaver Coordinator Richard Sprague, center, and Bradley L. Peters of Maine Central who organized the program.

## Maine Operation Lifesaver is working

As long as highways cross railroad rights of way there will always be the potential for automobiles and trucks to run into trains.

But one group of concerned people in Maine believes that a program of public education can significantly lessen railway grade crossing accidents. The Maine Operation Lifesaver Committee, part of a national movement sponsored by the National Safety Council, has been organized and carrying out an ambitious public information program for a little over a year. The results are encouraging.

After 15 months of activity, the number of crossing accidents are down 24% and injuries are down 17%. The statistics for 1983 do point out one dramatic fact that Operation Lifesaver speakers strive to bring home to their audiences: nearly half of all crossing accidents reported in Maine last year occurred at highway grade crossings protected with warning devices that had flashing lights and bells. So, if even the most elementary precautions had been taken by drivers, nearly half of Maine's crossing accidents could have been avoided.

Another interesting statistic that emerges from 1983's records is that only one woman driver was involved in a grade crossing accident, a fact that probably won't surprise veteran traffic officers. There was also a sharp decline . . . 53% . . . in rural accidents. The two age groups which showed the greatest improvement were from 21-30, which has an 80% decrease from the previous year, and the 31-40 age group with a 67% decrease. The over-60 group showed the greatest increase.

In the past 15 months the Maine Operation Lifesaver Com-



## Operation Lifesaver, cont.

mittee has produced a series of public service television safety messages that have been shown on Maine stations and the same kind of safety message for radio. They have been widely used by the state's media. But the real heart of the committee's work is the speaker's bureau which is responsible for making presentations to service clubs, schools, snowmobile clubs or virtually any organization that can guarantee an audience of driving age.

The State of Maine participates actively through the Department of Transportation, the Motor Vehicle Division, Department of Education and the Department of Public Safety. All Maine railroads are active as well as the

Maine Chiefs of Police Association, Maine AAA, United Transportation Union and the Federal Railroad Administration.

Operation Lifesaver speakers stress the traditional precautions for crossing railroad tracks; looking both ways and listening for a warning whistle. Crossing accident statistics indicate that virtually all crossing accidents are caused by driver inattention. In many cases, a driver involved in a crossing accident regularly uses the route. The Operation Lifesaver message is that anyplace you see railroad tracks you're likely to see a train and, by observing a few simple rules, you need never be involved in a crossing accident.

## Mileposts

### 35 YEARS

Leo R. Bustard  
Philip F. Kittredge  
Adrian L. LaPointe  
Charles W. Russell

### 30 YEARS

Calvin P. Bachelder  
Donald R. Barrett  
Jack M. Branscombe  
Willis C. Glew  
Vernon E. Holyoke

### 20 YEARS

Phillip A. Barden  
Thomas R. Brissette  
Harold L. Call  
Gerald F. Carey  
Richard E. Havey  
Carlton F. Lane  
Donald W. Smith  
Richard S. Williams

### 15 YEARS

Douglas C. Anderson  
Elude Collin  
Leo E. Fournier  
George R. Gavard  
Eugene A. Huntington  
Reno A. Nadeau  
Harry J. Rancourt

### 10 YEARS

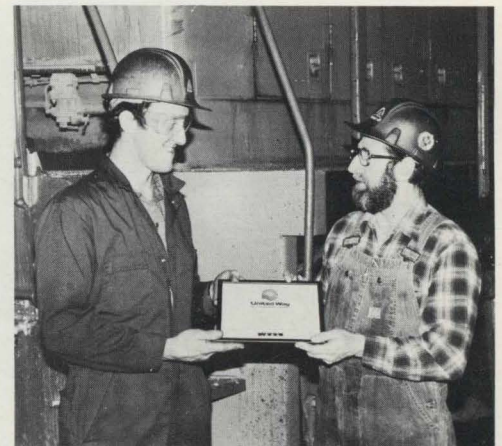
Michael G. McCluskey

## United Way Honors BAR Employees

*United Way campaigns in areas served by the railroad found railroad employees active and involved in this vital community effort. In the United Way of Aroostook County, Pulpwood Inspector John Lajoie headed the railroad's activities and was recognized for his efforts for the second year. In the United Way of Penobscot Valley, the railroad's union employees were recognized by the United Way for their contribution to the record 1983-84 campaign.*

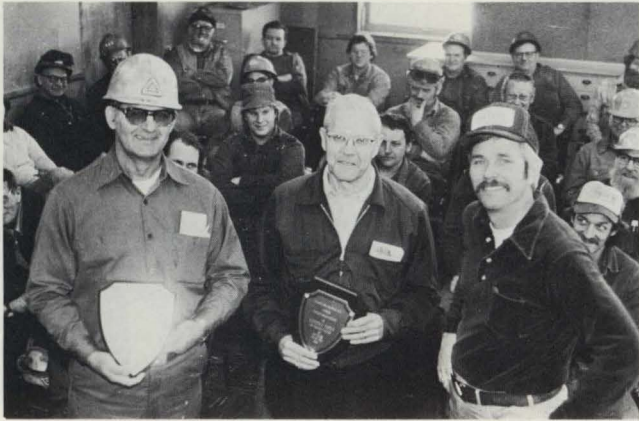


*BAR Pulpwood Inspector John Lajoie, left, and United Way of Aroostook Coordinator Patricia A. LeBlanc, add up railroad employee contributions in that campaign.*



*Electrician Tim Moran, a loaned executive to United Way of Penobscot Valley and next year's in-house campaign chairman, presents the Penobscot Valley United Way award recognizing the railroad's union employees to Machinist David Finley.*

# 40-Year Safety Awards



*Pictured left to right are Foreman J. J. Willinski and Clerk Kenneth Foster who received awards from Marvin McBreairy, assistant chief mechanical officer and safety representative for the department.*



*Electrician Neil Decker, retired since the photograph was made, and his son, James N. Decker, also an electrician, are pictured with the elder Decker's 40-year safety award.*

In most of American industry, employees don't work for 40-year periods as many railroad employees do. But since railroading, by its very nature, is probably more hazardous than many manufacturing industries, it's even more unusual for an employee to complete an entire 40-year career without an accident. But six Bangor and Aroostook Mechanical Department employees did just that and have received recognition for the achievement. They are: Car Foreman-Wreckmaster John J. Willinski, Derby; Clerk Kenneth Foster, Derby; Electrician Neil Decker (Retired), Derby; General Car Foreman Charles S. Burgess, Northern Maine Junction; Clerk Chester Michaud, Millinocket; and Clerk Owen Henderson, Northern Maine Junction.



*Foreman Charles S. Burgess, right, receives his 40-year safety award from Chief Mechanical Officer Harold Hanson at the same time that he received his 40-year service award from the railroad.*



*Clerk Owen Henderson, right, receives a 40-year safety award from Chief Mechanical Officer Hanson.*



*Clerk Chester Michaud, Millinocket, receives a 40-year award from McBreairy at Millinocket.*

# In the Family



Roland H. Boutilier

## Mechanical & Stores

Carman Gang Leader *Ronald H. Boutilier*, Oakfield, retired November 30, after 43 years with the railroad.

He was born March 22, 1921 at Houlton and attended Oakfield schools and Aviation Institute of Technology, Long Island City, New York. He is an Army Air Corps veteran of WWII. At the time of his discharge, he was a sergeant. He holds the Good Conduct Medal, the European African/Middle Eastern Campaign ribbons and the Victory Medal.

Boutilier started work for the railroad August 27, 1940 as a coalman. Subsequent positions held were carman helper, carman and carman gang leader.

He is a member of the Brotherhood of Railway Carmen, The Smoki-Hauler Snowmobile Club and bowling team.

He is married to the former *Helen L. Swallow* and has two daughters, *Anne Hersey* of Dyer Brook and *Brenda Farrar* of Oakfield.

Relatives working for the railroad include a nephew, *Leo E. Bustard*, car repairer, Oakfield and a brother, *Clyde O. Boutilier*, a hostler at Oakfield.

Our sympathy to General Foreman *Charles S. Burgess* on the death of his mother *Alice M. Burgess*, 77, January 10, 1984 at a Bangor hospital. She was born in Bangor, October 19, 1906, the daughter of *Charles S.* and *Elizabeth (Doucette) Ashford*. She was a Gold Star Mother.

Surviving besides her husband, *William G. Burgess*, of Hermon, are four sons, *Charles* of Bangor, *Eugene* of Bowdoinham, *Earle* of Hermon and *Edmund* of Ashland, N.H.; two daughters, *Regina*

*Tibbetts* of Carmel and *Dorothy Holscher* of El Paso, Texas; 16 grandchildren, 24 great-grandchildren, several nieces and nephews. She was pre-deceased by a son, *William Burgess* during World War II.

*Watson L. Nowell*, 71, died unexpectedly December 13, as the result of an accident in Hermon. He was born in Hermon, the son of *Irving* and *Mina (Nowell) Nowell*. He was a retired car inspector, having retired July 6, 1977 and had worked at the Northern Maine Junction Car Department.

He is survived by his wife, *Theo H. (Wiggin) Nowell* of Hermon; a son, *Leland Nowell* of Hermon; two daughters, *Mrs. Vernon (Sherrill) Libby* of Levant and *Mrs. James (Anne) Freeman* of Hermon; a sister, *Bernice Mosher* of Hermon; as well as six grandchildren, six great-grandchildren, nieces and nephews.

Our sympathy to the family of *Mildred P. Goodine*, 64, who died Dec. 25, at a Dover-Foxcroft hospital. She was born in Hermon, July 17, 1919, the daughter of *Norman* and *Jenny (Davis) Clement*.

She was pre-deceased by her husband *Charles L. Goodine* who was a retired laborer and had worked at Derby.

She is survived by four sons, *Owen*, foreman Derby Machine Shop and *Norman*, furloughed Carman Derby Shops, both of Atkinson; *Gregory*, a machinist helper at Derby, of Dover-Foxcroft; and *Timothy* of East Dover; five daughters, *Mrs. Maurice (Alfreda) Chambers* of Dover-Foxcroft, *Mrs. Charles (Cynthia) Goodine* of Rouses Point, N.Y., *Mrs. Guy (Gloria) Green* of Brownville, *Mrs. Elwood (Juanita) Emery* of East Corinth, *Mrs. Helena Green* of East Dover; four sisters, *Mrs. Maurice Hall* of Guilford, *Mrs. Roscoe Lampson* of Sebec, *Mrs. Goldie Getchell* of Hope Valley, R.I. and *Mrs. Thelma Dufault* of Sangerville; 21 grandchildren and several nieces and nephews.

*Charles Edward Young*, 93, died Nov. 15, at a Bangor hospital. He was born in Etna, August 24, 1890, the son of *Frank* and *Laura (Wheeler) Young*.

He was a retired carman gangleader, having retired March 9, 1961. He was employed at the Northern Maine Junction Car Department.

He is survived by his wife, *Helen Young* of Hermon; two stepsons, *Charles Thayer* of Hermon and *Kenneth Thayer* of Bangor; three stepdaughters, *Mrs. Kenneth (Helen) Kitchen* of Hermon, *Mrs.*



BAR President *Walter E. Travis*, right, presents Conductor *Robert M. Labonte* with his 40-year service award. *Mr. Labonte* is a native of Edmundston, New Brunswick and entered railroad service in 1943. He served for two years in the U. S. Army before returning to railroad service. He is active in veteran's groups and is married to the former *Lucienne Mosher*. They have five children: *Barbara* of Portland; *Claudette Kane*, Greensburg, PA; *Dora Csehak*, Naugatuck, CT; *Angela Roberts*, Portland; *Carl*, Providence; and *Guy*, Woodstock, New Brunswick.

*Carroll (Hildred) Hanscom* of Carmel and *Virginia Kitchen* of Minnesota.

Our sympathy to the family of *Hattie B. Strout*, 86, who died Nov. 12 at the residence of her daughter in Sebec. She was born in East Corinth, December 1, 1896, daughter of *David* and *Sarah (Tourlotte) Fitz*.

She is survived by four sons, *Aubrey*, *Lorin*, who is a furloughed carman at Derby Shops, and *Gerald*, all of Milo, and *Clarence* of Derby; five daughters, *Ruth Hall* of Guilford, *Elsie Strout* of Derby, *Mary Philbrook*, Prospect, Conn., *Catherine Hall* of Dover-Foxcroft and *Olive Buck* of Sebec, 22 grandchildren, 31 great-grandchildren and 3 great-great-grandchildren.

*Daniel J. Budreau*, car inspector, Millinocket, retired Jan. 8 to take his pension. He was born in Millinocket, Jan. 6, 1923. He started work for the railroad on Dec. 27, 1946 as a laborer. Subsequent positions held were trackman, boilermaker helper, carman helper, carman and car inspector.

He is a veteran of WWII, entering the service March 17, 1943 and serving as an Air Corps Flight Officer. He was discharged in November, 1945.

He attended Millinocket Schools, graduating from Stearns High School in



Car Inspector Daniel Budreau, left, of Millinocket is congratulated by Foreman V. T. Wark on his retirement.



Car Inspector Albert F. Burke, left, receives his retirement pin from Foreman Charles Burgess.



Robert L. Green, left, receives his retirement pin from CMO Harold W. Hanson.

June, 1941. He also attended Montana State University Aerial Gunners School and Pilot School in the Air Force.

Besides working for the railroad, he worked for Pratt & Whitney Aircraft Corp. (1942-1943) and Great Northern Paper Company 1946-1947.

He is a member of the Brotherhood of Railway Carmen of America and the Millinocket Sno-Mobile Club.

He is married to the former *Elizabeth R. Whirly* and has one daughter, *Danita Kallgren*, Sebec, Maine. He resides with his wife, Elizabeth, at 15 Orchard Street, Millinocket, Maine.

Our sympathy to Foreman *B. W. Ricker* on the death of his mother, *Ruth E. Ricker*, 76, Jan. 6. She was born in Brownville, September 4, 1907, the daughter of *William* and *Jane (Jones) Ellis*.

She is survived by one son, *Bernard* of Milo; one brother, *Hugh Ellis* of Bangor; three sisters, *Elizabeth Kerry* and *Winnie Foulkes*, both of Milo, and *Jane Rolfe* of Brownville Junction; two granddaughters, *Debra Walker* and *Diane Ricker*, both of Milo; one great-granddaughter, *Amanda Walker* of Milo; several nieces and nephews.

*Carl E. Adams*, retired car repairer, Oakfield, died Dec. 30. He was born September 23, 1917, in New Limerick, son of *Ora* and *Voylet (Sanford) Adams*.

He had been retired since December 31, 1981.

He is survived by his wife, *Marion (Fowler) Adams*; two sons, *Carl D.* and *Kilburn H.*, both of Oakfield; five daughters, *Carlene Kinter* of Conn., *Caroll Sholler* of Oakfield, *Joan White* of Conn., *Marilyn Burpee* and *Marjorie Starbird*, both of Oakfield; one brother, *William S.* of Houlton; three sisters, *Hazel Plummer* of Southport, *Ada Hovey* of Topsham, *Eldee Gordon* of North Carolina; 13 grandchildren, several nieces and nephews.

Car Inspector *Albert J. Burke*, Northern Maine Junction Car Department retired Dec. 30, after 32 years service with the railroad.

He was born Dec. 29, 1922 at Hampden, and attended Hampden Public Schools. He is a veteran, having entered the military in January, 1943 and served with the U.S. Army. His rank at time of discharge was sergeant.

Burke started work for the railroad Nov. 26, 1951 as a carman. Subsequent positions held were laborer, carman and car inspector. Prior to working for the Bangor and Aroostook he was employed with Merchants Despatch Transportation Corporation from 1941 to 1951.

He is a member of the Brotherhood of Railway Carmen.

He is married and has four children; *Lorna Wells*, Hermon, *Gary Burke*, Hermon, *Jolene & Jolette (Twins) Burke* of Hermon.

His son *Gary*, works in the Transportation Department as a trainman.

Burke resides with his wife *Ada* in Hermon.

Acetylene Cutter *Robert M. Ellison*, Derby Stores was awarded The Veteran Driver Third in Points Standing Award at the annual awards banquet held December 3rd at the Dixmont Snowmobile Club, sponsored by the Unity Raceway owners.

Consistent finishes in the late model sportsman division made him winner of the trophy.

Carman *Robert L. Green*, Derby, retired January 1, 1984. He was born August 30, 1920 at Dover-Foxcroft and attended Dover-Foxcroft elementary schools and Foxcroft Academy.

He started work for the railroad July 12, 1960 as a laborer and has worked as a carman since August, 1966.

Former employment includes Great Northern Paper Company and Canadian Pacific Railroad.

He is a veteran, having served with the U.S. Army March 1945 to December 1945. At the time of his discharge, his rank was private.

He is married to the former *Inez Doore* and has eight children; *Nancy R. Curtis* and *Sharon M. Manchester*, both of Sebec, Me., *Joel C. Green*, Derby, Me., *Rebecca Henderson*, St. Francis, Me., *Kathleen Russell*, Milo, Me., *Roxanne Easler*, East Corinth, Me., *Lynette Kroemer*, Milo, Me., and *Robin Green*, Brunswick, Me.

Relatives working for the BAR include a son *Joel C. Green*, who is a blacksmith at Derby and a nephew, *Wayne Doore*, who is a furloughed carman from Derby Shops.

Green resides with his wife, *Inez*, in Dover-Foxcroft.

#### General Offices

*M. Thomas Scanlin*, 67, of Holden, died Jan. 7. He was a Navy veteran of WWII and had been employed by the railroad from 1950 to 1970, the last 15 years as traffic analyst. He was born in Bangor May 19, 1916, the son of *Ira W.* and *Della (Fox) Scanlin*. He was a former member of the B.P.O.E. of Houlton; a former member and treasurer of the Bangor Lions Club and former member of Toastmasters International of Bangor. He was active with the Boy Scouts of Hermon; was a member of the Fraternal order of Eagles of Brewer; the Twenty-Four Club of Bangor; and served as First Selectman in Hermon.

Surviving besides his wife, *Constance (Cody) Scanlin* of Holden are one son, *Michael T. Scanlin* of Africa; two daughters, *Mrs. James (Nancy) Greer* of Brewer and *Mrs. Allan (Stephanie) Colpitts* of Nashua, N.H.; five grandchildren; two brothers, *Donald A. Scanlin* of Montana and *Ira W. Scanlin Jr.* of Georgia, several aunts and uncles and nieces and nephews.

*Jennifer Budge*, daughter of Administra-

tive Secretary *Dave Budge*, was recently appointed manager of the Florida Avenue Pizza Hut in Tampa, Florida. She has been with the Pizza Hut chain for two years, formerly working as a waitress and assistant manager.

### Transportation Department

*Morita Eilene Tapley* of Hermon, daughter of *Jacqueline Robinson Tapley* of Newburgh and *Robert Tapley* of Hermon, and *Ronald Joseph Yvon Levesque*, son of Station Agent *Yvon Levesque* and *Rose Levesque* of Houlton, were married Oct. 8 at the First United Methodist Church in Bangor by the Rev. *Felix Miles* and the Rev. *Linda Campbell Marshall*.

*Dana Wirth* of Cape Girardeau, Mo., was the maid of honor. Bridesmaids were *Debbie Gurschick* of Hermon, *Judi Levesque* of Springfield, Va., and *Juliette Levesque* of Houlton. *Olivia Fitzpatrick* of Winterport was flower girl. *Lani Tapley* of Newburgh was best man. Ushers were *Paul Hutchinson* of Bangor, *Kevin O'Connell* of Brewer and *Rudy Levesque* of Houlton. *Daniel Marquac* of Hampden was ring bearer.

The couple spent their honeymoon traveling through New England.

The bride was graduated from Hermon High School and the University of Maine at Orono. She is owner and director of *Morita's School of Dance and Gymnastics* and the *Dancing Bear Nursery School*.

The bridegroom was graduated from Houlton High School and *George Washington University* in Washington, D.C. He is employed at *Lougee & Frederick's, Inc.*, in Bangor.

Retired Engineer *Neil H. McPherson*, 81, died Jan. 8 at a Danforth nursing home. He was born in Caribou, Nov. 2, 1902, the son of *Neil* and *Hattie (Sprague) McPherson*. He was a U. S. Army veteran of World War II and a member of *Baskahagan Lodge No. 175 AF & AM*. He is survived by a niece, *Myrtle Michaud*. Funeral services were conducted at the *Dunn Funeral Home*, Houlton, with the Rev. *John Ruth* officiating. Masonic services were performed by *Monument Lodge No. 96*. Interment will be in *Orient Cemetery*.

*Florence McBeth*, 85, retired chief clerk, died at a local nursing home at Millinocket Jan. 15. She was born in Whim Road, P.E.I., Canada, Dec. 14, 1898, the daughter of *Johnathan* and *Alice M. (Fitzgerald) McBeth*. She was graduated from *Millinocket High School* in 1917, as salutatorian of her class. In 1920 she graduated from *Gilman Commercial College*, Bangor. She taught school in *Mount Chase* and later worked for *St. John Lumber Company*, Keegan. She worked

for *Great Northern Paper Co.*, Millinocket and worked more than 44 years for the *BAR*. She was a member of the *Plus and Minus Club* and *A.A.R.P.* and a member of *Notoma Rebekah Lodge* of which she was past noble grand and was a past district deputy of district No. 26. She attended the *Millinocket Baptist Club*. She is survived by her sister and brother-in-law, *Edith M.* and *Ralph V. Lane* of *Center Harbor, N.H.*; several cousins in *Massachusetts* and *Canada*. Funeral services were held at the *Millinocket Baptist Church*, with the Rev. *Jerry Conover* officiating. Spring interment will be in *Millinocket Cemetery*.

Retired Station Agent *Frederick M. McDonald*, 83, of Millinocket died Jan. 22. He was born May 3, 1900, in *Prince Edward Island, Canada*, the son of *Dominic* and *Annie (Campbell) McDonald*. He was employed by the *Bangor and Aroostook Railroad* as station agent and had resided in *Bangor, Hudson, Milo, Sherman Station, Greenville Jct. and Millinocket*. He was a veteran of *World War I* and was a member of the *317th Field Signal Battalion Association*. He had been an active member of the *American Legion* and *V.F.W. of Milo*, was a member of *St. Martin of Tours Council No. 680, Knights of Columbus* and was treasurer of the *Maine Avenue Manor Association of Millinocket*.

He is survived by three sons, *Frederick Jr.* of *Bonita Springs, Fla.*, *Williard* of *Tuxedo Park, N.Y.*, and *Robert* of *Concord, Mass.*; one daughter, *Corinne Kelley* of *Millinocket*; one brother, *Clarence* of *Virginia Beach, Ga.*; 19 grandchildren and 21 great-grandchildren. A mass of *Christian Burial* was celebrated at *St. Martin of Tours Catholic Church*. Spring burial will be in the *Millinocket Cemetery*.

### Engineering

Retired Section Foreman *Edwin J. Swanson*, Monson, died recently at a *Bangor nursing home*. He was born in *Monson*, July 26, 1908, the son of *Nils* and *Ellen (Carlson) Swanson*. He lived most of his life in *Stockholm*. His career with the railroad extended over a period of 40 years when he retired in 1969. *Swanson* was a *WWII Navy veteran*. He is survived by a brother, *Anselm*, of *Guilford*; four nieces and one nephew. Spring burial will be in *Stockholm Village Cemetery*.

Mr. and Mrs. *Wesley N. Bell*, Merrill, were honored on their golden wedding anniversary on *Nov. 6* at the *Holden Hall, Universalist Church, Oakfield*.

A buffet dinner was served to family and friends hosted by their three



Mr. and Mrs. Wesley N. Bell

daughters; *Sharon Cain* of *Masardis*, *Brenda Locke* of *Meriden, CT.*, and *Diane Stone* of *Maynard, MA.*, and the couple's niece, *Janet Hardy*, Merrill. The buffet was prepared and served by two local clubs, *Murray Club* and *Christmas Club*. The anniversary cake was made by *Judy Porter* and served by *Mrs. Yvonne Russell* after the couple cut the first slice. *Mrs. Ursula Levesque* presided at the guest book. Over 100 guests attended and presented many gifts and a money tree to the honored couple.

The couple was married at the home of her parents, Mr. and Mrs. *George Mitchell* and they also were their attendants. *Bell* retired from the *BAR* in 1976 after some 47 years of service in various positions including trackman, extra gang foreman and section foreman.



Assistant Superintendent of Track *J. Albert Snow*, left, is congratulated by Chief Engineer *Vinal J. Welch* on his retirement.

Asst. Supt. of Track *J. Albert Snow*, Bangor, retired January 7 after 40 years of service. He is a native of *Masardis* and attended schools in *Masardis* and *Presque Isle*. *Snow* entered service as a trackman and has served in various capacities including brakeman, bus driver, engine cleaner, flangerman, equipment operator, patrol foreman and roadmaster.



Trackman James L. Mosher, left, has retired after 40 years service with the railroad. He began his career as a freight handler and worked as freight foreman, signalman helper and trackman. He is a native of Presque Isle and attended Presque Isle schools. During WW II he served from 1943 to 1945 in the Pacific. He is a member of the United Methodist Church and has been active in Boy Scout work. He is married to the former Florence Parks. They have one son, Stephen, and one daughter, Donna, who lives in the Philippine Islands. Pictured with him is Vice President-Operations L. W. Littlefield.

He is married to the former Leona Casey. They have six children: Jerry of Patten, Jack of Gorham, Mrs. Charles (Joyce) Bevacqua, Grouton, MA., Mrs. Marilyn Larcher, Alexandria, VA., and Mrs. David (Marlene) Hatch, Leominster, MA.

Trackman James L. Mosher retired Jan. 4 after 40 years of service. He worked as a freight handler, freight foreman and signal helper. Mosher is a native of Presque Isle. During WWII he served in the Army with the Infantry. He was awarded a number of medals and ribbons for distinguished service. He is married to the former Florence Parks and they have two children; Stephen of Bedford, N.H. and Donna of the Philippine Islands.

Our sympathy to Trackman and Mrs. Adrien LaPointe, Caribou, in the untimely death of their son, Jimmy, on January 3 at Dallas, Texas. He was born March 7, 1956 in Fort Fairfield and was a graduate of Caribou High School, Class of 1974, and had been residing in Dallas, Texas for about the past five years where he was employed as a warehouse supervisor.

LaPointe is survived by his parents of Caribou; five brothers, David of Simsbury, CT., Daniel of Masardis, Thomas and Barry both of Caribou, and Jeffery of Dallas, Texas; one sister, Lori LaPointe

of Caribou; his maternal grandfather, Victor Ardine of Bangor; four nieces and nephews, Traves, Lyndsay, Jessie, all of Caribou and Scott of Simsbury; several aunts, uncles and cousins.

Funeral services were held at the Holy Rosary Catholic Church, Caribou, with the Rev. Romeo St. Pierre, pastor, officiating at a Mass of Christian Burial.

Ashton W. Kent, Derby, retired section foreman, died Jan. 12 at a Bangor hospital. He was born in Grand Manan, Canada, Feb. 6, 1894, the son of Lester and Laura (Wilcox) Kent. He was a member of the Knights of Columbus in Eastport since 1913. He retired from the BAR in 1964 with 40 years of service. Kent is survived by his wife, Helen (Chambers) Kent of Derby; one daughter, Mary Smith of Lakeview; one sister, Mary Davis of Fort Walton Beach, FL.; one grandson, Kevin of Milo; one granddaughter, Merilyn Smith of Brooksville, FL.; one niece, Barbara Walker of Milo; three great-nephews, David, Randy and Michael Walker, all of Milo.

A Mass of Christian Burial was celebrated at St. Paul's Catholic Church, Milo, with the Rev. James Mattell officiating.

Gilbert Doucette, retired trackman, 59, Stockholm, died Nov. 17 at a Caribou hospital after a long illness. He was born in Stockholm, March 30, 1924, son of Lawrence and Mary (Derosier) Doucette. He received a disability retirement from the BAR in 1974 after 22 years service as a sectionman.

Doucette is survived by five sisters; Gertrude Searles of Stockholm; Annette Skidgel of Woodland; Rena Morin of Connecticut; Helen Pelletier of Sinclair; and Shirley Viens of Michigan; three brothers, Edmund of Stockholm; Clarence of Caribou; and Reginald of Connecticut.

A Mass of Christian Burial was celebrated at St. Theresa's Catholic Church, Stockholm.

Retired Section Foreman Vernie B. Francis, 78, of Stockton Springs, died Dec. 25 at a Bangor hospital. He was born in Bradley July 24, 1905, the son of Benjamin and Effie (Richardson) Francis. Francis retired in 1970 with more than 40 years of service having worked as a trackman in Shirley and a section foreman in Dover-Foxcroft and Searsport.

He is survived by one daughter, Nancy M. Greenlaw of Stockton Springs; three sons, Carl of Searsport, David of Belfast, and Vernon of Stockton Springs; 16 grandchildren, 11 great-grandchildren. He was predeceased by his wife of 49 years, Minnie, his sister, Bertha Johnson of Portland, his eldest daughter, V. Nadine and a grandson, Rusty, both of Rockland, Massachusetts.

Funeral services were held at Young's Funeral Home, Searsport, with the Rev. George M. Stadler of Nativity Lutheran Church, Rockland, officiating.

Mrs. Louis P. Fitzpatrick of Houlton has announced the engagement of her daughter, Joleen Lura, to John Philip Raymond, son of Retired Trackman and Mrs. Maurice Raymond of Frenchville.

Miss Fitzpatrick is a graduate of the University of Maine, Presque Isle, and is a teacher at the Houlton Elementary School. Mr. Raymond received a BA Degree from the University of Maine, Presque Isle, and a Master of Science in Physiology of Exercise at UMO and is now attending Northeastern University in the physician assistant program. A June wedding is planned.

Retired Section Foreman Perley R. Strout, Milo, died Jan. 30 at a Bangor hospital. He was born in Glenburn October 8, 1911, the son of Earl and Edith (Fitz) Strout. Strout was a veteran of WWII, a member of the Milo American Legion and a member of the Brotherhood of Maintenance of Way. He retired from the BAR in 1974 with 33 years of service.

He is survived by two brothers, Wesley of Derby; and George of Milo; four sisters, Bunny Woodard of Old Town; Alice Inman, of Westbrook; Virginia Wylie, of South Portland; and Julie Sweeney of Suffield, CT; two stepchildren, Willis Tibbetts, of Guilford; and Helen Packard, of Millinocket; several nieces and nephews. Spring burial will be in Evergreen Cemetery.



Trackman Raymond Perkins, left, is pictured with Chief Engineer Vinal J. Welch on his retirement.

Trackman Raymond A. Perkins, Sandy Point, retired Feb. 4 after 34 years of service. He is an Army veteran of WWII and is a member of the American Legion. Perkins is married to the former Carolyn West. They have two children, Guy of Stockton and Norma Hosmer of Stockton.

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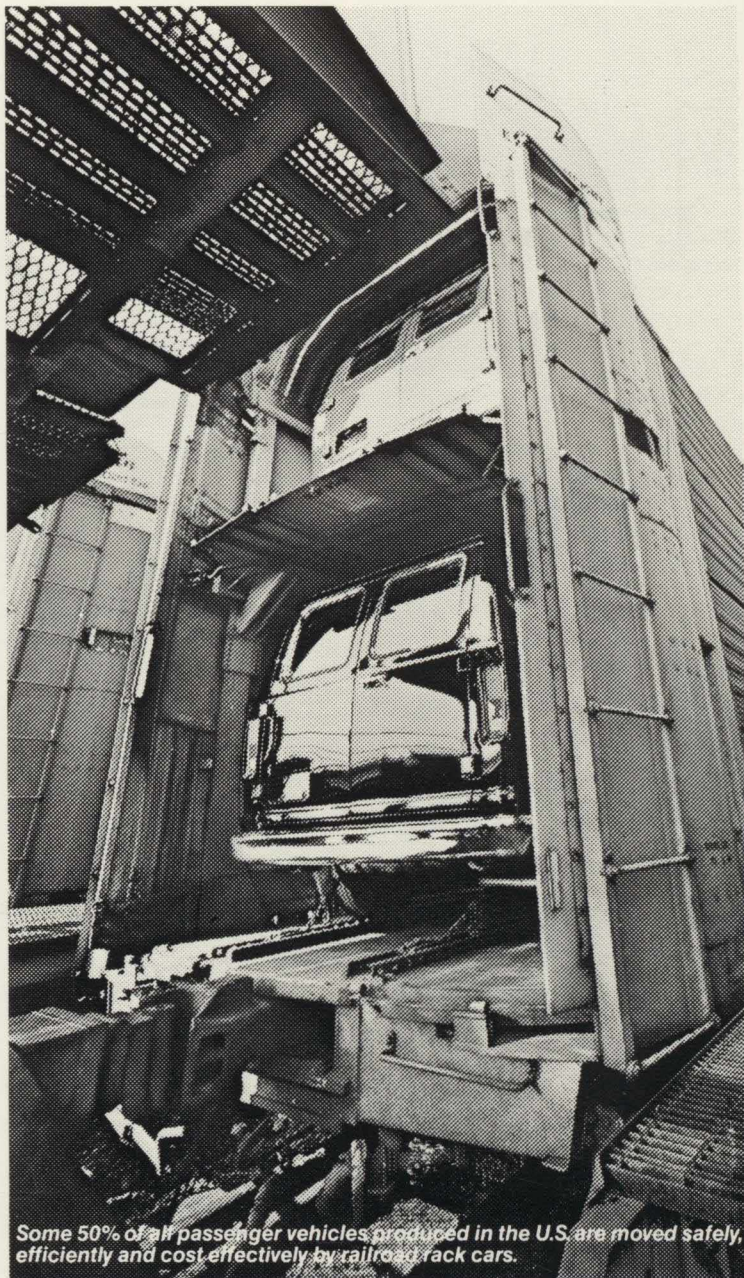
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