
MAINE LINE

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



Talking it over



To My Fellow Employees,

This year Bangor and Aroostook Railroad will not be a party to the national labor contract negotiations. It is a departure from our past practice and I think you should know the reasons why we have made this decision.

The settlements of the past several rounds of national contract negotiations have severely tried our financial resources; the negotiations are basically tied to the needs (and ability to pay) of the large railroads. As you know, there have been a number of mergers recently which further concentrates the negotiations in the hands of fewer roads.

The needs of Bangor and Aroostook and its employees are not necessarily the same as those of the larger roads. And certainly our ability to pay is not comparable. I do not suggest that our people are worth less than others; it's my belief that we have the best people. But our operating needs and our ability to pay more and more are considerably different from the megarailroads.

We have also seen an alarming erosion of our traffic base in the past three years. Since 1979, we have gone from a 81,532 car railroad to a 53,000 car railroad. Most of that loss was the consequence of changes over which we had no control... the loss of bunker C oil due to building of bark burners at Great Northern Paper and Fraser, the loss of the International Paper eight-foot pulpwood and International Paper wood chips. And then there was a severe recession.

While business conditions are improving, it is clear that we will not regain that lost traffic in the foreseeable future. The gains we make will be hard won and will take time. Elsewhere in this issue you will read about the increased costs of fringe benefits, a sum that amounts to about \$10,000 for each

employee. Our labor costs, with overheads, now amount to about 60 cents of our revenue dollar.

Clearly, the bottom line is that we cannot afford the national labor settlement and remain a viable business.

But, without taking away from what we have, I believe we can work out a contract that fulfills the needs of our employees and which will allow us to remain competitive in the marketplace for our services.

All of transportation is in the midst of great change as a result of deregulation. For the regional railroad there is no longer the protection of the rate structure. We are increasingly at the mercy of larger forces acting in their own parochial interests. Deregulation has also spawned new competition in the trucking business... competition that's often non-union and very hungry. It's fair to say that we earn less for moving freight than we did before deregulation. If we work smart, there's also the opportunity to move more cars and go after different traffic. We have done that successfully in the lumber business.

But just as we have to adjust to a different competitive environment we must also adjust to a different track in the area of work and compensation. It would be silly to suggest turning back the clock. The system isn't broken and we won't try to fix it.

But we do have to recognize the economic realities of the new era we're in and adjust to them in such a way that we can all prosper.

If we do not, we will surely leave our bones bleaching in the sun.

Sincerely,

Walter E. Francis

Spring 1984
Volume 31, Number 2

In this issue

Articles

Big John Willinski Finds Some Good in Everyone	4
Our Hidden Pay Benefits	7
Hooked on Salmon Fishing	9
BAR Employees Win Big in Safety	12
Six BAR Supervisors Honored	14
The Day the Lift Crew Didn't Get Lunch	16

Departments

Moving Up	18
Mileposts	18
In the Family	19
Facts and Figures	23



About the Cover . . .

John J. Willinski, Jr. is a man who can always find some good in anyone. His positive attitude is reflected in his own safety record; he's worked 40 years for the railroad without an accident.

Address all communications to

RICHARD W. SPRAGUE
VICE PRESIDENT-PERSONNEL AND PUBLIC RELATIONS

Associate Editors

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

News Briefs

Traffic increases

Bangor and Aroostook is experiencing a healthy recovery in its principal traffic. Paper traffic is a strong performer with lumber and traffic from the two waferboard plants in Aroostook County following closely. Revenue per car is down somewhat due to the competitive environment of deregulation. Four months gains numbered 3502 cars over the comparable period of 1983. The increase in traffic is about 21% over 1983, which was one of the worst years in our 93-year history.

Bald Mountain project

The Bald Mountain mining project in Aroostook County that was being developed by Louisiana Land and Exploration Company and Superior Mining is being taken over by Freeport Exploration Company, a subsidiary of Freeport McMoran. The new company has told BAR marketing representatives that they intend to make more ore tests.

Locomotive lease

The first of as many as six BAR locomotives have moved to Maine Central on lease for a minimum of 30 days. Delivery of the first two were made May 18.

Greyhound terminates lease

Greyhound Bus Lines have terminated their lease of space in the BAR bus garage at Hermon. With the discontinuance of our own bus operations and the cancellation of the Greyhound lease the building is surplus and is being offered for sale.

Maintenance work begins

The maintenance season has started with 29,910 new ties scheduled for installation in the 1984 program. One surfacing crew is working north from Searsport and another started north from A 16.50 to Squa Pan and Fort Kent.

Sears Island decision expected

As we go to press, a decision is expected on the Sears Island Causeway. The project awaits only Corps of Engineers approval of the causeway. Representatives Olympia Snowe and John R. McKernan Jr. have urged the House Appropriations subcommittee on Transportation to approve \$2.7 million in federal loan funds to be set aside for the project. McKernan and Snowe called funding for the project "crucial to increasing the flow of goods both into and out of the region."

Management seminar

As part of the railroad's continuing program of management development, an intensive two-day seminar was held in Bangor May 22 and 23. It was conducted by specialists from Workplace Programs and was designed especially for the needs of BAR employees. The May seminar is the third offered to railroad employees in the past 12 months. Nineteen attended.

Oakfield Operations to Move

A study conducted earlier this year on the feasibility of moving operations now being performed at Oakfield to Millinocket has shown that those operations can be performed efficiently and more economically at Millinocket. The decision has been made to implement the study recommendations with the goal of having it accomplished by November 1.



Big John Willinski Finds Some Good in Everyone

The people who work with him say that if you started from scratch to make a general foreman and wreckmaster, he'd turn out to be John Willinski. One of his fellow workers describes him as a man who can find some good in anyone. J. J. Willinski, Jr. is a second generation Polish American, a second generation railroader and the kind of man you'd like to be working under if you were picking up cars after a derailment . . . probably one of the most hazardous jobs in railroading.

In the 21 years he's held the job of wreckmaster for the railroad the only injury any of his men have had was a broken thumb. And on his hard hat there's a decal he wears with great pride. It reads "40 years without an accident".

Willinski, a ramrod-straight six-footer with a ready grin and a sense of humor that's never far from the surface, thinks safety is an important part of leadership skills and the men in his crew are reminded of it every day.



Galen Carey, who's worked with Willinski for 34 years and the last 20 as a member of the wreck crew, calls him "a hell of a good wreck foreman."

The other part of his success as a foreman, the men who work with him will tell you, is that he's not a supervisor who'll tell you how to hold a hammer and how to swing it. Galen Carey, who worked with Willinski for 34 years and the last 20 as a member of the wreck crew, calls him "a hell of a good wreck foreman."

"If you're out working in the cold, John is right there working beside you. He doesn't ask his men to do anything he wouldn't do himself."

John Willinski has an abiding confidence in people, a quality that seems to bring out the best in the people he works with.

"I think our people really care about the railroad," he says. "Because if the railroad isn't successful and you've spent your life working here, then your life means less."

Willinski says the experience of working beside his father as a boy taught him some valuable lessons.



The derailment pictured may not be the typical scene that confronts a wreckmaster, but it probably doesn't miss by much (photo courtesy of L. Marks). John Willinski has been wreckmaster for the Bangor and Aroostook for more than 20 years and, while he doesn't look forward to chaos like this, he's pretty good at picking them up.

He remembers one object lesson while growing up helping his father cut the family's winter firewood with a crosscut saw, an instrument that requires a whole lot of cooperation in its use.

"He let me learn by doing things," Willinski remembers, "and he let me have a lot of rein. I think that's a pretty good way to manage a crew."

During WWII he served with an anti-submarine task force in the Navy. Two days after he was discharged in 1945 he was back at work for the BAR joining his father and older brother Vern (retired in 1982).

His first supervisory assignment came in 1954 when he was named relief foreman, and he thinks working under men like Arthur Ellis, Julian Perry and Ed Dunham helped shape his style. He had seven years to learn the skills he needed before he became freight car foreman in 1961. When Leon Smith retired in 1963 Willinski also became wreckmaster.

The other part of his job assignment is one that has challenged him and is the one that's kept him away from home over the years. When there's a derailment, the wreckmaster becomes the most important man around. It's his responsibility first

to clear the line, open it to traffic and then pick up the cars. Most derailments are fenderbenders but perhaps 10% are serious with cars knocked about like jackstraws and track torn up. Of the 75 or so derailments that have been serious enough to call out the wreck crew since he's had the job, Willinski can remember only six or seven that have a serious rating.

Being part of the wreck crew is like being a fireman; you never know when the telephone is going to ring. When it happens and the derailment is a bad one, none of the crew knows how long they'll be



Willinski signals a crane operator dropping a boxcar onto a set of trucks at the scene of a fender-bender type derailment.

away from home. When the main line is plugged, the crews work around the clock. Galen Carey and Neil Mayo, both long-time members of the outfit, speak of going as long as 48 hours without sleep and 11 and 12 between meals.

The crew carries its own dining and sleeping cars when it's called out and it's not unusual to feed 40-50 people at a meal. There are hot showers which Willinski says are an incredible luxury after working long hours without rest. Like submarine crews in the Navy, wreck crews have a tradition of serving good food.

Willinski thinks that the men who bid in the jobs on the wreck crew do it because they like the drama of the clean-up and because it "gives a person the feeling of helping."

Willinski's wife of 39 years, Eileen McCleary Willinski, remembers what it was like when her three daughters were young and their father would be called away for days at a time. But like other railroad wives, she learned self-sufficiency almost as a bride. It helped, she says, to have lived along the railroad tracks as a child. Her father was a CP employee at Fredericton and, later, at Brownville Junction.

"A marriage takes a lot of patience, a lot of love and a lot of understanding," she adds with a smile.

But for his uncle's failure to pass the immigration physical, John Willinski might well have been born and lived in Poland instead of Milo, Maine. His father was 16 when his older brother, Stanley,

failed to pass the physical examination and John Willinski, Sr. found himself on the way to Ellis Island in 1913. Later, he married Doris Hoxie of Orneville and went to work for the railroad in 1927.

John's father died in 1978, thinking that none of his family in Poland had survived World War II. After his death, John's daughter, Nancy, wrote to the Red Cross, the town authorities of the town in Poland where the senior Willinski was born and to the return address on a letter from John's parents with a 1922 postmark. The letter addressed to the 1922 postmark bore fruit. A letter came back from a cousin who was astounded and delighted to hear from the "lost" American relatives. Since then, the families have corresponded several times a year and the Willinskis have become quite proficient with a Polish-American dictionary. This summer they hope to fulfill a dream and visit with their Polish cousins.

Looking back over his 40-year career with Bangor and Aroostook, he agrees that there have been great changes but, he adds with characteristic optimism, it's been changing since the first tracks were laid.

John Willinski thinks of himself as an optimist, an opinion his wife shares. There aren't many times when he ends a day without a feeling that he's accomplished something. Perhaps that's why Eileen says that he always comes home happy.

John Willinski would laugh if you described him as being rich.

But he is.

Our Hidden Pay Benefits

EMPLOYEES



BENEFITS



1965

by Linwood W. Littlefield
Vice President-Operations

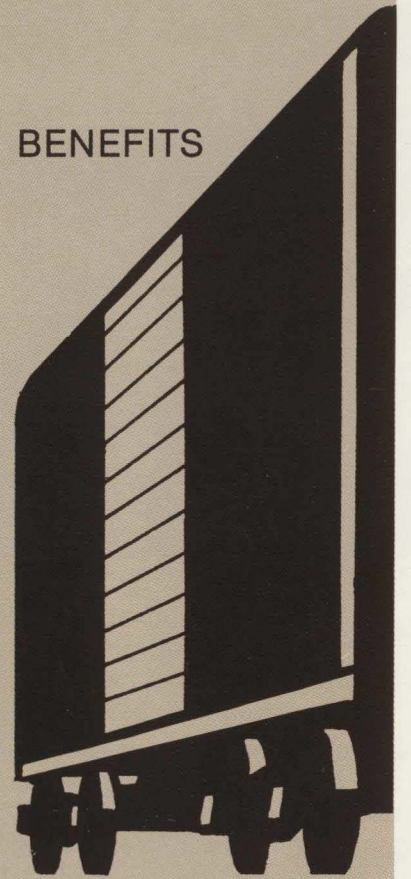
Most of us keep a sharp eye on the dollars we earn. But how many of us keep track of those dollars we receive as compensation in so-called fringe benefits? The freebies don't seem like real dollars because we don't pay income taxes on them and because we can't spend them on things like food or shelter or recreation. But they are very real to the people who manage the railroad.

In 1965, *MAINE LINE* published a story on the cost of fringe benefits for its people. At that time, the total came to exactly \$898.35 a year for each employee. The yearly total for the 988 people employed by the railroad was \$887,224.

For the year 1983, just 18 years after that story was published, the cost of fringes had increased to \$658 per employee...per month. The costs of fringes during that interval have increased to the point where we are now paying nearly as much a month per employee as we did for the cost of an entire year in 1965.

BENEFITS

EMPLOYEES



1983

Let's look at fringe benefits. There's the Railroad Retirement tax which goes largely for pensions. The railroad pays \$431 per employee per month (the company paid \$379 per employee per month in 1983). Then there's the unemployment tax of \$48 per employee per month. The supplemental pension cost is \$35 per employee per month. Health and welfare is a whopping \$235 a month and dental insurance is \$17 per month. The partial bill per employee per month is now \$766, up \$108 (16%) since Dec. 31. That doesn't take into account the \$44 per employee per month for shopcraft employees nor the \$31 per month for each maintenance of way employee for additional negotiated benefits. Nor does it account for vacation time, 11 paid holidays and personal leave days.

The apples and apples comparison figure of fringe benefit costs was \$898 per employee per year in 1965 compared with \$7,896 for '83 and \$9,192 for 1984. Part of the increase, of course, is inflation.

Employees 988

1965 Benefits \$890,000

Cars moved 101,000

Apples & apples comparisons

Employees 417

1983 Benefits \$4,999,632

Cars moved 53,000

Increased health premiums reflect the runaway cost of health care. But mostly it's a quantum increase in fringe benefits... more holidays, more coverage, more pension benefits and longer vacations.

So far we've only looked at direct costs... those for which we pay for with our revenue dollars. But there are also costs for fringes which don't show. Like the cost of the vacations we all enjoy. Last year we paid \$1,707,000 for vacation days. The accountants call it time paid for but not worked. It was the equivalent of 65 full-time employees.

To understand the impact of what each of us receives in fringe benefits, it may be useful to put that cost in terms of the work the railroad does to earn those dollars. The total bill (conservatively stated) for fringe benefits last year was \$4,999,632. For each car of freight we moved last year we earned an average of \$430. That means we had to move 28 cars of freight for each person employed by the railroad, or a total of 11,627 cars, just to pay for the fringe benefits we enjoy.

No one is suggesting that the clock be turned back on the benefits we enjoy, either in wages or fringes. By the same token, it must be recognized that the ability to pay poses limits on higher and higher wages and expanding benefits.

There's another sobering aspect to the picture. In our base year of 1965, we had an average of 988 employees. Last year our average employee count was 417. The net job loss was over 50%. During the base year the railroad moved 101,000 cars of freight. Last year the figure was slightly over 53,000 cars.

Obviously, if the railroad continues on its present course, with higher and higher costs and shrinking

earnings, we won't long remain a healthy company. Samuel Gompers, president of the American Federation of Labor, wrote that "the worst crime against the working people is a company which fails to show a profit." When you think about it, what could be worse than watching the failure of an institution in which you have devoted your working life; it diminishes the whole meaning of one's labor.

Last year's performance is a reflection of a serious recession. Carloadings are now inching up and there is reason for some optimism. The deregulated environment and creative marketing have enabled us to make great strides in attracting lumber traffic. Two new particle board mills are operating in our service area. And there's potential in other areas of our service.

But no one is expecting that we will be a 100,000-car railroad again anytime soon. Much of the traffic we enjoyed in 1979 (an 81,000 car year) has disappeared forever. The off-line pulpwood, the bunker C oil and off-line wood chips. Reaching a healthy level of business will require all the ingenuity all of us can muster.

Small railroads are almost an endangered species in the world of megarailroads and deregulated trucking companies. The automobile and steel industries have foreign imports to compete with and we, in many cases, have more and more unregulated, non-union trucking companies. Even the deregulated environment has been a mixed blessing for us.

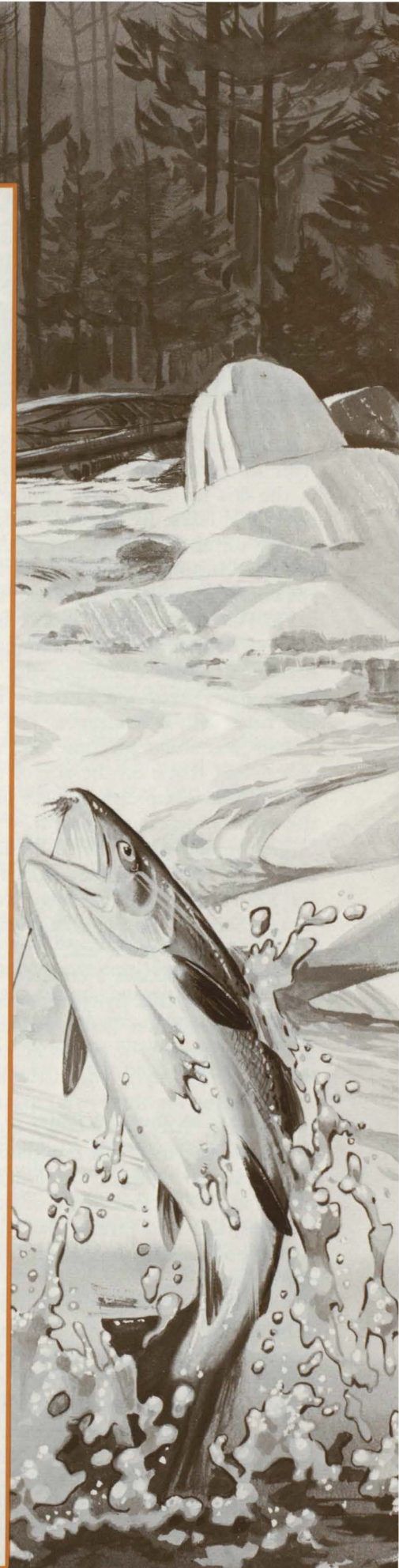
The bottom line is productivity and we have to make our size work for us, not against us. We have to hold the line on costs and work smarter. And we won't be able to do it by patterning ourselves after the giants of our own industry or pretending that the new and changed competition isn't there.



Vic Peavey, left, and fellow BAR Machinist Tim Murch hold the salmon reels which they made. Murch has made 12 reels, fabricating both casings and gear mechanisms. The reels are minor works of art.

Hooked on Salmon Fishing

Victor Peavey, a machinist at BAR's contract machine shop at Derby, is carrying on a three-generation family tradition on one of America's famous Atlantic Salmon rivers. His great uncle Howard fished on the Penobscot and was a charter member of the Penobscot Salmon Association. His father was a regular among the hard core fishermen who lined the banks of the dying river in the 50s and took a salmon in 1953, the year from which most devotees of the sport date the death of the Penobscot from pollution. There's even a Peavey Pool to remind the young machinist of his heritage.





How do you know when you've passed the point of being a fisherman and have become an addict? Well, lots of people tie their own flies. And some people even make their own delicately balanced fly rods. But when you start making your own reels, then you know you've passed beyond the pale of ordinary fishermen. Of course, it helps to be a skilled machinist and it helps to have a good friend and

For several years no Atlantic Salmon came up the river to spawn. Increased environmental awareness in the 60s led to massive efforts to save American rivers and lakes. By the early 70s, the cleanup started to pay off and the magnificent Atlantic Salmon started returning, tentatively at first, to the famous spawning grounds of the Penobscot.

Vic Peavey's brother George felt the familiar tug of the Peavey passion for stalking that great fish and became a dedicated disciple. But it wasn't until 1977 or so that Peavey was infected. But he made up for lost time with a vengeance.

This was about the time the Veazie Salmon Club was taking shape on the site of the old Veazie town dump. The dump cleanup was one of the spinoffs of the environmental movement. There were eight original members of the club and to raise cash for a lodge and clubhouse they sold 40 life memberships for \$250 each. The log lodge was built and the Veazie Salmon Club is now a humming organization with 160 active members.

The club practices a creative kind of public relations, holding free fly-tying classes each Wednesday night in the winter that are open to the public. They also provide a public access at the river for fishermen. Peavey is one of the members who serves as instructor for those who aspire to the occult art of fly tying. Any Wednesday night you can find knots of fishermen and novitiates gathered around several round tables in the lodge, intently watching others at the intricate work of building a lure out of feathers, hair and thread that will tempt what all of them consider the undisputed king of American game fish.

Vic Peavey says that he was seduced by salmon fishing from the first time he experienced the thrill of watching an Atlantic Salmon rise to a fly and take it in an unbelievable explosion of power. From the first year, when he took a single salmon during the whole season, he was an addict. Since then, he's taken as many as 12 of the fighting fish during the season, but now releases more than he kills. The tally for the river on rod and reel can now run as many as 800 salmon in a decent year; it's eloquent testimony to the rebirth of a great river.



On Wednesday nights during the winter, the Veazie Salmon Club holds public classes in flytying. BAR Machinist Victor Peavey, right, is one of the instructors.



Peavey, whose family has fished the Penobscot for Atlantic Salmon for a couple of generations, compares salmon flies with a fellow fisherman during a Wednesday night session.

colleague to share the labor.

Tim Murch and Vic Peavey work together at Derby. Both are machinists and Murch became interested in salmon fishing through Peavey's evangelical efforts. The two have collaborated on making reels out of aircraft quality aluminum. Tim Murch has made 12 reels by himself, fabricating both casings and gear mechanisms. The reels are



Good light, some elbow room, and a steady hand are the requisites for tying salmon flies. The Veazie Salmon Club members in a move toward conservation of the great gamefish, have limited themselves to keeping only five salmon during the entire season which runs from May 1 to October 15.



(Left) A final knot and the fly is almost ready for the tackle box. The Penobscot is rated one of the great Atlantic Salmon rivers in the United States. Nearly dead from pollution from 1963 until the early seventies, the environmental clean-up effort started paying dividends in the early seventies when the salmon started returning to their spawning grounds.



(Right) A careful application of dope is the final step in the fly-tying process. Peavey did not start salmon fishing until 1977, but remembers that his relatives have been fishing on the river for many years. He took a single fish during the first season he fished but has since taken as many as 12 during a single season.

minor works of art that reflect the painstaking attention to detail one finds in tools and instruments made before production assumed dominance over quality.

Will using one's own flies, a rod made to suit individual preferences and a hand-made reel help to take a fighting salmon with any more grace and style than the store-bought item? Certainly not, Vic Peavey responds, but when you do take one on equipment you've made yourself, the satisfaction is unique. Murch says when a big Atlantic ties onto a fly at the end of a Peavey-Murch reel, the whine of reel playing out is so distinctive you can tell it from 30 yards away.

With fishermen it's sometimes hard to tell when you're being gulled.

During the long winter months... after the upland game seasons and the Maine deer season... Vic Peavey spends a lot of volunteer time at the Salmon Club encouraging and teaching new salmon fishermen the art of fly tying and reliving last year's season with others who share his fascination.

But when the Atlantic Salmon season opens May 1, you can find Vic Peavey throwing a fly on the banks of the Penobscot soon after the sky begins to grey with the coming of dawn. From 3:30 in the morning until he has to leave for work at 5 a.m., he's on the river trying new water and, sometimes, taking one of the big fish.

After work, he'll grab a quick sandwich and be on the river again from 5 p.m. until it's too dark to fish. He maintains this routine until the river temperature reaches 70 degrees.

"After that," he explains, "the action is a lot slower and your chances are less. Besides, by that time you usually have home chores to take care of."

Not strangely, Vic Peavey, 37, was a bachelor until last year. But he's taken steps to insure his salmon-fishing future by initiating his wife, Crystal, into the art.

After eight years of intensive study of the Atlantic Salmon and the stalking of the fish, Peavey thinks that he's made a complete turnaround. Conservation is the name of the game among members of the Veazie Salmon Club and members have pledged to kill no more than five salmon of those they take for an entire season (May 1 - Oct. 1). It's an ethic that Peavey believes in deeply; he remembers when the river was dead and there was no salmon fishing.

The rush of the great fish to a fly he's tied and the sudden strength of the strike are what provide the greatest thrill for the veteran salmon fisherman, Peavey thinks. And he's willing to share his knowledge.

Because of the work of Vic Peavey and those who share his conservation ethic, the heritage of one of the great Atlantic Salmon rivers is available to another generation of Americans.

BAR Employees Win Big in Safety

Bangor and Aroostook employees did a superb job in 1983.

They reduced accidents (FRA reportables) by 40%.

And for the second time since the safety awards program was started five years ago, a drawing was held for prizes worth \$2,000. Names of the winners were drawn by lottery from eligible employees. They were: Section Foreman Beverly Smith, Northern Maine Junction, who has worked 38 years without a reportable accident; Trackman David Ireland, Haynesville; Conductor Hubert A. Furrow, Oakfield; and Brakeman Kenneth MacLeod, Millinocket.

Besides the big prizes, all employees who worked the year without a reportable accident received a baseball cap with the railroad's logo and the legend "Safety Award" embroidered on it.

But the real winners were the people who did the work of running the railroad. Much of it was done under severe weather conditions, working with moving equipment and heavy materials. Most railroad work is quite different from other industrial work performed. Railroaders work outdoors on a production line 400 miles long under all sorts of conditions, and there are far more natural hazards than in the controlled environment of a manufacturing plant.

The railroad safety committee, made up of representatives of the major operating departments, believe that several factors contributed to the success enjoyed by all employees in 1983.

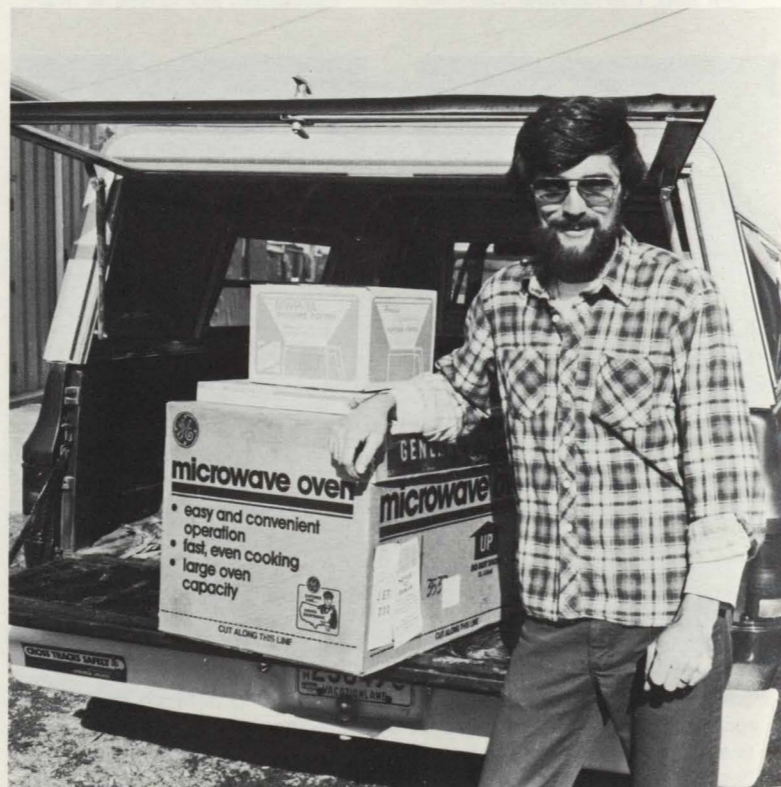
Interest in the drawings, they think, has heightened awareness of on-the-job safety. So was a first aid

Right, Trackman David Ireland selected a microwave oven from among the safety prizes offered in the lottery. Right center, Conductor Hubert Furrow, Oakfield, took home a portable color television set in the safety lottery. Far right, Brakeman Kenneth MacLeod, Millinocket, the fourth winner, chose a Winchester rifle as his safety award. The awards program was held based on meeting safety goals in 1983. FRA reportable accidents were reduced by 40% for the year.

Section Foreman Beverly Smith, Northern Maine Junction, a BAR employee who has worked 38 years without a reportable accident, was the big winner in the safety lottery. He is pictured with the 25-inch color television set he won in the draw.



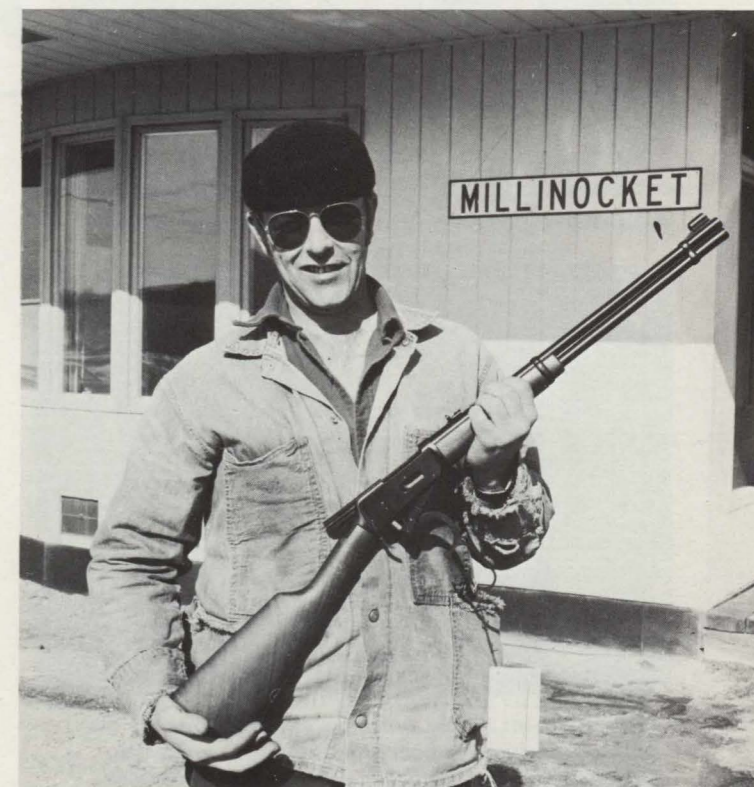
Beverly Smith



David Ireland



Hubert Furrow



Kenneth MacLeod

program conducted by trained emergency personnel at several railroad locations. Mandated use of hard hats in some areas, coupled by a voluntary safety shoe program, has had an effect. Since employment was down in 1983, most employees were experienced veterans with the safety habits more ingrained than among new employees.

It might seem as though a better safety performance would be the natural result of fewer manhours. But the frequency ratio (number of accidents per 200,000 manhours worked) shows the same kind of improvement over 1982 as the reduction in total accidents. The ratio for 1982 was 5.62 and dropped to 3.16 for 1983 for a 44% improvement. The frequency ratio takes into account the 14% reduction in manhours worked, indicating that the progress is real and not just the result of less exposure.

The 1983 performance was so much improved it poses questions about the ability of employees and the safety committee to sustain it. But through the end of April (an accident-free month) there were two less FRA reportable injuries than for the same period last year. But there are a good many people who are working hard to make sure that four more employees will be eligible for the President's awards again this year.

On the surface, it might seem inconsistent to reward people for taking care of themselves. But the safety committee says that the awards program creates awareness and interest.

And that's what safety's all about.



The six Bangor and Aroostook supervisors pictured represent a total of 225 years railroad service. The six retired early under an incentive retirement program and were honored at a testimonial dinner in April. From left to right they are: Mary C. Wood, Stanley F. Hall, Donald B. Annis, Gloria F. Cyr and Harold A. Labbe. Not pictured is Secretary Mildred P. McDonald. It was the second such program offered to qualified supervisors since 1982.

Six BAR Supervisors Honored

Six Bangor and Aroostook supervisors with combined service of 225 years have retired under an incentive retirement program. They are: Donald B.



Terminal Agent Harold A. Labbe, another retiree, is also second-generation Bangor and Aroostook. His father, Daniel Labbe, was a long-time Bangor and Aroostook station agent. Labbe has 37 years service with the BAR.

Annis, treasurer; Gloria F. Cyr, supervisor central records; Stanley F. Hall, freight car foreman; Harold A. Labbe, terminal agent; Mildred P. McDonald, secretary; and Mary C. Wood, executive assistant. It was the second such program offered to qualified supervisors since 1982. Retirements and the two incentive programs have reduced the road's supervisory force by 23% in a three-year period.

The retiring supervisors were honored at a dinner in Bangor April 6.

Annis, a native of Concord, Mass., entered service in 1947 as a clerk and subsequently became assistant general accountant, assistant to the treasurer and treasurer. He attended Bangor schools and Husson College. Annis is a WWII veteran and is married to the former Janet Hoskins. They have three children.

Cyr is a native of Portage Lake and attended Old Town schools and Beal Business College. She entered service as a secretary in 1950, working first in personnel and marketing, and retired as supervisor central records.

Hall was born in Guilford and attended Milo schools. His father, Forest Hall, was also a BAR employee with nearly a half century of service. He entered railroad service in 1946 after serving in Africa and Europe with the U. S. Army in WWII. He has worked as carman, welder and relief foreman. He is a member of the American Legion and the VFW. Hall is married to the former Ula Robinson. They have four children.

Labbe was born in Easton of a railroad family. His father, Daniel Labbe, was a long-time BAR employee. He attended schools in Portage and was graduated from Ashland High School, later serving with the Army Air Corps in the Pacific in WWII.



Supervisor-Central Records Gloria F. Cyr, right, opens retirement gift presented by R. B. Gray, manager-business services.



Executive Assistant Mary C. Wood, a 39-year veteran of Bangor and Aroostook service, worked under five railroad presidents during her career. Pictured with her is BAR President Walter E. Travis.



Freight Car Foreman Stanley F. Hall, a 38-year veteran of railroad service, is a second-generation Bangor and Aroostook employee. His father, Forest D. Hall, had almost 50 years with the railroad and also attended the retirement dinner of his son.



Bangor and Aroostook Treasurer Donald B. Annis was one of six supervisors honored at a retirement dinner April 6.

He entered railroad service as a student operator in 1946 and was later agent and supervisory agent. His civic activities have included Lions Club, Rotary Club, American Legion and VFW. Labbe is married to the former Verna Morneault. They have three children.

McDonald is a native of Milo and attended local schools and Milo High School. Her first railroad service was a clerk in 1945. She continues to reside in Milo.

Wood attended John Bapst High School and Beal Business College, entering railroad service as clerk in 1945. She later worked as passenger traffic clerk, reservation clerk and secretary under five railroad presidents. Her civic activities include St. Mary's Sodality and St. Joseph Auxiliary.

The Day the Lift Crew Didn't Get Lunch

by Ken Zwicker

The summer I worked on the Bangor and Aroostook Railroad's lift crew in northern Maine, there was an old man on the crew named Scottie. Probably that wasn't his real name; he obviously acquired it because he was Scottish and still spoke with a brogue.

The job of the lift crew, one of three extra gangs which worked on the railroad every summer, was to "lift" rails and tamp new ballast (gravel) under them at various places where the ballast had been partially washed away by rain and snow, and needed to be replenished. The gravel was hauled on flat cars and gondola cars by the ballast crew, another of the summer extra gangs.

Scottie was an old-timer, obviously nearing retirement, whose primary job was keeping tabs on trains scheduled to run over the main line in areas where the crew was working. Scottie always carried a dog-eared timetable in the hip pocket of his overalls.

There was also a telegrapher on the job who worked in a boxcar that had been fixed up with his equipment and looked like the office of a small, mobile railroad station.

With the timetable, our telegrapher and Scottie knew the schedules of all the regular trains using the main line, but in the summer there were additional work trains and "extra" freights not listed in the timetable. The telegrapher kept posted on the

Ken Zwicker is retired assistant publisher of the Keene (N.H.) SENTINEL. The story was originally published as part of his column "Dateline Yesterday" in the SENTINEL's MONADNOCK OBSERVER.



extras by frequent communication with other operators at stations north and south of our work area.

So Scottie's responsibility was to keep the job foreman posted, through the use of his timetable and the telegraph operator, on each day's train schedule. The objective, of course, was to make sure no rails were "lifted" and none of the crew's equipment was on the track when a train came through, so none of the trains would be held up.

Though Scottie's job involved no manual labor, he knew it was important and was very conscientious about it.

Sometimes the lift crew would be working only a mile or two from where the crew's boxcar-living-quarters were located — too far to walk but not far enough for them to take their lunch with them, or have it taken out on a train.

At such times, their lunch was delivered on a handcar, operated manually.

One day the crew was working a couple of miles south of the siding where we were quartered, and I was assigned to handcar-delivery duty. The luncheon menu was boiled potatoes and hotdogs, complete with mustard and relish.

The food was loaded onto the handcar and a little flatcar which was towed behind it. When we were ready to take it out to the crew, we asked Scottie to make sure the main line was clear and would continue to be clear until we could get out to the crew and return.

Scottie checked his timetable to make certain there were no regular trains scheduled during that time, and then checked with the telegraph operator to be sure no "extra" trains were due, either.

The word was "all clear" and we took off.

About a mile down the track, we were on a slight downgrade north of a curve, so the pumping was fairly easy. We were skimming right along and making good time when one of the guys suddenly yelled, "I hear a whistle!" Seconds later, a locomotive came barreling into sight around the curve, only a few hundred yards ahead of us.

We did the only thing there was to do. We jumped off the handcar and rolled down over the steep bank of the right-of-way.

In a matter of seconds, the handcar "convoy" carrying noon chow for about 100 men was scooped up by the cowcatcher on the front end of the engine. Our big load of boiled potatoes and hotdogs with mustard and relish was splattered all over the locomotive. The handcar and the little flatcar it was towing were smashed into small pieces that flew in every direction.

Fortunately, no one was hurt.

We learned a bit later that the train was not a work train or an "extra" in the usual sense. It was a "special" carrying the president of the railroad and some other top brass on an inspection tour of the railroad's northern division.

Somehow, even in those days when there were no computers to get things snarled up the normally efficient communications network which controlled traffic on the railroad day after day broke down when a "special" carrying the railroad's president, no less, headed north on an inspection tour.

For a while, Scottie felt that, somehow or other, it must have been his fault. Eventually, though, the foreman was able to convince him that the goof-up had occurred at a much higher echelon.

I've often wondered how long it took somebody in one of the railroad's carshops to clean the hotdogs, boiled potatoes, mustard and relish off that big steam engine.

Moving Up

Brian C. Baker, an assistant engineer for the railroad, has been promoted to the position of roadmaster for Division 1. He succeeds Albert Snow who retired.

Baker, 35, is a native of Bucksport and attended local schools. He received his BS degree in civil engineering from the University of Maine in 1971 and entered railroad service in 1972.

He is a member of the New England Railroad Club, American Railway Engineering Association and American Railway Bridge and Building Association.

Baker is married to the former Mary Wentworth. They have one daughter, Colleen.



Mileposts

40 YEARS SERVICE

H. Fred Armstrong
Harold G. Cole
Rosaire Deschaine
Richard F. Harmon
Herbert B. Russell
Norman J. Tardif
Herman L. Wright, Jr.

35 YEARS SERVICE

Harold F. Bell
Merrill L. Bennett
Nelson W. Cote

30 YEARS SERVICE

Richard Michaud

25 YEARS SERVICE

Faye L. Albert
Roland Fournier
Owen P. Goodine
Lauris M. Hodsdon

20 YEARS SERVICE

Wade A. Canney
James R. Hopkins
Carroll W. Witham

15 YEARS SERVICE

George A. Hussey

10 YEARS SERVICE

Wayne C. Lunn
Richard F. Mayberry
David E. Sharrow

In the Family

Transportation Department

Cindy Lou Bachelder, daughter of Conductor and Mrs. *Calvin P. Bachelder* of Hermon, and *Michael E. Reidy, Jr.*, son of Mr. and Mrs. *Michael E. Reidy, Sr.* of East Holden, were married March 10 at Seabrook, N.H. by the Rev. *Donald Ducey* of Seabrook. Maid of honor was *Laura Robichaud* of Portsmouth. *James Reidy* of East Holden was best man. The bride is a 1979 graduate of Hermon High

School. The bridegroom is a 1974 graduate of Brewer High School. He is a pipe-fitter employed at the Seabrook Nuclear Power plant in Seabrook. The couple will reside in Seabrook.

Winfield H. Quimby, 92, retired locomotive engineer of Caribou, died Feb. 24 after a long illness. He was born in Caribou April 21, 1891, the son of *Ira* and *Alice (Lora) Quimby* and was employed for 47 years with the Bangor and Aroostook. He was a member of the Gray

Memorial United Methodist Church, Caribou Lodge No. 170 AF & AM, and other Masonic bodies including Anah Temple Shrine. He is survived by his wife, *Maude Quimby* of Caribou; a son, *Elwood "Joe" Quimby* of Caribou; a daughter, Mrs. *Charles (Leila) Robertson* of Mapleton; three grandchildren, several great-grandchildren. Funeral was held at the Mockler Funeral Home, Caribou with the Rev. *George Budd* officiating. A Masonic memorial service was held by the officers of Caribou Lodge No. 170, AF & AM, preceding the funeral service. Interment in Evergreen Cemetery, Caribou.

Retired Conductor *Ralph D. Hills*, 85, died March 11 at a Belfast Hospital. He was born in Bangor, Dec. 17, 1898, the son of *Ralph S.* and *Amy (Green) Hills*. He was a conductor for 47 years with the Bangor and Aroostook, retiring in 1963. He attended Bangor Schools and was a 50-year member of Nollesemic Masonic Lodge of Millinocket. He is survived by three stepsons, *Morris J. Curtis* of Lowell, Mass., *Leslie L. Curtis* of Niagara Falls, N.Y., and *Larry R. Curtis* of Waldo; two brothers, *Charles Hills* of Calais and *Carl Hills* of Standish; one sister, Mrs. *June Broad* of Glenburn; several nieces and nephews. Funeral services were held at the Rackliffe Funeral Home, Belfast, with the Rev. *Dave Beal* officiating. Spring burial will be in the Grove Cemetery, Belfast.



A luncheon was held in Bangor to honor recently retired BAR employees. Pictured are Virginia Bubar, Mildred McDonald, Cora B. Pelky and Mary C. Wood. Presenting gifts is Manager of Personnel Shirley R. Strout. Bubar is a 36-year employee in the Mechanical Department and retired as clerk at Oakfield. She is a native of Oakfield and attended Burdett College and Farmington State Teachers College. She has one son, Jeffrey, of Poca, West Virginia. McDonald was secretary at the General Office. Pelky entered service in 1956 as key punch operator and has been data technician and disbursement clerk. She has one daughter, Patricia Eaton, Williamsport, Pa. Wood retired as executive assistant at the General Office.

Engineering Department

Retired Section Foreman *Clair S. Cain*, Masardis, died March 3 at Cary Medical Center, Caribou. He was born July 12, 1911 in Masardis, the son of *Dow J.* and *Alice (Orr) Cain*. Cain was an employee of the BAR for 45 years and retired in 1974. After his retirement he was employed for four years by International Paper Company. He was a selectman for the Town of Masardis for eight years and a member



Kim O'Meara, granddaughter of Safety Supervisor George E. Mossey, is a member of the state championship Jaycee BB rifle team of Lincoln. This is only the second year Lincoln has had a team so it's quite a tribute to them. The team now goes to Fayetteville, Arkansas in July for a national shoot off.

In 1982, Kim was a member of the State of Indiana BB rifle team and participated in the national competitions.

of Pioneer Lodge No. 72 AF & AM, Ashland.

He is survived by his wife, Gladys (Libby) Cain; two daughters, Mrs. Peter (Alice) Piper and Mrs. Richard (Penni) Cullins, both of Mapleton; two brothers, John and Frederick, both of Masardis; one sister, Mrs. Hazel McHatten of Masardis; four grandchildren, Aaron and Tammy Piper and Richard and Candace Cullins, all of Mapleton; several nieces and nephews.

Funeral services were conducted at the funeral home with the Rev. James Fletcher and officers and members of Pioneer Lodge No. 72 officiating.

Congratulations to Mr. and Mrs. Carl Lozier, Bucksport, on the birth of a daughter, Aimee Marie, on March 11, 1984. Maternal grandparents are AAR Car Accountant and Mrs. Kenneth Cosman, Veazie, and paternal grandparents Mr. and Mrs. Jack Lozier, Bucksport.

Francis N. McLeod, retired trackman, Brownville Junction, died March 14 at Brattleboro, VT. He was born in Brownville Junction, August 13, 1908, the son of Hugh and Johanna (Gormley) McLeod.

Mr. McLeod retired from the BAR June 1, 1969 with 23 years service.

He is survived by a brother, Victor of Williamsburg; three sisters, Margaret McLeod of Brattleboro, VT., Theresa McIsaac of Malden, MA., and Elizabeth Maher of St. Petersburg, FL.; several nieces and nephews.

Robert E. Wiggins, Bangor, son of retired supervisor B&B and Mrs. Garold Wiggins of Houlton, was recently appointed to the newly created position of controller, Health Care Group of the Dead River Group of Companies. This group consists of Maine Surgical Supply Company, and its affiliates, Maine Surgical Equipment Company and Metro Medicare. Wiggins is a native of Houlton, graduated from Houlton High School and majored in business administration at Ricker College. He joined Dead River in 1972 as an accountant. He was promoted to petroleum group controller in 1975 and to manager of internal audit in 1981. He will relocate to the southern Maine area.

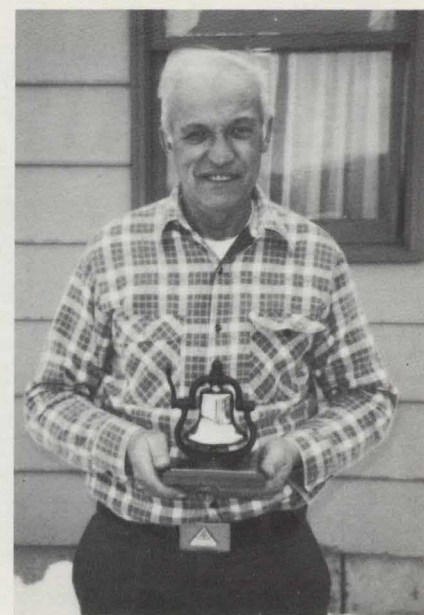
Retired section foreman Frank W. Bartlett died April 13 at an Eagle Lake nursing home. He was born in Waweigh,

N.B., the son of Wellington and Elizabeth (Garroway) Bartlett. Bartlett retired from the BAR December 7, 1961 with 31 years of service. He was a member of the Odd Fellows Lodge No. 144, Ashland, for 66 years and attended the Advent Christian Church.

He is survived by his wife, Nora (Hartford) Bartlett; three sons, Kenneth of Portage, Stanley of Presque Isle and Frank Jr., of Anderson, S.C.; two daughters, Lillian Junkins of Presque Isle and Avis Bass of Portage; two sisters, Freda Weatherby and Minnie Caldwell, both of St. Stephen, N.B.; 19 grandchildren, and 22 great grandchildren.

Congratulations to Painter Linwood G. Jackins, Derby, on the birth of grandson Matthew Jameson Jackins. Matthew was born January 5 and is the son of Mr. and Mrs. Ashland Jackins of Dover-Foxcroft. Paternal grandmother is Mrs. Clara Sandridge, Danville, VA., and maternal grandparents are Mr. and Mrs. Millard Strait of Sherman Mills. Retired Timber Agent Guy L. Jackins, Houlton, is the proud great grandfather.

Thaddie A. Lausier, Grand Isle, retired trackman, died February 13 at a Fort Kent hospital. He was born in Grand Isle, October 13, 1898, the son of Alexis and Julie (Dionne) Lausier. Lausier had 35



Locomotive Engineer Donald P. Sanders has received a 40-year service award. He is a native of Oakfield and entered service as an engine cleaner in 1943, later working as trackman, signalman helper and fireman. He is married to the former Ellen Barrows. They have five children: Roger, Wallingford, Conn.; Christie, of Oakfield; Alton, of Oakfield; and Evelyn and Shelli, at home.

years service with BAR and retired November 2, 1963.

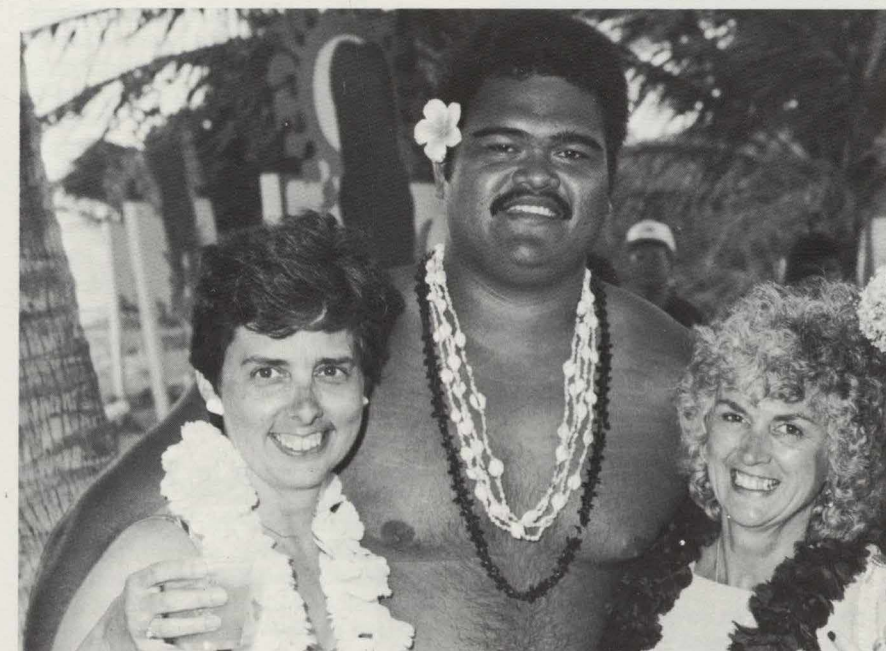
He is survived by his wife, Mabel; nine sons, Emilio and Larry, both of Milwaukee, WI., Elmer of Auburn, Roland of Cudahy, WI., Real of Madawaska, Edmond and Urbain, both of Studio City, CA., Normand of Lille, and Daniel of Westbrook; five daughters, Sister Viola of the Order of Servant of the Immaculate Heart of Mary of Biddeford, Rita Pescinski of Spencer, WI., Sister Marie Mae of the Order of the Presentation of Mary of Nerinx, KY., Cecile St. Jean of Dudley, MA., and Agathe Moser of Park Falls, WI.; four brothers, Camille of Van Buren, Lucien of Madawaska, Conrad of Freeport, and Rev. Edmond Lausier, S.M.M. of New Guinea; five sisters, Artheline Chasse of Sinclair, Ida Beaulieu of Clearwater, FL., Helen Russell of Augusta, Sister Catherine and Sister Marie

Tibbets of Guilford and Helen Packard of Millinocket; several nieces and nephews.

Accounting & Data Processing

Ledger Clerk Gloria Brooks vacationed at Waikiki Beach, Hawaii, April 14-22. She cruised Pearl Harbor aboard the "Adventure V," went to the Polynesian Cultural Center, the Don Ho Show, Diamond Head, and Sea Life Park. She also went catamaran sailing, to a luau at Paradise Park, and visited many other island attractions. Pictured with her are: Jolene Comeau, a friend; Hugo, a Hawaiian host.

The University of Maine-Orono golf team, led by medalist Keith Patterson II, won its second consecutive Maine Intercollegiate Golf Championship at Cape Arundel Golf Course, Kennebunkport, on



Jolene Comeau

Hugo

Gloria Brooks

Luce of Hull, Providence of Quebec; 45 grandchildren and 32 great-grandchildren.

Retired Trackman Perley R. Strout, Milo, died at a Bangor hospital January 30. He was born in Glenburn October 8, 1911, son of Earl and Edith (Fitz) Strout.

He was a veteran of WWII and a member of the Milo American Legion. Strout was employed with the BAR for 33 years retiring in 1974.

He is survived by two brothers, Wesley of Derby and George of Milo; four sisters, Bummy Woodard of Old Town, Alice Inman of Westbrook, Virginia Wylie of South Portland and Julie Sweeney of Suffield, CT.; two stepchildren, Willis

April 27, 1984. Keith, who is the son of Adm. Secretary Margaret Patterson, is a junior and captain of the golf team.

Marketing & Traffic

Congratulations to Clerk Alan and Mrs. White on the birth of a new grandson Donald Oliver Searway III. Donald was born in Bangor April 11 and is the son of Rene and Donald Searway.

Congratulations to Manager Pricing and Divisions Garrett and Mrs. Lovett on the birth of granddaughter Lindsey Marie Lovett born in Spokane, WA May 1. Lindsey is the daughter of Debbie and Charles Lovett.

Mechanical & Stores

Kelley Ann McLaughlin of Brownville and Scott William Artus of Milo were married February 11 at the Milo Methodist Church by the Rev. Joseph Beardslly. The bride is the daughter of Machinist and Mrs. Everett (Red) McLaughlin of Brownville. The bridegroom is the son of Mr. and Mrs. Charles Artus of Milo.

The maid of honor was Nancy Landry of Brownville Junction. Dale Stubbs of Derby was best man.

They both attended Penquis Valley High School in Milo. The bride works at the Hathaway Shirt Company in Dover-Foxcroft. The couple resides in Derby.

Our sympathy to retired Car Foreman James E. Jewell on the death of his wife Betty J. Jewell, 54.

She was born in Old Town, March 28, 1929, daughter of Stuart W. and Myrtle (Miller) Robinson and was employed by the Bangor School Department as a cook at the Vine Street School. She was a member of the American Legion Auxiliary and the Norumbega Rebekah Lodge.

Surviving besides her husband, James E. Jewell of Bangor, are one daughter, Mrs. Dennis (Jeanne) Harvey of Bangor; three sons, James C. Jewell of Holden, Gary W. Jewell of Bangor, John L. Jewell of Brewer; seven grandchildren; one step-brother, Robert Robinson of Oahu, Hawaii; two step-sisters, Elizabeth Doughty of Virginia Beach, VA., Pauline Britton of Wingdale, NY; two great-aunts; several nieces and nephews.

Our sympathy to retired Car Repairer Leon A. Brannen, Oakfield on the death of his wife, Hazel E. Brannen, 60, who died March 13 in Lincoln. She was born in Island Falls, September 12, 1923, daughter of Eugene and Minnie (Burpee) Springer.

She is survived, besides her husband Leon, by one daughter, Mrs. Priscilla Crandall of Island Falls; three sons, Bill of East Millinocket, Kilburn of Oakfield and Keith of Island Falls; three sisters, Mrs. Lena Dow of Connecticut, Mrs. Lydia Siton of Connecticut and Mrs. Priscilla Brownlow of Smyrna; six grandchildren; several nieces and nephews.

Our sympathy to the family of Kenneth R. Rich, 76, who died February 19 at a local hospital. He was born in Searsport, May 21, 1907, the son of Lewis and Gertrude (Russell) Rich. He had been retired from the railroad since January 26, 1971. He was also a member of the Local 1519, AFL-CIO Long Shoreman's Union.

He is survived by his wife, Dorothy (Seekins) Rich of Searsport; one daughter, Mrs. Regina Harvey of Frankfort; two

brothers, *Lewis Rich* of Penobscot and *Daniel Rich* of Searsport; two sisters, *Winefred Robbins* of Belfast and *Gertrude Dakin* of Searsport; two grandsons.

Clerk *Virginia S. Bubar*, Oakfield, retired April 20 after 36 years service with the railroad.

She was born September 22, 1919 at Oakfield and attended Oakfield Community High School, Burdett College, Boston, Mass., and Farmington State Teachers College, Farmington, Maine. She entered service with the railroad on September 13, 1948 as stenographer/clerk. Subsequent positions were chief clerk to master mechanic and clerk.

She worked at Bath Iron Works in Navy

four sisters, Mrs. *Maynard (Ella) Marrant* of Miami Shores, Fla., Mrs. *W. Gilbert (Esther) Westgate* of Newington, Conn., Mrs. *Orris (Marguerite) Dean* of Naper-ville, Ill., and Mrs. *Harold (Anna) Hoskins* of Levanon, Mo.; one grand-daughter, *Rachel Anne Burnham*; several nieces, nephews.

Carman *Robert S. Libby*, 61, of Western Avenue, Hampden, died at his residence March 4. He was born in Hermon, March 16, 1922, the son of *Fred C.* and *Sadie (Bates) Libby*. He was a carman at Northern Maine Junction Car Department for 29 years and had been off ill since December 10, 1982.

He attended Hampden Congregational

Schools and was a graduate of Hampden Academy. Mrs. *Hanson* was a golden sheaf and 60-year member of the Levant Grange. She was a member of Pomona, State and National Granges. She was a former member of the Silver Leaf Chapter, O.E.S., a member of the Bradford and Hudson Senior Citizens and the Waterville Chapter, A.A.R.P.

Surviving besides her husband *Welden W. Hanson* of Bradford are two step-daughters, Mrs. *Seldon (Joan) Leathers* of Bradford, Mrs. *David (Sylvia) Goding* of Lincoln; a stepson, *Harold W. Hanson* of Milo (Chief Mechanical Officer, Mechanical Department); a foster son, *Donald Brown* of Newport; two sisters, *Muriel Patton* of Levant and *Helen Witherly* of Hudson; nine step-grandchildren, six step-great-grandchildren, a niece, nephew and several cousins.

A recent photo and caption in the Piscataquis Observer pictured two residents of the Hibbard Nursing Home in Dover-Foxcroft. They were *J. Charles LaRouche*, 99 and *Luneete Foulles*, 101, planning strategy for a kissing booth at the nursing home for April 28 to help raise money for the Ronald McDonald House in Bangor.

LaRouche is a retired painter, Derby, and has been retired since December 22, 1949.

Our sympathy to the family of *Phyllis M. Jay*, 62, who died at her residence in Milo on February 8. She was born in Houlton, August 7, 1921, the daughter of *Leroy* and *Annie (Brewer) Foster*. She attended the United Baptist Church and was a member of the Pleasant River Grange.

She is survived by her husband *Harold* of Milo, a retired laborer, Derby Shops; one daughter, Mrs. *Bert (Dianne) Perkins* of Columbus, Miss.; six sons, *Glenwood, Wendall, Richard, Terry, Eugene* and *Kevin*, all of Milo; three brothers, *Bertrand* of New York and *Cyril* and *Myrl*, both of Houlton; four sisters, *Raida Terrell, Hilda Ramsey, and Jeannie Henderson*, all of Houlton and *Anna Jones* of Biddeford; 12 grandchildren; three great-grandchildren; several nieces and nephews.

Our sympathy to the family of *Jennie May Dickson*, 83, who died May 5 at a Dover-Foxcroft nursing home. She was born at Little Harbor, N.S., July 27, 1900, the daughter of *John* and *Mabel (Hingley) Fraser*. She was a member of the Milo Methodist Church.

She was pre-deceased by her husband *Roland J. Dickson*.

She is survived by one son, *Harold W. Dickson* of Bradford (a retired machinist, Northern Maine Diesel Shop); two daughters, Mrs. *Neil (Dorothy) McCannell*



Five generations of the Tweedie family were recently together for a visit. Senior member and great, great grandmother *Addie Currie*, Millinocket, has celebrated her 101st birthday. Her son, *Roland Tweedie*, retired roadmaster, Brownville, is shown with son, *John*, of Millinocket and grandson, *Allen*, with great-grandson, *James Roland*, of Tacoma, Washington.

Cost Accounting (Civil Service) 1941 through 1945.

Bubar is a member of the Brotherhood of Railway Clerks and is secretary of the Oakfield Housing Corporation.

She has a son, *Jeffrey D. Bubar*, 24 Corey Drive, Poca, West Virginia.

Retired Machinist *Carl Elmer Carlson*, 65, died at his residence in Milo, April 5. He was born in Worcester, Mass., December 8, 1918, the son of *Carl* and *Sofia (Anderson) Carlson*.

Carlson was a veteran of World War II. He retired December 10, 1979 after 42 years with the railroad and was a machinist at Derby and a member of the International Association of Machinists.

He is survived by his wife, *Rose (Hoskins) Carlson* of Milo; two daughters, *Hilda Robichaud* of Nashua, N.H., and *Martha Burnham* of Meriden, Conn.;

Church and was an Army Veteran of World War II, a member of Whitcomb-Baker V.F.W. Post of Hampden and the I.O.O.F. of Hermon.

He is survived by his wife, *Ellura (Buck) Libby* of Hampden; one son, *Philip* of Newburgh; three daughters, *Jane Palmer* of Newport, Mrs. *Stephen (Sandra) Ames* of Auburn and Mrs. *Craig (Lori) Sites* of Hampden; three sisters, *Dorothy Cadorette* of East Corinth, *Beverly Robison* of Coeur d'Alene, Idaho, and *Eleanor Peavey* of Wallingford, Conn.; eight grandchildren and several nieces and nephews.

Our sympathy to the family of *Meryle W. Hanson*, 74, who died March 1 at a Bangor hospital after an extended illness. She was born November 16, 1909, in Levant, the daughter of *George* and *Gratia (Titcomb) Worthing*. She attended Levant

of Lewiston and Mrs. *Oliver (Elizabeth) Dwelley* of Derby; five brothers, *Harold, Elmer* and *Albert*, all of Little Harbor, N.S., *Robert* of Lochbroom, N.S., and *Alec* of Forest Park, Ga.; six sisters, Mrs. *Christine Moore*, Mrs. *Albert Facey* and Mrs. *Edith Pennington*, all of New Glasgow, N.S., Mrs. *Vernon MacLeod* of Westville, N.S., and Mrs. *Irving MacKenzie* of Hillside, N.S.; seven grandchildren, 10 great-grandchildren, several nieces and nephews.

Our sympathy to the family of *Beatrice V. Pinette*, 62, who died at a Bangor hospital May 11. She was born in Hoddesdon Herts, England, March 14, 1922, the daughter of *Joseph* and *Elizabeth Cocking*. She was a member of St. Paul's Catholic Church.

She is survived by her husband, *Norman Pinette* of Derby, who is a retired electrician from the Derby Shops; one son, *Michael Pinette* of Manchester, Conn.; four brothers, *Thomas, Ray, Peter* and *Donald Cocking*, all of England; one sister, *Elizabeth Locke* of England; two granddaughters; several nieces and nephews.

General Offices

William M. Houston, vice president and general counsel, was nominated by Governor *Brennan* to serve as public representative on the Maine Labor Relations Board. His nomination has been unanimously confirmed by the Maine State Senate.

Keith Ashton, manager internal audit/-systems development, was recently elected president of the Bangor chapter of the Institute of Internal Auditors.

Cora B. Pelky, disbursement clerk at the general office, has retired after 28 years with the railroad. She entered service as a keypunch operator and has worked as data technician and clerk. Prior to her railroad service she was employed by *Old Town Canoe, Moose River Shoe Company, Penobscot Shoe Company and Old Town Shoe Company*. Mrs. *Pelky* attended *Old Town High School and Beal Business College*. She has one daughter, *Patricia Eaton, Williamsport, Pa.* Pictured with her is Controller *Owen J. Gould*.



Facts and Figures

	Four Months Ended April 30,	
	1984	1983
We received from:		
Hauling freight	\$ 8,265,803	\$ 6,961,832
Carrying passengers & express on our buses	18,468	144,852
Earnings from our cars moving on other carriers	2,813,630	2,676,571
Other operating revenues	680,456	897,096
Other income projects connected with operating our business	243,096	132,664
A total of	12,021,453	10,813,015
We paid out or provided for:		
Wages and benefits to our employees	6,516,874	5,726,765
Materials to keep our equipment running and our roadbed and structures in repair	1,568,268	1,623,893
Lease of cars and costs for foreign cars on line	1,452,122	1,356,043
Outside services contracted from others	493,438	628,608
Telephone, heat, lights, rent and other utility costs in occupying our buildings	361,250	340,508
Depreciation	835,311	787,703
Other services and charges in operating our business	320,812	297,206
State and local taxes	120,591	127,828
Interest on borrowed money	321,623	152,981
A total of	11,990,289	11,041,535
Resulting in a pre-tax income (loss) of	\$ 31,164	\$ (228,520)

William C. Osswald
Sr. Vice President
ANR Freight System
Denver, Colorado

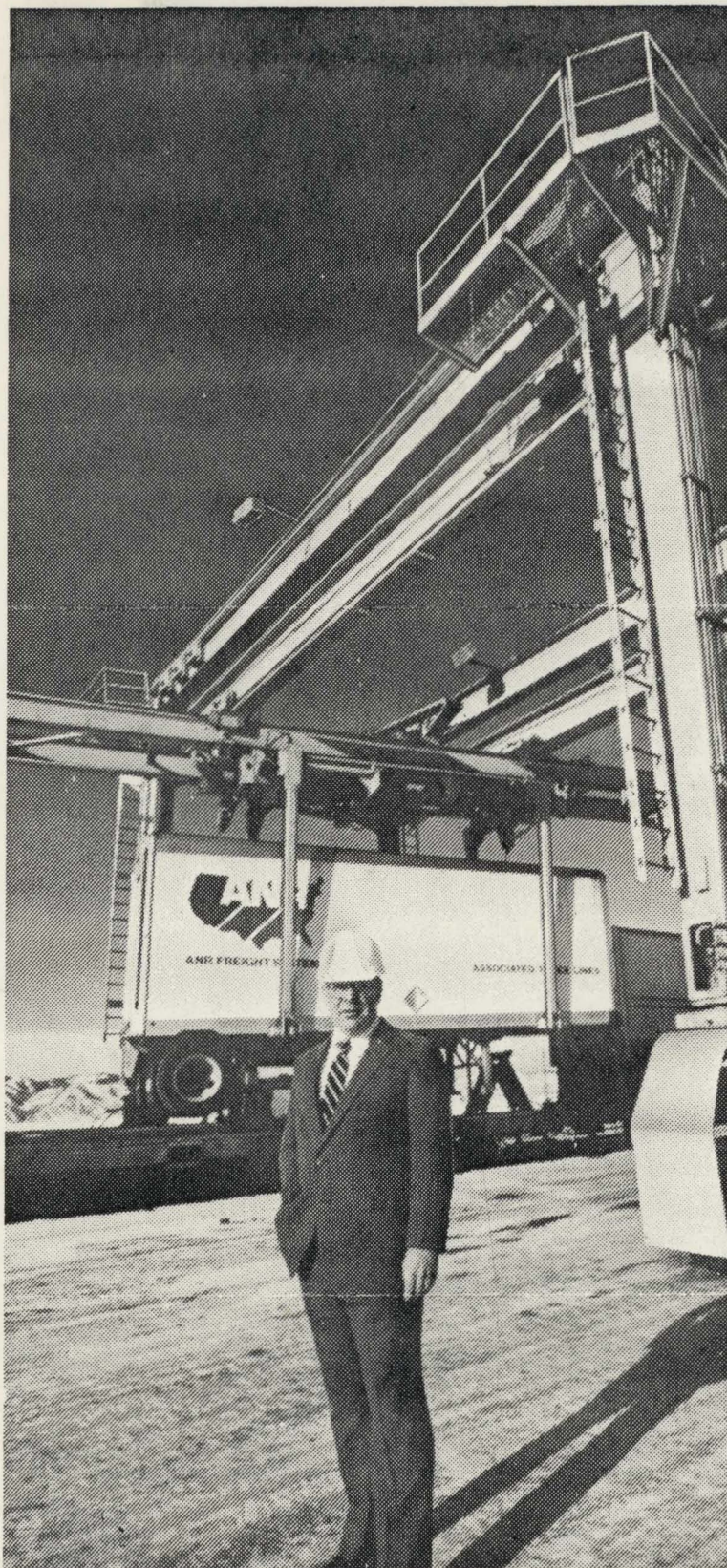
“The future of long-distance shipping is in piggybacking.”

Trucks are more efficient when they take the train. And no matter what the load or where it's going, if it has to go a long distance, piggyback freight trains can do it better. This simple fact is changing the way America moves freight.

Fact: Piggybacking volume is increasing so rapidly, the record set in 1982 was surpassed in just the first 10 months of 1983. ANR Freight System was quick to spot the trend. They designed their “ValuLiner” service to take advantage of new, more competitive rail prices and services—especially for shippers who don't require a full truckload. Today, ANR Freight piggybacks long-distance shipments within its 31-state system.

ANR Freight knows the railroads' capability to move goods at speeds in excess of highway limits while also achieving superior fuel efficiency. By piggybacking, truck trailers can provide millions of miles of transportation with only limited highway travel and tire wear. It's a sensible way to move freight throughout the United States.

For more information, write:
Intermodal, Dept. 405, Association of American Railroads, 1920 L St., N.W., Washington, D.C. 20036.



ASSOCIATION
OF AMERICAN
RAILROADS

FREIGHT RAILROADS ARE ON THE MOVE.