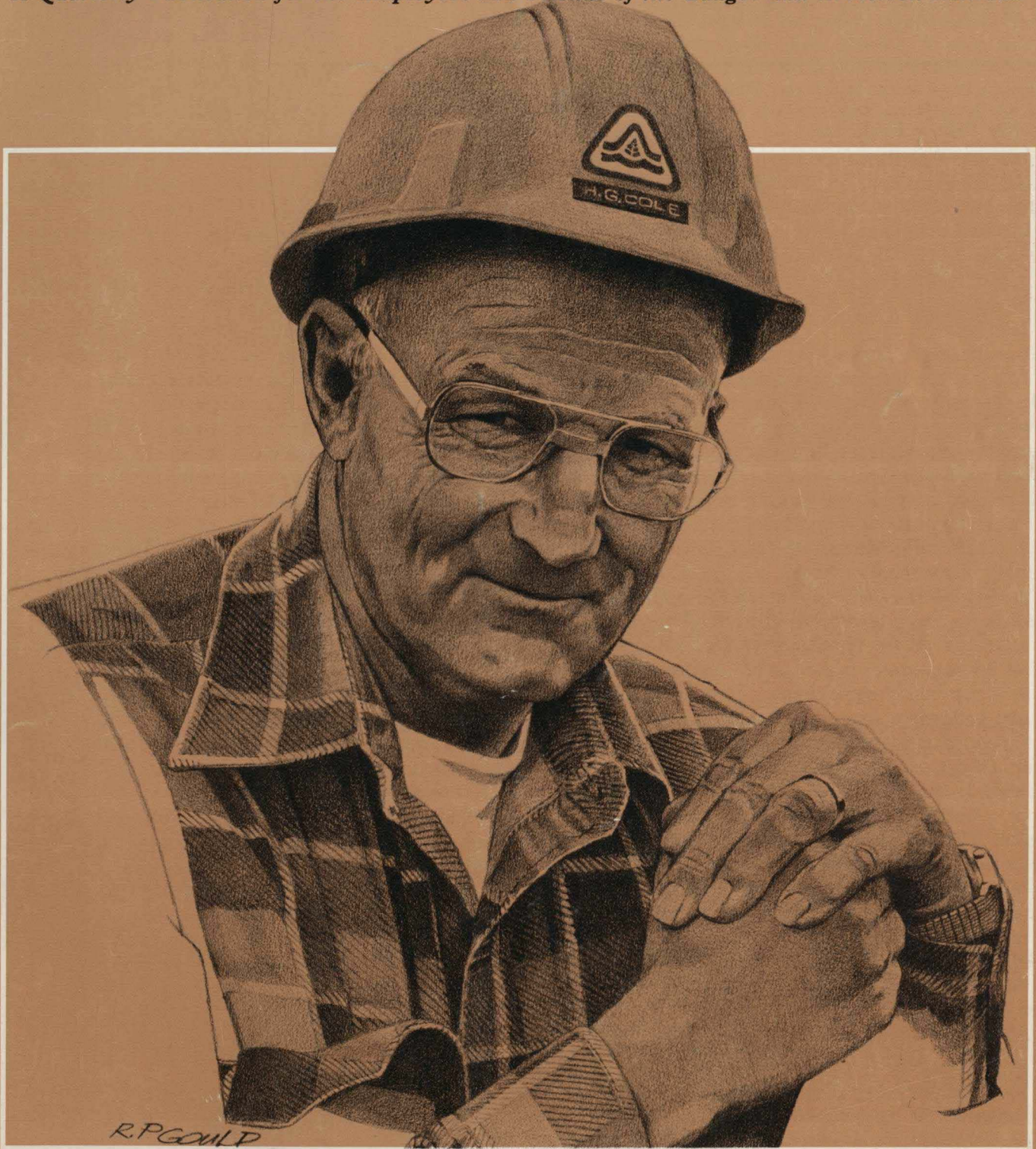

MAINE LINE

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





Talking It Over

To My Fellow Employees,

Our safety performance over the past 10 months causes me great concern. I think it should be disturbing to all of us. In that period we are showing nearly twice the number of lost-time accidents that we did in 1983. The accidents which we are required to report to the Federal Railroad Administration is 29 during the same period in which we reported 22 last year.

It is the latter category which we use to "keep score", but the lost-time accidents are perhaps a better measure of severity. While we're talking about record keeping, the only subject of the whole exercise is to help us learn from our experience and to improve the safety environment; it's not to engage in any kind of oneupsmanship with other railroads.

The fact that more people have been injured doing their jobs on the railroad this year, given the lesser number of manhours worked, is perplexing and it is disturbing. While there's an increase in back injuries, there is no really discernible pattern in the kinds of accidents we are experiencing. The one positive bit of information to come out of our dismal experience is that safety equipment...hard hats, safety glasses and safety shoes...are preventing injuries. But none of us should take any satisfaction from our effort in this vital area this year.

Safety is about as interesting as watching grass grow...until we, or someone close to us becomes a victim. Then it becomes a very real concern. The lessons of safety must be repeated and repeated; there's no such thing as saying the job has been done and we can go on to something else. But it is so important that none of us...from departmental safety officers to the people who are doing the actual work...must settle for anything less than our best effort.

If we're not doing as well as we were last year, it really tells us that we're not working as hard at working safely as we were a year ago. I'm certainly

not suggesting that any employee deliberately set himself or herself up for an accident. But there is a kind of mental attitude...call it the absence of caution if you like...that sets up an environment for someone to get hurt. And, rather than sensing an uncaring attitude toward ourselves and our fellow workers, there is perhaps an unthinking attitude.

We must change that lack of awareness to a positive attitude of caring for our welfare. I have spoken many times to you of the unnecessary pain and suffering resulting from accidents and that's one important reason for working hard at safety.

But we haven't talked much about the compelling economic reasons for working safely. Every time one of us is injured the railroad loses the service of that employee. Then there are the medical costs, which seem to be constantly rising, and settlement costs if there is impairment. The total cost of accidents has now reached the point on our small railroad where it has effect on our level of employment.

To be blunt, accidents are so expensive and our record so poor this year that some people are not working who could be working if we were not spending those dollars paying medical claims and other associated expenses. That's a pretty sad comment on our attitude toward our fellow workers.

The next few years will determine if there is a place in the world of deregulated transportation for small, independent railroads like Bangor and Aroostook. If we are to survive in this new world and remain a provider of good jobs for our people, we must address costs that are spinning out of control. The cost of accidents is one of those items.

And it's an area where all of us can make a difference. A poor safety record not only costs jobs but it can imperil our future.

Sincerely,

Walter E. Francis

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About the Cover...

Roger Gould's sketch of Patrol Foreman Gordon Cole captures the flavor of this man's dedication to his job and his rugged character.

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News Briefs

Sierra Club lawsuit delays Sears Island project

Just when it appeared that the \$28 million Sears Island cargo port project was finally off the ground, the Sierra Club, a national environmental organization, brought suit in Federal court to halt work on the project. Contracts for the \$1.5 million causeway component have already been awarded. At issue are environmental studies which the Sierra Club claims were not completed as required by Federal law. Maineport Council says delays caused by the lawsuit could jeopardize the entire project. Bangor and Aroostook would serve the state cargo pier and is vitally interested in the project.

Limestone Branch to be rehabilitated

The railroad has signed an agreement with the Air Force and the Maine Department of Transportation for rehabilitation of the BAR's 15.67-mile Limestone branch which serves Loring Air Force Base. The project will cost \$1,282,247 and will be started in the spring of 1985. It is expected to be completed in 1986. Funding for the project will come from the Air Force (\$932,247), the MDOT (\$200,000) and BAR (\$150,000). The Air Force contribution will be paid by a surcharge on the coal it moves over the branch.

Move to Millinocket completed smoothly

Transportation and Mechanical Department operations were moved from Oakfield to Millinocket as scheduled on October 13 and both H. W. Hanson and L. S. Milton had high praise for employees in both departments for making the transition smoothly.

Hanson said the move "constitutes a major change in our operations and increased activity at Millinocket. He added that it was accomplished with only minor interruptions and reflects very favorably on the cooperative attitude of our people."

Superintendent of Transportation L. S. Milton said that the change in train service was accomplished with no major problems.

"Our people have done an excellent job in making the new system work," he said.

More welded rail installed

Maintenance of Way crews have installed five more miles of (new) 115-pound continuously-welded rail. It brings to 28.89, the number of miles of welded rail in the BAR system. The new rail was installed on the Ashland mainline between A 11.60 and A 16.50 (Howe Brook).

Derby to do Thrall repair program

Derby Shops will be doing a small freight car repair program for Thrall Car of Chicago. The cars are presently operating in eastern Canada and there will be 17 units repaired.

BAR employees contribute record dollars to United Way

Bangor and Aroostook employees in the United Way of Penobscot Valley area have contributed a record number of dollars to the 1984 campaign. Some 161 employees gave an average \$112.37 to the campaign, up 7.7% from last year. The total raised was \$24,592 which topped last year's campaign slightly. Steve Holt, who chaired the employee campaign, was pleased with the total since there were 42 fewer employees this year. Employee participation in the campaign is 64.9%. Dana Corey was vice chairman of the 1984 campaign. The committee included: Sidney Andrews, Brian Baker, P. A. Carroll, D. A. Fessenden, Gene Huntington, Brenda Tarr, Norman O'Halloran and Carl Williams.

If there's anyone who really likes change, I haven't met them yet. But most of us learn to adapt to it and railroaders have had a great deal of experience in that area recently.

Unfortunately, much of the change has been painful. As an industry we have seen our share of intercity traffic shrink from the 37% we carried in 1960 and the truck share increase. There has been a 20-point swing with the rails losing and the trucks gaining.

Railroad employees have lost ground, too. In 1960, employees in the two modes were about even with about 780,000 each. By the middle of 1983, trucking industry employment had risen to about 1,140,000 and rails had dropped to about 322,000.

That change has led to widespread unemployment. It lessened the value of seniority and created serious problems for the Railroad Unemployment and Railroad Retirement systems.

The Staggers Act of 1980 created a different, more positive kind of change; it allowed the railroads to compete more equally in a way other modes have considered a normal way of doing business. It permitted railroads to adjust rates to market conditions and make contract rates. It helped bring railroads into the 20th century in terms of selling our services.

One result of loosening the bonds of regulation was an improvement in earnings. But in spite of the improvement, 1983's results showed only a 3.9% return on investment for railroads.

Fifteen percent is considered adequate for all other industry.

The Staggers Act helped us on the revenue side, but the big problem for Bangor and Aroostook and other U. S. railroads is on the cost side. Government can't solve our problem. We must do it together, labor and management.

Where do we find ourselves at the edge of a new year? Well, we're told that our society is gradually changing from an industrial economy to a service economy. That means slower industrial growth with the transportation market relatively flat.

The bottom line is that neither Bangor and Aroostook, nor any other railroad has a lock on the market. We have seen trucks take the potato traffic which built our railroad and kept it healthy. And they are eating into the forest products business which now sustains us.

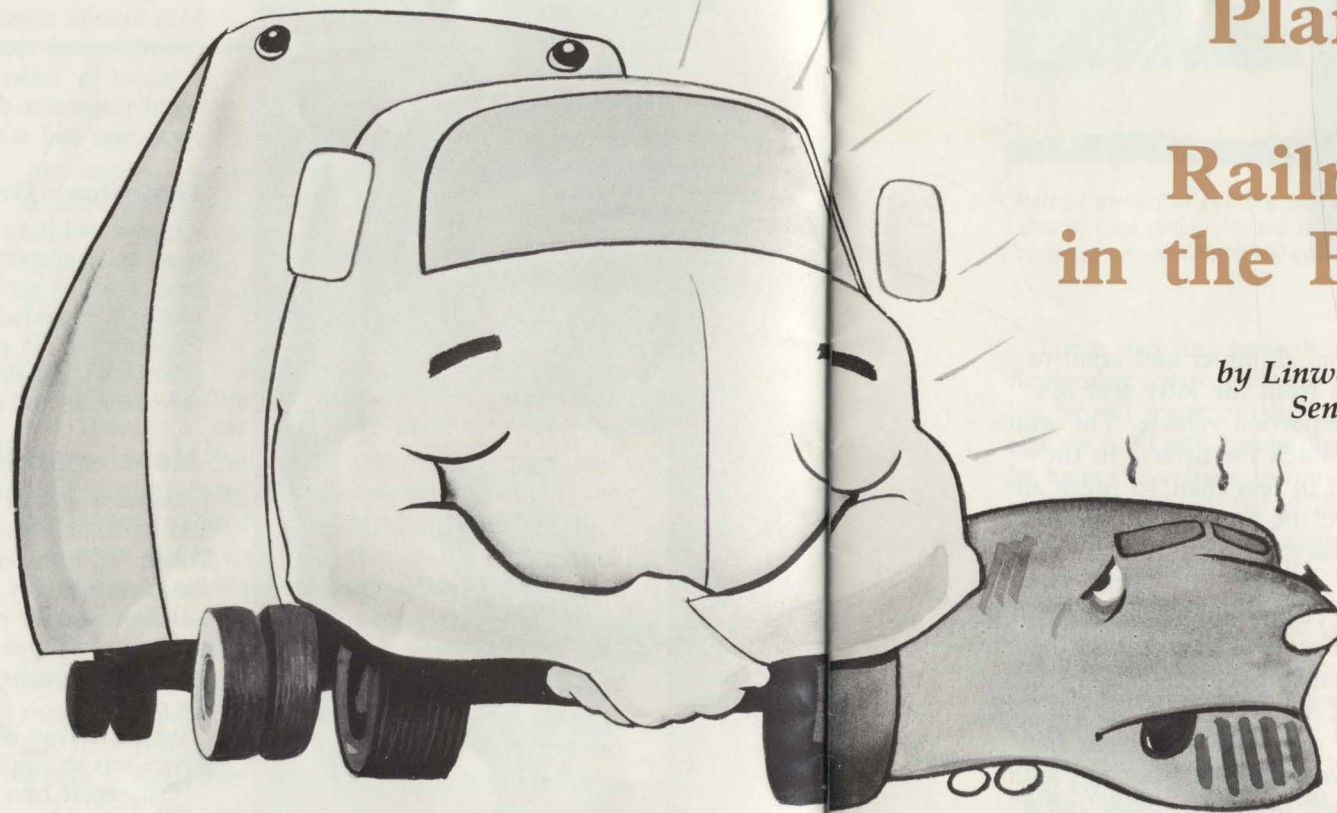
To be blunt, we can only improve our lot and continue to provide good jobs if customers buy our services in competition with trucks.

Our only opportunity is to increase our share of the transportation market.

Here's what the lean, deregulated competition looks like: the trucks have flexibility, fast transit time and a cost advantage.

As railroaders, we believe that we can move goods more efficiently than any other surface mode and we might ask why this isn't true in 1984. After all, a single driver can handle only one or two trailers while a train crew of four can handle a train of 100 trailers.

The answer is that railroad employees receive higher wages and travel fewer miles. Railroads also



have more money invested in terminal facilities than trucks. They pay all of their track costs while trucks operate on highways built and maintained by government. The use taxes they pay amount to only a fraction of the additional costs they impose on the highway system.

Legislation passed last year makes it legal for trucks to operate longer, wider and heavier trailers as well as twin trailers. All of this means that they can charge less per ton for the freight they haul. And there's no reason to believe the most recent round of size and weight increases will be the last.

These are conditions over which we have little control.

But the deregulated trucking industry has done a superb job in reducing costs. The Teamsters union agreed to a renegotiated contract in which there are no increases, no additional paid leave and no new health and welfare benefits. Entry level rates begin at 70% of standard pay. The work rules are relaxed

and cost of living increases are payable once a year or are even divertable to cover increases in benefit costs.

Deregulation has made entry into the trucking business very easy and many newcomers have taken advantage of the opportunity. Many of the newcomers are non-union. At the same time, existing trucking companies have found it possible to set up

Plain Talk About Railroading in the Eighties

by *Linwood W. Littlefield*
Senior Vice President

operations which are non-union.

The result has been that the proportion of non-union drivers in rail-competitive trucking operations has now climbed to more than 83%.

But look what's happened in the railroad industry in the decade between 1972 and 1982. Average employee compensation more than tripled with increases averaging 10.6% a year, an amount that far exceeded increases in the cost of living.

To put this in perspective, a survey by the U. S. Chamber of Commerce shows that 1983 average employee compensation was 42% above the average for domestic private industry and 53% greater than average trucking industry compensation. Between 1972 and 1982 the average increase in railroad industry compensation was 81% greater than in the trucking industry.

According to a Sept. 18 story in the JOURNAL OF COMMERCE, wages paid railroad employees are higher than those paid any other mode. The

study by Transportation Policy Associates indicates that total payroll and fringes paid railroad employees in 1983 were \$2300 greater per year than the next highest group, airline employees. It went on to say that railroad wage levels (not including fringes) have increased 31% since 1980 compared to 13% for trucking company and warehouse employees.

The report adds that, while the competitive pressures of deregulation have slowed the traditional rapid rise in labor costs in other modes, it has had "a far less pronounced effect on rail wages than it has had on salaries paid the trucking industry."

When our customers look at railroads they see union notices calling for 5% wage increases every six months over a three-year period and more and better fringe benefits. And they see a trucking industry in which management and labor have been able to work together to keep costs under control while they improve service.

To our customers, an increase in rail labor costs will mean an increase in rail rates. And the trucks will look even better.

It's hardly surprising then that the truckers have driven off with a larger share of the transportation market.

Unless we... railroad management and railroad labor... can stem the erosion of our business to the trucks, the road ahead will be more of the same. If we can increase our share of the transportation market, though, we can halt the loss of railroad jobs, we can protect seniority and keep the Railroad Retirement and Unemployment Insurance systems sound.

We must do three things.

We have to provide those services at a price our customers are willing to pay.

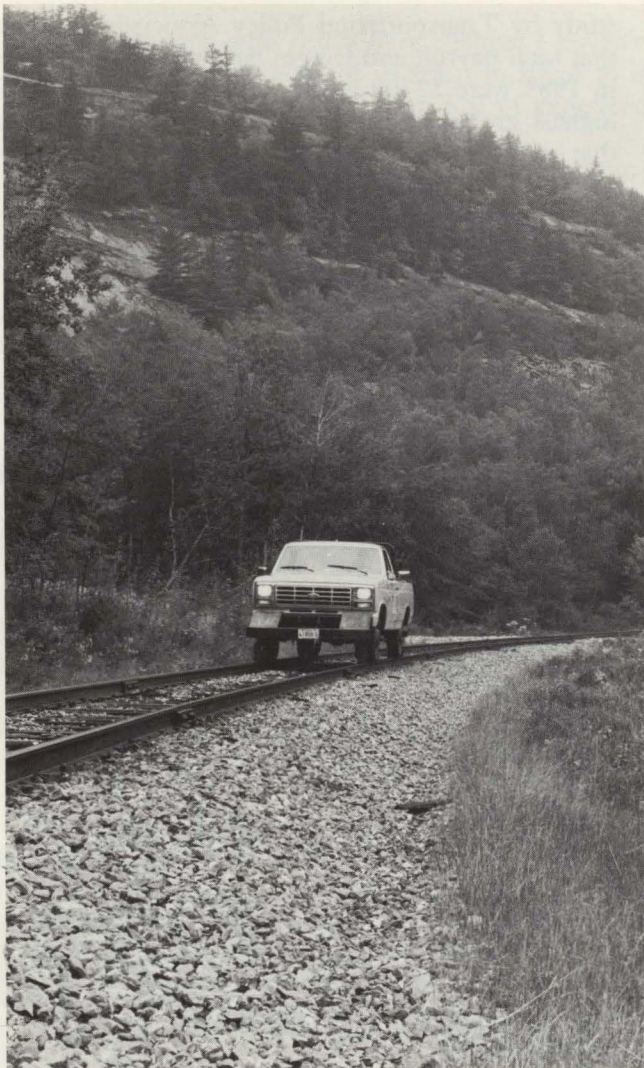
We must find more ways to reduce our largest single cost, labor compensation. And we must do it in a way to attract and keep a skilled productive labor force.

The picture is not a pleasant one but it is painfully clear that business as usual won't work anymore. The problem of cost containment belongs to all of us and the largest cost is the 58% of our expense dollars that goes for payroll, fringe benefits and related costs.

For years our plea was that railroads be allowed to compete as other businesses do. The government has given us those marketplace freedoms, but they won't mean anything unless we can bring our costs in line with the competition.

A job that pays a great wage doesn't mean anything unless there's an opportunity to work.

I believe railroaders are a resourceful people and that we can become low-cost carriers. But it is clearly our job. There's no place else to look for a solution.



Gordon Cole's piece of the Bangor and Aroostook stretches 106 miles, from Millinocket to Searsport. His patrol vehicle is dwarfed by Mosquito Mountain on the railroad's Searsport branch.



Gordon Cole

Looking Hard at 106 Miles of Iron

The two ribbons of rail shimmer and seem to undulate on the horizon from the lofty seat of Gordon Cole's hy-rail inspection vehicle. The whole object of the trip is to watch for defects in the track and rail at a speed of less than 15 miles an hour. It sounds easy and the 56-year-old patrol foreman makes it look easy.

But it isn't.

And what looks like a cushy job of inspecting 106 miles of railroad for defects five days a week becomes a tiring . . . and sometimes tense . . . exercise. For a beginner, at least. What we're looking for on this glorious September morning are broken rail joints, bolts that have worked loose from rail joints, chipping in switch points, defects in frogs and a whole lot more esoteric things that can happen to railroad track.

The greatest distraction is the almost hypnotic effect of the track two rail-lengths ahead of the inspection vehicle. A break in a rail joint will show as a dark spot against the shiny surface of the rail. Switching the eye focus from one side to the other has the same effect as watching a fast tennis match without any respite. And the only way it's easy is if you know how to do it.

Gordon Cole, a soft spoken six footer who's spent the past 40 years doing almost every job involved in track maintenance, knows exactly what he's looking for and his sharp eyes miss no detail of the track he patrols. His job is an important link in railroad safety and the train crews who pass over his piece of iron know how seriously he takes his job.

His day begins at first light. Even during those months of long daylight he's usually on the road at 5:30 a.m. On Mondays and Thursdays he patrols

from South Lagrange to Millinocket and the Katahdin Iron Works Branch. On Tuesdays and Fridays it's from South Lagrange to Searsport and Wednesdays he inspects yard tracks all day.



Part of the art of being a successful patrol foreman is to be able to spot defects in the rail from a moving vehicle at about 15 miles an hour. It looks easy but it isn't.

There was just enough nip in the air at dawn on September 20 to create a morning mist. Cole puts his hy-rail truck on the track at South Lagrange at exactly 6:30 and heads north. Fifteen minutes later he halts the vehicle to remove a deer that had apparently been struck by 57 during the night. A few miles farther a beaver slaps his flat tail resoundingly on the water of a small pond as the vehicle passes.

Cole mentions that he saw a black bear near this spot the week before. By the time the first fingers of sunlight are chasing the mist from the forest right-of-way, we have replaced several nuts that have vibrated loose from angle bars. At 9:55, he brings the bright yellow vehicle to a stop to examine a joint. When he returns to the truck he makes radio contact with Foreman Glen McMannus at Derby who promises to send a crew to replace the broken joint bar he has just discovered.

As the vehicle enters a five-mile section of welded track at Schoodic the rhythm of sound changes



from a rhythmic click of rail joints to a low hum. There is less to look for on this rail since the absence of joints in the thousand foot strings of welded rail means fewer possibilities for defects. In hot weather, he explains, the welded rail is susceptible to sun-kinks and he often patrols on weekends also during the spring and summer. At 10:45, we meet Kirby Robinson and George Lovejoy who are working the trackliner toward Millinocket. After a brief conversation with the two men we back up two miles to



Loose nuts and bolts are frequent defects and Cole is in and out of his truck dozens of times a day to tighten them. But it takes sharp eyes to spot these from a moving vehicle.

a crossing on the Schoodic Lake Road rather than interrupt their production. Before we take off the iron, a camp owner near the tracks comes over to pass the time of day with Cole. For many who live and have camps at remote lakes Gordon Cole is their only daily contact with the outside world and it's obvious that they like him.

Lunch is at Millinocket and we put on the iron to cover much of the same track that we had been over in the morning. That's just in case we missed something on the way up, he explains with a grin.

For a man who has spent his life working with crews, the patrol foreman's job to which Gordon Cole was appointed four years ago was a dramatic change in environment. But working alone suits him very well, he says.

"There's always something new each day and I like that," he says.

There was one Sunday early last spring when he decided to patrol the section of welded rail to check

Morning mist has not burned off when Gordon Cole puts his patrol vehicle on the iron for his daily run.



Inspection of yard facilities takes up one day each week of Gordon Cole's patrol schedule. Here he measures the gauge of track in Searsport yard.

for kinks and invited his wife, Barbara, to go along. She expressed interest in some old camps at Schoodic Lake and, since there was no schedule to meet, they decided to walk in. What they found, instead of deserted camps, was a young Massachusetts couple who were overjoyed at their appearance. The couple's four-wheel-drive vehicle had become mired in the mud on a woods road halfway into the remote camps.

Cole explained to them he had to patrol past the camps the following morning and he'd pick them up and see if they could extricate their vehicle. The next day he found the vehicle was literally sunk to the frame in the mud.

By jacking the car and putting cribs under it they were able to use Cole's truck to pull it out. The sequel to the story came in August when an invitation to dinner came in the mail for the Coles from the couple.

Gordon Cole isn't the kind of man who talks about himself, but other railroaders who know him aren't bashful. He's the kind of man, they say, who's always willing to take a spare part to some crew or do a favor. It's not surprising to discover that he had friends all the way from Millinocket to Searsport.

Gordon came by his calling almost naturally.



Switch points and points of frogs are vulnerable to wear and batter from steel wheels as indicated in this photograph of a frog point. It's one of the defects that Cole must watch for in his daily patrols.

Three of his brothers . . . Philip, Maurice and Allen . . . "went railroading." Allen still works at Millinocket. Phil has retired. And Maurice changed careers. But Gordon never wanted to do anything else. Even before he enlisted in the Seabees at age 17, he worked on the section at Packards and Northwest Pond. And when he returned from war two years later there was no question in his mind what he wanted to do.

During his 40-year career, he's been a trackman, flangerman, equipment operator, foreman and has



Spectacular and varied scenery is a nice bonus on Gordon Cole's patrol route between Millinocket and Searsport. Mt. Katahdin shows up across North Twin Lake.

done a lot of other jobs in the Engineering Department. He regards them all as a preparation for his most important railroad job.

Even though the hours are long, he says, the work provides him with great personal satisfaction.

As a citizen, Gordon makes a contribution as a part-time Dover-Foxcroft law enforcement officer. His easy-going disposition and great physical strength make him well suited for the deputy sheriff's job he's held for many years. His other passion is the hunting lodge once operated by his father at Seboeis Lake. He spends all of his annual vacation and one week of leave operating the camp with his

wife, Barbara, during deer season. Most of his guests have been coming to the lodge for 20 years or more.

Gordon Cole doesn't have the most glamorous job on the railroad, says Superintendent of Track Leo Fournier, but he does have one of the most important.

"His conscientious attitude and his willingness to go the extra mile make him an ideal man for his job," Fournier says.

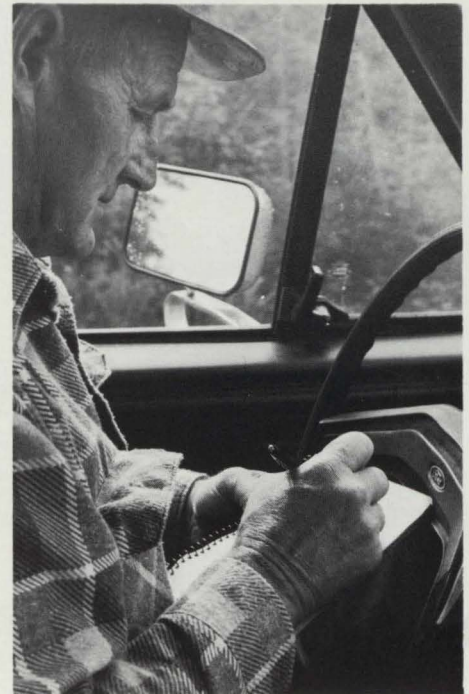
And that's just the way train crews who move the big trains over Gordon Cole's piece of Bangor and Aroostook want it.



Cole chats briefly with Kirby Robinson and George Lovejoy who are working on the track liner near Millinocket.

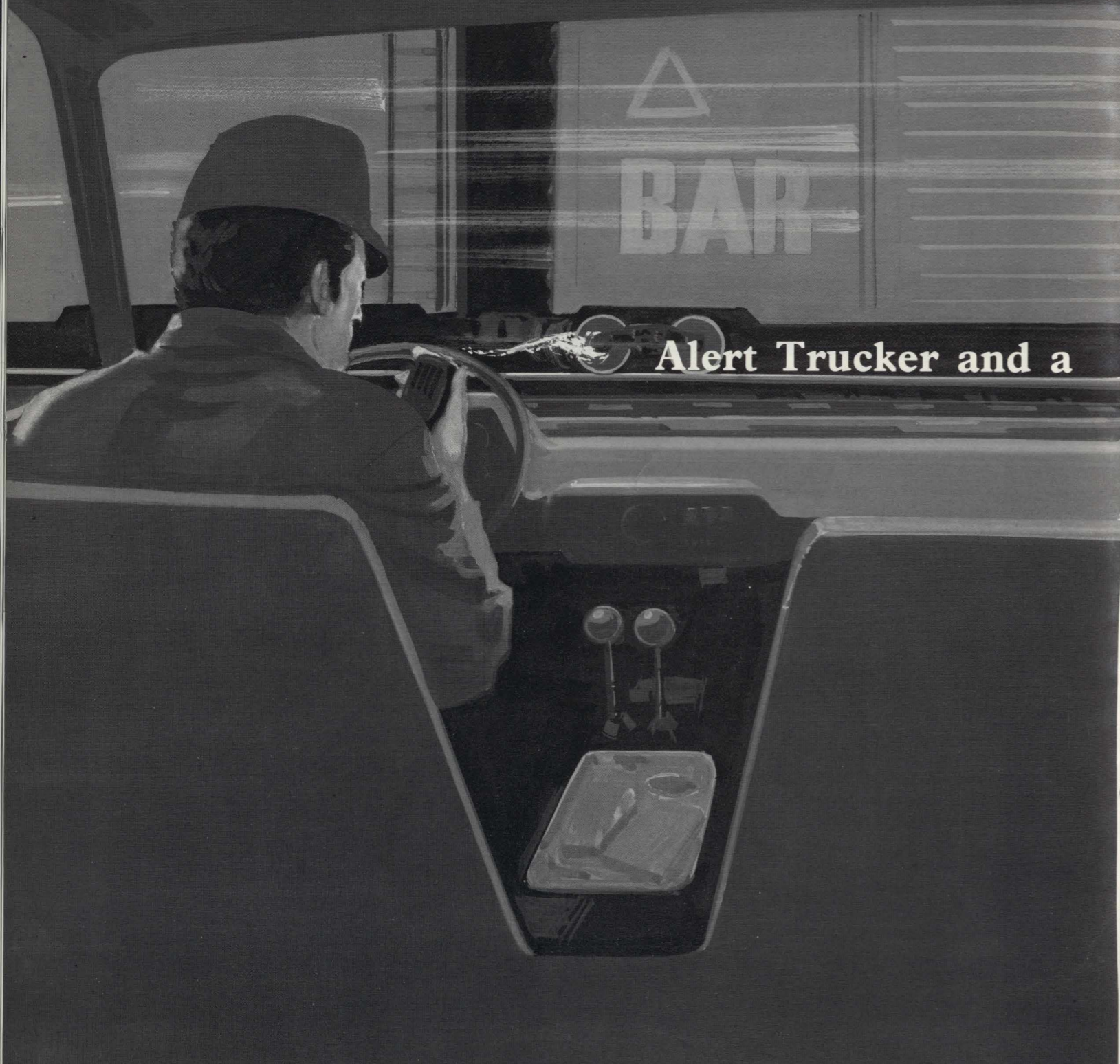


Game animals are a common sight for the 56-year-old patrol foreman. And although trains do not take the toll of game animals that automobiles on highways do, an occasional animal is struck by trains. No. 57 apparently struck this small deer the night before and Gordon Cole removes it on his morning run. He will report the incident to the local game warden.



All defects are logged in his carefully kept records.

HOTBOX



Alert Trucker and a



Mrs. John Cain of Masardis, pictured talking on her CB radio from her kitchen, is a well-known voice to truckers who ply busy Route 11 which parallels the railroad's Ashland main line. Her quick action in relaying a report of a hotbox on a passing Bangor and Aroostook freight train averted a derailment.

Quick-witted Lady Prevent a Derailment

The sun wasn't over the horizon but it was light enough for the truck driver to see clearly the fire shooting from the axle of the rail car as the train sped over the crossing. He was as familiar with U. S. Route 11 as his own street and he knew the lady in Masardis would be listening to her CB radio even though the dial of his wrist watch lacked minutes of 5:45 in the morning.

When he spoke into his own microphone the voice of Mrs. John Cain boomed back through the cab speaker. He reported what he'd seen on the passing train and she promised to call for help "on the land line."

"I had the railroad's 800 number for the dispatching office at Northern Maine Junction," she recalls, "and I was able to reach Nels Cote right off. He told me they'd get the train on the radio."

Cote, 156 miles away from the scene, immediately radioed the train and it was stopped for inspection at Squa Pan. The crew discovered a car with a hotbox that had nearly burned the axle through.

Superintendent of Transportation Leigh S. Milton wrote Mrs. Cain thanking her for her timely help adding, "because of the action you took undoubtedly a serious derailment was averted."

Mrs. Cain, a motherly woman with a lively sense of humor, isn't your average, helpful CB operator. Her husband, John Cain, comes from a railroad family of four brothers - Clair, Clifford, Ted and John - and their father, Dow, once worked for the

Bangor and Aroostook at the same time, and watching trains for dragging equipment and hotboxes is more or less routine stuff for them. Her husband has reported a couple that he spotted from their home overlooking the Ashland main line at Masardis. It was, she admits, the first time she's relayed a hotbox report by radio. The trucker wanted to remain anonymous, according to Mrs. Cain.

She got into CB radio eight years ago and during that time has helped woods operators and others on the road by calling in repair orders when machinery broke down. Once she relayed a message from a bear hunter who had killed a bear on a stand and wanted someone to come and help him.

"All the truckers who drive Route 11 know I'm around on the radio," she says, "and they use me to relay messages. When I hear a train approaching the house I get on the radio and tell them to expect it through town."

Good Samaritans who telephone in reports of trouble on a passing train are not uncommon along the tracks of the Bangor and Aroostook and Milton says the railroad values all of them. Sometimes the calls are anonymous but when they're not Milton always follows up personally to say thank you.

"Even a fender-bender of a derailment is costly," he says, "and a major derailment can be a costly blow. I'm glad we live in a place where people care about each other and show it."

Amen.

Saving a Piece of Bangor and Aroostook History

A slender grandmother from Houlton is quietly making a name for herself as a railroad artist. Well, not any railroad, more like a Bangor and Aroostook artist. That's because, says Winnie Ireland, she rode BAR's name trains, the AROOSTOOK FLYER and the POTATOLAND SPECIAL, from Sherman to Houlton and return as a child while visiting her grandparents.



Houlton artist Winnie Ireland has been an enthusiastic railroad watcher since she was a child growing up in Sherman. Bangor and Aroostook stations are her favorite subject and she works in both pen and ink and watercolors.

"I spent a lot of weekends with them," she remembers. "I got to love those trains and their crews as a nine-year-old girl."

The magic of high iron was shared by her brother, Leroy Bragg, too, and Winnie Ireland remembers frequent truancy from school, time which he spent watching trains and hanging around Sherman Station.

Having spent the early part of her life within sight and sound of the BAR's main line and having been a rail passenger from age nine, it was probably inevitable that Mrs. Ireland's artistic efforts should reflect her love of the rails.

It was 11 years ago that she decided to take an adult education class in art, "mostly to get out of the house." But her venture into the world of art proved to be much more than a housewife dabbling with paint and watercolors just for a change of scene.

Winnie Ireland found that the world that grew in her mind and from her fingertips was a whole new one. She also discovered that she had talent.

She still likes working with watercolors, but she's made her reputation among Bangor and Aroostook employees and friends as a pen and ink artist. Her series of five BAR sketches hang in the homes of a lot of employees and many others with no BAR connections...like a minister in Arkansas and a railfan in California.

The sketch that started her on the way toward railroad art was one of Bangor and Aroostook's Sherman Station. When it was completed she sent a copy to a former teacher in Sherman and soon the requests started coming in. All but one of the remaining sketches in the series are of stations...

Island Falls, Oakfield and Houlton...and evoke memories among employees and former employees. The latest is a dynamic print of the 109, one of Bangor and Aroostook's famous series of steam locomotives.

Winnie Ireland may be well on the road to making a reputation as a railroad artist but she says she's not on the way to riches. The prices she charges for her work reflect her determination to keep what she does as a hobby and not a business. A print sells for \$7; a matted print for \$11 and a framed and matted one for \$30.

Her husband, Arthur (once a BAR employee), and her father make the frames and, she says, since her art is kind of a family affair what's left over after paying for materials goes into a retirement fund.

Her friends and her art teacher, Esther Faulkner, say she has the right temperament for the precise work she likes. One of her beautifully-detailed railroad sketches will take a winter of spare time work and represents many hours with a quill pen and magnifying glass. Her familiarity with the railroad came from spending her childhood literally beside it. That, coupled with a drive for perfection and authenticity, have helped create a series of remarkably accurate glimpses of the road's history.

Winnie Ireland still seems a little surprised by the success she's enjoyed with her specialized art. "I didn't realize I'd like doing things like this," she says, "and every sketch I do has a little piece of me in it."

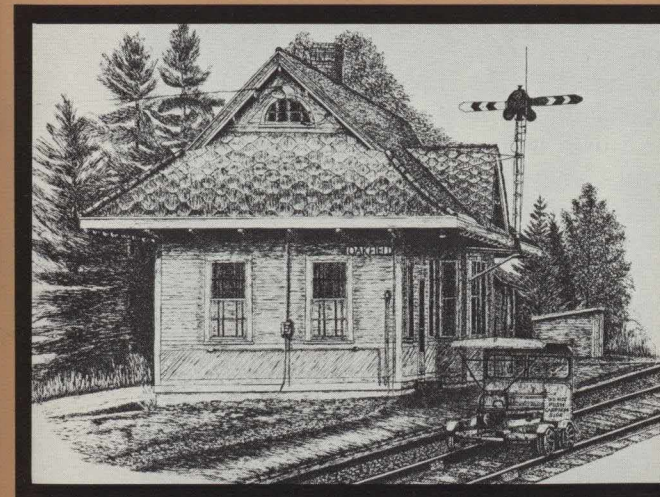
All of which may explain why railroaders have bought so much of her work.



The Bangor and Aroostook station at Sherman where Winnie Ireland grew up was one of her first efforts.



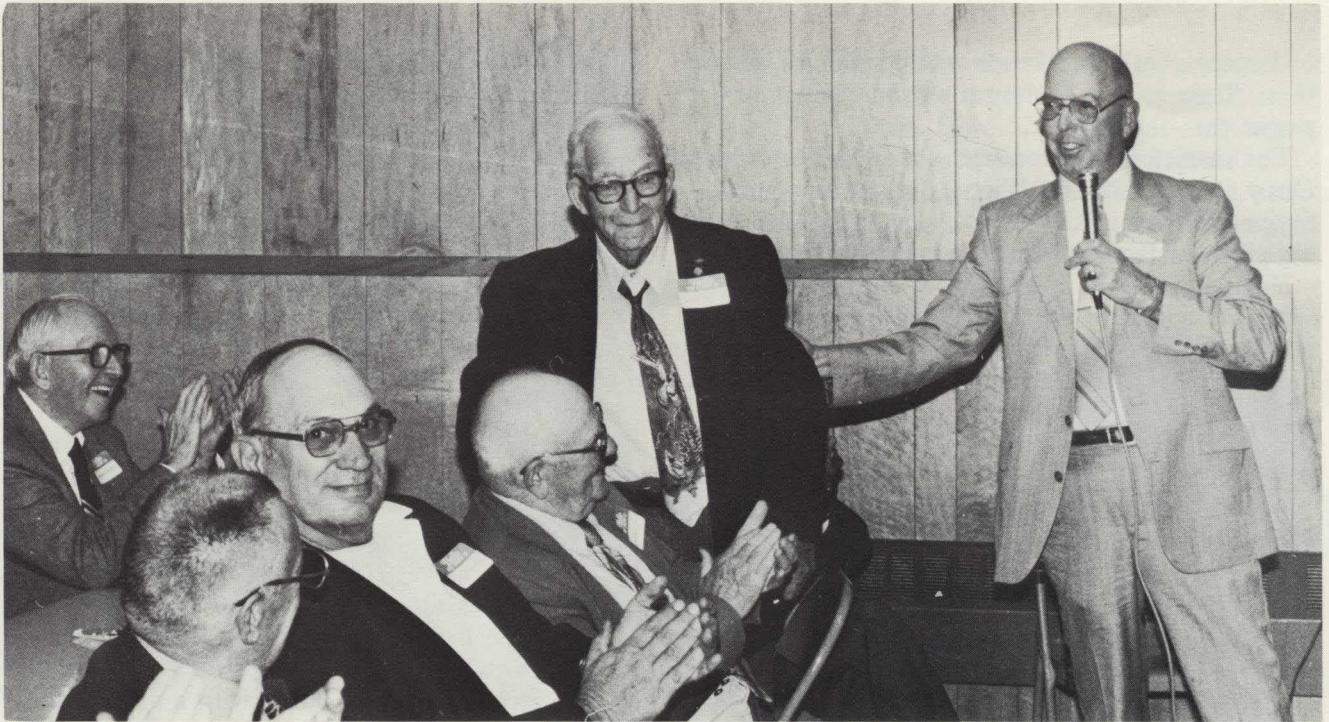
Her first pen and ink which is not of a Bangor and Aroostook station shows a Bangor and Aroostook 100 class steam locomotive on the railroad's southern division.



Authenticity is the hallmark of Winnie Ireland's work in this rendering of Oakfield station. Note the lettering on the side of the old Fairmount motorcar.



The station at Island Falls completes her series of Bangor and Aroostook pen and ink sketches. They have been popular with BAR employees as well as railfans throughout the country.



Senior Vice President Linwood W. Littlefield presents a door prize to Oscar Porter at the 20th annual retirees banquet. Mr. Porter, at a sprightly 95, took the award for the most senior retiree attending.

Remembering Who We Are



Two recent retirees who attended the dinner were brothers Leland D. Labbe and Harold Labbe, both station agents. Pictured with them, at right, is Assistant Vice President-Marketing J. Charles Hickson.

The annual dinner for Bangor and Aroostook retirees was held in Millinocket Oct. 2. It was the 20th gathering of BAR veterans and nearly equaled last year's attendance with 145. They came from all over the northeast and from Canada.

Ben Edwards, from Margaree Center, Nova Scotia, won the door prize for traveling the longest distance to attend. It was no surprise though; he'd won it for the past 10 years. And Oscar Porter, at a sprightly 95, took the award for the most senior retiree and also for the one retired the longest...1955. Retired employees of the Transportation Department were the largest group attending this year.

They listened to brief talks by Howard L. Cousins, Jr., Linwood W. Littlefield and Walter E. Travis. But mostly they came to visit with each other and re-live adventures and

continued page 16

Many of the men and women who gathered to swap stories and reminisce at the VFW Hall in Millinocket went to work for the railroad when a 40-hour week and such innovations as health insurance and vacations were a long way over the horizon. Locomotive Engineer Vic Deeves, left, and Section Foreman Oscar Porter, right, both remember a time when life on the railroad was very different.



Retired Bangor and Aroostook President Jerome W. Strout, right, chats with Roberta Lewis, a retired Accounting Department employee from Bangor.

Entertainers Chuck Cronin and Arlene Keith did a program of 1940s music for the retired railroaders.



The annual dinner attracted record numbers among BAR retirees who came from all over the northeast as well as Canada.



Part of the appeal of the evening for most of the retirees was the opportunity to renew acquaintances with old friends before the formal program. Pictured here are Wilbur R. Nichols, left, James A. Johnson, and retired Locomotive Engineer Conrad Ekholm.



Retired Conductor Bill Burton, right, chats with former Mechanical Department men, Frank E. Baker, left, and Charles Higgins.

crises and hard work whose sharpness had been softened by time.

It's easy to forget the deeds of earlier generations in the press of today's challenges and work. But to forget not only diminishes the achievements of men and women who worked and strived with less sophisticated tools than we, it makes our own legacy less.

For many who sat in the VFW Hall in Millinocket, a 40-hour week

and health insurance and four weeks vacation would have been an incredible luxury. They often ate frozen sandwiches on an open motorcar for lunch. Or they shoveled literally tons of coal into a steam locomotive on a single run.

Some of them helped move soldiers, ammunition and vital food during WWII. Others, whose careers go back to the Terrible Thirties, remember when men shared what

work was available so there would be a paycheck for everybody.

A people who forget their history or who ignore their collective memory will have painful lessons to learn again. And an institution like a railroad should also pause every now and then to sit at the feet of men and women whose wisdom was won at great costs.

That's part of what the 20th Retirees dinner was about.

Mileposts

40 YEARS

Kenneth A. Adams
Leigh S. Milton
Erwin T. Wiley

35 YEARS

Gedeon M. Dionne

25 YEARS

Flora I. Powell

20 YEARS

Carvel O. Brooker
Durward F. Brown
Alvin W. DeLong
Jon L. Lyons
Cecil C. Porter
Robert H. Spencer
David C. Spruce

15 YEARS

William L. Daniels, Jr.
Murray S. Varney, Jr.

10 YEARS

Wilfred Jandreau
Ronald E. Larson
Kevin M. O'Connor
Cedric E. Rhoda
David P. Theriault

40-Year Railroaders Honored



Honored at a dinner in Presque Isle for 40-year employees were, left to right, Conductor Kenneth A. Adams, Presque Isle; Section Foreman Rosaire Deschaine, Fort Kent; Vice President-Intermodal Services Norman J. Tardif, Presque Isle; and Roadmaster Herman L. Wright, Jr., Sinclair.



Forty-year employees honored at a dinner in Bangor were, left to right, Superintendent of Transportation Leigh S. Milton, Hermon; Lead Electrician Erwin T. Wiley, Milo; and Patrol Foreman Harold G. Cole.

Nine Bangor and Aroostook employees have received forty-year awards for railroad service. The awards are brass replicas of a locomotive bell inscribed with the name and service dates of the employee.

Honored at a recognition dinner at Presque Isle were Conductor Kenneth A. Adams, Presque Isle; Section Foreman Rosaire Deschaine, Fort Kent; Second Foreman Herbert B. Russell, Smyrna Mills; Vice President-Intermodal Services Norman J. Tardif, Presque Isle; and Roadmaster Herman L. Wright, Jr., Sinclair.

At another dinner in Bangor four more 40-year employees were honored: Patrol Foreman Harold G. Cole, Dover-Foxcroft; Lead Electrician Erwin T. Wiley, Milo; Supervisory Agent H. Fred Armstrong, Millinocket; and Superintendent of Transportation Leigh S. Milton, Hermon.

Russell and Armstrong were not present when the photographs were made.

President Walter E. Travis, Senior Vice President Linwood W. Littlefield and other officers of the railroad attended the testimonial dinners as well as wives of the 40-year employees. Travis told the nine that they have provided stability and continuity for the railroad in addition to the contribution of their skill and loyalty.

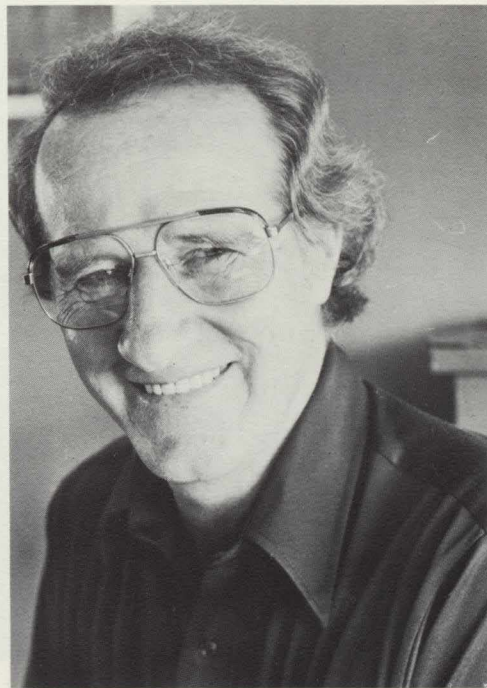
Since 1981, the railroad has honored 54 employees who have completed 40 years service with the company.

Moving Up

The railroad has announced the promotions of two men. Daniel W. Morrill, Millinocket, becomes terminal trainmaster at Millinocket and Dana R. Jewell becomes administrative assistant-labor relations at Northern Maine Junction.

Morrill entered railroad service as a student operator in 1953. He was later an operator, yard clerk, relief yardmaster and yardmaster. He held the post of general yardmaster before his promotion.

He is a native of Milo and was educated in Milo schools. He has been active in the Jaycees, the Mil-



Daniel W. Morrill



Dana R. Jewell

linocket Chamber of Commerce and the Hillcrest Golf Club.

He is married to the former Tanya D. Merrow. They have two children.

Jewell is a native of Monticello and entered railroad service in 1966 as a clerk. He was a timekeeper prior to his promotion.

He was educated in local schools, Ricker Classical Institute and Ricker College. Jewell served with the U. S. Army from 1962 to 1964 and, until 1965, was employed by F. H. Vahlsing, Inc. and Maine Sugar Industries. He is active in Scouting and Little League.

Jewell is married to the former Dolores M. Harper. They have five children.

Historical Material Wanted

Authors Herb Cleaves and Jerry Angier are working on a comprehensive history of the Bangor and Aroostook and plan to have material ready for their publishers in the spring of 1985. They are requesting any MAINE LINE readers who may have material, either photographs or written material, of historic interest to loan it for inclusion in the history. Materials may be sent to Herb Cleaves, Star Route 74, Box 67, East Machias, Maine 04630. Their effort will mark the first major history of the railroad.

In the Family

Transportation Department

Mae Goodall Slauenwhite died very suddenly at the age of 89 on October 7, 1984 at her home in Van Nuys, California.

She was the daughter of the late *George* and *Mercy Goodall* of Oakfield, Maine. Her late husband, *Clifford H. Slauenwhite*, a Bangor and Aroostook engineer (retiree) predeceased her in 1971.

She is survived by her daughter *Lucilla Slauenwhite Scott* of Fremont, Ca.; a brother *Gerald Goodall* of Bangor, Maine; six grandchildren, and seven great grandchildren, all of California. Interment was in Forest Lawn, Hollywood Hills, Burbank, Ca.

Deborah Lynn Scott and *David M. Thompson*, both of Bangor, were married July 28 in Bangor.

The bride is the daughter of *Mary L. Scott* of Bangor and *William E. Scott* of Carmel. Conductor and Mrs. *Donald H. Thompson*, of Houlton, are parents of the bridegroom. *Kathleen Hamm* of Ellsworth was matron of honor and *Marie Matheson Morrill* of Portland was bridesmaid. *Robert H. Thompson* of Landsdowne, Pa., brother of the bridegroom, was best man and *John Jenkins* of Bangor was usher. *Donald C. Scott*, brother of the bride, and *Elizabeth Thompson*, the bridegroom's sister-in-law, also were participants. The bride is a graduate of Bangor High School and is employed by Merrill Trust Co. The bridegroom is a graduate of Houlton High School and Eastern Maine Vocational Technical Institute in Bangor. He is a senior at the University of Maine at Orono. Following a honeymoon in Bermuda, the couple reside in Bangor.

Melanie Joy Hersey of Oakfield, daughter of Yardmaster and Mrs. *Hilton Hersey* of Oakfield and *Wally Charles McGary*, son of *William* and *Eleanor McGary* of Smyrna, were married Aug. 18 at the Oakfield Pentecostal Church by the Rev. *Marvin Lawrence*. *Faith Chaplin* was maid of honor. Bridesmaids were *Karla Hersey*, *Carla McGary* and *Carolyn Loiacono*. *Mickey Boulter* was best man. Ushers were *Wayne McGary*, *David Hersey*, *Mike Locke* and *Philip Branscombe Jr.* *Rachel Crandall* was the flower girl and *Matthew McGary* was ring bearer. Hersey is a 1982 graduate and McGary is a 1980 graduate of Southern Aroostook Community High School, Dyer Brook. She also attended D'Lor Beauty School, Brewer and is employed at Gladys Golden Comb in Oakfield. He is employed by Arnold Porter. The couple reside in Oakfield.

Lorrie A. Nadeau, daughter of Engineer



Hillary Hickson, daughter of Assistant Vice President-Marketing and Mrs. *J. Charles Hickson*, of Bangor, was chosen by the students at Husson College in Bangor to greet Vice President and Mrs. *George Bush* when the Vice President made a speaking engagement at the college.

and Mrs. *B. J. Nadeau* of Fort Kent, was married Aug. 18 to *Maynard Pelletier* of Daigle. The wedding was performed at St. Louis Catholic Church at Fort Kent by the Rev. *Gilmond Boucher*, O.M.I., assisted by the Reverends *Nelson Boucher*, *Leopold Nicknair*, and *Michael Doucette*. Maids of honor were *Deanna Hodges* and *Suzanne Nadeau*, the bride's sisters. Bridesmaids were *Sue Rizzolo*, *Odette Pelletier*, *Leueen Pelletier*, *Lisa Rutt* and *Linda Pelletier*. Best men were *Sam Pelletier* and *Romey Pelletier*, the bridegroom's brothers. Ushers were *Robert Levesque*, *Bruce Pelletier*, *Peter Johnson*, *Peter Rioux* and *Pat Nadeau*. The couple reside at Jacksonville, Fla.

Robert Lynn Dinger, daughter of Mr. and Mrs. *Raymond L. Dinger, Sr.* of Fredericksburg, Va., and *Brent P. Ryan*, son of Conductor and Mrs. *Michael F. Ryan* of Island Falls, were married Aug. 24 in a sunset service at Radcliff Park, Ky. The Rev. *Douglas P. Larson* performed the double ring ceremony.

The maid of honor was Mrs. *Barbara Posey* of Ohio.

A reception was held at Ft. Knox Post at the home of Mr. and Mrs. *Joe Yocum*.

Mr. and Mrs. Ryan spent their honeymoon along the beaches of Virginia, and also spent time at Fredericksburg, the bride's home town. The young couple are presently residing at Radcliff, Ky.

Mr. and Mrs. Ryan are with the U. S. Army Armor Center at Ft. Knox. Ryan is

an instructor for Army tank crewmen, with the rank of E3. Mrs. Ryan is an SP-4 and a company clerk.

A double ring ceremony was conducted Sept. 7 at 7 P.M. by the Rev. *John Ruth*, uniting in marriage *Melinda Anne Babin* of Linneus, daughter of *Donald Babin* of Smyrna and *Janice Brown* of Easton and *Carl Willis Logie* of Linneus, son of Operator-Clerk and Mrs. *John Logie* of Linneus, at the Houlton Wesleyan Church.

Bridesmaids were *Tammi Hogan* of Houlton, *Mia Babin*, sister of the bride, of Easton, *Carol Pelletier* of New Limerick, *Sherry Foster* of Houlton and *Michelle Babin*, sister of the bride, of Smyrna Mills.

Attending the bridegroom was *Frank McPartland*. Ushers were *Ashley Brewer*, *Byron Sanderson*, *Andrew Bither* of Linneus, *Steven Foster* of Houlton and *Mark Babin*, brother of the bride, of Florida.

Heather Harmon, niece of the bridegroom from Oxford, was the flower girl.

B. J. Lorom of Linneus, nephew of the bridegroom, was the ring bearer.

A reception followed at the Houlton Elks Club.

The bride is a 1982 graduate of Hodgdon High School and is employed as a secretary at Henderson Oil Company.

The bridegroom is a 1978 graduate of Stearns High School at Millinocket and a 1980 graduate of Northern Maine Vocational Technical Institute at Presque Isle. He is self employed.

Retired Conductor *Clair A. Carter*, 87, died in Patten, Oct. 24, 1984, after a long illness. He was born in Masardis, Dec. 21, 1896, the son of *John* and *Olive (Rafford) Carter*. He was a veteran of World War I, serving in the Engineers with the rank of corporal. He was a life member of the Frank B. Holden American Legion Post in Oakfield, the Masonic Lodge and the Brotherhood of Railroad Trainmen. He is survived by two daughters, Mrs. *Nina Weir* of Enfield, Conn., Mrs. *Judith Heath* of Patten; two sons, *Clair Jr.* of Easton, *Robert* of Presque Isle; 14 grandchildren, 13 great-grandchildren, several nieces and nephews. Funeral services were held at the Bowers Funeral Home, Patten, with the Rev. *Richard Noyes* officiating. Bural was in Oakfield Cemetery.

and Mrs. *Lottie Peavey* of Patten; ten grandchildren and two great-grandchildren.

Our sympathy to retired Clerk *Willard (Buck) Buxton*, Houlton, on the death of his wife, *Dorothy*. She was born in Smyrna Mills, December 27, 1921, the daughter of *Arthur* and *Elva (Norris) Ireland*.

Besides her husband she is survived by a son, *Willard C.*, of Houlton; two daughters, *Sheila McKay* of Houlton and *Dorothy Keaton* of Cary; two brothers, *Arthur Ireland* of Houlton and *Joseph Ireland* of Southington, Conn.; two sisters, *Lequita Jewell* of Chester, Conn., and *Wanda Nickerson* of Houlton; five grandchildren; several nieces, nephews and cousins.

Retired Equipment Operator *Franklin Holmes*, Portage, died Sept. 25, 1984, at the Presque Isle Hospital. He was born in

nursing home. He was born August 28, 1915, in Presque Isle, the son of *James* and *Laura (Ricker) Piper*. He was a U.S. Army veteran of WWII and a member of the LeBlanc-Jenkins Post No. 9699 of Ashland. He was employed for 34 years with the railroad, retiring in 1975. He was an enthusiastic outdoorsman.

He is survived by his mother, *Laura* of Caribou; his wife, *Waneta (Fuller) Piper* of Portage; three sons, *Peter E.* of Mapleton, *Douglas J.* of Eliot and *David A.* of St. Louis, MO; one sister, *Velma Holmes* of Portage; eight grandchildren; several nieces and nephews.

Retired Trackman *Wesley G. Strout*, 73, died at the Dover-Foxcroft Hospital on Sept. 18, 1984. He was a veteran of WWII. His railroad career started in 1946 and ended in 1967 with over 20 years of service.

He is survived by his wife, *Elsie (Strout) Strout* of Derby; one daughter, *Barbara Dean* of Derby; five stepsons, *John* and *Richard Warren*, both of Derby, *Neil* and *Douglas Warren*, both of Milo and *Louis Warren* of Springfield, Mass.; one brother, *George* of Milo; four sisters, *Ethelyn Woodard* of Old Town, *Alice Inman* of Westbrook, *Virginia Wylie* of South Portland and *Julie Sweeney* of Suffield, Conn., one grandson, *Stephen Dean*; several stepchildren, nieces and nephews.

Accounting Department

Data Technician *Brenda McCarty* and *Kenneth Tarr*, both of Bangor, were mar-



Station Agent *Rayno J. Cote*, left, pictured with Superintendent of Transportation *L. S. Milton*, has retired after 38 years with the railroad. Mr. Cote is a native of Houlton and entered service in 1946 as a student operator. He attended Fort Kent schools and is a member of the Knights of Columbus, American Legion and Veterans of Foreign Wars. He is married to the former *Gladys Babkirk*. They have seven children.

Engineering Department

Fred Bossie, retired trackman, Stockholm, died recently at a Caribou hospital. He was born in St. Agatha July 1, 1902, the son of *Joseph* and *Phoebe (Bourgoine) Bossie*. He went to work for the railroad in 1944 and retired in 1968.

He is survived by two sons, *Danny* of Limestone and *James* of Arlington, Texas; three daughters, Mrs. *Delores Cote* of Caribou, Mrs. *Barbara Morin* of Stockholm and Mrs. *Julie Cook* of Rangeley; three brothers, *Rene* and *Edgar*, both of Patten and *Gilbert* of Waterville; three sisters, Mrs. *Evelyn Skidgel* of Manchester, Conn., Mrs. *Yvonne Hebert* of Waterville

Portage, May 22, 1911, the son of *Allen* and *Dorothy (Bragdon) Holmes*. He had over 20 years service with BAR and retired in 1948.

He is survived by his wife, *Harriet (Bolstridge) Holmes*, Portage; four daughters, *Barbara Curry* and *Sandra Miller*, both of Caribou, *Patricia Lee* of New Born, N.C., and *Della Holmes* of Portage; three brothers, *James*, *Raymond* and *Preston*, all of Portage; one sister, *Annie Lyons* of Belfast; ten grandchildren; two great-grandchildren; several nieces and nephews.

Gerald Piper, retired trackman, Portage, died Sept. 7, 1984, at a Presque Isle



Mr. and Mrs. *Kenneth Tarr*

ried Aug. 18, 1984 at the First Universalist Church in Bangor with the Rev. Barry Stoddard officiating. The bride is the daughter of Mr. and Mrs. James McCarty of Hermon. The bridegroom is the son of Mr. and Mrs. Charles Tarr, Sr. of Patten.

Jeanne McCarty, sister of the bride, was maid of honor. Bridesmaids were Wanda Durost of Bangor and Debra Holmes of Thomaston. David Cunha of Brewer was best man. Ushers were Keith Bates and Robert Nickerson of Bangor.

The bride is a graduate of Hermon High School and Beal College, Bangor. She has been employed by the railroad in our computer area since 1976. The bridegroom graduated from Katahdin High School and is employed by Briggs Plumbing and Heating.

After a honeymoon to Prince Edward Island and King's Landing, New Brunswick, the couple are at home in Bangor.

Sales, Marketing & Traffic



Mr. and Mrs. Robert Keane

Elizabeth Ann Hickson, the daughter of Assistant Vice President-Marketing J. Charles Hickson and Donna Hickson of Bangor, and Robert E. Keane II, the son of Mr. and Mrs. Robert E. Keane of Old Town, were married Aug. 25 at the Newman Center in Orono. A reception followed at the Tarratine Club in Bangor, Maine.

Holly Hickson Bertrand, sister of the bride, was matron of honor. The bridesmaids were Johanna Hickson Johansen, Hilary Nan Hickson and Wendy Isbecki. Stephen Keane was his brother's best man and the ushers were Gary Keane, John Keane and Stephen Isbecki.

The bride and groom are graduate students at Eastern Montana State Univer-

sity in Missoula, Montana. After a honeymoon on the coast of Maine, the couple will reside in Missoula, Montana.

Johanna Hickson Johansen, daughter of Assistant Vice President-Marketing J. Charles Hickson and Donna Hickson, along with her husband Bill and son Josh were recently transferred to Yokosuka, Japan for a two-year assignment. Bill is an electronics engineer working on missile guidance control systems for the Department of the Navy.



Thomas N. Tardif and Mary Jo Coffin

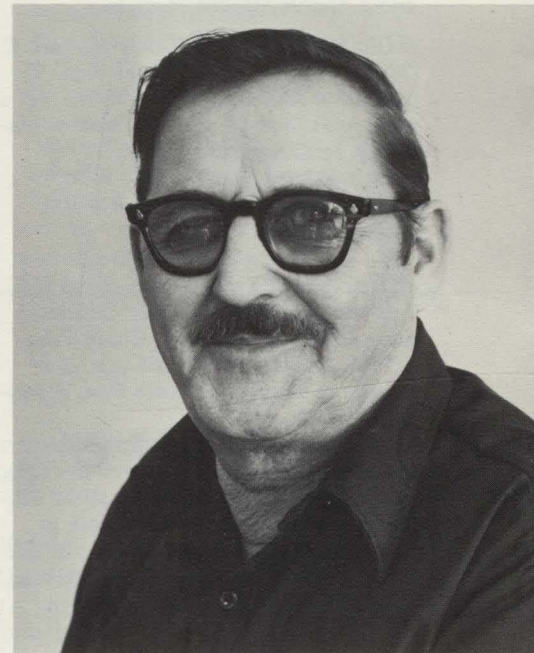
Mary Coffin announces the engagement of her daughter, Mary Jo Coffin of Presque Isle to Thomas N. Tardif, son of Vice President-Intermodal Services and Mrs. Norman Tardif, also of Presque Isle.

Miss Coffin is a 1981 graduate of Presque Isle High School and is a supervisor at the Work Opportunity Center in Presque Isle. Tardif is a 1976 graduate of Presque Isle High School and a 1980 graduate of the University of Maine at Presque Isle. He is Vice President-General Manager of the Aroostook Valley Railroad in Presque Isle. A May 10 wedding is planned.

Dorothy A. Prout, retired secretary in the Traffic Department, died at a local hospital after a long period of impaired health. She was born in East Hampden Jan. 26, 1903 and moved to Bangor in 1970. She was the youngest daughter of the late Edward A. and Mary (Perry) Prout and was employed in the Traffic Department for over 40 years, retiring in 1968. She is survived by her sister, Elinor M. Prout of Bangor, her aunt, Mrs. Ella Salisbury of Bangor and a number of cousins.

Robert Davis, husband of Elaine Davis, chief clerk in BAR Sales Office, Presque

Isle, died unexpectedly Aug. 30th at a Caribou hospital. He was born in Bridgewater July 8, 1935, the son of Thomas F. and Flora I. (Stockford) Davis. He was married to Elaine Wright in Houlton on July 8, 1955 and lived in Caribou for the last 17 years. He is survived by his wife of Caribou and mother of Monticello, two sons, Stephen and Scott, four daughters, Mrs. John (Kathy) Lancaster of Caribou, Mrs. Michael (Roberta) Tremblay of Fort Fairfield, Wendy and Karyn, both of Caribou, two brothers, Malcolm E. of Houlton and Cedric L. of Billerica, MA; one sister, Mrs. Linwood (Cleo) Jameson of Littleton, and two grandchildren.



Lloyd K. Overlock

Mechanical & Stores

Carman Lloyd K. Overlock, Northern Maine Junction Car Department, retired Aug. 4. He was born April 27, 1922 at Hermon and attended schools there.

Mr. Overlock started work for the railroad on Jan. 4, 1952 as a laborer. He also worked as a carman helper and a carman. He is a veteran, having entered the U. S. Army in November, 1942 and was a private at time of discharge.

He worked for Merchants Despatch Transportation Corporation from 1941 to 1950.

Mr. Overlock is married to the former Avis King and lives in Hermon.

Relatives working for the Bangor and Aroostook include David Fessenden and Timothy McLaughlin, nephews, and R. H. King, a brother-in-law.

Our sympathy to the family of retired Engine Cleaner Carroll A. Hanscom, 70, who died Sept. 20, 1984 at his home in Carmel after a long illness. He was born

in Carmel, July 28, 1914, the son of *Lewis and Josephine (Goodwin) Hanscom*. He had been retired since May 29, 1981 and had worked for the railroad for 32 years.

He is survived by his wife, *Hildred (McKinnon) Hanscom* of Carmel; two sons, *Wayne L.* of Connecticut and *Rodney D.* of Florida; one daughter, *Virginia J. Simpson* of Connecticut; five sisters, *Blanche Foss* of Dover-Foxcroft, *Grace Bullerwell* of Hudson, *Florence Mason* of Levant, *Helen Clark* of Orrington and *Lillian Crowell* of Bangor; eight grandchildren, several nieces and nephews.

He was predeceased by two sisters, *Ruth Crossman* and *Louise Hanscom* and a brother, *Wilson Hanscom*.

Our sympathy to the family of *Mark C. "Chet" Michaud*, 56, who died Sept. 9, 1984, at a Millinocket hospital. He was a clerk at Millinocket and had been on disability pension since February.

He was born July 7, 1928, in Millinocket, the son of *George and Stella (Wilson) Michaud*.

He was a member of the Brotherhood of Railway Clerks, a veteran of the U.S. Army serving in the Korean Conflict, a life member of Francis E. Elliott Post, V.F.W., and a member and past commander of Donald V. Henry Post, American Legion.

He is survived by his wife, *Virginia (Barnes) Michaud* of Millinocket; five sons, *Mark Jr.*, *Lawrence* and *Tad*, all of Millinocket, *Edwin* and *Timothy*, both of Portland; three daughters, *Katherine Guimond*, *Julie Michaud* and *Penny Michaud*, all of Millinocket; two grandchildren; three brothers, *Paul*, *Philip* and *Francis*, all of Millinocket; three sisters, *Viola Cote* of Cyprus Gardens, Calif., *Mary Johanson* of Satsumu, Fla., and *Winifred Ellis* of Gorham; and several nieces and nephews.

Retired Painter and Mrs. *Lewis Harris* of Milo were honored at a surprise open house at the Derby Community Hall in observance of their 40th wedding anniversary. The event was planned by their daughter-in-law *Laurel Harris*.

Mr. and Mrs. Harris were married by the Rev. *Charles Dartnell* in Milo on September 23, 1944. *Marion* and *Wallace Harris*, brother and sister of the groom, were their attendants. After their marriage, they moved into their home on Willow Street in Milo, and have lived there ever since.

Mr. Harris worked for the railroad at Derby as a painter for 49 years, retiring in August, 1971. Mrs. Harris worked as a hairdresser in Jeannette Murphy's beauty shop in Milo and for the past several years has done hairdressing in private homes.

The Harrises have a son, *Murrel*, and six grandchildren, *Ryan* and *Reid* of



Ten-year-old *Leah McBreairy*, daughter of Assistant Chief Mechanical Officer *Marvin McBreairy*, finishes a riding lesson at *Trafho Farms* in *Eddington* by taking her horse, *Peach*, for a cool bareback swim across the farm pond.

Hampden, and *Michael*, *Tina*, *Lance* and *Laurie* of Milo.

Mrs. Harris, the former *Natalie Dunham*, enjoys reading, knitting, bowling and playing beano. She belongs to the Ayuda Club of Milo.

Mr. Harris enjoys all sports and does a great deal of hunting and fishing. They are both members of the Milo United Methodist Church.

Approximately 200 people were present at the open house to congratulate the Harrises and to present them with a money tree.

Our sympathy to the family of retired Carpenter *Basil L. Curtis*, 65, of Derby, who died at a Bangor hospital Oct. 18, 1984. He was born in Sebocis, Jan. 11, 1919, the son of *William and Phoebe (Jipson) Curtis*.

Basil had been retired on disability since July, 1974. He was a member of the Derby Fire Department, a life time member of the Piscataquis Lodge of Masons and a member of the Milo American Legion.

He is survived by his wife *Ethel Moore Curtis* of Derby; two sons, *Roy* of Calais and *Basil* of Milo, (Basil is a machinist helper at Derby); two daughters, *Jeannie Tibbetts* of Dover-Foxcroft and *Sharon Newman* of Milo; two sisters, *Guila Green* of Pittsfield and *Cora Brown* of Howland; ten grandchildren; several nieces and nephews. He was predeceased by a son, *William*.

We were sorry to hear of the death of retired Clerk *Chester E. Heath*, 75, who died unexpectedly, Sept. 27, 1984 at a Dover-Foxcroft hospital.

He was born in Millinocket, June 1,

1909, the son of *Wallace C. and Margaret (Seile) Heath*. Chet retired June 5, 1974 and worked at Derby as statistician. He had 44 years with the railroad.

He was a member of St. Paul's Catholic Church, Milo and Venice Grange No. 186, Venice, Florida. He resided in Dover-Foxcroft summers and in Nokomis, Florida winters.

Besides his wife *Eleanor (Parkman) Heath*, he is survived by two daughters, *Betty Clement* of Rocky Hill, Conn. and *Mary Halpin* of Keene, N.H.; six stepchildren, *Elizabeth Martin* of Glenburn, *Ralph Henderson* of Brownville, *Lorraine Henderson* of Somerville, Mass., *Sylvia Webb* of Clifton, Va., *Charles Henderson* of LaGrange and *Sheryl Drinkwater* of Milo; 27 grandchildren, and 16 great-grandchildren.

Our sympathy to the family of retired Shop Clerk *Lavern C. Smith*, 85, of Exeter, who died Oct. 3, 1984. He was born in Princeton, April 2, 1899, son of *Harry and Clara (Andrews) Smith*. He had been retired since May 1, 1964 and worked at Derby as a Shop Clerk.

He is survived by his wife, *Florence (Fletcher) Smith* of Derby; three sons, *Beverly* of Hermon, section foreman, Engineering Department, *Gerald* of Derby and *Wayne* of East Corinth; three daughters, *Pauline Albee* of Guilford, *Annabelle Titcomb* of Brewer and *Shirley Clukey* of Abbott; one sister, *Amy Grant* of Waterville; 19 grandchildren and 20 great-grandchildren.

Laborer *Craig D. Morrison*, 50, died Sept. 16, 1984, from injuries received in a woods accident on his farm in Bradford. Craig worked as a laborer in the Stores

Department at Derby.

He was born in Bucksport, Dec. 27, 1933, the son of *James L.* and *Mary (O'Neill) Morrison*. He was a member of the Brotherhood of Railway Clerks.

He is survived by two daughters, *Nancy Brandow* of Bradford and *Patricia Morrison* of Pittsfield, Mass.; four brothers, *Robert* and *Donald*, both of Milo, *Harold*, of Scotland and *Perl* of Derby; (*Donald Morrison* is a laborer in the Stores Department at Derby); two sisters, *Ruth Dunton* of East Hartford, Conn., and *Adeline Richards* of Bradford; a half brother, *James O'Neill* of Long Island, N.Y.; several nieces and nephews. He was predeceased by a sister, *Pauline Carey*.

We were sorry to hear of the death of *Marian M. Cunningham*, wife of retired Carpenter *Elmer Cunningham* of Derby. She was born in Milo, Oct. 18, 1920, the daughter of *Alva* and *Sarah Mayo*. She was a member of St. Joseph's Episcopal Church of Milo and the Episcopal Guild. She was a member and past president of the Ayuda Club and a member of the

Derby Mothers Service Club.

Besides her husband, *Elmer*, she is survived by one son, *Richard* of Riverview, Michigan; three daughters, Mrs. *Gerald (Marylee) Brown* of Newburgh, Mrs.

Dennis (Patricia) Lyford of Dover-Foxcroft and Mrs. *Stephen (Louise) Rhoda* of Milo; one brother, *Frederick Mayo* of Dexter; two sisters, Mrs. *M. Edward (Edna) LaRouche* of Springfield, Mass., and Mrs. *Kenneth (Barbara) Clukey* of Bangor; eight grandchildren, one great-grandchild, several nieces and nephews.

Our sympathy to *Pete Withee*, foreman at Northern Maine Junction Car Department, on the death of his mother, Mrs. *Beatrice I. Withee*, who died Oct. 1, 1984, at a local nursing home. She was born January 10, 1909, in Kingsbury Plantation, the daughter of *John F.* and *Lula J. (Woodbury) Bragg*. She was a member of South Levant Baptist Church.

Surviving besides her husband, *Glendon C. Withee*, a retired car inspector, No. Me. Jct. and one son *J. Peter Withee* are, four daughters, *Mary E. Bemis* and *Linda*

I. Wiggin, both of Levant, *Joan E. Nilsen* of Lisbon and *Glenda E. Coffey* of Chicago, Ill.; five sisters, *Florence Thibeau* and *Esther Dubey*, both of Florida, *Cora Yakus* of Connecticut, *Mary Buzzell* of New Hampshire and *Lula Kenney* of Bangor; 13 grandchildren, 14 great-grandchildren, several nieces and nephews.

Retiree *Millard Fogg* and wife, *Donna*, of Guilford traveled to the Netherlands and Normandy in September in conjunction with the 40th anniversary of the Normandy invasion, the Battle of the Bulge and the liberation of Limburg Provinces in the Netherlands. They flew to Amsterdam and traveled from Omaha Beach over the route used by the 30th Division during the war.

Sgt. *Giles Millard Fogg* served in Co. D, 117th Infantry, 30th Division during WWII and was wounded during the Normandy invasion.

Millard worked as a painter at BAR's Derby Shops before his retirement. Mrs. *Fogg* works at Hardwood Products Company in Guilford.

Facts and Figures

	Nine Months Ended September 30,	
	1984	1983
We received from –		
Hauling freight	\$19,000,866	\$16,737,703
Carrying passengers & express on our buses	18,469*	417,667
Earnings from our cars moving on other carriers	6,174,191	6,119,386
Other operating revenues	1,586,536	3,304,480
Other income projects connected with operating our business	702,575	303,324
A total of	<u>27,482,637</u>	<u>26,882,560</u>
We paid out or provided for –		
Wages and benefits to our employees	14,174,172	13,978,796
Materials to keep our equipment running and our roadbed and structures in repair	3,300,400	4,419,625
Lease of cars and costs for foreign cars on line	3,287,946	3,080,586
Outside services contracted from others	1,215,798	1,443,308
Telephone, heat, lights, rent and other utility costs in occupying our buildings	666,164	632,102
Depreciation	1,878,209	1,777,674
Other services and charges in operating our business	789,699	702,280
State and local taxes	267,896	285,022
Interest on borrowed money	708,048	376,299
A total of	<u>26,288,332</u>	<u>26,695,692</u>
Resulting in a pre-tax income (loss) of	<u>\$ 1,194,305</u>	<u>\$ 186,868</u>

* Bus service discontinued effective January 21, 1984.

Restated for Depreciation Accounting adopted in 1983.

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

Address Correction Requested

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

BAR COUNTRY STORE



Woven Pure Silk
& Polyester Givenchy
Gold on Navy

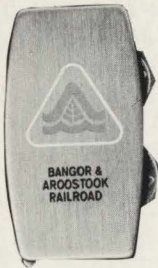
**ASCOT
SCARF \$13.50**

**NECKTIE
\$13.50**

T-SHIRT
White with Blue Trim
Polyester & Cotton
Sizes S-M-L-XL **\$4.00**

BACK
FRONT
BELT
Brown with
Beige **\$11.25**

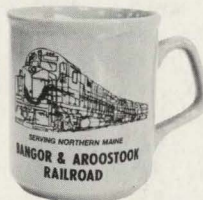
For sale to all employees
and friends of the rail-
road. Available from Busi-
ness Services, c/o Ron
Fauce, Nor. Me. Jct.
Park, RR #2, Bangor, Me.
04401. Add \$1.25 for hand-
ling and shipping on all
items.



GREENSKEEPER
Stainless
Steel **\$4.00**



CLOTH PATCH
Blue/White/
Gold **\$1.50**



COFFEE MUG
Blue on Blue
Ceramic **\$4.50**



PLAYING CARDS
Royal Blue & White
Single Deck **\$3.00**



TABLE LIGHTER
\$9.50



ZIPPO LIGHTER
\$4.00



Big Red
PARKER PEN \$2.50

Stainless Steel
POCKET KNIFE \$4.00



KEY RING
Clear Acrylic
with Aqua **\$1.25**

TIE BAR
\$1.90



FLIGHT BAG
Nylon **\$5.25**



**POTATO
ASHTRAY**
(A Collector's
Item) **\$5.00**



DESK CLOCK
Acrylic **\$7.00**