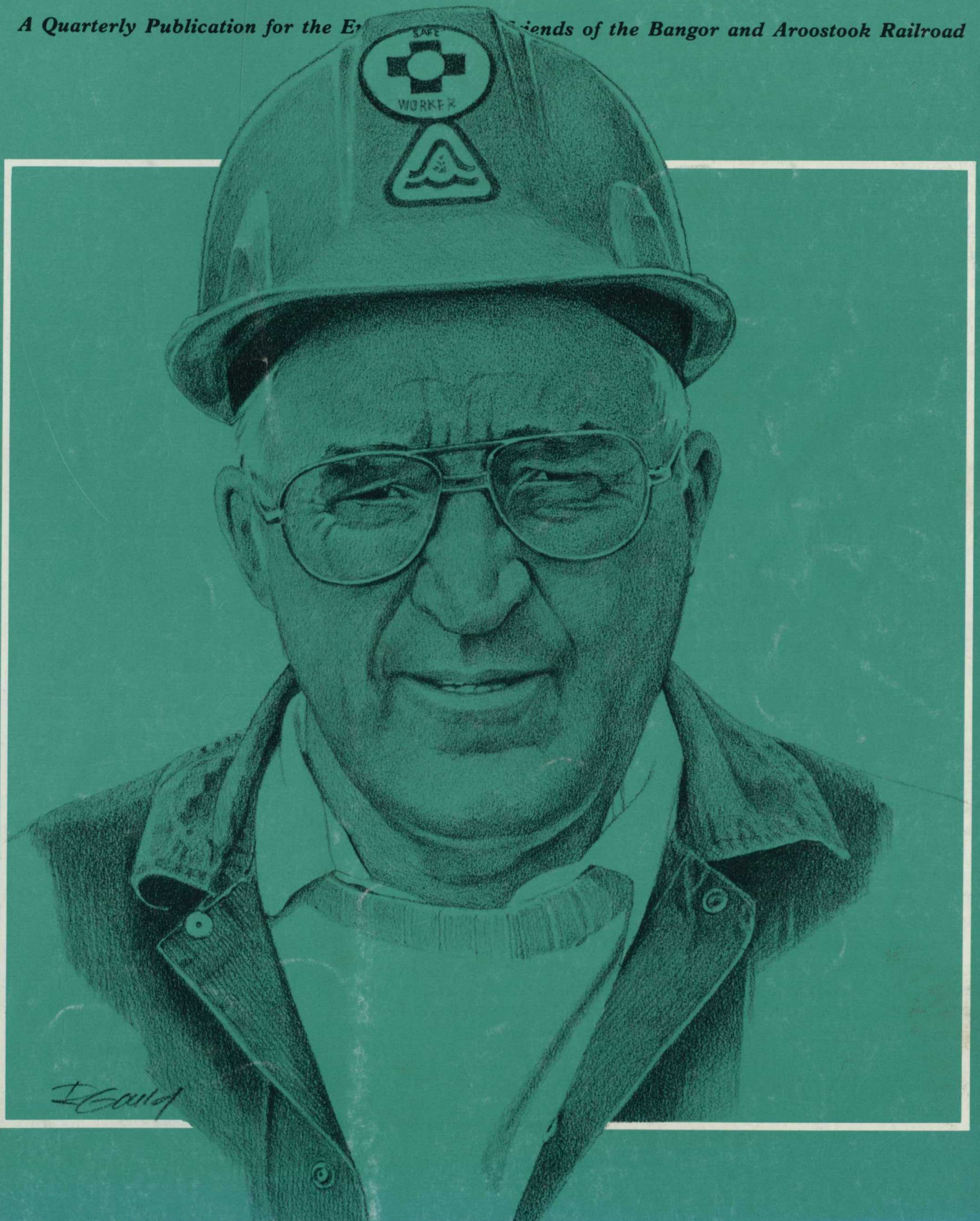


June 1985

MAINE LINE

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





Talking It Over

To My Fellow Employees,

As this letter is written I have just returned from a series of meetings over the system and I have talked personally with many of you. It seemed to me very important to explain to you why we are not part of the national negotiations for a new labor contract. The answer is that we no longer have much in common with the large railroads that are emerging in the U. S. industry. Our problems are different and certainly our ability to pay is different. We believe that we can better tailor a contract to our unique needs and those of our own employees through local negotiations; there is also the potential for greater employee involvement in the process.

I returned from the nine meetings impressed, as I always am, with the goodwill and the high quality of our work force. I have spent most of my life on various railroads and I can tell you that Bangor and Aroostook people are among the very best. The questions you asked were thoughtful and searching. I learned from you and found the whole process helpful.

The important thought I wanted to leave with you in these meetings is that the transportation industry is in the midst of great change. Railroadng will never again be the same as it was when many of us began our careers. It's disturbing to dedicate a good part of a career learning a craft and a set of rules only to find it all changed in a period of five years. It disturbs me, too. But it's a strong tide that even the largest and most powerful cannot resist. And a small road like ours must be very nimble to guide that change to our advantage.

When bad things happen to people it's very natural to look for someone to blame. The intense competition that has shaken and changed traditional railroad practices and values isn't the cause of the trauma we are experiencing. Nor can our customers

be blamed for taking advantage of the low costs and service the competition offers. Employees are certainly not at fault; you are good and productive people. The railroad is not a cause nor are the stockholders.

The cause is the dismantling of regulation of all transportation. It results in the free market which is what railroads have said they wanted for such a long time. We now have it and our challenge is to prove that the system of steel wheel on steel rail is as good as we've said it is.

We go into this fateful year with our very future riding on the strength of our will to work together to become the low-cost carrier in our area. There isn't any such thing as "railroad traffic" any more. Every carload we move is at risk from low-cost and hungry truckers. With that knowledge, we must forge a new approach to our business that reflects the realities of the marketplace.

The bottom line is price and performance.

If we do nothing and continue on our present course, the certain result will be a steady decline into oblivion. If we can be creative and use our good will and the talents we have to change traditional practices, I believe we can win and provide good jobs with good futures.

A railroad is much more than a collection of locomotives, cars and track. People are the soul of a railroad and people are the ingredient that has allowed us to weather the storms of the past five years. Management cannot solve our problems alone. Employees cannot solve it alone. But together there is nothing we cannot accomplish.

Sincerely,

Walter E. Francis

In this issue

Articles

A Dialogue on Change	4
Reflecting the Changes	6
Good Man with a Boxcar	8
Remembering the Big One	11
The Incomparable B&A Bean	16

Departments

Mileposts	10
In the Family	18
Facts and Figures	23

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About the Cover . . .

Foreman Vern Wark, Millinocket, has been a railroad supervisor for 32 of his 37 years as a BAR employee. The most demanding part of his job, and the most fun, is dealing with people.

News Briefs

Sears Island construction continues

In spite of Sierra Club lawsuits opposing the construction of the Maine State Cargo Port on Sears Island, the project hasn't been much delayed. That's because the state has concentrated construction efforts on the Island and on the mainland access. The latest legal move following a court decision in favor of the Sierra Club has been the filing with the Coast Guard for a permit to build a causeway to the Island under the Rivers and Harbors Act. Under the most favorable circumstances, a permit for causeway construction could be issued in midsummer. Meanwhile, work on the Island continues. The dredging calls for removal of 800,000 cubic yards and another 400,000 cubic yards of material will be moved onto the Island for construction. The \$28 million project could be on line in mid 1986.

Paper traffic stays on the rails

In the competitive environment of 1985, it's sometimes a victory just to stay in the race. That's the way it was with approximately 1300 cars of paper destined for Great Northern Paper in Massachusetts. The traffic was at risk because of competitive pressures from trucks and from revenue needs of other railroads. BAR had to give up revenues to keep the business, but as a result of negotiations with Great Northern and Guilford Transportation the traffic will continue to move by rail. Vice President-Traffic Hugh Goodness says it's typical of what's happening as competitive pressure intensifies under deregulation.

Business down

Traffic levels have been down for most of 1985. May ended with the railroad almost 600 cars behind shipments a year ago and 400 cars below what was budgeted. The loss was mostly in paper, which meant that wood fibre was down also. There are no indications of improvement on the horizon. The only bright spot in the business picture is in lumber which continues to perform above last year and above budget.

Train crew prevents fire

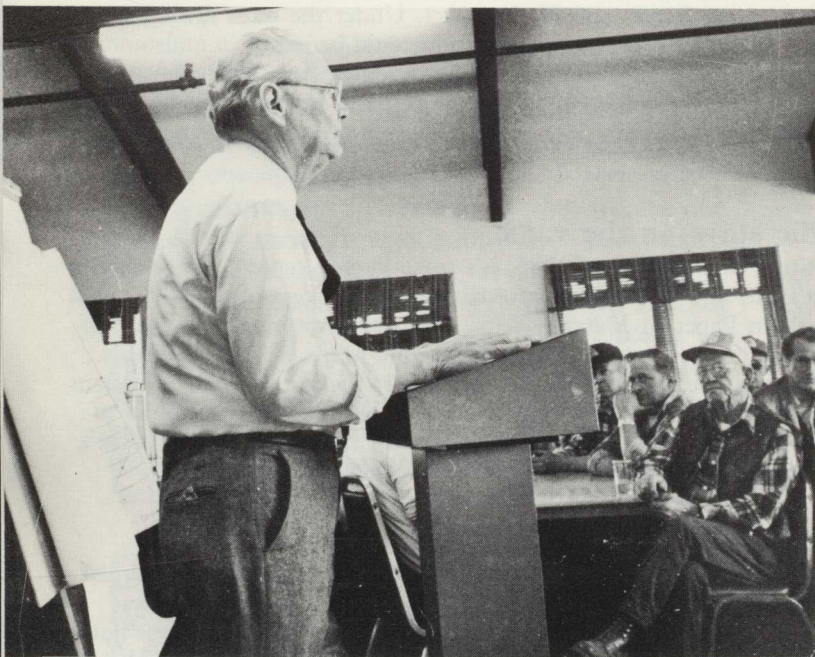
A BAR train crew discovered and reported what could have been a disastrous fire at a factory in Milo May 9. The crew of the Northern Maine Junction Turnaround job spotted the flames while traveling northbound shortly after midnight. The crew radioed the dispatcher, Nelson Cote, who notified fire authorities in Milo. Members of the crew were Keith Pelkey, D. R. Barrett, C. E. Carroll, D. R. Reynolds and V. E. Holyoke. Milo Fire Chief Albert Perkins credited the quick action of the men with preventing a large fire.

Maintenance programs

Derby Shop crews are working on a car painting program for 5200 series boxcars purchased in 1952. The color will be international orange.

Maintenance of Way crews started the summer tie replacement program at Brownville. The tie crew will install 38,500 new ties during the season. One track surfacing crew is working northward from Searsport to Oakfield and another is working from Oakfield to Van Buren.

A Dialogue on Change



In a series of nine town meetings with employees from Madawaska to Northern Maine Junction, President Walter E. Travis spoke with more than 300 employees on economic issues and the reasons why the railroad is not part of the national contract bargaining effort. Employees at Millinocket, pictured here, and Medway heard Travis and Senior Vice President Linwood Littlefield discuss the changes that have taken place on the railroad in the last four years.

In nine meetings with employees from Madawaska to Northern Maine Junction May 1, 2, 3 and 4, President Walter E. Travis talked with 322 of the railroad's union employees. The employee town meeting was unique and undertaken under unusual circumstances. The purpose of the strenuous effort was to explain to employees why Bangor and Aroostook is not a party to the national labor negotiations during the current bargaining; the railroad will bargain as an individual railroad rather than as part of the industry negotiation team.

The reason for the local bargaining, Travis explained, is because a small regional carrier like BAR has different needs and problems than the handful of super railroads which are the focus of the industry bargaining. That's probably true of BAR employees, too; by bargaining locally it seems likely that employees will have more input in the process than they would if the negotiations were national.

As an end-of-the-line originating carrier with light density traffic, the BAR can't afford as high a price tag as a carrier with heavy density overhead traffic. To illustrate the point, Travis and Senior Vice President Linwood Littlefield showed each group of employees a chart contrasting the percentage of the revenue dollars spent on labor costs of the industry as compared to BAR: The Class I railroads spent 47.2 cents of each revenue dollar for labor while BAR, due to its light density traffic and because it originates 90% of its traffic, spent 63.3% of its revenue dollar for labor.

"We simply must bring these costs into line if we are to survive as a viable railroad," he said.

The comparison, Travis told employees, doesn't mean that Bangor and Aroostook employees don't work as hard as others, or that our people aren't as skilled as other railroaders. It means that by virtue of our traffic density and our location that we can't use our people as productively as the railroads that have lots of overhead traffic without having different work rules.

Travis also pointed out that average employee compensation (full-time equivalents) has risen from \$16,343 a year in 1978 to \$29,369 in 1984. In 1979 the BAR had 745 employees (full-time equivalents) who received total compensation of \$13,689,627. By 1984 that number had dropped to 506... a loss of 239 jobs... and the compensation was more than was paid 745 people five years earlier... \$14,860,647. Fringe benefits rose from \$4,187 for each employee in 1979 to \$10,086 in 1984.

"While all of this has been taking place," he said, "our traffic dropped from more than 80,000 cars a

year to 53,000 in 1983. It was 61,000 cars in 1984 but there's no indication that we will be an 80,000 car railroad or, indeed, that our traffic won't dip again."

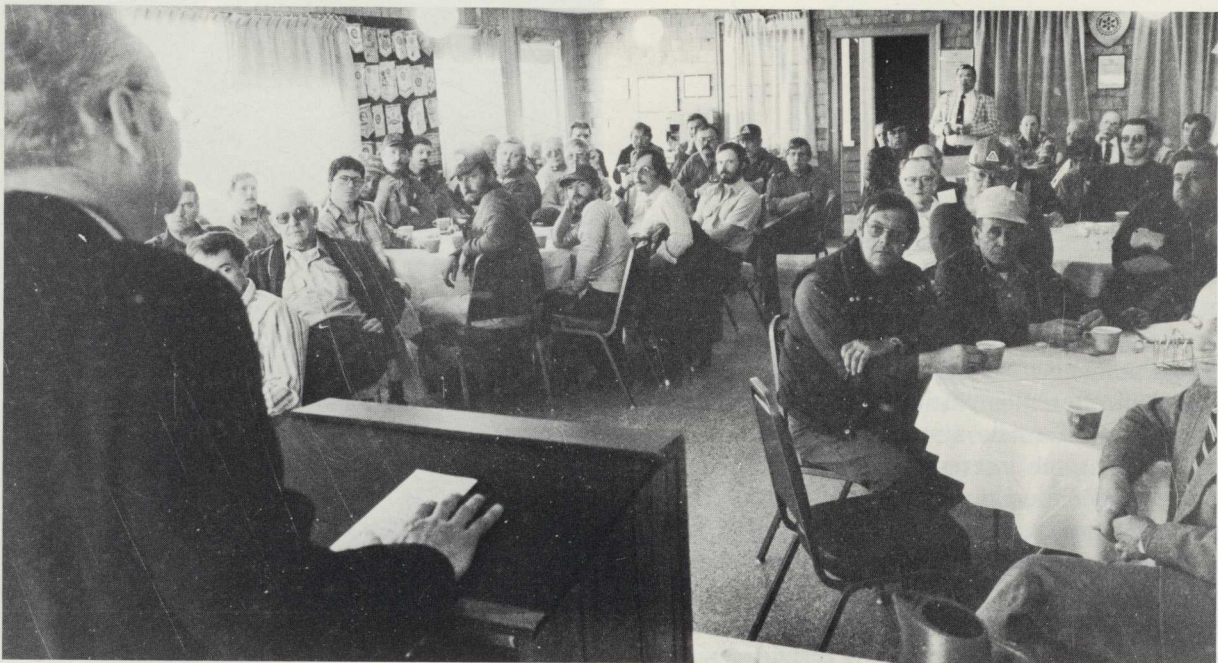
We're not earning enough to keep the railroad in good condition, he said, and last year we spent \$900,000 more installing ties, rail and buying equipment than we took in. Obviously, we can't do that very often, he added.

Littlefield told employees that, based on even conservative estimates of the dollars the railroad

the lowest costs is the carrier who'll get the business. I want us to be that low-cost carrier. Our competition is the trucker and, largely, the non-union trucker. It's tough competition."

We're at a point in our history, he said, where we have the luxury to make decisions. If we don't take that opportunity and make the changes we must make in the basic way we run our railroad, we lose any chance for alternatives.

"I don't want to leave anyone with the impression that Bangor and Aroostook is falling apart," he



Travis told employees at a Houlton town meeting that Class I railroads nationally spent 47.2¢ of each revenue dollar for labor while BAR, due to its light traffic density and because it's an originating carrier, spent 63.3¢ of its revenue dollar on labor. Travis said that BAR must bring these costs into line if it's to survive as a viable railroad.

needs for tie renewal, rail, car maintenance and acquisition and other capital needs, the railroad faces an annual shortfall in the next five years of \$4.5 million a year.

"I'm not suggesting that the railroad is going to fall apart next year or the year after if we don't put the number of ties in we feel are necessary, or the new rail. But within five years, if we don't maintain our railroad, it will show signs of serious deterioration and we'll be even farther behind the competition."

Travis talked about the new competitive environment spawned by deregulation, comparing it to the days when railroads and trucks were regulated and could pass on cost increases to customers without losing business.

"In the new free market environment," he explained, "there's no such thing as captive railroad business. It's all up for grabs and the carrier with

emphasized. "All of transportation is in the midst of great change and there are opportunities under deregulation, some of which we've been able to take advantage of. Our marketing people estimate that there are about 60,000 carloads of freight going out of our territory by highway. It would be naive, certainly, to suggest that we could get all of it. Or even half. But, given the changes that would help us become the low cost carrier, a lot of those 60,000 carloads could be going by rail."

"Change is inevitable, like the tide and the sun. The only choice we have is if we recognize it when it happens and guide it to our advantage or whether we are simply swept helplessly along with it."

In the best tradition of New England town meetings, there was give and take from the floor. The questions were thoughtful and mostly reflected a concern for the future of the railroad and its people.

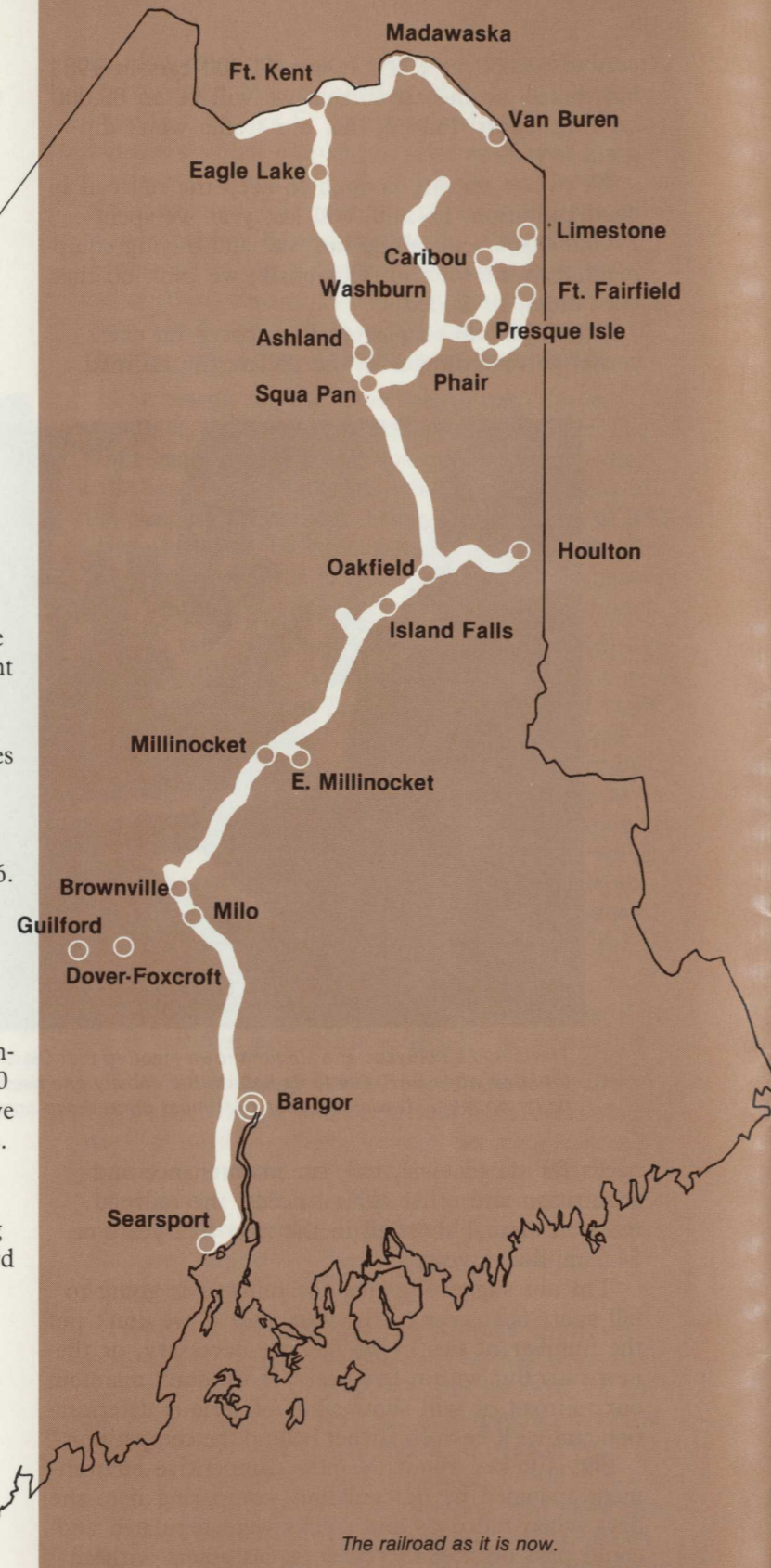
Reflecting

Some morning in July, train crews that are on the road at 7 a.m. will be part of a significant movement in the railroad's history. That's the exact instant when Bangor and Aroostook will redesignate its milepost nomenclature system. Any train that leaves its terminal after that particular moment will operate under the new system.

It presents some interesting possibilities. For example, under the old system Caribou was MP 226. Under the new system Eagle Lake is MP 227. Operating people who will be making the adjustment might ask, "why?"

There are three reasons. One has to do with accounting and assessing costs to certain segments of the railroad. The second has to do with determining revenues. In 1982 our local mileage tariff 6000 was published to reflect the abandonments that have taken place on the system in the past two decades. Part of that need, according to Vice President-Traffic Hugh Goodness, is because some rates are based on mileage and the mileposts are now being arranged to conform to the actual mileage. The third reason is that the railroad has changed and the present system is obsolete.

The routes pictured show the railroad and the changes made through abandonments and traffic pattern changes in the past 23 years. The milepost numbering system became obsolete and confusing because it was oriented to the 1962 railroad. The new milepost system reflects all the abandonments and changes that have taken place.



The railroad as it is now.

the Changes

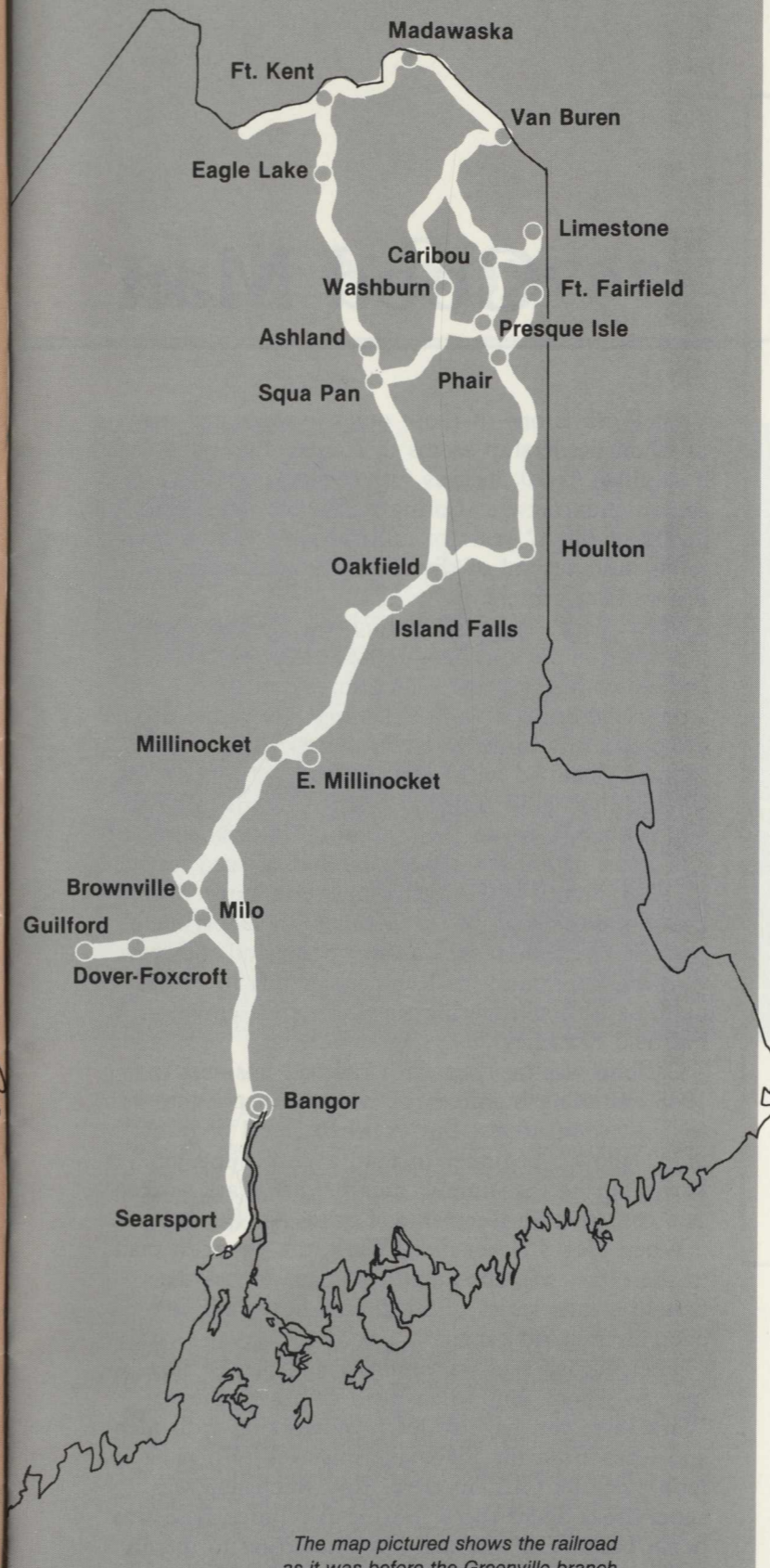
"As various pieces of railroad were abandoned," Goodness explains, "the milepost numbers left great gaps and inconsistencies for people who were calculating freight revenues."

The system worked for operating crews simply because they had worked with it as it changed. But for anyone being introduced to it for the first time, it seemed the work of a mad designer. Example: under the old system a train bound from Madawaska to Van Buren was formerly southbound even though its direction was not. Under the new system the train is northbound which is clearly more logical.

Considering the great changes that have taken place in the railroad's plant, the new milepost system may have been overdue. The former mainline between Houlton and Presque Isle has been abandoned and most of it has been taken up. The old Ashland branch has become mainline as the railroad's traffic mix tilted heavily toward forest products and away from agriculture. But it was only mainline to Fort Kent and then became the Van Buren branch. Now, the V branch extends only from Van Buren to Madawaska. The Ashland mainline extends from Oakfield to Madawaska. The Presque Isle branch starts at Squa Pan and the Limestone branch starts at Presque Isle instead of Caribou. The Fort Fairfield branch starts at Presque Isle instead of Phair.

In the process of changing mileposts, as many of the old mileposts as possible were left in place, but the change will require conscious effort for a while says Superintendent of Transportation L. S. Milton.

Even though the new mileposts is largely "house-keeping", it's change. And change upsets people. But it's easier to accept when the reasons for it are understood.



The map pictured shows the railroad as it was before the Greenville branch was abandoned in 1962.

Good Man



Vern Wark, general foreman at the Mechanical Department facility at Millinocket, has spent most of his 37 years of railroad service as a foreman working with large crews. Wark says the best part of his job and the most challenging is working with people.

Vern Wark is one of those quiet, understated men to whom leadership seems to come as naturally as breathing. At 20, he was foreman of a 50-man construction crew at Loring Air Force Base. And for 32 of his 37 years of railroad service, he's been foreman at several of the railroad's Mechanical Department centers.

Vern Wark's style is anything but flamboyant. A disarming smile and good-humored creases at the corners of his grey eyes have smoothed the way in a thousand difficult work situations. He would deny, of course, any intuitive leadership skills but the railroad is dotted with men like him who not only learned their craft well but discovered some talent within themselves for helping work flow smoothly.

Wark, a native of Caribou, entered railroad service in 1948 after WW II service in the infantry. Henry Baker was foreman of the Mechanical Department crew at Caribou. It was a busy point and the crew worked as far south as Robinson, north to Stockholm as well as covering the Limestone and Fort Fairfield branches.

Caribou was bustling with railroad business in 1948, handling hundreds of carloads of potatoes as well as frozen foods. But even that level of traffic didn't allow a beginner to hold a year-round job. It was during the summer months that Wark worked as a construction foreman at Loring Air Force Base.

When Henry Baker died, Wark, the youngest man in the crew, was appointed foreman. It was the first in a long series of challenges he would face over his railroad career.

The railroad sent its youngest and newest foreman to school. But when push comes to shove, Wark says, you have to learn by working with men and learn from the inevitable mistakes. When he took over the Caribou crew, Roy Buchanan was supervisory agent there. Loring Air Force Base was being built. The railroad was converting to diesels and it was an exciting time to be 22 and on your own as a foreman.

with a Boxcar



Most of the mechanical maintenance at Millinocket is performed outdoors without protection from the elements. Whether it's blackflies and a hot July sun or blizzards in February, the environment adds to the considerable challenge of car and locomotive maintenance. Wark says there aren't many surprises in his job after 37 years, but that he still looks forward to going to work in the morning.

When Foreman Bill Brown died suddenly at Van Buren a few years later, Wark had some solid experience behind him and was tapped for the job. Van Buren was an important Mechanical point. It was the terminus for the BAR crack mainline passenger trains and an important potato shipping point.

"With the exception of my present job," he says, "I've spent about five to seven years in each of my assignments. That's about what it was when I was sent to Oakfield as a relief foreman."

Oakfield was a seven-day operation when Vern Wark reported there, and the supervision was working such long hours that a relief foreman was authorized. He did everything that a working foreman does plus handling the Oakfield wreck outfit for the next ten years.

"No railroad man really likes picking up a derailment," Wark explains, "because it's such a waste. But those years with Bernal Clark, Ron Boutilier, Clyde Johnson and other regulars on the wreck crew were both a challenge and an adventure. Derailments always happen in the middle of the night or on a weekend and they always seem to occur in the most remote corners of the railroad."

During those years when he was playing the traditional railroad game of five-years-and-move, the Wark children worked in the potato fields in the summer and during the harvest in the fall, taking the moves from town to town and new schools with the resilience of all children.

But 1969, it was time to do it again and Wark was transferred to Millinocket to take the position vacated by Charlie Burgess. He thinks all of his other jobs were rehearsals for the big one at the BAR's busy Millinocket yard. The Great Northern mills at Millinocket and East Millinocket generated a stream of cars for inspection, cleaning and repairs.

After 16 years in the demanding job, Vern Wark says there aren't many surprises left in it for him. The days fall into a pattern for Wark and his crew of 27. Together, they release an average of 14 cars a day from the cripple track where light and medium repairs are made and 40 cars a day from the clean-out track...seven days a week.

All that, of course, is in addition to inspecting all the trains that leave town and servicing from 18 to 22 locomotives a day. It's not work for the 8-to-5 person.

The assignment sounds simple enough until you consider that the work is performed outdoors without any shelter. Blackflies and a hot July sun are

one thing. But the blizzards that howl out of the northeast in winter cover man and machine indiscriminately; a heavy storm can cut production by as much as 50 percent for several days and work physical hardship on the crew.

Vern Wark has always been a working foreman. If the crew was lifting he was helping and that may be part of his successful formula for working well with his people.

The rest of his secret is that he likes his job and likes people. His puckish sense of humor is an asset that keeps his work and his life in perspective, too.

"I've always felt sorry for people who get up in the morning and hate to go to work," he says simply. "The railroad has been a life for me and a decent living for my family. I've done better than I could have expected with my education and I've liked it. The most challenging part . . . and the most rewarding . . . is the people."

Life hasn't dealt gently with Vern Wark. His middle child, Steven, drowned in an accident after the family moved to Millinocket. And at one time he had four children in college at the same time. But he has a kind of tenacity and a toughness that has helped him over the rough spots. On balance, he thinks, he's had a good life. Not that he feels it's behind him . . . for Vern Wark, the bottle will always

be partly full, not partly empty.

People who don't know him well are always surprised to discover that he's interested in politics for there's nothing political about his blunt honesty except a quick smile. But for years, he or his wife, Lillian, have been either chairman or treasurer of the Millinocket town Republican committee and delegates to the state convention.

It involves a lot of hours in meetings and travel but the Warks do it because it's important "to have some say in the democratic process."

It's been 37 years since Wark put on overalls for the railroad and he's touched a lot of lives in that time. Perhaps the most important assignment he's had was pulling together two crews in the Oakfield-Millinocket consolidation last year, a responsibility he shared with Foreman Phil Sherman. The transition was smooth and the combined operation functions like a well-oiled machine. Wark brushes away any suggesting that he and his generation of railroaders are unique.

"There are always people coming along with the vision to do things better. As long as there are railroads there'll be people to do it and good people to lead them. This is more than a job to most of us."

He's probably right.

Mileposts

15 YEARS

Dennis D. Burpee
Charles S. Decker
Willis A. Green
Donald W. Hogan
E. George Lovejoy
Ronald E. Miller
Delmen J. Pelletier
Frederick J. Rolfe

20 YEARS

Keith B. Ashton
Richard O. Bossie
Ronald E. Brewer
Joan H. Butler
David R. Finley
Stephen C. Hamlin
Boyd C. Rockwell

25 YEARS

Henry A. Mannisto
Paul E. Washburn
P. Carl Williams

30 YEARS

Roger S. Casey
Merle C. Hayes

35 YEARS

Frederick W. Bickmore
Elwood S. Hand
Gene W. Lawlor

40 YEARS

Norman D. Clark

WWII

Remembering the Big One



Americans born since World War II have no yardstick to judge the impact of that experience on their country. It forged a diverse society into an awesome fighting instrument. It forged a national spirit that articulated the best of our ideals and allowed a people ground down by 10 years of Depression to reach a sense of purpose and destiny. It was biologically destructive; the dead included several hundred thousand Americans, a percentage of whom carried the seed of genius in their genes.

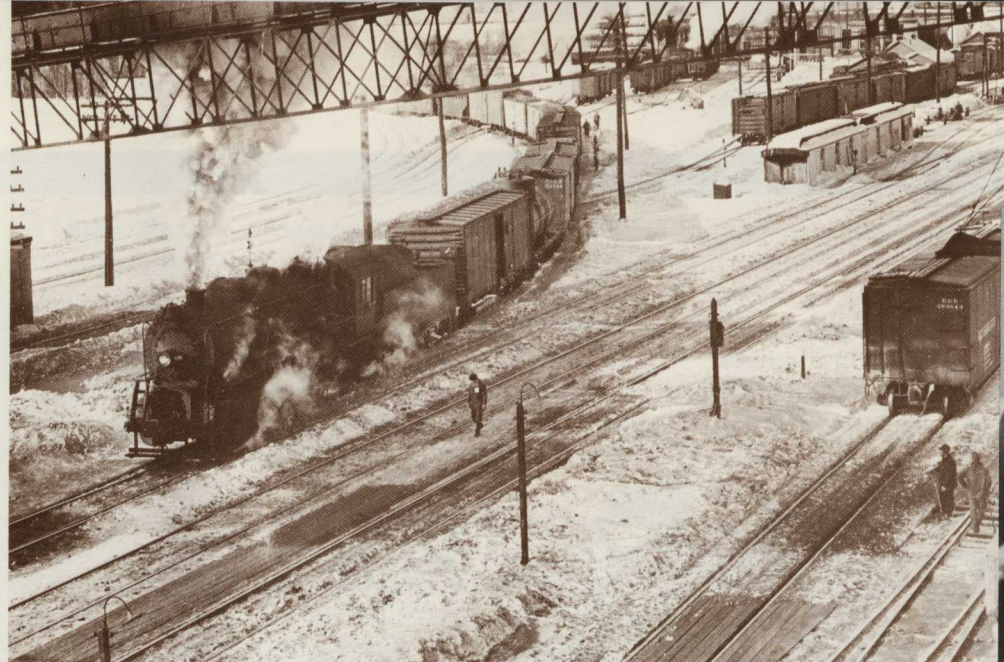
Yet, for most of us who lived through it, WW II was the most important time in our lives. And, in spite of the terrible waste, there was a kind of righteous unity that no American has experienced since.

This year marks the 40th anniversary of the end of that awful carnage. It was not a war to end all wars but for 40 years there has been comparative peace. And Americans are taking another look at what their parents and grandparents did in the face of impossible odds. The soldiers and sailors who

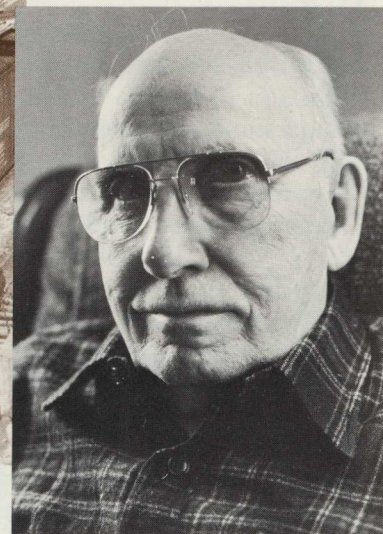
fought it are grey and aging now. A large percentage of the population were not yet born when the war ended. Many are only dimly aware of the conflict or why it was fought. When we forget the lessons of history, it has been written, we are doomed to repeat them.

Clyde Boutilier, a carman from Oakfield, expressed that thought in a letter to MAINE LINE. It might be useful, he suggested, to remind those who were too young to remember WW II or those not yet born what it was like to be alive and to be an American in those cataclysmic days of 1941, and what individuals and the railroad did.

The Bangor and Aroostook's records sparsely chronicle the strain the mobilization of the nation placed on railroads. The 1943 annual report notes that 153 employees were fighting and that one had been killed. A year later the annual report noted that 172 employees were in service and the deaths had risen to five. It also spoke of the overtime required by lack of manpower.



WW II was waged not only by fighting men and women but by the nation's railroads who moved the tools and materials of war during a time when the nation's capacity was severely tested. The steam locomotive, typified by the photograph at Northern Maine Junction made during the war, was the mainstay of the nation's railroads during WW II.



Retired Dispatcher Henry White was deferred from month to month because of his essential job with the railroad. His memories of civilian life and, particularly, the extraordinary effort made by the railroad and its employees in WW II, remain vivid to him.

Henry White, a retired chief dispatcher from Houlton, fleshes out the stark notations from official documents from his own vivid memory of those years:

"There was always a shortage of men. There were never enough men to go around and everyone worked exceptionally long hours. There was so much business there weren't enough trains or crews to handle it. If a train came into Oakfield and had three or four hours to spare, we'd send it to Houlton.

"The years of '44 and '45 were big years. We grew lots of potatoes and they all moved by rail. Our biggest month for potatoes was March of 1945 when we moved 10,000 cars off the Northern Division. There was so much freight that we'd leave the dead freight and move it on Sundays. There was so much war traffic moving through Searsport that we had a yardmaster there."

By 1945 the total number of cars had increased from 93,552 a year earlier to 103,755. That year the government moved 380,000 tons of munitions through the port and at least one train carrying bombs was involved in a derailment.

White, who was deferred from the draft from month to month because of his essential job, remembers the overworked men and the frantic efforts to keep up with transportation needs. But the sheer drama of the united effort is part of his memories, too. The borders were patrolled by state and federal authorities looking for spies and saboteurs. There were blackouts and air raid drills. It sounds melodramatic now. But in 1942 and 1943, there were compelling reasons to expect that we

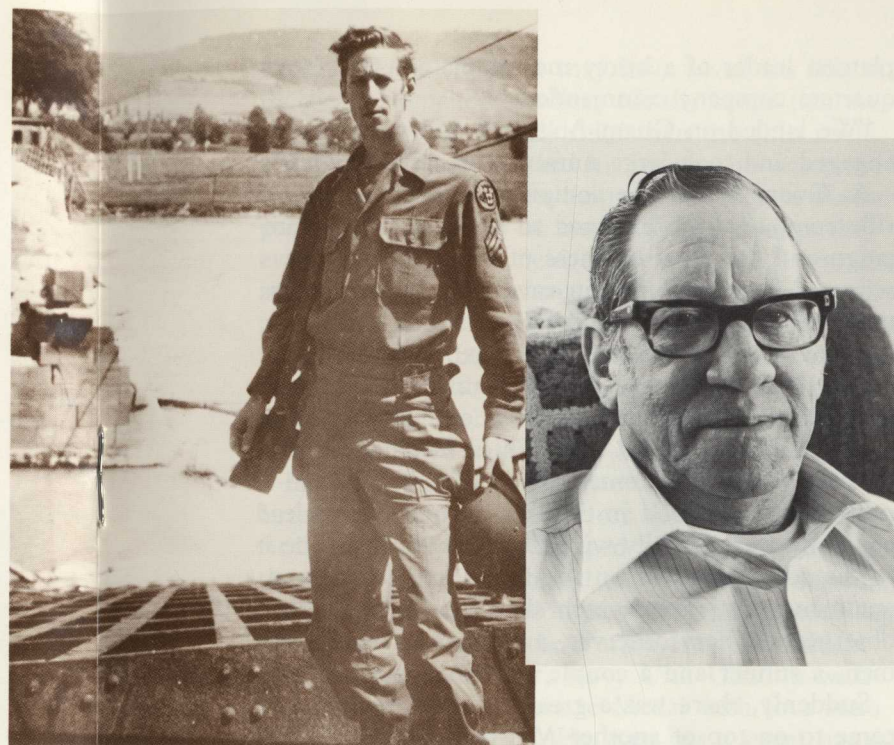
would be fighting on our own shores.

There were also reminders of the deadliness of the conflict. An aircraft from the Houlton air base crashed, killing all of its New Zealand crew. The air base later became a POW camp and its first prisoners were hardcore Nazis. Later prisoners were used as labor on farms and in the forests. There was an air force base at Presque Isle where B17s started their overseas journey; Clark Gable was stationed there for a time, White remembers.

"Passenger trains moved at capacity," White says. "They were always loaded and late. On one single day No. 1, the northbound passenger job, handled 1200 passengers with one section. We got all kinds of equipment including old subway cars. One time we ran a special train from Virginia carrying potato workers.

And Vera Gerard, wife of Station Agent Everett Gerard, was a clerk at the B&A agency in Madawaska. Part of her job was delivering telegrams from the War Department to families of men killed in action. She has poignant memories of those years.

While railroaders were fighting the war moving freight for the great struggle, others were engaged in more deadly combat. Willard H. Buxton, a retired clerk from Houlton, enlisted in 1939. Just before Christmas in 1944 he was part of the great army slashing through Belgium toward the German heartland when the Nazis threw their best reserves into the battle that would become known as the Battle



Willard H. Buxton, a retired clerk from Houlton, was a 25-year-old infantryman with a year's combat experience behind him when this photograph was made in 1945. The ruined bridge in the background spanned the Danube River. Buxton was with Patton when the Russian and Allied armies met at the Elbe.

of the Bulge. For more than 20 days the outcome hung by a precarious thread. Units were separated and fought confused battles in the Ardennes forest. German units executed American POWs at Malmedy, provoking a terrible wrath among the battered American units.

Buxton remembers the tropical chocolate, so hard that it could only be hacked with a bayonet, as the only rations.

"It was bitter cold. We were in holes a lot and your clothes would freeze hard on your back. You'd

go for days without sleep except for a few minutes. I really don't know how men survive under those conditions but they do. On Christmas Eve of '44 my platoon was completely surrounded by Germans. We sneaked out right under the German guns in the middle of the night. On Christmas day there was no food, but our lieutenant had a bottle of whiskey and each of the 32 men got a sip. It really seemed like Christmas then."

Buxton went on into Germany and was with Patton at the Elbe when they were joined by Russian forces. In one battle his unit lost 43 men in 20 minutes in a nameless village on the Rhine.

There were moments of comedy interspersed with the fear and the hardship. In an assault on a village reported to be abandoned by the Germans, Buxton's small force of infantry and a single tank were routed by a strong force of German armor and infantry. Buxton was riding in a jeep. The tank was destroyed and a single crewman escaped. As the jeep started taking small arms fire the driver swooped close to the fleeing tanker and Buxton scooped him out without stopping.

"There were bullets ripping into the hood. Suddenly we were spattered by dripping gore and each of us thought one of the others had been hit. We discovered that a can of tomatoes in our rations had been hit by a bullet and exploded, covering all of us with what looked in the heat of our flight like blood. It didn't seem as funny then as it does now."

Buxton enlisted at 19 and was discharged three weeks before his 26th birthday. He literally grew to manhood as a soldier.

It was different for Clarence Giberson, now a retired conductor from Houlton. Giberson was 29 when he was drafted in 1942. He'd been a brakeman for less than a year. Twenty-nine is old for an infantryman, but that's what he became. Three years later Giberson was on the USS Bayfield on the fateful morning of June 6 when the allies swarmed



Retired Conductor Clarence Giberson, pictured at left with two companions, was a 32-year-old infantryman when this photograph was made before a huge Nazi banner in Munich in 1945. Giberson went ashore on D-Day at Omaha Beach and was in combat until the Germans surrendered in 1945.

across the English Channel toward Normandy for the long-awaited invasion of Europe. The ship was dropping its boats several miles out from the beach.

"The nets were put over the side and I was the first man down. The seas were rough and we were lading into a vessel, a small amphibious craft. One man was crushed between the ship and the small boat. We loaded and churned around waiting for others; it took a long time. We reached Omaha beach just after the engineers who went in to lay explosives to breach the seawall. The shelling was terrible. There wasn't anyplace to dig a hole. We gained a little ground then the Germans counter-attacked. Then we dropped paratroops who broke the attack. Our objective was Cherbourg and it took us 21 days to get there."

Giberson fought throughout the campaign, through the hedgerow country in France and into Germany. In 1945 he was in Munich and his terrible ordeal was finished.

He was discharged the eighth of September of 1945 and went back railroading on the 15th.



Howard L. Cousins, Jr., now vice president-marketing, was a 20-year old senior at the University of Maine when he enlisted in the Marine Corps in 1942. Four months later he had been through officer candidate school and was a brand new second lieutenant. His first action came at Guadalcanal in June of 1943. It was the tail end of the scrap, he recalls, and his division "got bombed a lot."

"In November, our division, the Third Marine Division, landed on Bougainville, the northernmost island in the Solomon chain, and secured a perimeter for the construction of an airfield."

Cousins found himself back on Guadalcanal in March of '44. He was made 1st lieutenant and

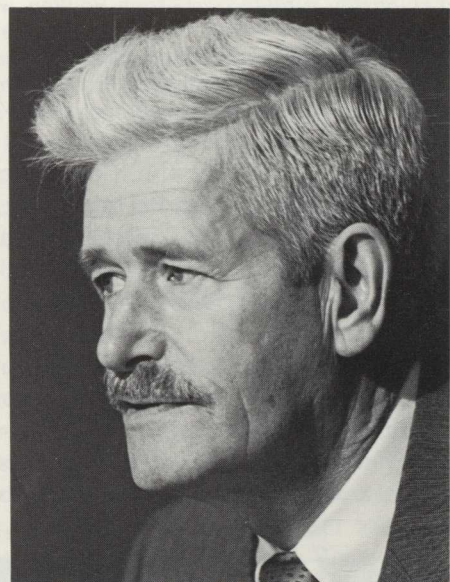
platoon leader of a heavy mortar platoon and headquarters company commander.

"We landed on Guam August 7 and were heavily engaged and took large numbers of casualties."

At Guam he became company commander of a rifle company and remained so for most of the campaign and the dirty business of mopping up the scattered Japanese units in caves and bunkers. His unit was supposed to be held in reserve for the invasion of Iwo Jima and didn't expect to be used.

"But our forces were getting mauled and we were put ashore on Iwo Jima the 20th of February. We took terrible casualties. The Third Division was attacking down the center of the island. My company was the second in the line of attack. The lead company was virtually wiped out. My outfit made it to the second airfield on the island and I set up a command post in a 16-inch shell hole with an air observer, artillery observer, a radioman, two signalmen, a runner and a couple of others.

Suddenly, there was a great orange flash and I came to on top of another Marine who was dying.



Howard L. Cousins, Jr., now vice president-marketing for Bangor and Aroostook, emerged from the conflict in the Pacific with the U.S. Marine Corps as a major and one of the most highly-decorated veterans in the State. Cousins saw most of the heavy fighting in the Pacific and was wounded on Iwo Jima. He is pictured, seated left, with other officers of G Company, Second Battalion of the 21st Marine Regiment, Third Marine Division in January 1945 just before his unit went ashore at Iwo Jima. Only one man pictured in the group emerged unscathed.

I was the only one left alive in that hole."

Cousins was evacuated on a stretcher under heavy fire. The 22-year-old Marine from Fort Kent had one leg shattered and sustained other injuries. Despite the nightmare stretcher trip through heavy fire, he had presence of mind to put a tourniquet

on his leg; he thinks it may have saved his life. At the beach, Japanese artillery hit the barge that was taking him to a medical ship, then the ship itself. Finally doctors amputated his leg and he was moved to an Army hospital on Saipan. The trip to Hawaii proved to be almost as much of an ordeal as the evacuation from the field to the ship had been. An amphibian, the ubiquitous PBV, was used for the airlift. Cousins was in a body cast and immobilized in a steel mesh bunk. The first aircraft lost a motor at takeoff from Kwajalein Island. So did a second aircraft. Then a third crashed on takeoff at Johnson Island and failed to sink only because it struck a reef.

He finally made it to Mare Island near San Francisco where Navy doctors did a re-amputation. At 23 Cousins was discharged as a major and began the slow road to rehabilitation. For his heroism he won the Marine Corps' highest decoration, the Navy Cross. He also holds the Purple Heart, President Unit Citation with star, Navy Unit Citation with star, Asiatic Pacific Theatre Medal with four stars and the Victory Medal. He even has a street named after him on Guam.

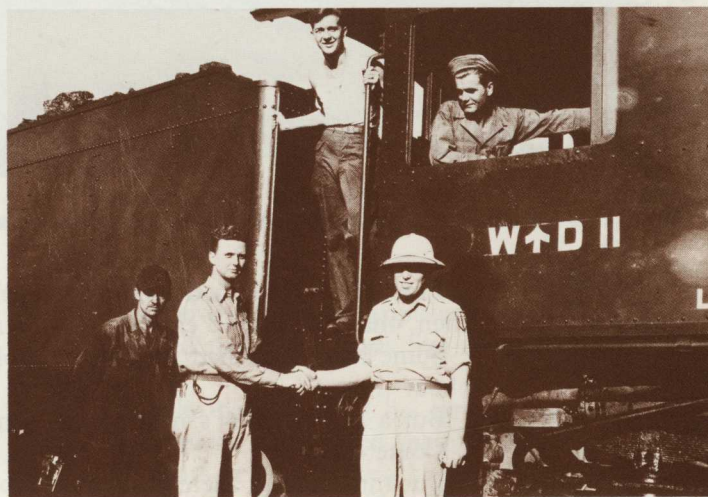
"When VE day came in April of '45," he recalls, "it seemed to us that we would be fighting in the Pacific for another 10 years. We were amazed when the A bomb was dropped and the Japanese surrendered. Truman's decision saved millions of lives, both American and Japanese. It's hard to realize now what an absolute feeling of relief it was to have it over."



Neil McPherson, pictured in the cab of a steam locomotive, was part of an operating battalion in India and went from the Bangor and Aroostook as an engineer to the Bengal and Assam for the military. He returned to B&A service after the war.

There were many other railroaders who fought and bled during the war. Engineer Rusty Fowler, now deceased, did 50 missions over Germany in a B17. Nat Rowe, Ted Lindsay and Jack McMann were killed. Forrest Bunker and Neill McPherson

served in railway operating battalions in India. Bob Groves was in submarine service in the Pacific. Arnold Rafford, now retired, was a locomotive engineer in a railway battalion in Alaska. Mechanic John Vincent, Houlton, was one of Merrill's Marauders and later part of the Mars Task Force which spent 22 months and walked 650 miles clearing the Burma Road. Of the 2,000 men in his outfit, only 485 men survived. Even now after 40 years, John Vincent cannot speak of his comrades without blinking back tears for the terrible price they paid.



Engineer Forest Bunker, pictured at left shaking hands, also served in a railroad operating battalion in India during WW II. He returned to Bangor and Aroostook service as an engineer following the war.

There are many more employees who served and survived that terrible war and their stories are like those of Clarence Giberson, Willard Buxton and Howard Cousins. All of them will tell you there was no glory. Just fear and the will to stay alive. Moments of personal heroism, sometimes unwitnessed. And the incredible experience of being part of something so focused and, in some ways, so idealistic.

But let them tell it: "In combat, people were mostly scared but most of us felt it was either fight in the jungles and on the beaches or in America;

"The thought in your mind each day... and you could only think of the war as one day at a time... was not to get killed. To survive. I never want to go through anything like that again;

"I don't know how to say this. I never want to go through anything like that again but I wouldn't want to have missed it either."

No sane person likes war. But, for the generations that have come since that terrible war, it may be healthy to remember what their parents and grandparents did for the common good.

And the uncommon price they paid.

THE INCOMPARABLE

B&A BEAN

Lots of railroads had famous “name” trains. But, then, that’s what one expects from a railroad.

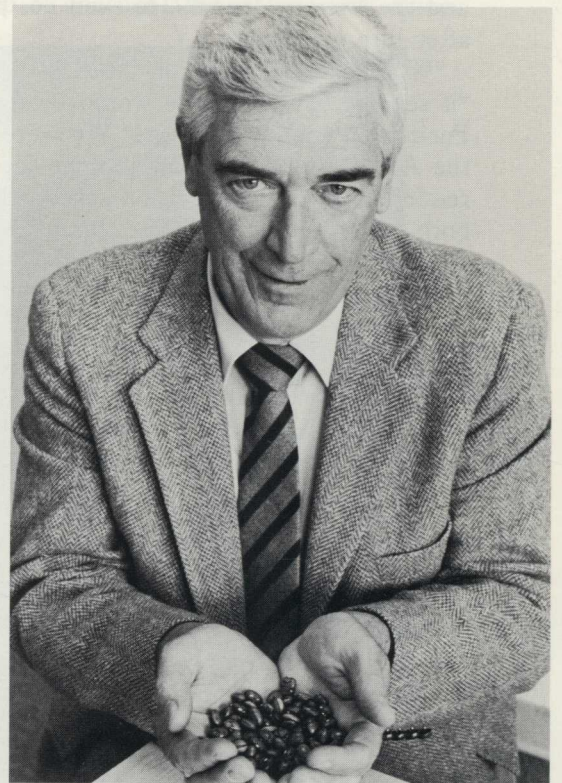
Some have even had songs and books written about them.

But a railroad that’s had a bean named after it? Come on.

But (no fooling) there’s an honest-to-goodness B & A bean that’s being grown by an ever-increasing circle of devoted bean lovers in Maine. Obviously, this bean has another name in horticultural circles but the fanatical members of the B & A bean cult won’t admit it and don’t want to know what it is even if someone knows. To them, it’s the B & A bean and it’s not only nutty and sweet in flavor but the more enthusiastic growers attribute to it astonishing properties not the least of which are medicinal. But if you’ve heard the old medicine show pitches you probably know what they say anyhow.

Naturally, there’s a story connected with this remarkable bean. I mean, no B & A employee cultured the seed through a couple of hundred generations and then shouted “Eureka! I’ve just developed a new bean!”

The origins of the B & A bean are shrouded in legend and the mists of time. You can hear as many versions as you’ve got time to listen to when railroad gardeners gather. One of my favorites is that a seed spilled out of a B & A boxcar at the cleanout track at Northern Maine Junction in 1910 and tenaciously took root in the stony soil. Only thistles and horsetail could flourish in that hostile environment. The section crew watched in awe as the valiant little plant edged out its rough competitors for nourishment and sunshine. It weathered the baking sun of July, the drought of August, and climbed the neighboring thistles. At the end of the



J. Charles Hickson, assistant vice president-marketing, holds a handful of B&A bean seeds grown in his garden last year. Hickson has become the railroad's most enthusiastic booster of the unique bean and is a latter-day Johnny Appleseed.



Devotees of the distinctive B&A bean use many different treatments to enable the vegetable to climb. Hickson uses a teepee arrangement and the grower whose garden is pictured here has evolved a unique bow-shaped continuous bean pole.

season the sturdy plant produced a prodigious crop of long, flat beans. The foreman, whose name is lost to us, pronounced it sweet and nutty and carefully saved some seed from the peripatetic bean.

But now, for the first time, the real story of the B & A bean can finally be told. I know it to be true because the best friend of my own friend's mother-in-law told her. And you can't beat that for impeccable documentation. Not to laugh, though. This is a true story.

But let Rachel Ellis tell it in her own words: "Many years ago . . . probably 50 by now . . . a certain Gerry Baker swept out a B & A boxcar and swept up a few of those beans which apparently had been hauled in that car. He gave the beans to Harry Perkins in Hampden. He came into Harry's kitchen and laid the beans on the table and said 'try these just for fun.' Harry did and found them to be pole beans never knowing what they were. He raised them for many years and would never be without them. They have been shared by many people and everyone feels the same way . . . they have no equal."

Rachel Ellis, a dedicated gardener, was the recipient of some of the seed. Her good friend Teresa Kane was mother-in-law of Norman Tardif, vice president-intermodal services, and was given some seed. After trying the beans in his Presque Isle garden he became the railroad's most enthusiastic booster of the unique vegetable, sharing the seed with friends throughout northern Maine with great zeal.

Enter now, J. Charles Hickson, another B & A marketing official and an agriculturalist of note. Others may have done the development work on the B & A bean but it was Hickson who raised the dissemination of it to an art form. He became a

veritable latter-day Johnny Appleseed, dispensing both seed and the edible pods like a benevolent monarch.

He grew the bean first on his farm at Naskeag Point in Brooklin and shared them with neighbors. In the 15 years or so that he's been growing B & A beans, the sharing of the seed has become a passionate obsession for him.

"It's like a pyramid club, you see, except you're not asking for a dollar back; you're making a gift and a living gift at that."

I guess all gardeners share a kind of mystical evangelism. Some days all the reason you need to justify life's trouble and toil is a couple of dozen rows of green shoots pushing through the soil with mysterious strength toward sunshine and air. It's one of God's miracles and it binds us together and makes us human somehow.

As the Maine earth greens again after winter has fertilized it with spring snow, hundreds of gardeners will be planting B & A beans. Some of them will be planting the legume for the first time and they will be doing so after a strict admonition to "save the seed and pass some along to others."

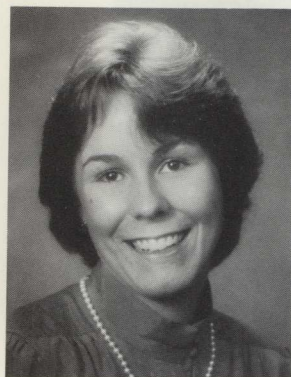
I don't know who Gerry Baker was but I am greatly pleased by the notion of his gift and the way it's been passed along and shared over the past half century.

As an agriculturalist myself, I'll bet there's another name for B & A beans, something very scientific and traditional. If you know what it is, please don't tell me. I don't want to know.

I'm certainly not putting down railroads that have been celebrated in song and story.

But you take a railroad that has a bean named after it. That's class.

RWS



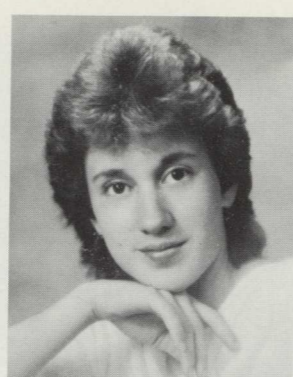
Joan Laffey



Cindy Brooks



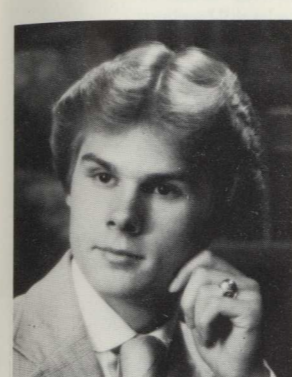
Cheri Fessenden



Susan Brooks



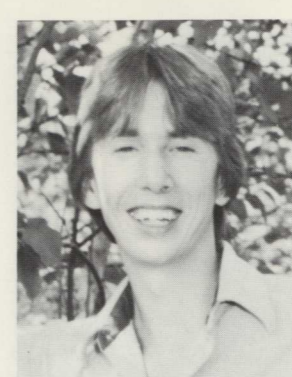
Lisa Fahey



David Cyr



Kristine Jewell



Michael Varney

In the Family

Accounting & Data Processing Dept.

Joan Laffey, daughter of Claim Analyst and Mrs. Robert Laffey, traveled with the Bangor High School Roaming Rams Travel Club to London, England in April. While in London, Joan toured Windsor Castle, Westminster Abbey, Madame Tussaud Wax Museum, viewed the crown jewels at the Tower of London, and visited other interesting historical attractions.

Paul Laffey, son of Claim Analyst and Mrs. Robert Laffey, traveled to Washington, D.C. with friends, Mr. and Mrs. George Parke and sons - Brett, Brian, Matthew, and Kevin, during school vacation in April. While in Washington, they visited the Smithsonian Institute, the Washington Monument, and other interesting sights in and around the Washington area. One of the highlights while in Washington was a visit to Georgetown University. During the return trip, they spent two days touring the Boston area.

Cynthia Brooks, daughter of Ledger Clerk Gloria and Robert Brooks of Brewer, graduated from the University of Maine in Orono on May 11 with a bachelor's degree in music education. Cindy is a member of the Bangor Symphony Orchestra and has been active in the School of Performing Arts at the University of Maine, Orono. She has been student teaching in the Old Town school system this semester and is looking forward to a teaching career in music education.

Disbursement Clerk Dana Thurlow became a grandfather May 5 when Lance Michael Thurlow was born to Lance T. and Sara Thurlow of Camp Pendleton, California where he is serving in the U. S. Marine Corps.

Cheri Fessenden, daughter of Lead Clerk and Mrs. David Fessenden, graduated from Bangor High School in June as a B.H.S. Scholar. While at Bangor High, Cheri was a member of the girls' varsity soccer and softball teams for three years. She received the Coach's Award in soccer her senior year. Cheri will be attending E.M.V.T.I. in the fall where she will study for an associate degree in business management.

Susan Brooks, daughter of Ledger Clerk Gloria and Robert Brooks of Brewer, graduated from Brewer High

School on June 9. Susan is a member of the National Honor Society and will attend the University of Maine in September in medical technology.

Joan Laffey, daughter of Claim Analyst and Mrs. Robert Laffey, graduated from Bangor High School on June 9. While at Bangor High School, Joan was a member of the tennis team, the year book staff, peer support group, and Key Club. Joan plans to attend Husson College in Bangor where she will major in the Eastern Maine Medical Center/Husson College nursing baccalaureate degree program.

Lisa Fahey, daughter of Clerk and Mrs. Terrence Fahey, graduated from Bangor High School June 9. Lisa will be attending the University of Maine at Orono in the fall, majoring in elementary education.



Harold I. Grinnell, chief clerk at Northern Maine Junction, has been honored for 20 years service as an associate editor of MAINE LINE magazine. Presenting the award to Grinnell is R. W. Sprague, vice president-personnel and public relations.

David Cyr, son of Assistant Manager Rodney J. Cyr, graduated from Brewer High School in June. David plans to study at the University of Maine in Orono.

Lianie Speed, 17, daughter of Manager of Information Services and Mrs. Keith Ashton, won the Eastern Maine All-Events Candlepin Bowling Championship for senior girls. She was also a member of the championship team and mixed-team for Eastern Maine, bowling out of the Pittsfield Bowling Center in Pittsfield.

General offices

Robin Sprague, daughter of Vice President Personnel and Public Relations Richard Sprague and Mrs. Philip Chase of South Freeport, graduated recently from the

University of Maine at Orono and has been elected to Phi Beta Kappa, the oldest academic honor society in the nation. Robin is a graduate of Gould Academy, studied in Germany for a year and plans to enter graduate school in the fall.

Kristine Paula Jewell, daughter of Administrative Assistant-Labor Relations and Mrs. Dana Jewell, graduated from Hermon High School in June. While at Hermon High she was captain of the basketball cheerleaders, a member of the field hockey team and the Key Club. She will enter Southeastern Academy in Kissimmee, FL in September to study for a career in the travel industry.

Michael D. Varney, son of Timekeeper and Mrs. Mickey Varney, graduated in June from Hermon High School. Michael

played on the freshman basketball team, was a member of the Spanish Club and served as chief of the Junior Fire Department.

Molly Powell, daughter of Administrative Secretary Flora Powell, traveled to Tel Aviv, Israel from Paris, France during spring break from her studies at the University of Paris. While in Israel, she spent several days on a kibbutz near the Lebanese border.



Mr. and Mrs. Kenneth Kingery

Jennifer Leigh Budge, daughter of Administrative Secretary Dave Budge and Linda Budge of Weaverville, CA, and Kenneth Winston Kingery, Jr., son of Kenneth W. Kingery, Sr. of Cocoa, FL and Lenell R. Kingery of Tampa, FL, were married April 29 at the Keystone United Methodist Church, Odessa, FL. The Rev. Donald F. Keyes performed the ceremony.

Tina-Marie Turner of Bangor was maid of honor. Bridesmaids were: Rebecca Budge, sister of the bride; Susan Pavlock; Sharon Budge, sister-in-law of the bride; and Cindy Brown, sister of the groom. Best man was Andrew A. Kingery, brother of the groom. Groomsmen were: Ralph R. Kingery, brother of the bridegroom; David N. Brown; Patrick Tornwall and Robert Mason.

A reception was held at the Embassy Restaurant, Busch Boulevard, Tampa. Out of town guests included the bride's mother and father, and the bride's brothers, Jeff, Paul and Jamie.

The bride is employed as a manager at Pizza Hut in Tampa. The bridegroom is employed by Bay Center Laser Group, Tampa.

After a honeymoon at Cocoa Beach, the couple are at home at 10909 Brittany Lane, Tampa.

On April 19 the Bluegrass Supply Company (Dave Budge, Jeff Budge, Bill Smith and Fred Lantz) began an 18-day tour that



Herbert R. Russell, Oakfield, has retired after 32 years service with Bangor and Aroostook. He is a native of Island Falls and a veteran of Army service in WW II. Mr. Russell attended Howe Brook schools. He is married to the former Joyce White. They have five children: Gloria Caron, Smyrna Mills; Patricia White, Bucksport; Bruce, Smyrna Mills; Beverly Dickinson, Oakfield; and Chris of Smyrna Mills. Pictured with him is Chief Engineer V. J. Welch.



Mechanic John A. Vincent, Houlton, has retired after 29 years with the Bangor and Aroostook. He entered service as a carman helper in 1957. He attended Milo High School and served in the U. S. Army in the Burma-India Theatre between 1943 and 1946. Vincent is married to the former Madolyn Prescott. They have two sons: Ross, Austin, Texas and Lawrence of Houlton.



Trackman Charles W. Russell, Oakfield, receives his retirement pin from Chief Engineer V. J. Welch. Mr. Russell, a native of Haynesville, entered Bangor and Aroostook service in 1949 as a trackman. He attended Linneus schools. He is married to the former Nina M. Upham.

included appearances in Massachusetts, Connecticut, Florida, Tennessee and West Virginia. Enroute south they did a live broadcast at WHRB Radio, Harvard University. In Tampa they were interviewed by Tom Henderson, host of "This is Bluegrass," a nationally-syndicated program broadcast over 26 radio stations.

Mechanical & Stores

Mr. and Mrs. *Danny W. Johnston* of Medway are the parents of a son, *Seth Warren*, born March 11 at Millinocket Hospital. Grandparents are Carman and Mrs. *Clyde Johnston* of Oakfield, and Mr. and Mrs. *Jerry Desmond* of Mapleton.

We were sorry to learn of the death of *Judith I. Clark*, wife of Retired Hostler *J. Reginald Clark Sr.* of Hermon. Mrs. Clark died April 11 at a Bangor hospital after a long illness. She was born in Bangor November 2, 1928 the daughter of *Ralph Harrison* and *Alma E. (Leek) Gordon*. In addition to her husband, she is survived by two daughters, *Judith P. Clark* of Newark, New Jersey and *Joni G. Kaiser* of Budd Lake, New Jersey; two sons, *J. Reginald Clark Jr.* of Bangor and *Jerome R. Clark* of Atlanta, Georgia; four grandchildren; and one sister, *Madaline V. McCarty* of Hermon.



Mr. and Mrs. *Roderick Small*

Yvette Sholler, daughter of Carman Gangleader and Mrs. *James Sholler* of Oakfield, became the bride of *Roderick Small*, son of Mr. and Mrs. *Mitchell Small* of Smyrna Mills March 23. The double ring ceremony was performed by the *Rev. Leet* at the Oakfield Baptist Church.

A reception followed at the Island Falls Municipal Building with music furnished by "Crossfire."

The bride is a graduate of Southern Aroostook Community High School in 1982 and Northern Maine Vocational Technical Institute in Practical Nursing in 1983. She is employed at Houlton Regional Hospital.

The bridegroom is a 1981 graduate of Southern Aroostook Community High School and is employed by *Dallas Horsford* of Oakfield.

Following a wedding trip to Ellsworth and Bar Harbor the couple is at home in Oakfield.

Our sympathy to the family of Clerk and Mrs. *Beecher Rowell* on the death of Mrs. Rowell's mother, *Pearl M. Shorey* of Dixmont, who died at a Bangor hospital May 11. Mrs. Shorey was born in Mars Hill April 22, 1904, the daughter of *Nelson* and *Effie (Snow) Corey*. She was predeceased by her husband, *Erman Shorey*, in 1971; a son, *Erman Shorey Jr.*;

and a daughter, *Virginia Naross*. She is survived by two sons, *Philip* of Millinocket and *Stanley* of Levant; five daughters, *Dorothy Stevenson* of Etna, *Sylvia Rowell* of Levant; *Barbara Fletcher*, *Lola Babb* and *Gloria Orcutt*, all of Dixmont; two sisters, *Helen Joyns* and *Faye Dionne*, both of Massachusetts.

Marketing & Traffic Department

Vice President-Traffic and Mrs. *Hugh Goodness* vacationed the week of March 5 at the Ambassador Beach Hotel in Nassau in the Bahama Islands.

Congratulations to Assistant Manager Pricing & Divisions and Mrs. *George Deshane* on the birth of grandson *Jason Allen Deshane*, born March 15. Parents are *Denise* and *Timothy Deshane* of Milford.

Elaine Davis of Presque Isle Sales Office, daughters *Wendy* and *Karyn*, and *Stacy Weeks*, flew recently to Orlando, Florida for a week's vacation visiting Disney World, Busch Gardens, Daytona Beach and other points.

Asst. Vice President-Marketing and Mrs. *J. C. Hickson* along with Vice President-Intermodal and Mrs. *N. J. Tardif* vacationed at Freeport, Grand Bahama Island for a week in April.

Vice President-Marketing and Mrs. *Howard Cousins* sailed with the Cruising Club of America in the Caribbean March 1 to 16. They visited the islands of St. Lucia, Grenada, St. Vincent, Bequia, Tabago Cays and Union Islands. Their sailing companions were Dr. and Mrs. *William Deighan*. Returning, the party flew from Grenada to Barbados, thence home.



Signs of spring are in evidence at the residence of Crane Attendant and Mrs. Alasco Carey. "Clementine", a ewe lamb abandoned by her mother at birth, has become the Carey's house pet. Holding the 5-week-old lamb is Elaine Carey who said that the animal has made herself "quite at home and has the run of the house." In addition to Clementine, three sets of triplet lambs have been born into the Carey's flock since March 3. (Photo courtesy of Bangor Daily News)

Engineering Department

Trackman *Alfred Thibodeau*, Stockholm, has retired with 38 years service. His career with the railroad began in 1946 as a laborer.

He is a veteran of WWII, entering the Army in February 1944, and was discharged in May 1946.

Thibodeau is married to the former *Irene Rossignol*. The couple have three

children; two sons, *Mack*, of Stockholm, *Joseph*, of Washington, and a daughter, *Linda*, of Stockholm.

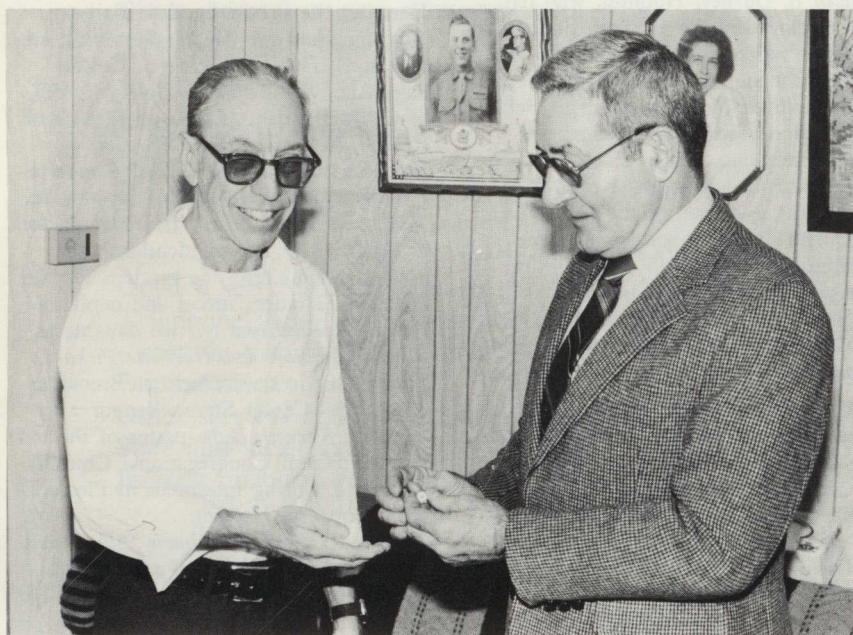
Mr. and Mrs. *Ashley Jackins*, Milo, are receiving congratulations on the birth of a daughter, *Lindsay Marie*, born March 7. Paternal grandparents are Painter *Linwood Jackins*, Milo, and Mrs. *Clara Sandridge* of Danville, VA. Maternal grandparents are Mr. and Mrs. *Millard Straight*, Sherman Mills. Retired Timber Agent *Guy L. Jackins*, Houlton, is a proud great-grandfather.

Retired Trackman *Leland L. Donahue*, Houlton, died April 15. He was born March 5, 1909 in New Limerick, the son of *John* and *Emma (Shean) Donahue*. He was a member of St. Mary's Catholic Church.

Donahue retired from the BAR in 1974 after 33 years service. He is a member of the Brotherhood of Maintenance of Way Employees Lodge, Houlton.

He is survived by his wife, *Ethel (Hand) Donahue* of Houlton; two daughters, Mrs. *Philip (Fern) Spurlin* of Biloxi, MS, and Mrs. *Roger (Judith) Cormier* of Moncton, N.B., four sons, *Robert* of Hanover Park, IL, *Frederick* of New Limerick, *Linwood* of Stafford, VA, and *Kenneth* of Chesapeake, VA, 11 grandchildren, five great-grandchildren, and several nieces and nephews.

Trackman *Edward E. Kennedy*, Oakfield, has retired after 29 years service with the railroad. He began his career as a trackman and has worked as an equipment operator, sub-foreman and temporary foreman. He attended Patten schools.



Trackman *Alfred Thibodeau*, left, receives his retirement pin from Chief Engineer *Vinal J. Welch*.



Chief Engineer Vinal Welch congratulates Mechanic Hazen E. Gartley, left, on his retirement after 36 years with the railroad.



Trackman Edward E. Kennedy, Oakfield, and Chief Engineer Vinal J. Welch.

During WWII he served in the Pacific Theater and received many awards for outstanding service. He was discharged from the Army in January 1946.

His career includes a family trucking business, trucking pulpwood. After returning from the Army he started his own trucking business hauling hardwood logs. Kennedy also worked for General Motors Connecticut before being employed by the BAR.

He belongs to the American Legion Post No. 52 and is a member of the color guard and rifle squad; a past vice com-

mander and historian, and served on Executive Committee. He is also a member of East Branch Fish and Game Club, Oakfield Baptist Church Choir, a past Boy Scout master in Oakfield, and member of the Brotherhood of Maintenance of Way Employees Lodge No. 1159, Houlton.

Kennedy is married to the former *Jacqueline M. Goodall*, a registered nurse, and they have three children; two sons, *Roland*, Hodgdon, and *Rodney*, Dover Foxcroft, and a daughter, Mrs. *Dennis (Nancy) Lawrence*, Readfield.

Hazen E. Gartley, Houlton, who has been employed at the Houlton Shop as a mechanic, retired in March with 16 years service with the railroad. He was previously employed by Department of Public Works, Woodstock, N.B., Cianchette Construction, and McKay Rock Products, Inc. He attended Woodstock schools. Gartley was a veteran of the Canadian Army with 4½ years service and was discharged October 1945.

He was married to the late *Irene Clinkard*. They have two daughters, *Valerie Gove*, Houlton, and *Lois Pangburn*, Blaine, and one son, *Henry*, of Houlton.

Retired Section Foreman and Mrs. *Harold Nice*, Millinocket, celebrated their 50th wedding anniversary on April 20 with an open house held at the Northern Timber Snowmobile Club at Millinocket. The couple's three sons, *Wayne*, *Gene* and *Gary*, were present with their wives and families. They have seven grandchildren. Many friends and family members honored them on this special occasion. Nice was an employee of the railroad for 45 years and retired in 1973.

Transportation Department

Retired Conductor *Arthur S. Dole Sr.*, 91, of Bog Road, Hermon, died unexpectedly March 2 at his residence. He was the husband of the late *Julia Marion Dole* and was born in Holden March 9, 1893, the son of *Charles H.* and *Hattie (Deering) Dole*. He attended Holden schools and graduated from Maine Central Institute in the class of 1913. He was employed for 41 years with the Bangor and Aroostook Railroad, retiring as a conductor in 1958. He was a member of Lynde Lodge No. 174, AF & AM of Hermon; the Brotherhood of Railway Trainmen and the AARP. Surviving are four sons; *Francis H. Dole* of Cottondale, Ala., *Dr. Arthur S. Dole Jr., MD*, of Caldwell, Idaho, *Lawrence P. Dole* of Roscoe, N.Y., and *Roger W. Dole* of Hermon; two daughters, Mrs. *Benjamin F. (Anna Mae) Brown III* of Hyattsville, MD, and Mrs. *Robert L. (Priscila) Wickett* of Bowie, MD; 26 grandchildren, 27 great-grandchildren; one brother, *Herbert I. Dole* of Holden; nieces and nephews. He was predeceased by two daughters, *Rebecca Ambrose* and *Harriette Pickard*. Funeral services were held at Brookings-Smith, 133 Center Street, Bangor with the Rev. *Kenneth Dale*, pastor of the Dover-Foxcroft Congregational Church, officiating. Spring interment in Pleasant Hill Cemetery, Hermon.

Retired Conductor *Almon "Al" Arnold*, 75, husband of *Evelyn (Wade) Arnold*, died March 13 at a Bangor hospital. He was born in Des Moines, Iowa, Dec. 28, 1909, the son of *Elbra* and *Anna (Pinkham) Arnold* and was employed in train service on the Bangor and Aroostook



Mr. and Mrs. Harold Nice

Railroad for 30 years, retiring in 1974. Surviving besides his wife are two sons, *Herschel Arnold* of Carmel and *Darrell Arnold* of Newburgh; two daughters, *Mrs. Leonard (Gayle) Foltz* of Hermon and *Mrs. James (Carole) Enos* of Hermon; four sisters, *Evelyn Orcutt* of Lincoln, *Avis MacFarland* of Dexter, *Mrs. Archie (Ada) Stevens* of Skowhegan and *Gladys Barrick* of Sacramento, Calif.; one brother, *Maurice Arnold* of Palmyra; 10 grandchildren, several nieces and nephews. He was predeceased by a brother, *Robert Arnold* of Monson, on March 2. Funeral services were held March 15 with the Rev. *Robert Treadwell*, pastor of the Twin City Baptist Church, officiating.

Retired Engineer *Benjamin C. Cole*, 82, of 3 Garfield Ave., Brewer, formerly of Glenburn, died unexpectedly April 8 at a Bangor hospital. He was born in Garland Aug. 5, 1902, the son of *Frank A.* and *Lizzie (Davis) Cole*. He was an engineer with the Bangor and Aroostook Railroad for many years, a life member of the Brotherhood of Locomotive Engineers and Firemen and a member of Kendus-

keag Lodge No. 137, AF & AM. Surviving besides his wife, *S. Marjorie (Hatch) Cole* of Brewer, are one son, *Col. David A. Cole*, ret., of Bangor; two daughters, *Mrs. Joseph (Jean C.) Megquire Jr.* of Glenburn and *Mrs. George (Ann L.) Chatfield* of Tampa, Fla.; five grandchildren, five great-grandchildren, nieces and nephews. Funeral services were held in Bangor with the Rev. *Sidney E. Buzzell*, pastor of the Grace United Methodist Church, officiating.

Retired General Yardmaster, *Clifford A. Patten*, 85, a life-long resident of Bangor, died April 22 at a Bangor hospital after a brief illness. He was born in Glenburn, June 7, 1899, the son of *Leroy* and *Martha (Henderson) Patten*. He was employed for 51 years with the Bangor and Aroostook Railroad working as general yardmaster at Northern Maine Junction for 37 years. Surviving are three daughters, *Joan Furrough* of Bangor, *Mrs. Stephen (Margaret) Thibault* of Rumbord and *Mrs. George (Norah) Predaris* of Rye, N.H.; eight grandchildren, two great-grandchildren. Funeral services were

held in Bangor, with the Very Rev. *Richard E. Harvey*, pastor of St. Joseph's Catholic Church, Brewer, officiating. Interment in Mount Pleasant Cemetery, Bangor.

Ethel E. Helstrom, 94, died at a Bangor hospital Feb. 17. She was born in Monticello, May 31, 1890, the daughter of *James* and *Lydia (Howe) Kinney*. She was the wife of the late *Edwin A. Helstrom*. She attended schools in Perham and Aroostook State Normal School and was a school teacher in Perham until her marriage. She was a resident of Millinocket for many years, where her husband was yard foreman with the B&A Railroad. Surviving are two sons, *Cecil R.* of Bangor and retired BAR Carman Gangleader *Donald E.* of Millinocket; two grandsons, *Kenneth Helstrom* of Millinocket and *Donald Helstrom Jr.* of Medway; three great-grandchildren, several nieces and nephews. Funeral services were held at the James G. Dowd Funeral Home, Millinocket with the Rev. *Peter Beam* of the First Congregational Church officiating. Spring burial in Millinocket Cemetery.

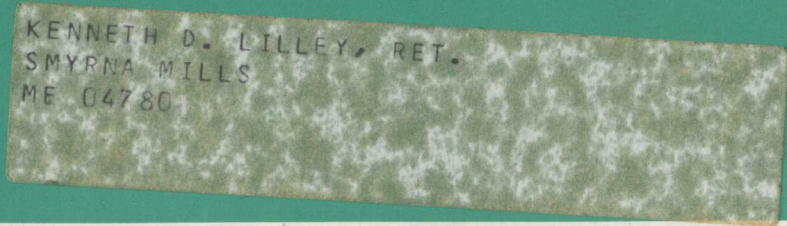
Facts and Figures

	Four Months Ended April 30,	
	1985	1984
We received from –		
Hauling freight	\$ 8,052,350	\$ 8,265,803
Carrying passengers & express on our buses	–	18,469*
Earnings from our cars moving on other carriers	2,504,538	2,813,629
Other operating revenues	487,658	680,455
Other income projects connected with operating our business	200,310	243,096
A total of	<u>11,244,856</u>	<u>12,021,452</u>
We paid out or provided for –		
Wages and benefits to our employees	6,060,233	6,516,871
Materials to keep our equipment running and our roadbed and structures in repair	1,379,448	1,568,266
Lease of cars and costs for foreign cars on line	1,521,826	1,452,123
Outside services contracted from others	390,904	479,496
Telephone, heat, lights, rent and other utility costs in occupying our buildings	367,663	375,194
Depreciation	893,065	835,311
Other services and charges in operating our business	333,857	320,812
State and local taxes	120,106	120,591
Interest on borrowed money	218,980	321,623
A total of	<u>11,286,082</u>	<u>11,990,287</u>
Resulting in a pre-tax income (loss) of	<u>\$ (41,226)</u>	<u>\$ 31,165</u>

*Bus service discontinued effective January 21, 1984.

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

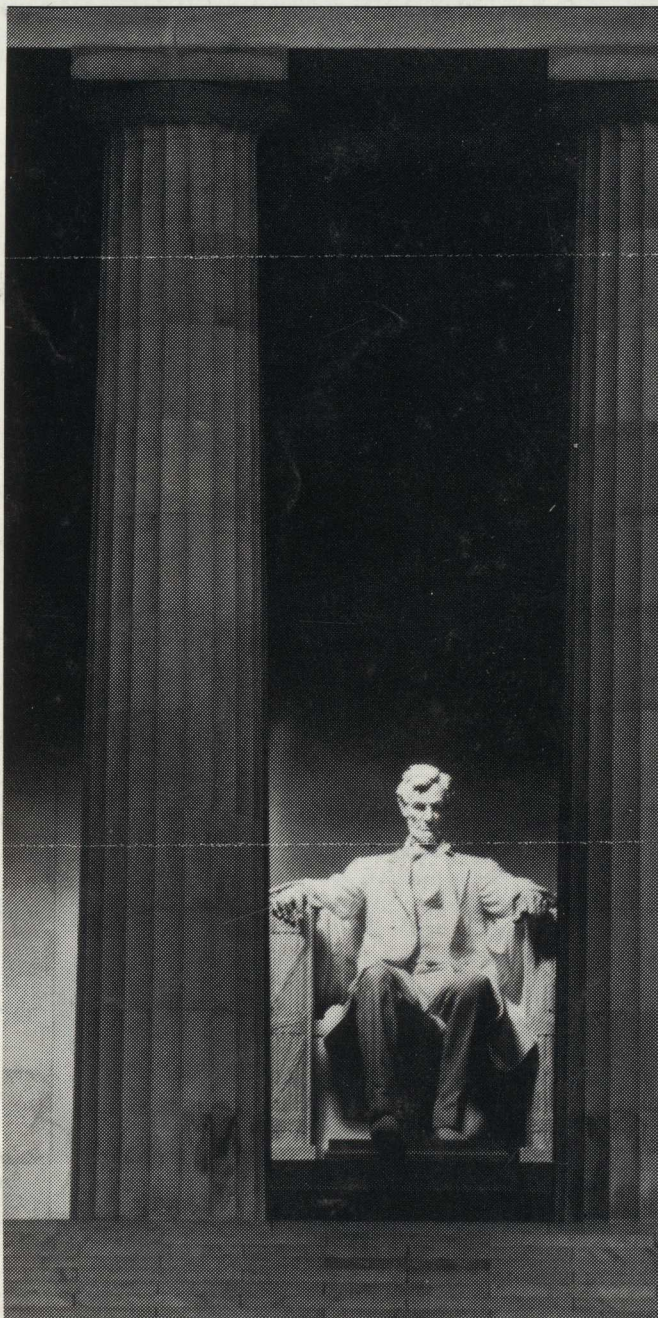
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“Those who would deny freedom to others deserve it not for themselves, and, under a just God, cannot long retain it.”

Abraham Lincoln, 1859



Although Lincoln's eloquent words addressed the tragic contradiction of human slavery, they apply universally where one entity is unjustly restrained or restricted solely for the benefit of another.

For almost 100 years, America's railroads were bound in servitude to various special interests, and stifling federal regulations prohibited the railroads from competing freely in the marketplace. With little hope for an equitable return on investment, railroads deteriorated. Lacking the freedom to conduct business in a reasonable manner, many became insolvent.

In 1980, the Staggers Rail Act lifted some of the more crippling regulations. Today, after heavy investments in equipment and repair, railroads are providing the type of service the nation needs. In areas where trains once lurched and swayed at 10 mph, they now roll smoothly at 70. Where bankruptcy was once a widespread threat, financial health is slowly becoming a reality. Suffocating regulatory red tape has been replaced by marketing initiatives and innovative services.

The vast majority of rail customers appreciate the benefits of a solvent and competitive rail system. A recent study shows that 87% of rail customers surveyed believe that railroads should continue to compete in an open market. And no wonder: Rail rates were increasing twice as fast before Staggers as they are now.

Yet certain special interests, masquerading as a consumer group, are trying to persuade Congress to modify the Staggers Act, to again force the nation's railroads into economic involuntary servitude.

For more information, write: Freedom of Choice, Dept. 503, Association of American Railroads, 1920 L Street, N.W., Washington, DC 20036.



ASSOCIATION OF
AMERICAN RAILROADS