
MAINE LINE

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





Talking It Over

To My Fellow Employees,

We have spoken several times in this space about the changes that have taken place in our industry since deregulation five years ago and I have talked personally with many of you about our mutual concerns. It's one of life's ironies that in most worthwhile goals we wait for a long time and strive for them mightily. Then, when they are finally in our grasp, we don't quite know how to handle it.

Deregulation has been like that. For many years, railroad people said that all they asked was the ability to compete as other business does and not be at the mercy and whim of government agencies. When it came, it was like learning to walk again; it wasn't as easy as it looked.

For all those years that railroad had been regulated, they had also been protected from real-world competition in the transportation marketplace. Coming out of that hot-house environment into the cold, grey dawn of a Monday morning has been a shock.

Big railroads may have the luxury of a little more time for the adjustment. Small roads like ours don't. We have accomplished some good things since deregulation; our success in getting lumber back on the rails is a good example. But we really haven't done as good a job as we need to do.

As railroad men and women, I would put Bangor and Aroostook people up against any in the industry. You are professional and highly competent railroaders. You run a fine railroad with diminished resources. But we haven't yet come to grips with the strict standards of business and economics the new marketplace has imposed on the transportation industry.

We have a tendency to keep on conducting our business the same way that we did in the past. Instead of finding new ways to do things, we have simply scaled back our traditional methods. It doesn't

mean we're not running a good railroad operation. It means that we are not running the kind of *business* operation we must to stay ahead of our competition.

I'm not just talking about watching the nickels and dimes in our day-to-day operations; we do a decent job at that. I'm talking about a concept of total service that includes doing our best for our customers in a way that gives us our best bottom line. As I've pointed out, the bottom line isn't just where profit comes from. It's the source of tools and our steel and ties and ballast.

It may sound to you as though we're discussing some sophisticated principle of management. But we're not. I think what we're talking about is individual accountability for all of us and the application of what I think of as the "can do" attitude. That's simply the old-fashioned American ability to make things work. Contrary to what the doom-sayers would have us believe, we haven't killed it off in this country. I see it at work every day on this railroad.

Our competition has focused these qualities in their businesses. There's no bureaucracy in most trucking companies any more. When a customer speaks with a trucking employee, he's talking with someone who's a problem solver. That's accountability. It's a buyer's market in transportation and our customers are discovering that they like it.

I hope my comments don't sound harsh. But if you detect a sense of urgency, you're absolutely correct. I think time is running out for a company that doesn't understand the new ground rules.

Sincerely,

Walter E. Travis

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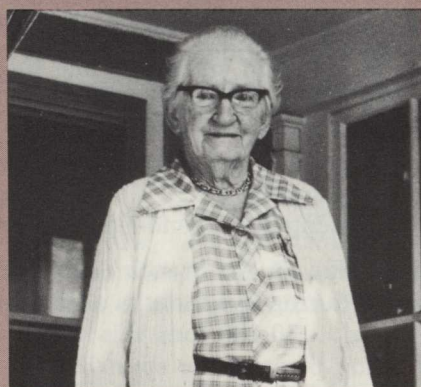
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On the Cover . . .

Winnie Condon went to work for the railroad in 1918 and served in the Army during WW II. A letter to the editor in the American Legion newsletter reported that a "little old man" flew the flag every day. She quickly deduced that she was "the little old man" and enjoys telling the story.

News Briefs

Passing of an era

Curtis M. Hutchins, sixth president of the railroad (1948-1957), died in Bangor Sept. 15. His death marked the passing of an era for it was under his leadership that the railroad made the transition from steam to diesel power in 1948. He was also responsible for increased emphasis on marketing, training of young people for management, and the expansion and upgrading of the railroad's car fleet. He was a bold and innovative executive who left his stamp indelibly on the railroad.

New overhead traffic

As an originating carrier, overhead traffic is almost unheard of for BAR. But traffic is now moving for the first substantial bridge movement for the railroad. It's woodpulp from New Brunswick destined for Rumford, Maine via Canadian National, BAR and Maine Central. Miramichi Pulp and Paper has signed a contract for the movement for a minimum of 10,000 tons a year of the product. Estimates for the next 12 months amount to 24,000 tons. The traffic originates in New Castle and South Nelson, N.B.

Engineer Training

The railroad began training 21 supervisors as locomotive engineers in August. Senior Vice President Linwood W. Littlefield said the 21 would be used to provide basic core service in the event of a strike. The men have completed class work on a locomotive simulator and extensive rules training as well as riding trains as observers. Littlefield expressed the hope that the need would never arise for the group to work as engineers.

Maine Line award

Maine Line received the Distinguished Achievement Award of the Association of Railway Communicators in Baltimore Sept. 27 for the best industry use of opinion articles. It was the magazine's 13th award for editorial excellence and was accepted by Assistant Editor Dalton R. Budge. Santa Fe-Southern Pacific Corp. received the top award for communications excellence. Other winners were Conrail, best magazine; Norfolk Southern, best newspaper; Association of American Railroads, best newsletter; Brotherhood of Railway and Airline Clerks, best news article; Burlington Northern, best feature article; Brotherhood of Maintenance of Way Employees, best overall news coverage; Burlington Northern, best contribution to labor-management understanding; Union Pacific System, best use of photography; Southern Pacific Transportation Company, best use of audio-visual communications; and a special feature award to Canadian National Railway.

Last of the potato fleet

At one time, Bangor and Aroostook had the second largest railroad-owned RS car fleet in the United States (Santa Fe was No. 1). The potato traffic disappeared when the Interstate system was built and the northeast rail system nearly collapsed, and the railroad was left with a lot of cars to sell. The last 450 of them have been sold, marking the end of a colorful era in Maine railroading.



Loring AFB keeps branch alive and well

During the heyday of American railroad building, steel rails were pushed into nearly every hamlet and town that showed a blush of potential for rail business. In the enthusiasm of the times, railroads went to a lot of places where the optimism wasn't justified. With the coming of the automobile and an improved highway system, a large number of those branch lines have withered and dried up.

The Staggers Act of 1980 made it easier for railroads to drop those lines that didn't show a profit and the past five years have seen a flood of such abandonments.

But at least one of Bangor and Aroostook's branch lines appears to be resisting the tide of change. Of course, it helped to have a major Air Force base at the end of it. It's Loring Air Force Base, of course, that's responsible for the continued existence of Bangor and Aroostook's 15-mile Limestone branch.

There's been a speed restriction on the line due to track conditions for several years. Some work was done on the branch following severe storm damage in 1981, but it was essentially a band-aid solution.

Virtually all the traffic on the branch is for the Air Force and moves during five months of the year. The bulk of it is coal... 30,000 tons this year... for the central heating plant at the sprawling

BAR's 22-man tie crew installed 20,000 treated hardwood ties on the railroad's 15-mile Limestone Branch this summer. Next year the line will receive a six-inch lift with crushed stone ballast as part of the \$1.2 million project.



The many branch lines on American railroads are falling into disuse and being abandoned, but Bangor and Aroostook's Limestone Branch has escaped that fate, due largely to the needs of Loring Air Force Base located at the end of the branch. Machines of the tie crew are concentrated in this photograph on the banks of the Aroostook River outside of Caribou.

installation. The figure will increase to 36,000 tons in 1986. Other traffic includes contractor supplies and military supplies.

In spite of the relatively small amount of traffic, the line is important to the government. And after negotiations with the Air Force, the decision was made to spend approximately \$1.2 million on rehabilitation with the shipper participating through a surcharge in freight rates.

Ditching operations were carried out during the first part of the summer and about 70% of the work was finished as well as all of the needed brush clearance on the right-of-way.

The 22-man tie crew moved onto the branch in mid August to install 20,000 treated hardwood ties before winter brings an end to the work season. Next year the line will be ballasted with a six-inch lift and 300 angle bars will be replaced. Culvert repair and replacement will complete the project in 1986.

The Limestone branch became part of the system in 1901, and potatoes made it profitable for many years. Now, with the stability afforded by the needs of Loring Air Force Base, it will probably avoid the fate of so many rural branch lines.

New ties are inserted under the rails after the old ties have been removed. The Limestone Branch became part of the railroad's system in 1901 and was once a profitable potato carrying line. Coal and other supplies for Loring Air Force Base now account for almost all the traffic moving over it.



A tie handler removes pieces of old ties prior to insertion of new hardwood ties.

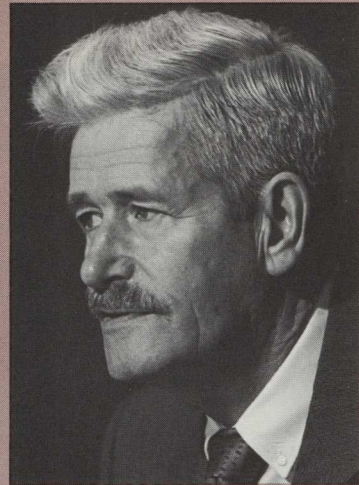




Owen H. Bridgham



William H. Bruns, Jr.



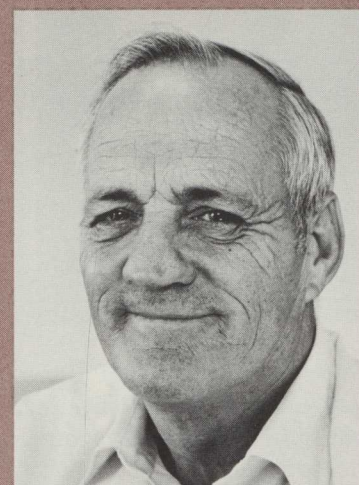
Howard L. Cousins, Jr.



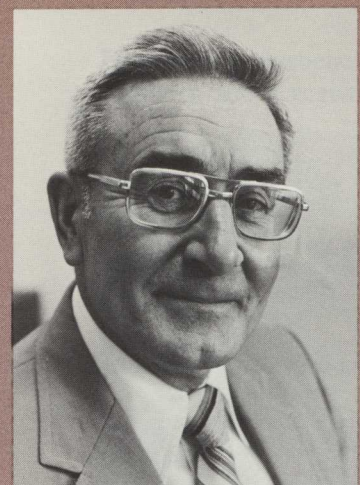
W. Herbert Dunham



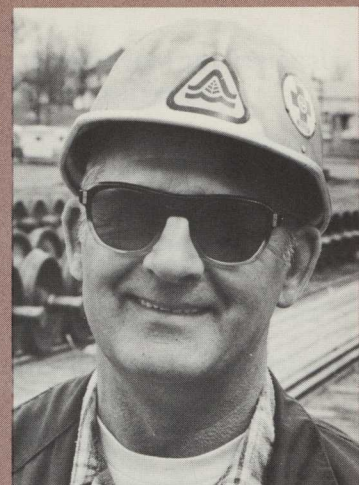
Vernon T. Wark



Keith D. Greenlaw



Vinal J. Welch



John J. Willinski, Jr.

Eight management people take

early retirement

Eight Bangor and Aroostook management people have elected to take early retirement under an incentive plan. Collectively, the eight men represent 289 years of experience and service to the railroad. They are: Owen H. Bridgham, vice president; William H. Bruns, Jr., yardmaster; Howard L. Cousins, Jr., vice president-marketing; William H. Dunham, manager, contract shop; Keith D. Greenlaw, trainmaster; Vernon T. Wark, general foreman; Vinal J. Welch, chief engineer; and John J. Willinski, Jr., general foreman and wreckmaster.

■ Bridgham came with the railroad in 1952 as a statistical clerk and later worked as budget supervisor, manager research, administrative assistant to president, vice president-finance and vice president. He was born in Machias and served in the U. S. Army from 1944 to 1947. He was discharged from the Army Reserve with the rank of major in 1969. He attended the United States Military Academy, Boston University where he received his B.S. degree and the University of Maine where he received an M.B.A. degree.

He is married to the former Ann Phelan.

■ Bruns is a native of Bangor and entered service as a brakeman in 1943. He later worked as conductor, yardmaster and general yardmaster. He was educated in Bangor schools and served in the U. S. Navy during WW II earning combat stars at Okinawa, Iwo Jima and the Philippines.

He is married to the former Barbara J. Nickerson. They have five children.

■ Cousins is a native of Fort Kent and came with the railroad as an attorney in 1953. He was later assistant general counsel, assistant to the president, director of public relations, director of marketing and vice president-marketing. Cousins received his B.S. degree from the University of Maine in 1942 and his Juris Doctor degree from the Georgetown University School of Law in 1951.

He was a highly-decorated combat veteran of the United States Marines with distinguished service in WW II. Cousins saw extensive action in the island campaigns in the South Pacific and holds the Navy Cross, Purple Heart, Presidential Unit Citation with 4 stars, Navy Unit Citation and Fruit Salad. He was retired from the Marine Corps as a major.

He is a past director of the New England Council, Katahdin Area Council Boy Scouts of America, past president and director of the Maine World Trade Council, past president of the Maine Tuberculosis Association, past director of the Maine Potato Council, former member and chairman of the Bangor Planning Board, past director of Associated Industries of Maine, former trustee of Ricker College, past president of the Bangor-Brewer Chamber of Commerce, past director of the Maine State Chamber of Commerce, past director of the National Tuberculosis and Health Association, a director and member of the executive committee of the Action Committee

of 50, director of Maineport Council, director of Maine Retired Skippers Race, corporator Maine Savings Bank, corporator Eastern Maine Health Services and a member of both the Maine Traffic Club and the Transportation Club of New England. He served as a member of the Maine House of Representatives from 1947 to 1949 and again from 1959 to 1961.

Cousins is married to the former Harriette Daw; they have two children.

■ Dunham was born in Milo and entered railroad service in 1943 as a trackman. He was later a laborer, carman, machinist apprentice, machinist helper and machinist. During WW II he served in the United States Merchant Marine. Dunham attended Milo schools and is a member of the United Methodist Church, Pleasant River Grange No. 169, and was a selectman in Milo for several years.

He is married to the former Merna Mitchell. They have three children.

■ Greenlaw is a native of Haynesville and attended Oakfield schools. He entered service as a laborer in 1952 and later worked as brakeman, conductor, yardmaster and trainmaster. During WW II he served in the U. S. Navy.

He is married to the former Mary Jane Furrow and has six children.

■ Wark was born in Caribou and educated in Caribou schools. He entered Bangor and Aroostook service in 1948 as car repairer helper, later working as car

repairer, general foreman, relief foreman and general foreman at Millinocket. He served in the United States Army in 1944.

Wark is married to the former Lillian E. Wilson and has four children and two step-children.

■ Welch was born in Monson and came with the railroad in 1957 as assistant engineer after six years service with the Erie Railroad Co. He attended schools in Mattawamkeag and received his B.S. degree in civil engineering from the University of Maine. During WW II, Welch served with the U. S. Navy. Before being appointed chief engineer, he was principal assistant engineer with headquarters in Houlton.

Welch is married to the former Mary N. Sibley.

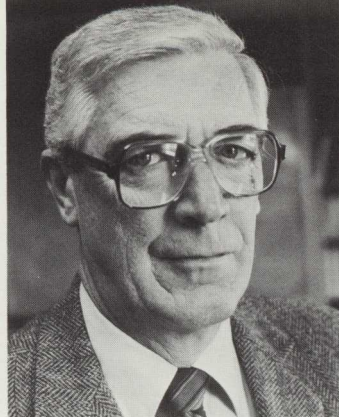
■ Willinski was born at Lakeview and entered service as a laborer with the railroad in 1943. From 1943 until 1945, he served with the U. S. Navy and received the Presidential Citation with star.

Following his military service, he was a machinist helper, carman apprentice, car repairer, freight car foreman, millman, carpenter and general foreman and wreckmaster.

He is married to the former Eileen L. McCleary. They have three children.

At a retirement dinner honoring the eight men and their families Oct. 11, BAR President Walter E. Travis paid tribute to the men and expressed appreciation for the contributions they had made to the railroad during their careers.

Promotions



J. Charles Hickson

Hickson is a native of Bangor and came with the railroad in 1953 as traveling car service agent. He was subsequently sales supervisor, assistant regional vice president-sales, assistant to vice president-marketing and assistant vice president-marketing.

He attended Bangor schools, Hampden Academy, the Maine Maritime Academy and received his B.A. in business administration from the University of Maine in 1951. During the Korean conflict, he served as a lieutenant in the U. S. Navy. Prior to his military experience, he was a merchant marine officer with American Export Lines. He is a former trustee of the Maine Maritime Academy and a member of the board of governors of the Maine Traffic Club. He served as president of that organization in 1982. He is a member and past president of the Searsport Port Committee, vice chairman of the Maineport Council, a director of Barco Federal Credit Union and was a director of the Belfast and Moosehead Lake Railroad.



David J. Hughes

David J. Hughes has been named executive vice president of the railroad. Hughes assumed his duties with headquarters at Northern Maine Junction Park Sept. 1. He brings to the railroad broad experience in transportation and management. He has been president of Pandrol, Inc., manufacturer of proprietary metal products; he has also been vice president, engineering and vice president, executive department for Boston and Maine Railroad. From 1961 to 1973 he held various positions in engineering with Southern Pacific. Hughes received his B.S. degree in civil engineering from the University of Texas at El Paso and his M.B.A. degree from the Harvard Graduate School of Business.

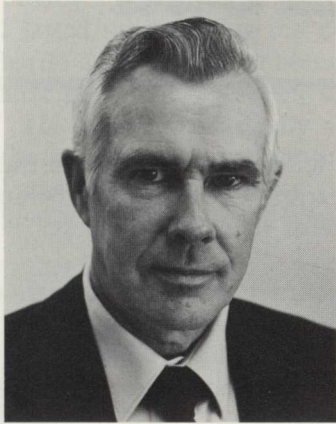
Six other Bangor and Aroostook employees have also received new appointments. J. Charles Hickson becomes vice president-marketing succeeding Howard L. Cousins, Jr. who has retired. Norman J. Tardif becomes vice president-sales/service. Harold W. Hanson becomes vice president-maintenance, assuming the duties of Chief Engineer Vinal J. Welch who has retired as well as those of chief mechanical officer. O. Dale Anthony becomes general superintendent-track and structures. Marvin J. McBreairty becomes general superintendent-mechanical. Jon L. Lyons becomes assistant trainmaster succeeding Keith D. Greenlaw who has retired.



Norman J. Tardif

Tardif is a native of Van Buren and entered railroad service as a clerk in 1944. He has been an assistant division agent, sales supervisor, sales manager L-C-L, manager of piggyback, assistant regional vice president-sales and vice president-intermodal services. Tardif was educated in Van Buren schools and has attended American University in Washington. He is a member of the National Railroad Intermodal Association, Maine Traffic Club, past president of the Van Buren Chamber of

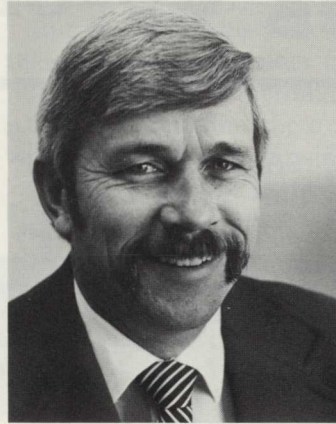
Commerce and a former director of Opportunity Training Center in Presque Isle.



Harold W. Hanson

Hanson is a native of Bradford and entered service in 1953 as assistant engineer. He subsequently became mechanical engineer, assistant chief mechanical officer and chief mechanical officer. He served in the U. S. Navy from 1945 to 1948. Hanson was educated in Bradford schools, Higgins Classical Institute and the University of Maine. He is a member of Olive Branch Lodge AF and AM and a member and past president of the New England Railroad Club.

Engineering Association, a registered professional engineer and a registered land surveyor.



Marvin J. McBreairty

McBreairty was born in Washburn and came with Bangor and Aroostook in 1973 as assistant engineer in the Engineering Department. He was subsequently made supervisor of maintenance and structures, supervisor of rules and procedures and assistant chief mechanical officer.

Prior to his railroad service, he was a highway designer for the State of New Hampshire. He attended Washburn schools and received his B.S. degree in civil engineering from the University of Maine at Orono where he was a member of Sigma Alpha Epsilon fraternity. He is a member of the Jaycees, New England Railroad Club, executive committee of the Eagles Club, Masonic Order, Anah Temple Shrine and a member of the Anah Temple Drum and Bugle Unit.



O. Dale Anthony

Anthony was born in Ellsworth and educated in Bangor schools and the University of Maine where he was elected to membership in Tau Beta Phi, scholastic honor society for engineers. He entered railroad service in 1957 as assistant engineer and was subsequently superintendent of bridges and buildings, assistant chief engineer-bridges and structures and assistant chief engineer.

Prior to his railroad service, he was an engineer for Glen M. Martin Co., Baltimore, Maryland. He is a director of American Railway Bridge and Building Association, a member of the executive committee of the New England Railroad Club and a past president, a member of the American Railway

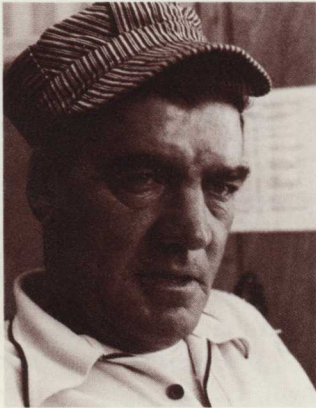


Jon L. Lyons

Lyons is a native of Island Falls and entered railroad service in 1964 as station agent. He was later a freight handler, truck driver, ships cargo inspector, clerk, trackman, equipment operator, flangerman and dispatcher.

Prior to his railway service, Lyons served with the U. S. Army in Germany. From 1970 to 1975 he was employed with Levesque Lumber Company.

Growing up on the railroad



BARNEY DONAHUE

At 55, Barney Donahue has nearly 40 years of Bangor and Aroostook service behind him. He first went to work for the railroad as a skinny, 14-year-old kid and he likes to say of himself that he literally grew up on the railroad.

At six any workday morning you can find Barney Donahue at the Presque Isle car house. The crew doesn't start work until seven and if you ask the stocky section foreman what he's doing there so early, he'll probably tell you he's just smelling the morning air. But his presence is another indication of the strong sense of responsibility he feels for the 55-mile piece of Bangor and Aroostook in his care.

He'll use the quiet 45 minutes before the six-man crew starts trooping in to get his lineup and plan the workday.

Barney Donahue knows his business.

He's been at it since he was a skinny 14-year-old kid working in Westfield for Foreman Les Bell. He was so small for his age that Bell wanted to let him go because he didn't think he could do the work. But the roadmaster, Warren Wiggins, liked the youngster's grit and kept him on. Two years later, at 16, Barney Donahue became a full-time employee.

"After working as a laborer," he remembers, "it seemed like a great chance."

As it turned out, Warren Wiggins' confidence

in him turned out well for both Donahue and the railroad. At 55, with nearly 40 years service behind him, he's considered one of the railroad's best section foremen.

It hasn't been an easy journey for Barney Donahue. The middle child in a family of 10, he didn't go beyond the sixth grade in school at Houlton. The family was poor and he's been on his own since he was 14.

Donahue likes to say that he literally grew up on the railroad. Except for working in a potato house as a youngster, he's never had any other job. But he thinks he had some good teachers. Mention any of the old-time section foremen on the old District 3... Ray Foster, Graden Swett, Elmer Ryder, Eddie Miller, Ellsworth Dyer, Eddie Wilcox... and Donahue has worked for them. While other kids were in high school, Barney Donahue was learning his craft from some of the men who wrote the book.

Except for two years in the Army from 1952 to 1954, he's spent his working career with the railroad. The Army experience, he says, changed his life dramatically.

"I'd been called up twice before 1952 when they finally took me," he recalls. "I couldn't read or write well enough to take the tests the first two times. I wanted to go so bad I got a buddy to do it and they took me."

Donahue trained with the 101st Airborne and was then sent to Germany. He immediately enrolled in night school and by the time he left the service, had learned to read and write. He was a squad leader in a heavy weapons platoon and was discharged a corporal.

By 1979, Barney Donahue had worked his way through the system and become first foreman at Presque Isle, responsible for the Fort Fairfield and Limestone branches. A heart attack two years earlier had slowed him down, but not much, according to his crew.

It was a fateful year for him; two events took place that changed his life. For the first time in his career, he was top man and responsible for 55 miles of railroad. And he discovered a new kind of faith when he became a born-again Christian.

"I'd been drinking and smoking since I was 14," he



Second Foreman Sterling Chase, seated, talks with the crew about the day's work before they leave the Presque Isle section house. Pictured, left to right, are: Don Morton, Chase, Bryce Clark, Tom LaPointe, Joey Potvin, and Adrian LaPointe.

says. "I was quite a man to drink all my life. I'd tried to stop on my own but it never worked. Finally I answered an altar call at my wife's church. I lasted until payday the next week when I got a bottle and drank it. The next Sunday I went to the altar again and I've been sober ever since."

He speaks unabashedly about his faith: "I read the scriptures every morning before I go to work. I start my day with those in my head and I feel more love for other people. It's changed my whole life."



Donahue is proud of his 55-mile piece of railroad and watches over it with proprietary care.



Aroostook County has been called Maine's "big sky" country. It's easy to see why from the photograph of the potato fields and dramatic sky made from Barney Donahue's patrol truck.

The world seemed new and fresh to him that year. His faith brought him an inner peace. And the challenge of his work brought a new kind of satisfaction.

"I told my crew that there was a thing I wanted to do and we were going to do it in the next year; we were going to lift the tracks in the yards at Presque Isle and Easton. We jacked the tracks in Presque Isle the first year until we could see daylight, then we tamped by hand. The second year we did Easton."

"You have to understand," he says, "that all of our track is branch line and the company can't justify spending big money on it because it doesn't produce that much business. That means we don't get much in the way of materials and machinery. The big challenge is to get the work done using what you have to work with."

Donahue says he and his crew used up a lot of manhours picking ice in the yards before they lifted the track, a problem that was corrected by the work he and his crew did by hand.

Railroad people who know him tend to describe Barney Donahue as very "GI." His black hair is close cropped and he's so closely shaven he shines. No one has ever seen him come to work without freshly-laundered work clothes. He's been known to

send men home who reported in greasy, tattered overalls. And he once suggested, only half in jest, that Leo Fournier, his boss, could use a haircut.

But even with his zest for order and production, there are few complaints from his men. After all, he's been doing everything he asks of his crew for nearly 40 years and there's little he doesn't know when it comes to maintaining railroad track.

"If we're getting in ties on a hot day," he says, "I know I can't expect more than 10 ties per man.

On a cool day it would be 15. I don't expect any more than they can do but I don't expect any less either."

His preoccupation with getting the most out of what he has to work with has a lot to do with his sense of responsibility.

"I try to treat this piece of railroad as if I own it," he grins. "I try to do the work as cheap as I can and as well as I can. Sometimes I feel jealous of the crews that have mainline track and get more machinery and materials than we do. Then I tell myself that we ought to feel better about it when we're able to get the work done without those things."

Barney Donahue says he feels good about his job and his life every day: "I take my job home with me every day and I know you're not supposed to do that. But when I'm doing chores at home I'm thinking about what I'm going to do tomorrow."

Ride with him as he patrols his track and it's easy to sense his pride and his familiarity with his turf.

It's been a long journey from the poverty and grinding work of his youth to the responsible job he holds now.

If it weren't for one thing, he says, he'd be a completely happy man. His wife won't let him talk railroading at home.

WALT McCARTY'S GIFT

Walt McCarty's booming laugh is stilled and his infectious grin is a memory. But for the men and women who worked with him at BAR's general offices, his death June 3 reminded them of his great legacy to them.

In the 41 years he worked for the railroad, no one ever heard him speak ill of another person and no one ever saw him when he couldn't summon up a smile and a cheery greeting. He was a great role model.

Walt McCarty had class.

And grace.

He first came with the railroad in 1943 as a cook on the dining cars. A few months later, on his 19th birthday, he was wading ashore on the bloody beach at Normandy. He survived the bloodletting in Europe and came home, restless as were most of the young men who were part of that great conflict, to school and finally back to the railroad in 1948. He cooked on the dining cars for the next 10 years, then worked as a truck driver and salesman on the pickup-and-delivery service, finally running the railroad's mail room.

Walt McCarty had an extraordinary way with people. It was as if he had his own personal sunbeam and he always shared it. Just being in his company on a bad day made it better. Linwood Littlefield, senior vice president, was a schoolmate at Hermon and remembers as far back as when they were in high school that Walt McCarty was the most popular kid in school.

His friends were legion and they ranged from presidents of major companies to kids he had coached in Little League or YMCA basketball.

His special gift was kids. He could bring out their best on the basketball court or the baseball diamond. His warmth and enthusiasm were his coaching tools and a lot of kids learned the basics



of self-reliance and sportsmanship under Walt McCarty's compassionate eye.

The late John Coombs, executive director of the Bangor YMCA, said that McCarty taught youngsters more about sportsmanship than any coach he'd ever known.

"If we had a boy who didn't play too well," he said, "and didn't get picked for a team, Walter would always take him. Then he makes his kids into a team. He's great."

It was an experience to walk a city sidewalk with him. People were always stopping to say hello.



These photographs of the late Walt McCarty were made in 1970 when he was an active basketball coach for the YMCA basketball league and sum up the essence of this generous man. As a coach, Walt McCarty was always willing to take on a youngster who did not get picked for a team. He always felt it was more important to teach the basics of self-reliance and sportsmanship than just to have a winning team.

Lots of them would be youngsters hailing him in unchanged, piping voices.

As a young man he was a superb schoolboy athlete and he still moved with that grace that good athletes seem to be born with. He took great pleasure in watching the football careers of his own sons, Paul at Boston College, and Peter at the University of Massachusetts. Both boys covered themselves in glory on the gridiron.

The McCartys were a family in the best traditional sense of the word. There were times when Walt held two jobs. Both boys had newspaper routes. Laura



McCarty believed that work is what helps people know what they are and is especially good for boys.

Even when he was in pain from the cancer that was sapping his life, he could grin and put himself out for the stream of people who were patiently waiting for a chance to see him.

Walt McCarty made hundreds of friends for the railroad during his long career. And he touched the lives of many hundreds more in his volunteer work with young people. His death leaves a great empty space in the hearts of his co-workers and friends.

Walt McCarty was somebody.

BAR Women

...moving toward
the 20th century

V. H. Lilley's career as an assistant agent wasn't exactly on what you'd call a career track in 1907 when the name is first recorded in spidery script in BAR records. From 1907 to Oct. 30, 1918, there was some work as assistant agent for V. H. Lilley every year.

But on that date...and the steel-pen fairly quivers in indignation...there is a notation on the back of the card: "Found to be a woman and dropped - had relieved off and on and had not filed application but when same was asked for it was found she was getting the pay altho the officials were of the opinion it was a young man that was hired."

V. H. Lilley turns out to be Violet Lilley from Miramichi, N.B. and it is recorded that this 33-year-old assistant agent had brown hair, was 5 ft. 5 in. and had 20-20 vision when she "was dropped."

Violet Lilley's destiny is lost in the mists of time but it is assumed that she survived her summary dismissal and found fortune elsewhere. It's interesting to speculate what a *cause célèbre* her dismissal would have become had it occurred a half century later.

It also underscores the distance we have traveled as a society in moving women closer to equality. But, wedded to tradition as railroads are, there is still the occasional candle of enlightenment shining in the dark.



Doris Rosen
Bangor and Aroostook's Doris Rosen was the first woman superintendent of dining car service in the American railroad industry and served as President Eisenhower's vice campaign chairman for the State of Maine in 1952. The photograph of the President and Mrs. Rosen was made at the Republican convention.

■ In 1918, when Doris Rosen went to work for Bangor and Aroostook, it was official policy to hire only single women and to dismiss them if they married. But the young woman from Sebec was smart and ambitious and she beat

the system. In 1952, Doris Rosen became the first woman superintendent of dining cars on any railroad in the United States, a job she held until passenger service was discontinued in 1961.

"I remember going to my first meeting of the Association of Dining Car Officers in St. Louis that year and being the only woman there," she smiles. "I was quite a novelty."

Mrs. Rosen thinks there was a certain skepticism among her male colleagues when she got the job "but it was probably more of a willingness to let me succeed if I could."

A 1952 story in the CHRISTIAN SCIENCE MONITOR chronicled Doris Rosen's success in what had been a typically male bastion. Besides competing successfully on exclusively male turf, she found time to serve three years on the Bangor City Council, only the second woman in the city's history to be a councillor, and serve as president of the Maine Federation of Business and Professional Women. That job involved a lot of travel and it was through it that she met Senator Margaret Chase Smith who was to become her lifelong friend. In 1952, she served as vice chairman of Eisenhower's Maine campaign and in 1956 was loaned to the National Republican Committee to work in West Virginia.

The campaign was an unqualified success, electing the state's first Republican governor in 28 years, a Republican senator and congressman.

When she retired in 1964 after a career that lasted 46 years, Doris Rosen had broken new ground for all of the women who had toiled anonymously for the railroad.



Lucille Brimmer
Lucille Brimmer came to the railroad as a 20-year-old stenographer and became executive secretary in 1954 for President Curtis M. Hutchins. By the time she had retired, Lucille Brimmer had worked for four chief executives of the railroad.

■ Lucille Brimmer, who retired in 1977 after nearly 35 years with the railroad, thinks that World War II did more to change the role of women in railroading than any other factor. She was hired in 1942 and took the place of a man...Waverly Alexander...who was going off to war.

"There was a company rule against employing married women," she says, "but the war was taking so many men that the railroad was glad to find qualified women whether they were married or single.

"The war changed the rules for women all over America and things were never the same again."

As a 20-year-old stenographer, Lucille Brimmer entered a highly structured workplace in 1942. She did her work so well that she was tapped to be executive secretary in 1954 under President Curtis M. Hutchins.

"The executive suite was a different world," she says. "It was anything but an 8-to-5 job. The biggest adjustment I had to make was to take responsibility for other people's schedules. I found I liked running the office and making decisions.

"I don't think I ever felt disadvantaged because I am a woman. I always felt I was doing what I was equipped to do and I liked it."

By the time she retired, Lucille Brimmer had worked for four chief executives of the railroad.

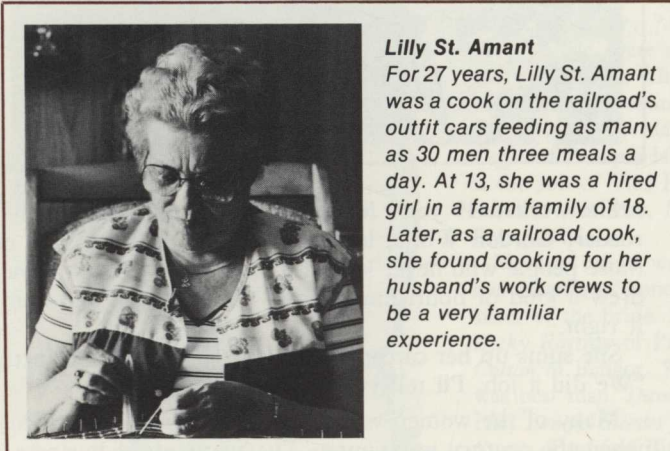


Bernice Bailey

Bernice Bailey left a government job in 1944 to take a "temporary" job with the railroad. Her post in the Engineering Department stretched out to a 30-year career ending in 1974. She feels that women now have a better chance to use their minds than when she entered the workforce.

■ Bernice Bailey left a government job with the Army at the Houlton Air Base to take what she thought was a "temporary" job with the railroad in 1944. The job with the Engineering Department in Houlton that was supposed to last six months stretched out for 30 years until 1974.

Like many other career railroad women, she took a man's place during the war and came to be regarded as the authority for department personnel. Like many other railroad women, Bernice Bailey worked in a traditional "woman's" job but feels "that women now have a better chance to use their minds than when she came into the work force.



Lilly St. Amant

For 27 years, Lilly St. Amant was a cook on the railroad's outfit cars feeding as many as 30 men three meals a day. At 13, she was a hired girl in a farm family of 18. Later, as a railroad cook, she found cooking for her husband's work crews to be a very familiar experience.

■ Lilly St. Amant, of Soldier Pond, never held a "traditional" woman's railroad job. For 27 years she was cook on railroad outfit cars, feeding as many as 30 men three meals a day, often carrying wood for her stoves and carrying water. This strong, good-humored lady joined a select cadre of women outfit cooks that included Mrs. Lew McLain, Freda Doucette, Mrs. Ken Beals and Marie Page.

For most of the years she cooked on the outfits, Mrs. St. Amant was able to work in her husband Albert's outfit. She was no stranger to hard work... she was brought up in a family of 15... and worked out as a hired girl at the age of 13 for a farm family of 18. Lilly St. Amant was comfortable with her role in the outfits, often mending and washing clothing for the men in her husband's crew. It must be noted that bread labor is easier when it's performed as an act of consideration rather than as a duty. As cook, she commanded great respect and influence; the "woman's work" she did for the men were not obligations but acts of kindness which she did not regard as demeaning.

Winnie Condon, an Aroostook County native with an unwavering eye and a blunt way of expressing herself, is another who labored in the trenches for 40 years. She went to work in the BAR Accounting Department in 1918 when all of the work was done by hand.

Miss Condon wasn't your garden variety maiden lady railroad employee, however. During WW II, at the age of 45, she enlisted in the Army and served until after peace came because "I wanted a change."

After her Army service Winnie Condon came back to the railroad and worked in accounting until her retirement in 1958.

Looking back over a long career, she thinks the railroad was a good way to make a living but not studded with opportunities for women.



Annie Morris

Annie Morris is a 30-year veteran of the Mechanical Department and was one of many women who came to the railroad as replacements for men who were going off to war in the forties.

■ Annie Morris, a 30-year veteran in the Mechanical Department, spent her career at Derby Shops. Like Bernice Bailey and Lucille Brimmer, she was hired in wartime when the rules against employing married women were ignored. Her job was payroll, which was a manual operation, and providing first aid and performing the basic duties of company nurse for the shops.

Her career provided a lot of job satisfaction, she says, and she remembers one attempt to revive the policy of not employing married women. But women had had so much impact in the workplace during the war years there was no possibility of turning back the clock.

A memo from Vice President R. H. MacCready disposed forever of the long standing order issued by President Todd stating that it "is now apparently void and we will have to be governed entirely by the existing agreements with the clerks above referred to, which means that women in our employ, whether married or single, will have to be treated the same as any other clerks."



Thelma Kelley
Thelma Kelley is another railroader who spent 40 years with the company. At 80, she exhibits the same exuberance and enthusiasm for life as she did when she was a car service employee.



Mildred White
Mildred White was 19 years old in 1917 when she went to work for Bangor and Aroostook on the day before Christmas. She worked 49 years for the BAR and looks back over her career with satisfaction: "We did a job, I'll tell you!"

■ Thelma Kelley, who spent 40 years with the railroad and was married to Conductor Win Kelley, came as a temporary employee in 1925. But when the job was completed, she had impressed her supervisors enough to be offered a job in the Car Department that had been held by a man.

She exhibits the same exuberance and enthusiasm for life at 80 that she did as a working railroader and still functions almost as a one-woman booster club for the B & A.

"I was given a chance to learn and the people I worked for were loyal," she says. "You know, loyalty is a two-way street and the kind of loyalty that was given me made me feel the same way to the organization. I remember going to the 1934 Chicago World's Fair by rail with Mildred White and watching for B & A cars in the railroad yards we passed. My job was a source of great pride to me."

■ Mildred White is one of those career railroad women so thoroughly imbued with the work ethic of duty that she might not be believable to the current generation.

She was 19 years old when she went to work for the B & A the day before Christmas in 1917. Her first job, at \$9 a week, was in Bucksport and she was able to come home to Hampden weekends by taking the Maine Central to Bangor and going to Hampden by trolley.

She worked 49 years for the railroad, marrying a railroader, Gordon White, in 1966. Mildred White is one of those people who never looked up from her task but always drew a kind of nourishment from doing it well and doing it right.

She sums up her career and those of her peers succinctly: "We did a job, I'll tell you!"

Many of the women we talked with came to the railroad when the century was young. The structure of business was rigid and the demands were great. Many of them worked almost anonymously, without recognition, in repetitive, dull jobs. Their satisfaction was in doing them well. Mildred White was a railroad employee through three major wars and it was the last one that wrought so many changes for her and her women colleagues.

In a business that has been molded so much by tradition, it's a positive development to be able to find women as computer specialists and in supervisory and management jobs. It doesn't mean we're at the point we should be, but it does mean we've moved several light years in the right direction since Violet Lilley was "dropped" in '18.

Doris Rosen puts it this way: "I think we have a long way to go but I think it's wonderful that we're recognizing that women have brains too."

Mileposts

10 YEARS

Ricky J. Plourde
 Kim B. Thompson

15 YEARS

Norman J. Babin

20 YEARS

James N. Decker
 Richard B. Gray

25 YEARS

Harold H. Ewings
 Roland O. Lyford

30 YEARS

Helen F. Brissette
 Alasco V. Carey
 William M. Houston

35 YEARS

Walter E. Campbell
 Galen C. Carey
 Herbert R. Carey

40 YEARS

Clyde O. Boutillier
 Eugene D. O'Brien

In the Family



Mr. & Mrs. Thomas N. Tardif

Accounting & Data Processing Dept.

Administrative Assistant *Thomas N. Tardif* and *Mary Jo Coffin*, formerly of Presque Isle, were married May 3, at St. Mary's Catholic Church in Presque Isle with Father *Thomas Murphy* officiating. The bride is the daughter of *Mary Coffin* of Presque Isle and the bridegroom is the son of Vice President-Intermodal Services and Mrs. *Norman Tardif* of Presque Isle.

Maid of honor was *Marcia Berentes* and matron of honor was *Laurie Coffin*, sister of the bride. Bridesmaids were *Becky Rattray* of Presque Isle and *Kathy Colton* of Bangor. *John Colton* of Bangor was best man. *Dana Rattray* of Presque Isle, *Lonnie Steeves* of Augusta, and *Steven Tardif* of Blackwood, New Jersey were ushers.

The bride is a graduate of Presque Isle High School and attended the University of Maine at Presque Isle. After working with mentally handicapped children in Presque Isle, she is presently a secretary-receptionist at Dawson Real

Estate in Bangor. The bridegroom is a graduate of Presque Isle High School and the University of Maine at Presque Isle where he received his degree in Business Management. He is presently in our Financial Information Services group.

After a honeymoon at Lucerne-In-Maine and the Maine coast, the couple are residing in Bangor.

General Offices

Dave Budge and his band (Bluegrass Supply Company) have had a busy summer performing at several bluegrass festivals throughout the northeast. They have appeared at Raymond, NH; Preston, CT; Boxborough, MA; Schuylerville, NY; Houlton, ME and Brunswick, ME. The group will perform at the Ocala Bluegrass Jamboree in Ocala, Florida in November.

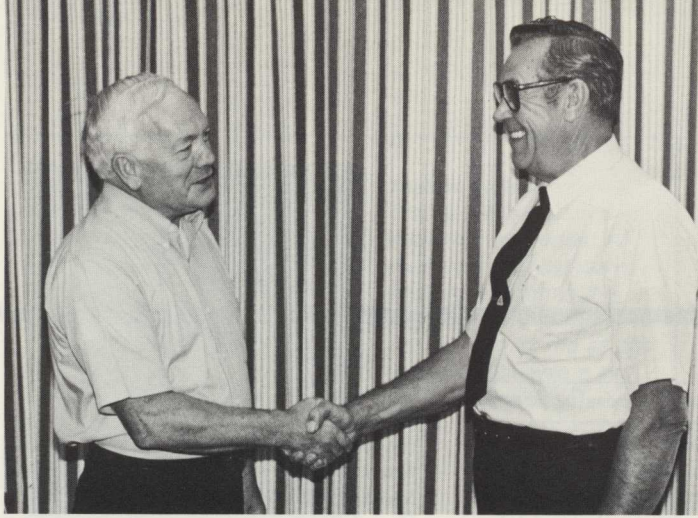
Bud Fisher, BAR equipment operator, won the *F. C. ("Buck") Dumaine* trophy (low net) in the Bangor and Aroostook Golf Tournament in June with a net of 67. Winner of the *W. J. Strout* trophy



Manager Car Service *Thomas R. Brissette*, left, and Chief Clerk *Harold I. Grinnell* congratulate Clerk *Helen F. Brissette* on her retirement August 7 after 30 years with the railroad. Mrs. *Brissette* entered service as a keypunch operator and was also a data technician before she became clerk in car service and operations. Prior to her railroad service she was employed by *Fairbanks Morse Co.*, *Beloit, Wisc.*; and *U. S. Fidelity & Guaranty, Dixon, Ill.* She is married to *Edmond E. Brissette*. They have two children: *Michael*, of *Bradley*, and *Donna Harp*, of *Lebanon, NH*.



BAR President *Walter E. Travis*, right, congratulates Clerk *Laurel R. Littlefield*, of *Carmel*, who retired May 31. *Littlefield* began his railroad career as a trackman in 1948 and was a flangerman, track liner operator, freight handler, operator and helper on the signal crew before he became a clerk. During WW II he served with the *Combat Engineers* and was discharged as a sergeant. *Littlefield* attended *Mapleton schools* and was graduated from *Mapleton High School*. He is married to the former *Reta A. Smith*. They have four children: *Danny*, *Randy*, *Aleta Wade* and *Peggy Elmer*.



Supt. L. S. Milton, right, congratulates Senior Chief Dispatcher Patrick A. Carroll who retired July 31 after 38 years railroad service. Carroll is a native of Houlton and was educated in Houlton schools, entering railroad service as a freight clerk in 1947. He was later a telegraph operator, station agent, dispatcher and chief dispatcher. During WW II he served in the U. S. Navy. He is a former member of the Washburn Rotary Club, a member of the American Legion, VFW and the Bangor Lodge of Elks. Carroll is married to the former Mary A. Cunningham. They have six children: Patrick, Jr., Daniel, Catherine, Michael, Mary Jane and Ann Marie.



Locomotive Engineer Earle R. Adair has retired after 33 years with the railroad. He is a native of Littleton and entered service as a fireman Oct. 30, 1952. He had previously been employed by the Canadian Pacific Railroad, Pratt & Whitney Aircraft and had served in the U. S. Merchant Marine. Adair is a native of Littleton and was educated in local schools and Ricker Classical Institute. He is married to the former Noreen H. Belyea. They have nine children: Janet, Harriet, Roberta, Joan, Sue, Raeburn, Nancy, Mary and Riki. Pictured with him is Supt. L. S. Milton, left.

(low gross) was Larry Severance of the Maine Central Railroad with an 80.

Other winners were: Class A – Paul Lewis, diesel supervisor; Doug Cousins, trackman; Frank Beaulieu, retired. Class B winners were Art Larlee, dispatcher; Bud Fisher; Jim Garrity, assistant to senior vice president; Dale Anthony, assistant chief engineer. Class C winners were Tom Tardif, administrative assistant; Ed Eames, trackman; Howard Cousins, Jr., vice president-marketing.

Bill Houston and Charlie Burgess won prizes for the longest drive and being closest to the pin.

Administrative Secretary Flora Powell visited her daughter Molly in Paris, France in June. With Molly as her guide, she visited many points of interest and especially enjoyed living in Molly's 8th floor walk-up apartment in a strictly French-speaking neighborhood, where neighbors and shopkeepers were very helpful and understanding of her limited knowledge of their language. Molly returned home with her and is spending the summer in Bangor.

Congratulations to Chief Clerk and Mrs. Harold Grinnell on the birth of their third grandchild, Brett Harold Gerrish, born July 26 at Eastern Maine Medical Center. Brett's parents are Lynn (Grinnell) Gerrish and Ronald Gerrish of Brownville. Brett has a brother, Lance, and a sister, Alicia.

Michael Harold Grinnell, son of Harold and Jean Grinnell, was recently pro-

moted to assistant plant manager at the Dexter Shoe Company in Milo, ME.

Josiah Powell of Oakland, CA visited his mother, Administrative Secretary Flora Powell, for several weeks during July and August.

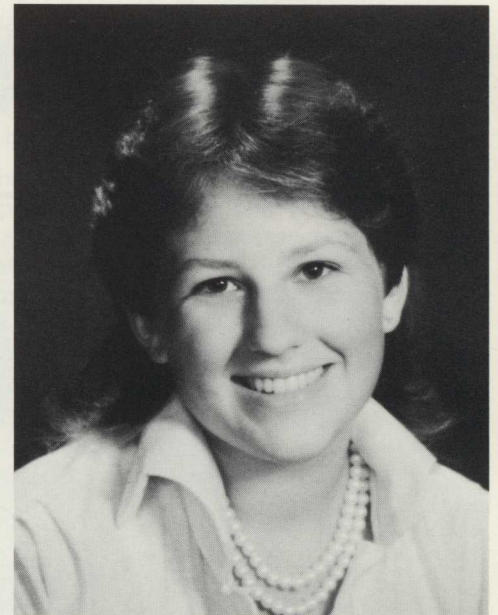
Marketing & Traffic Department

Wendy D. Davis, daughter of Elaine B. Davis of Presque Isle Sales Office, graduated from Caribou High School in June and will be attending N.M.V.T.I. this fall.

Scott W. Davis, son of Elaine B. Davis of Presque Isle Sales Office, graduated from New England Institute of Applied Arts and Science in Boston June 23. He is employed at the Lancaster-Morgan Funeral Home in Caribou.

Transportation Department

Mr. and Mrs. Francis S. Foss of Milo have announced the engagement of their daughter, Gwen Marie Foss of Hampden, and Christian R. Rafford of Hampden, son of Mrs. Alice Rafford of Hampden and the late Station Agent and Car Distributor Ralph R. Rafford. Foss is a graduate of Penquis Valley High School, Milo and attended Newbury Jr. College, Boston, Mass. She is the manager at Coastal Carpet, Ellsworth. Rafford is a graduate of Hampden Academy and Northern Maine Technical Institute, Presque Isle. He is a draftsman for Bangor Steel Service, Bangor.



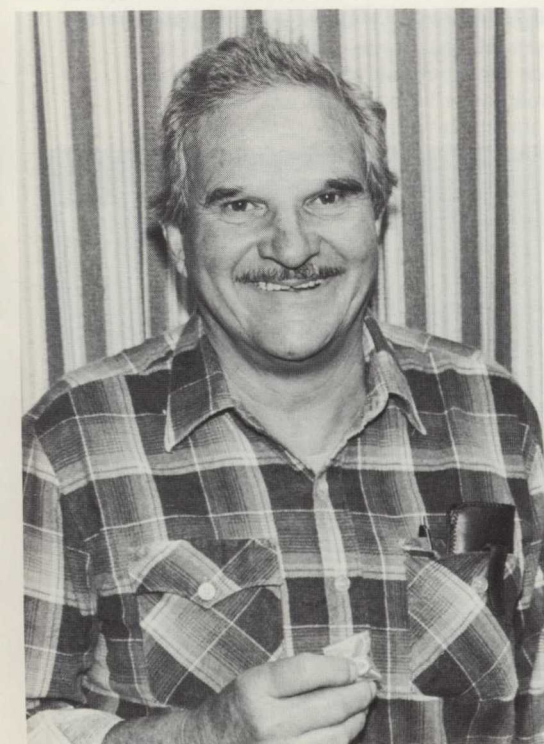
Shauna L. Lyons, daughter of Jon and Sheila Lyons of Masardis, graduated from Ashland Community High School in June. She was a member of the band for nine years and editor of the 1985 yearbook, as well as being vice president for the band. Shauna was runner up in the 1985 Miss Ashland Pageant. She will be attending the University of Maine at Presque Isle this fall, majoring in art and minoring in education. She was a recipient of the BAR Labor Chairmen's Scholarship, and VFW Auxiliary Scholarship, the Masardis Women's Extension Scholarship and the Masardis Firemen's Auxiliary Scholarship.



Equipment Operator Vernon C. Junkins, Masardis, receives his retirement pin from Chief Engineer V. J. Welch, right. Junkins began his railroad career in 1952 as a trackman. He attended Ashland schools and graduated from Ashland High School, serving in the Air Force for four years during WW II. Junkins is married to the former Dorothy Campbell. They have four children: Patricia Noonan, Debbie Chopping, Dawn Michaud and Jackie Chalou.



Allen L. Cole, left, has retired as an equipment operator after 37 years with the railroad. He entered service as a trackman in 1948. Cole is a native of Dover-Foxcroft and was educated in Atkinson schools. He is married to the former Betty Pratt. They have six children: Lawrence Levesque, Jackson, New Jersey; Hester Chesson, Amarillo, Texas; Mrs. Pierre Godbout, Columbia, Conn.; Sheryl Goulette, Coventry, Conn.; Allen, Jr., West Seboeis; and Mrs. Andrew Dow, Milo. Pictured with him is Chief Engineer Vinal J. Welch.



Conductor Donald R. Reynolds, a native of Calais, retired June 28 after 33 years with the Bangor and Aroostook. He became a brakeman in 1952 after WW II service with the U. S. Navy. He is a graduate of Bangor High School and a member of the Masonic Orders and the American Legion. Reynolds is married to the former Elsie Grant. They have five children: Robert, Gary, Dawn Marie, Susan and Jolene.

Mrs. Hope C. Murphy, 83, died July 9, at a Caribou hospital after a brief illness. She was born in Caribou June 25, 1902, the daughter of Oscar and Maria (Hobart) Chandler. She was a member of the Unitarian-Universalist Church of Caribou and was married to retired Conductor Ernest G. Murphy, Oct. 16, 1922. Surviving besides her husband, of Caribou, are two daughters, Mrs. James (Dawn) Jacobs of Caribou and Mrs. Marion Rodden of Chester, Pa.; 11 grandchildren, 13 great grandchildren. Private funeral services were held July 20, 1985 from the Chapel of the Mockler Funeral Home with the Rev. Walter Webb officiating. Interment in Evergreen Cemetery, Caribou.

Congratulations to brakeman Ronald R. Morrill on his engagement to Judy A. Beaulieu of Houlton. Judy is the daughter of the late Mr. and Mrs. Lawrence Beaulieu of Houlton, and Ron is the son of Retired General Foreman and Mrs. W. Reid Morrill of New Sweden. A September wedding is being planned.

Retired Trainmaster Harold S. Parent celebrated his 90th birthday April 30 with an open house and buffet at his Chattanooga, Tenn. home. His sister and a friend traveled from Canada for the occasion and Mrs. Parent's relatives came from several southern states. Mr. Parent was born in York County, N.B. April 30, 1895 and came to Bangor and Aroostook as a telegrapher and assistant train dispatcher Feb. 12, 1914. He was given a leave of absence Nov. 19, 1915 to return to Canada to enlist in the Canadian Army. Mr. Parent went to France with the 104th



Mr. & Mrs. Harold Parent

Division but was later transferred to the 49th Alberta Regiment because of his telegraph experience. He was wounded twice in the war, once seriously. He returned to the BAR March 19, 1919 and retired as a trainmaster in 1959.

In 1957 he married Dorothy Woodard and moved to Chattanooga on his retirement two years later. He had been a deacon of the Essex Street Baptist Church for 39 years when he retired. He has been a deacon of the 2,000-member First Baptist Church in Chattanooga for 20 years and in 1980 was honored as Man of the Year by his church. He has also been chairman of the Lord's Supper Committee for 18 years and was named the church's first Lifetime Active Deacon in 1980.

Mechanical & Stores Departments

Lori Ann McCarthy, daughter of Mr. and Mrs. John Anderson of Oakfield and John McCarthy of Clinton, Conn., became the bride of James A. Sholler, Jr., son of Carman Gangleader and Mrs. James A. Sholler, Sr. of Oakfield on April 27. The double ring ceremony was performed by the Rev. Marvin Lawrence at the Bethel Pentecostal Church in Oakfield.

Following the wedding ceremony a reception was held at the Municipal Building in Island Falls with music furnished by "Crossfire."

The bride is a 1983 graduate of Southern Aroostook Community High School and is employed at Rick's Yankee Grocer in Oakfield. The bridegroom also graduated from Southern Aroostook Community High School in 1983. He is employed



Mr. & Mrs. James Sholler, Jr.

at National Starch and Chemical Company in Island Falls.

The couple is residing at their new home in Oakfield.

Stenographer-Clerk Patricia Stanchfield vacationed in Greece recently as a guest of her brother, Jack Stanchfield, who is employed there with J. I. Case Company.

While in Greece Pat visited the Acropolis and Parthenon and the museum. She also toured the ancient cities of Corinth and Delphi, the mountain villages of Northern Greece and visited the mountaintop monasteries. She spent a weekend on the island of Santorini which is built on a volcanic crater. During her stay she witnessed the recent political campaign and the changing of the guard at Syn-tagma Squa.

Pat departed Athens on TWA Flight 847, just one week prior to ill-fated Flight 847 that was commandeered by hijackers.

Our sympathy to the family of retired Painter Elwood D. Bamford of Derby who died July 17, 1985. He was born in



Chief Mechanical Officer Harold Hanson, left, congratulates Clerk Kenneth C. Foster on his retirement May 31. Foster, a native of Milo, entered railroad service as a laborer 42 years ago and was a machinist helper. He retired as clerk in the Mechanical Department. Foster was educated in local schools and graduated from Milo High School. He is married to the former Alicea H. Lyshon. He has three stepchildren: Donald Meservey, Kathy Pelkey, and Becki Heisler.



Car Inspector Carl T. Barrows, left, retired in May after 33 years with the railroad. He is a native of Hampden and attended local schools. Prior to his railroad service, he was employed by Bangor Motor Company, Rice and Miller Company and Merchants Despatch Transportation. Barrows is married to the former Ruth Foster. They have three children: Thomas, Virginia Beach, Va.; Jill Compas, Cape Cod, Mass.; and Linda Gerrish, Milo. Pictured with him, right, is Chief Mechanical Officer Harold Hanson.



Acetylene Cutter John W. Doore, Jr. examines photographs of his retirement party with co-worker Robert Ellison and his daughters, Sandra Laferriere, center, and Joyce, right. Doore is a native of Dover-Foxcroft and entered railroad service in 1970 as a car repairer. He was later a night watchman, crane attendant, laborer and cutter. Prior to his Bangor and Aroostook employment, he was with Canadian Pacific Railroad. He is a graduate of Higgins Classical Institute in Charleston and is married to the former Eliza Kennedy. They have three children: Joyce, Dover-Foxcroft; Sandra, Dexter; and Keith, Guilford.

General Car Foreman Charles S. Burgess, pictured with BAR President W. E. Travis, left, retired June 28 after a career with the railroad that spanned 42 years. The Bangor native entered railway service as a freight handler and later worked as a laborer, carman helper, car foreman, general foreman, and master mechanic before his promotion to general car foreman. He served in the U. S. Air Force during WW II in the Pacific Theatre. Burgess attended Bangor and Hermon schools. He has four children: Tomie McLain, Bangor; William, Stockholm; Carla Smith, Brownville and James, Millinocket.



President Walter E. Travis, left, congratulates General Foreman W. Reid Morrill, of New Sweden, on his retirement following 35 years of railroad service. Morrill is a native of Brownville and attended schools in Detroit, Michigan and Williamsburg and Brownville. He entered railroad service as a car repairer in 1950 and worked as an electrician and brakeman before he became general foreman. During WW II Morrill served in the U. S. Army from 1943 until 1946 in Europe, Africa and the Middle East. He is a member of the VFW, New Sweden Historical Society, Nordic Lakers and the Lutheran Church of New Sweden. He is married to the former Eleanor Olson. They have two children: Breta Howe and Ronald.

Houlton September 28, 1912. Mr. Bamford retired June 28, 1974 after 40 years service with the railroad.

Mr. Bamford is survived by his wife, Anna (Conlogue) Bamford of Derby; three sons, Frank of Portland, Terrance of Milo, and Peter of Homestead, Fla.; one daughter, Georgia Chassin of Miami, Fla.; one brother, Wellington of California; three sisters, Ethel Kelso of Presque Isle, Leah Holden of Houlton, and Hilma Morrill of Orono; nine grandchildren and four great-grandchildren.

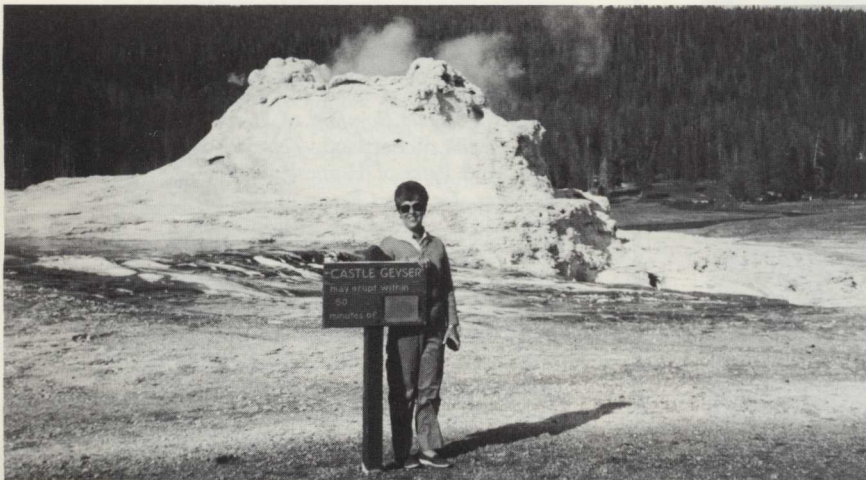
We were sorry to learn of the death of retired Blacksmith Donald V. Lundin who died at his residence in Milo on July 27. He retired from the railroad July 2, 1982 after 37 years of service.



Mr. Lundin was born in Williamsburg May 8, 1922, the son of Victor and Gladys (Holt) Lundin. In addition to his mother, Gladys Applebee of Dover-Foxcroft, he is survived by his wife, Faye (Hanson) Lundin of Milo; two sons, Donald and Robert both of Milo; one sister, Elsie Russell of Brownville; three half sisters, Gladys Russell of Wiscasset, Joyce Smith of Brockton, Mass., and Beryle Forrest of Dover-Foxcroft; two half brothers, William Applebee of Dexter and Gerald Applebee of Levittown, Pa.; nine grandchildren and three great-grandchildren.

Dr. Irving H. King, professor of history at the U. S. Coast Guard Academy in New London, Connecticut, recently was appointed head of the humanities department. Dr. King was born in Milo, the son of Mrs. Ina B. King of Groton, Connecticut, and the late Retired Boilermaker Cornelius M. King, and is the brother-in-law of Treasurer-Controller Owen J. Gould.

King joined the Coast Guard Academy



General Foreman Vern Wark, pictured here in a helicopter flying over the Grand Canyon, and his wife Lillian, pictured before a geyser in Yellowstone National Park, made a once-in-a-lifetime tour of the United States in May, traveling in 21 states by train and five by automobile. The Warks said that experiencing the vastness of the country and its great diversity proved to be a moving experience for both of them. Besides the aerial tour of the Grand Canyon and Yellowstone Park, they visited Las Vegas, Petrified Forest National Park, Zion National Park in Utah and toured the Pacific Coast in California. The trip took nearly a month.

in 1966, after teaching for three years at King's College in Wilkes-Barre, PA. He received his doctoral degree in 1968 from the University of Maine in Orono.

An expert in maritime history, King has had several of his works published, including a book on the origins of the Coast Guard entitled, "George Washington's Coast Guard."

He is a member of the Organization of American Historians, the New England Historical Association, the U. S. Naval Institute, Phi Kappa Phi and Sigma Mu Sigma. He is listed in "Contemporary Authors" and "Outstanding Educators of America."

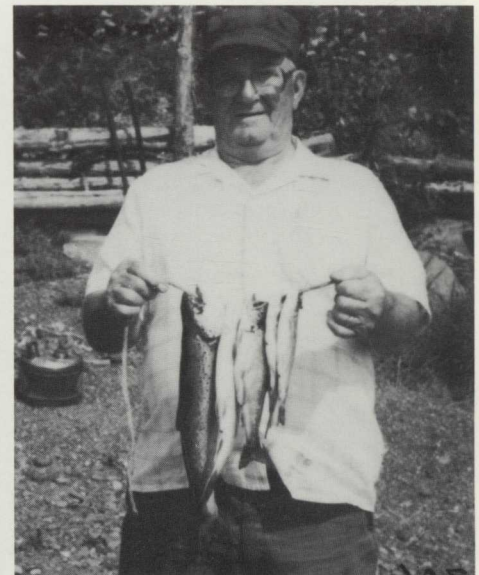
He and his wife, *Ann*, have four children.

Engineering Department

Retired Section Foreman *Norman K. Dixon*, Blaine, died at a Presque Isle hospital on May 21. He was born in Houlton on October 18, 1912, the son of *Harry and Myrtle (Wheaton) Dixon*.



Foreman Rhoades A. White, Newport, is congratulated by BAR President Walter E. Travis on his retirement from the railroad. White is a native of Topsfield and was educated at local schools and at Lee Academy. He entered railroad service as an electrician in 1953. During WW II he served with the U. S. Navy in the Pacific. Prior to his railroad service he was employed by D. E. Knowles, Inc., Pittsfield; American Woolen Company; and United Aircraft. He is a member of the Masonic Orders and is married with two daughters, *Carole and Marilyn*.



Norman Dixon

Dixon was employed by the railroad for 44 years starting his career in April 1930. He was a section foreman from January 1944 until his retirement in July 1974 on Stockholm, Mars Hill and Houlton sections. He was a member of the Apostolic Pentecostal Church of Mars Hill and the Brotherhood of Maintenance of Way Employees Association.

He is survived by his wife of 50 years, Hazel (Skidgel) Dixon of Blaine; a son, Gerald Dixon of Tulsa, OK; three daughters, Gloria Lento of Blaine, Velva (Becky) Dixon of Billerica, MA, and Rosalie Fogg of Presque Isle; three brothers, Milton and Hanford, both of Caribou, and Retired Section Foreman Gordon Dixon of Stockholm; one sister, Christine Johnston of Rockville, CT, ten grandchildren and four great-grandchildren. Services were held at the Duncan Funeral Home, Mars Hill.



Trackman Kenneth D. Lilley, Smyrna Mills, has retired after 31 years with the railroad. He is a native of Crystal and entered railroad service as a trackman in 1954. During WW II, Lilley served two years in the United States Army and was later in agricultural and woods work. He is married to the former Alma Clayton. Pictured with him is Chief Engineer Vinal J. Welch, right.

Facts and Figures

	Nine Months Ended September 30,	
	<u>1985</u>	<u>1984</u>
We received from –		
Hauling freight	\$17,609,527	\$19,000,866
Carrying passengers & express on our buses	–	18,469*
Earnings from our cars moving on other carriers	5,393,737	6,174,191
Other operating revenues	1,234,958	1,586,536
Other income projects connected with operating our business	<u>416,509</u>	<u>702,575</u>
A total of	<u>24,654,731</u>	<u>27,482,637</u>
We paid out or provided for –		
Wages and benefits to our employees	13,613,511	14,174,172
Materials to keep our equipment running and our roadbed and structures in repair	2,845,823	3,300,400
Lease of cars and costs for foreign cars on line	3,262,199	3,287,946
Outside services contracted from others	1,015,435	1,215,798
Telephone, heat, lights, rent and other utility costs in occupying our buildings	648,197	666,164
Depreciation	1,981,271	1,878,209
Other services and charges in operating our business	813,481	789,699
State and local taxes	269,714	267,896
Interest on borrowed money	<u>541,135</u>	<u>708,048</u>
A total of	<u>24,990,766</u>	<u>26,288,332</u>
Resulting in a pre-tax income (loss) of	<u>\$ (336,035)</u>	<u>\$ 1,194,305</u>

*Bus service discontinued effective January 21, 1984.

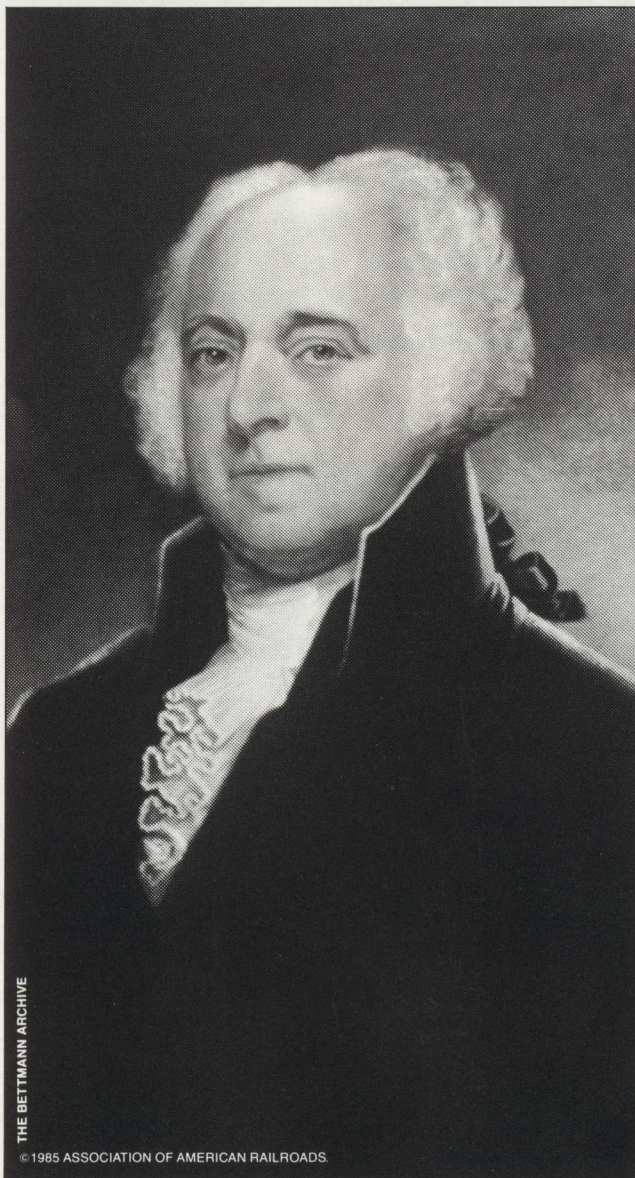
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“If I had refused to institute a negotiation or had not persevered in it, I should have been degraded in my own estimation as a man of honor.”

John Adams, 1809



John Adams clearly believed in negotiated, mutually agreeable settlement of problems. For nearly 100 years, a restrictive regulatory system stood between railroads and their customers, making negotiated resolution of problems extremely difficult. The debilitating effects of this regulation nearly destroyed our freight rail system.

The 1980 Staggers Rail Act lightened the regulatory burden, allowing railroads to compete vigorously in the transportation marketplace. With new flexibility granted by Staggers, railroads have negotiated more than 22,000 rate contracts, many of which resulted in lower rates or smaller rate increases for rail shippers.

Negotiation also resolved the legitimate concerns of several customer groups. Railroads negotiated agreements with the National Industrial Transportation League, the American Paper Institute and the Chemical Manufacturers Association. Those agreements solved problems for many railroad customers and helped thwart special interest shippers seeking to regulate the rail system for their own benefit.

These special interest shippers, masquerading as a consumer group (CURE), are urging Congress to revise Staggers and reimpose regulation that would, in effect, subsidize freight costs of the companies CURE represents.

The Staggers Act must remain intact if America is to have a viable rail system. Now is not the time to return to the regulatory morass that fostered economic decay.

For more information, write:
Staggers Integrity, Dept. 503
Association of American
Railroads, 1920 L St., N.W.
Washington, D.C. 20036.



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