

MAINE LINE



April 1986

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



Talking It Over

To My Fellow Employees,

There's an interesting development taking place in the American railroad industry. Big railroads are merging with big railroads. And other big railroads are spinning off pieces of their systems to make themselves more desirable as merger partners.

I think the significance of all this is the emergence of two kinds of railroads, sharply contrasting in size, but sharing a common prosperity. One is the core system megarailroad. The other is the small regional carrier that serves as a feeder for the larger road.

A good example is the trend Illinois Central Gulf started recently by selling off two segments of its system. Both have become what promise to be healthy regional carriers. One is larger than BAR and one is smaller. In the space of a few months the Mississippi Midlands and the Chicago, Central and Pacific were created out of track from ICG. Both new roads provide employment for former ICG employees.

The Milwaukee has also followed the core system route, making itself a healthier railroad at the same time it was helping create smaller regional carriers. I think we can expect to see more of this strategy by other large carriers.

Sometimes it's tempting to think that only a big railroad can be profitable in the present environment. But what's happening in the midwest now indicates otherwise. The revenue projections of the new railroads are healthy.

What's interesting is that with the emerging regional carriers have come new work rules. The new railroads aren't doing business in the same old way. The work rules are quite different from the large roads, allowing more freight to be moved with fewer employees. And there are fewer job classifications. In Waterloo, Iowa, on the new Chicago Central and Pacific, four people now do the work of the 18 who used to perform on freight trains passing through the city.

It tells us something about our business when we consider that the big roads couldn't make those same tracks pay under traditional work rules and job classifications. But people new to the railroad business, using experienced employees and reformed work rules and job classifications, are off and running.

Bangor and Aroostook is approximately the size of some of the new roads and we should be encouraged by what they are doing. But we must also learn from them that we can no longer act and think like a big railroad. We need the same kind of work rules and job classification changes that are making winners out of the new roads. I believe Bangor and Aroostook can be a great small railroad if we can stop acting like a big one.

It's clear to anyone who watches the railroad industry that strong currents of change are stirring. Our business is a sleeping giant. We may have hobbled ourselves with layer on layer of outdated custom. But the lifting of government regulation from all of transportation has forced this somnolent industry from its complacency.

It's really a matter of changing or perishing.

The greatest challenge we face is not a test of our skills as railroaders; we have demonstrated those. It is our ability to change our attitudes that's in question. Can we convince ourselves to make the changes that need to be made or do others outside our company, or even outside the industry, have to do this for us? Change will happen. We can only decide to guide it and make it work for us.

Sincerely,

Walter E. Travis

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About the cover . . .

The Spring flowers on our front cover was done by Voscarr, the Maine photographer, who has been a frequent contributor to *Maine Line*.

News Briefs

GNP announces reduction in papermaking capacity

Anything that happens to Great Northern Paper Co., our largest customer, has a great impact on BAR. The news that GNP will reduce its papermaking capacity from 842,000 tons to 640,000 tons by 1987 sent shock waves through the railroad. At the same time, GNP said that it would lay off between 1200 and 1400 workers over the next several years.

Truck-competitive frozen food rates

During the early 1970s, frozen foods were a significant piece of business for BAR. During the peak year we moved 2800 carloads. But the traffic was lost when rail rates rose and railroads lost the traffic to trucks. But Norman Tardif, vice president-sales and service, never stopped trying to get the traffic back. He got the first glimmer of hope that he was on the right track Feb. 15 when BAR published rates into the South that are very competitive with trucks. The new rates are interesting enough so that Simplot in Presque Isle is making an initial shipment to Florida. The rates apply only on Fruit Growers Express equipment and are at a backhaul level. The equipment is made empty in the New York and Boston markets and is routed via Guilford and Canadian Pacific.

First fresh potato shipment in two years

A carload of fresh potatoes – the first since the ill-fated Gelco piggyback unit train two years ago – moved off BAR lines for Dallas, Texas Feb. 14. The move was a test for the Maine industry and involves the repacking of the Maine product from 100-pound bags in Dallas. But the interesting concept is the rate on the potatoes which borrows from the backhaul principle used by the trucking industry. The equipment is made empty in Canada or the Northeast markets. To move the equipment loaded to point of origin – Texas – the car company publishes a very low backhaul rate. The 120,000 pound load moved via CN.

Sears Island update

It sometimes seems that the Sears Island project moves with the speed of a glacier. But even though it's not apparent, there seems to be steady progress toward a resolution of the stalemate. A recent court judgement has defined the problem more clearly and enabled the State to focus its efforts toward completing the Environmental Impact Statement. That's expected soon. If all the pieces fall into place (which seems more likely now than six months ago), the construction could start again this fall.

Employment expected to decline

A story from LABOR newspaper says that "Railroad employees could find themselves coming out on the short end of the stick again when their fate is compared to that of workers in the trucking industry."

The story says that according to Bureau of Labor statistics, there's "a cloudy future for railroad employment." BLS says that jobs in the railroad industry will suffer a severe decline in the period from now through 1995. At the same time it predicts employment in the trucking industry will increase at a faster rate than in nearly every other industry. "From now until 1995, demand for rail workers is expected to decline by more than 20%, according to BLS. That would bring rail employment, which stood at about 369,000 in 1984, down to roughly 272,000 by the mid-1990s. The biggest percentage losses are expected among brakemen and signal and switch operators. On the other hand, the department estimates that the 1984 trucking industry employment level of 2.4 million persons will increase to about 2.9 million by 1995."

Labor scholarship winners

The BAR Labor Chairmen's Group has announced winners of the Labor Chairmen's Scholarship Award. They were: Amy Goodine, daughter of Shop Foreman Owen Goodine, Derby; Cheri Fessenden, daughter of Lead Clerk David Fessenden, Northern Maine Junction; Daniel Nadeau, son of Engineer Bernard Nadeau, Fort Kent; and Peter Larlee, son of Brakeman Bruce Larlee, Millinocket. Alternates are: Gregory Condon, son of Assistant Controller Ronald Condon; Philip Gerard, son of Station Agent Everett Gerard, Northern Maine Junction; Wayne Bouchard, son of Engineer Nelson Bouchard, Madawaska; and Susan Brooks, daughter of Ledger Clerk Gloria Brooks, Northern Maine Junction.



Using a high-rail equipped tractor with a frontend loader, a small signals crew installs a new case with electronic components as part of the new signals system in Millinocket. In 1958 while maintaining its own telegraph system and telephone lines, BAR employed a peak of 26 people in its signals and communications effort. The number has shrunk to five due to changes in technology and work requirements.

use that was unheard of a few short years ago. Bangor and Aroostook people have felt the impact of change as much as employees of the country's big railroad systems. The railroad's signals and



Signalman Fred Bickmore, Presque Isle, holds the traditional relay from a system that will eventually be replaced with state-of-the-art motion sensing crossing protection devices.

communications workers are a classic example. In 1958, BAR maintained not only its own telegraph system but also its own telephone system. A signalman was typically a lineman and chasing trouble was his occupation. It wasn't a highly technical job. But it required a lot of people to do the work.

That year employment in the Signals and Communications Department reached a peak of 26 people. This year, in contrast, peak employment will be five and one of those workers is a radio maintainer.

The level of sophistication of equipment is light years away from what it was in 1958. A major mission of S&C employees is maintenance of high-way crossing signals. There are 99 crossings on the system protected by automatic warning devices. The technology on this equipment hadn't changed much in the past half century. But last year BAR began

replacing old equipment with new motion-sensing devices that use sophisticated electronics.

There are several good reasons for the change. The motion-sensing signals eliminate insulated joints, a savings of \$300 in materials and \$240 for each installation. But the big benefit is in safety. When a train stops within the signal area, the lights go off within 20 seconds. Nothing encourages motorists to run crossing signals as much as a stopped train and a signal device that flashes while the crew does its work.

As the railroad does more and more business by radio, the radio network grows. Reliability becomes more important and more and more redundancy is built into the system to provide a backup system when a component fails.

Gordon Duncan, manager of communications and special projects, says that dwindling numbers and



Signalman Bob Pratt works alongside of factory representatives installing the new electronic signal system at Millinocket.

the new knowledge required by sophisticated equipment have placed new demands on his thinly-spread people.

"A large part of our work deals with crossing signals," he says. "They're unforgiving. They ring when they hurt and someone has to go repair them. That often means long miles of driving to do the job. We've had to learn to work smarter. When any one of our people goes out on a job now they don't just fix the immediate problem; they look for other things that could go wrong and cost them another expensive trip back."

Part of the changed philosophy is to eliminate systems that are not useful any longer. Signals in Squa Pan yard were recently eliminated because the volume of traffic at that point no longer requires them. Savings lie in eliminating maintenance costs.

In Presque Isle all of the overhead wires have been buried.

"This is a real tight operation," Duncan says. "We don't have a lot of people to call on anymore so we have to be resourceful. For example, we work with local contractors for minor support in some projects. When we have factory representatives of signal equipment manufacturers on the property, we use them to help train our people in new technology."

When a manufacturer installed a new \$75,000 signal system at Millinocket yard recently, BAR signalmen worked alongside them and used the occasion as a training exercise.

Duncan speaks with quiet pride of his far-flung crew: "They're learning that we can adapt. They aren't supervised like factory workers and frequently have to make decisions on their own. Those decisions



Signalman Don Morton holds a wired board from the new system. In the background the massive components of the system being replaced make a startling contrast to the miniaturized circuits.

often involve a choice of safety or convenience in priority. Then we have to remember that the most important thing we do around here is move trains and that we have to do it safely."

While technology and business levels have had a drastic effect on the workforce of American railroads, the total impact on the industry hasn't been all negative. As fewer people have had to do more work, we have become more productive. It has often been a painful process and both management and labor have resisted it at times. But there is growing evidence that the end result will be a leaner, stronger industry that can hold its own in a very harsh environment.

"Productivity comes down to each of us increasing our personal productivity," Duncan tells his people. And it's happening.

Learning New Skills

It's not startling news to anyone that railroad employment has diminished greatly since the end of WWII when two million men and women worked for America's railroads. The figure now stands at less than 300,000. Part of the loss is due to business taken by stronger and stronger competitors. But part of it is also the result of a technology that's changing at an accelerating rate.

Railroaders have had to adapt, not only to the losses in their ranks, but also to the changed technology. Not only are changed attitudes required but new skills.

Until the diesel and mechanical refrigeration came into widespread use in the late forties, railroad technology had not changed greatly in this century. But the electronic age caught up with the industry in the past decade and hardware is now in everyday

Hayes, Wehrle Win Safety Awards



Carman Merle Hayes, Millinocket, holds the Browning hunting rifle he chose as his prize in the President's Safety Awards drawing. Both Mechanical and Purchases and Stores employees qualified for the 1985 drawing by meeting their safety goals for the year.



Laborer Ken Wehrle, Derby, won the drawing among Purchases and Stores employees. He chose a Jonsered chain saw.

Two railroad departments qualified for the President's Award this year by exceeding their departmental safety goals for 1985. Both Mechanical and Stores Department employees became eligible for two drawings worth \$800. The drawings were held Feb. 8 at the Northern Maine Junction Diesel Shop. Carman Merle Hayes, Millinocket and Laborer Ken Wehrle, Derby Shops, were the winners.

The President's Award program is based on departmental incentives to enhance safety performance over the previous year. At the beginning of the year the safety committee, including representatives from each department, reviews the past year's performance and sets a goal for improvements that they feel can be achieved only by a strenuous effort. That becomes the safety goal for the current year, and if employees meet those goals all members of the winning department are eligible for a prize drawing.

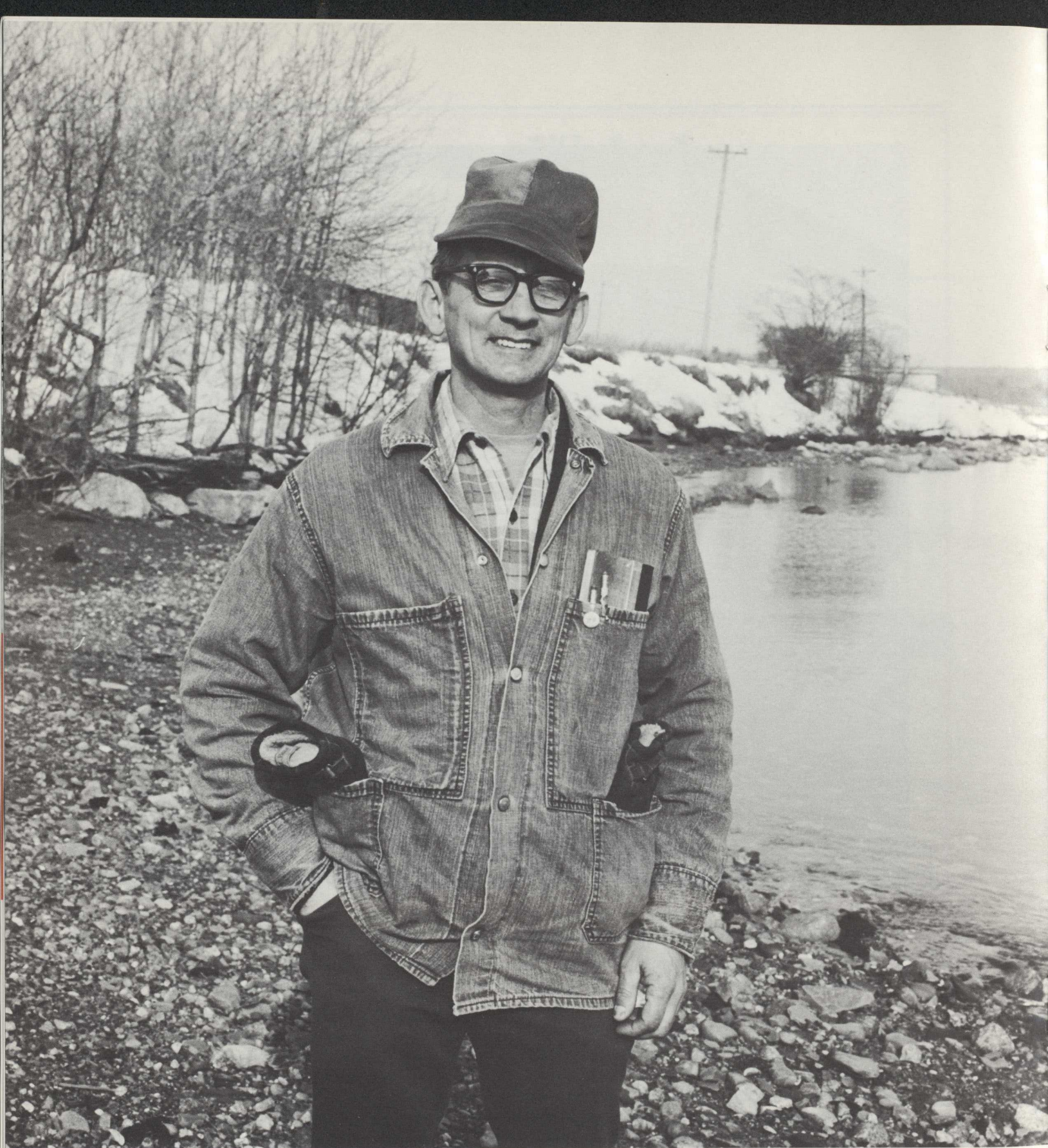
Even though only two of the five employee groups met their departmental goals, the total safety per-

formance bettered the goal for the year. The safety committee's company goal was to hold FRA reportable accidents to 39. Employees bettered that goal by holding the number to 36. Mechanical and Purchases and Stores did substantially better. Believing that the reward for hard work is more hard work, the safety committee set a goal to hold the FRA figure to 33 in 1986.

"It may sound like a bribe to reward people for working safely," says Senior Vice President Linwood W. Littlefield. "Logic tells us that it's in our own best interests to avoid injury. But the incentive is less to reward performance than it is to sustain interest in what is a very dull subject. We don't tend to think safety until we have a close call or are injured. But the key to good safety performance is to think about it every day. Promotions that increase that safety awareness...like our President's Award program...add interest to a subject that's essentially uninteresting."



Special Recognition – Hostler Clyde O. Boutilier, Millinocket, reached two major mileposts in the closing months of 1985. He marked his 40th anniversary with the railroad, was honored at a dinner and received a brass replica of a locomotive bell. But he's just as proud of his other achievement; he completed that 40 years without an accident. And the special safety award means as much to him as his 40-year bell. Boutilier is one of five brothers . . . Ronald, Frank, Kenneth and Earle . . . all of whom work for BAR. Their combined service totals 178 years. Clyde went to work at 17 and has done all kinds of railroad work including painting water tanks and bridges. He credits his extraordinary safety record to "paying attention" to what he's doing. He also gives credit to the people he works with because "in this job you always have to know what the other fella's doing." Pictured with him is Vice President-Maintenance H. W. Hanson.



Conductor Harold Woodard stands near the spot at the edge of BAR's rail yard at Searsport where he found a balloon that brought him \$200 in time for Christmas. Woodard and his crew were weighing cars at Searsport the day he decided to walk down the beach instead of through the yard to get to the weighing station. During the brief trip he spotted a red object which turned out to be a promotional balloon released from Arkansas. When he called the telephone number printed on the balloon, he learned that he had won \$200.

TREASURE



IS WHERE YOU FIND IT!

Beachcombing is one of those very respectable activities that you don't have to explain even after you've grown up. Everybody understands the peculiar attraction of examining the flotsam and jetsam brought up by the latest flood tide. But even with all those qualifiers it isn't everybody that gets to do a little beachcombing along with his regular job.

But Conductor Harold Woodard Jr. makes it a point to examine the treasures the tide has brought in from the sea when he and his train crew have to weigh rail cars at Searsport Yard. You have to understand that his work takes him the length of the yard on those days and instead of walking along the tracks he walks the beach which parallels the yard.

That's what he was doing one day in early October — striding along at highwater mark in hope of finding a lobster buoy or two that had been driven ashore by Hurricane Gloria which had blown through Maine a few days earlier. Probably no beachcomber really expects to find anything really valuable but the possibility keeps it interesting. So when he saw a red object at the tide line, his heart didn't exactly leap in excitement. When he approached, the object turned out to be a mostly-deflated helium balloon.

As he brushed the sand and bits of seaweed that clung to the balloon, he noticed it had some printing

on it. The message said that the people at Parkway Village (a Baptist retirement community in Little Rock, Arkansas) would appreciate hearing from anyone who found one of their balloons and that there might be a reward in it. The balloons had been released in Little Rock Sept. 30 to mark the opening of Parkway Village.

Since all he had to lose was a stamp, Woodard took the balloon home and wrote to the village at the address printed on it telling how and where he'd found it. The phone rang a few days later and the caller from the retirement village staff told Christel Woodard that her husband had won \$200 for finding the balloon of the 2,000 released that had traveled the greatest distance. Two were found in Ohio, two in Kentucky and Harold Woodard's in Searsport.

The Woodards point out that Hurricane Gloria hit Maine just before the balloons were released and the stray found by Harold Woodard may have been dragged along in the turbulence following the storm. The experience did a couple of things for Woodard; it stopped the gibes of his train crew about his regular trips to the beach and made him a staunch believer in the adage that good things happen to you if you're persistent.

If this story has a moral, Woodard says, it is the timing of the prize money. It came a few days before Christmas.

TARGETING PROBLEM CROSSINGS

The Maine Operation Lifesaver Committee is launching a near-miss program to document near misses between motor vehicles and trains at Maine highway grade crossings. The senseless races between motor vehicles and trains is the nightmare of every locomotive engineer. Often these confrontations lead to death and terrible property damage like that which occurred in 1982 when a gasoline-laden tank truck crashed into a Bangor and Aroostook train in Bridgewater. The driver was killed and a house and railroad car burned.

Robert Davids, a Federal Railroad Administration inspector and a member of the Operations Lifesaver Committee, said that standard forms for reporting near misses have been distributed to train crews of all Maine railroads.

"It's important to have all near-miss incidents at grade crossings reported whether or not the crew is able to get a license number," Davids said.



The intent of the program is to target problem crossings which generate a number of incidents. As the reports come back to individual railroads and to the Maine Department of Transportation, analysts will be alerted of a trend in incidents at individual crossings.

When problem crossings are located by an unusual number of incidents, the Committee will request through the State Police representative or local law enforcement agencies a concentrated effort. Police will be asked to crack down on drivers who are ignoring laws, signs and automatic crossing protection. Repeated near misses may also point out locations where crossing protection or visibility is inadequate.

In cases where the train crew can get a license number, the railroad police will use it to contact the owner and explain the danger and possible consequences of ignoring warning signs.

"Reducing near-miss incidents and the potential for serious accidents at grade crossings is in the best interests of railroad employees and the traveling public," Davids said.

The Maine Operation Lifesaver Committee is made up of railroad, government, law enforcement and industrial representatives.

Helping the troubled Employee

The cost of alcohol and drug abuse to American industry has been estimated to be about \$70 billion a year. There are some knowledgeable observers who think that figure may be conservative. Bangor and Aroostook was one of the leaders in the industry in establishing an employee assistance program to help troubled employees.

The railroad's EAP is now entering its sixth year and has established a notable track record in helping troubled employees. Since the program was instituted in 1980, something like 85 employees have participated. They range in age from late teens to mid 50s and represent the whole spectrum of employees. Nine people asked for help in 1985 and were placed in contact with professionals in the treatment and counseling fields.

New federal drug and alcohol regulations of the Federal Railroad Administration mandate all railroads to establish employee assistance programs. BAR's EAP already conforms to the federal guidelines and has been a model for some other railroad programs.

Shirley Strout, coordinator of the railroad's EAP, thinks it has been successful because it was a product of labor-management cooperation and because confidentiality is a keystone of the program.

"In 1979, Engineer Gary Karam, general chairman-UTU-E, expressed interest in a substance abuse program to Richard W. Sprague, now vice president-personnel and public relations, and Liston Lewis, my predecessor. Both were serving on a committee of the Eastern Council on Alcohol Abuse at the time. After exploratory talks, a labor-management committee, chaired by Linwood Littlefield, was formed and our Employee Assistance Program was the result. It's been working ever since."

The EAP uses volunteer contact people throughout the system to put employees seeking help in



touch with the program coordinator. Not all of the problems are alcohol or drug related. Some involve emotional illness and other problems that can be handled through professional counseling. The only records kept by the railroad is an employee's occupation, age and marital status.

"As the program has gained the confidence of our people, we've had more people coming to us asking for help," Strout says.

An important component of the EAP is a provision which allows co-worker referral. Railroading is a hazardous occupation that demands the full attention of workers and an unimpaired mind; most workers don't want to be around a crew member who's drinking or using drugs. It's a matter of personal safety.

"When a co-worker tells us that an employee has a drinking problem," Strout says, "we understand that it has taken a lot of soul-searching to reach that

point. We tell our people that the matter will be treated with confidentiality and the troubled employee will be offered help, not discipline.

"There's a natural protective instinct toward one's co-workers, even one who may be a danger to himself and others. What we're telling our people is that you're not doing a problem drinker or drug abuser any favors by helping him cover up his problem."

Frequently referrals for professional help will come from a worker's supervisor or labor representative. The process is the same as an employee asking for help: after initial evaluation the worker is referred to the appropriate professional resource. The success rate for substance abusers who have gone through the program is about 75%. The longer a substance abuser is sober or drug free, the better are his chances of rehabilitation. But most EAP professionals are wary of talking about long-term results because any addiction is a day-to-day battle.

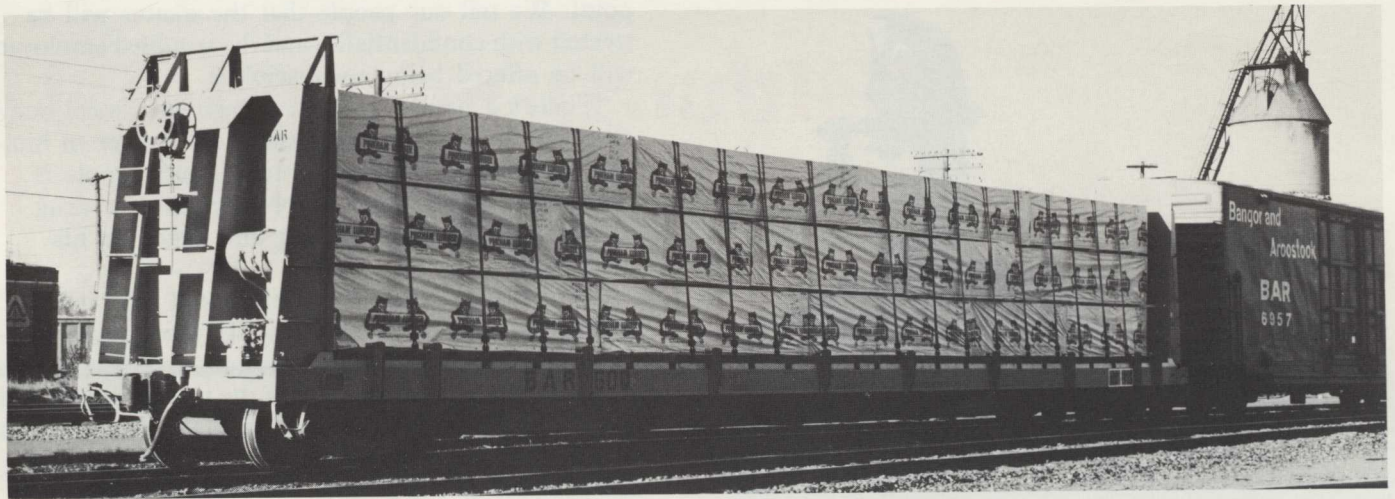
Nothing in the program changes Rule G, which covers the use of alcohol or drugs while on duty. But the Employee Assistance Program makes an effort to detect and offer professional help to the problem employee. At one time, an employee with a drinking problem would simply have been regarded as a person who lacked willpower. "We now understand," Strout says, "that alcoholism is an illness and requires professional treatment. A certain percentage of alcoholics will die from the disease but we're learning that in a larger percentage the illness can be arrested and the alcoholic can lead a sober and productive life."

Alcohol and drug abuse may be the most serious problem confronting our society. Alcohol abusers are responsible for thousands of deaths on the highway each year. Child abuse, a by-product of alcohol abuse, has reached epidemic proportions. And both violent and property crime have increased in proportion to the numbers of our citizens using "recreational" and hard drugs.

It's unrealistic to assume that any population group can escape what is a broad societal problem. Bangor and Aroostook employees tend to be older than some other employee groups and their drug of choice is alcohol not cocaine. But the problem is no less real.

"The Employee Assistance Program may be the last chance a troubled worker has at turning his life around," Shirley Strout says. "If you know an employee with a substance abuse problem, you'd be doing them a service by persuading them to seek help. You just might be saving a life."

WINNING ONE!



A carload of lumber from northern Maine awaits transfer at Northern Maine Junction. Five years ago transportation of Maine lumber from the area was dominated by trucks. By a combination of rates and creative marketing BAR and other New England roads have brought their market share to about 70%. New rates into Conrail territory will extend markets for BAR customers.

In the intense competition for Maine's transportation dollar against a flood of new trucking firms, Bangor and Aroostook has been quietly winning one battle. Five years ago the transportation of Maine lumber from northern Maine was dominated by trucks. The rail share of the market was less than 25%. But with some creative rates, expressed in terms that lumber people use to buy and sell product, BAR and other New England roads brought their market share to 70%.

Last year, 3,958 carloads moved out of northern Maine by rail. It was a tidy piece of business for BAR and other rail carriers. Now, the extension of the same rate concept has been extended to Conrail destinations.

In November, Conrail agreed to participate in the rates (along with Canadian Pacific) and that opened new markets for Maine lumber producers in Baltimore and Philadelphia and the rest of Pennsylvania. The market had been confined to New England and parts of New York, areas that are vulnerable to trucks because of the relatively short distances involved.

Vice President-Sales and Service Norman J. Tardif, whose brainchild the MBF rate was, says that the railroads now look like heroes to the Maine industry.

"They can compete better with Canadian lumber producers," he explains, "and with lumber coming in from the West. The extension of the MBF rates has helped our producers reach new markets. They've picked up another two to three hundred miles of market penetration. The South is wide open

and they love it."

Vice President-Traffic Hugh Goodness, who priced the per-thousand-board-foot rates and sold the concept to other carriers, says that the level of rates is "all-important in getting this traffic on the rails.

"The rates are 15% below the truck level on the first 59,000 board feet and 65% of that rate on all in excess of 59,000 bf," he says. "Most loads are in the neighborhood of 80,000 bf."

Bangor and Aroostook's success in increasing its share of the lumber traffic doesn't mean there's still not a lot of competition out there. Vice President-Marketing J. Charles Hickson points out that the drugstore type of load, where a truck makes delivery of partial loads to more than one customer, is tough rail competition. And while the new rail rates have made company-owned trucks unattractive, there are still some left that provide backhauls for the lumber producers themselves.

But, even with that portion of the traffic accounted for by truck backhauls and limited company-owned trucking, there's still a couple of thousand cars of Maine lumber moving down the highway. Hickson thinks part of it is vulnerable and the railroad is going after it.

"What we tell ourselves is that it's not only important to get more, it's also important to keep what you already have."

BAR got back into the lumber business by making it easy for customers to do business with the railroad. And by saving them big bucks. Staying ahead requires as much ingenuity and persistence as the original breakthrough.

Profile of a Volunteer



BAR Dispatcher John Rowe, a long-time volunteer for BARCO Federal Credit Union and the Maine credit union movement, chaired a committee of Maine credit union representatives to honor Alexander Ferguson. Rowe and his committee raised \$26,000 and commissioned a statue of the long-time credit union activist Ferguson.

October 17 was one of those magnificent fall days in Maine when the whole world seems gold and blue. At the Maine Credit Union League Building in Portland a crowd of 250 persons pressed close to the raised platform as Bangor and Aroostook Dispatcher John Rowe began to speak. John Rowe talked about a long-time friend, Alexander Ferguson, and the enormous contributions he has made to the Maine credit union movement.

The gathering at Portland was the culmination of a year of effort by John Rowe and a highly-motivated committee from individual Maine credit unions to honor the man Rowe refers to as the father of the Maine credit union movement. He describes him as a person "who'll go anywhere at any time to further the credit union cause."

Rowe, who's been involved with BARCO Federal

Credit Union since it was organized 25 years ago, met Ferguson when he came to Millinocket to help with the birth of BARCO as manager of the Maine Credit Union League. During the time he held that job, Rowe says, Ferguson was responsible for organization of about two-thirds of the credit unions in Maine.

Laboring in the credit union cause since the 40s made Alexander Ferguson something of a legend in Maine credit union circles. So when John Rowe began quietly talking about honoring Ferguson to other credit union volunteers at a convention a year ago, he was encouraged by the enthusiasm he met. Recruiting a committee was no problem at all, he says, and a letter to the 192 Maine credit unions raised \$26,000. The committee had decided that a bronze statue was an appropriate way to honor their mentor and set about to find a sculptor. They chose Wesley Reed of Vinalhaven.

But the project became more ticklish at this point because the committee now had to reveal their plan to Ferguson, a man known for extraordinary modesty. He agreed to the project only after stipulating that the work should epitomize all volunteers in the movement.

Artist Wesley Reed unveiled his sculpture to the applause of credit union representatives from the length of Maine. And, last October, John Rowe and his committee had the quiet satisfaction of having done a good thing that needed doing.

John Rowe has been part of BARCO Federal Credit Union for all of its life. He was one of the first field representatives, a director (for the past 17 years) and secretary-treasurer (for the past 12 years). Rowe recalls that Carl Delano, BAR personnel manager at the time when a handful of employees were trying to start a credit union, was supportive because his office handled a high volume of calls from public finance companies regarding employee loan applications.

From that small beginning, Rowe says, BARCO has grown from a period when it had to borrow itself to satisfy member's loan needs to a point where it has to look for places to invest its assets. Last year the credit union put out \$1 million in real estate loans alone and its assets total more than \$11 million.

Alexander Ferguson

Father of the Maine Credit Union Movement

Alexander Ferguson, who has been called the father of the Maine credit union movement, speaks to a crowd gathered to honor him at the dedication of a statue to him at the Maine Credit Union League Oct. 17. Ferguson helped organize BARCO Federal Credit Union and about two-thirds of the rest of the credit unions in the State of Maine.



Mileposts

10 YEARS

Dale W. McAfee

15 YEARS

Murdo A. MacDonald, Jr.

20 YEARS

Gerald E. Anderson
Myron N. Bates
Raymond E. Burpee
Dale R. Chapman
Roland F. Faunce
Morris L. Fitzgerald
Charles E. Grinnell
Philip E. Hodsdon
Thomas F. O'Connor
Paul W. Rosebush
Philip B. Sherman
Kenneth J. Wehrle
Philip R. Winchester

25 YEARS

George W. Bragg, Jr.
Beverly C. Chapman
Sanford C. Genthner, Jr.
Harold R. Mountain
Malcolm L. Treadwell
John P. Withee

30 YEARS

John A. Brannen
Dale K. Greenlaw
Paul F. Lewis
John H. Logie
John E. McGuff
Margaret A. Patterson
Rodney W. Stanhope
Donald H. Thompson
Edward J. Whitney, Jr.

35 YEARS

Delsie N. Charette
Harold I. Grinnell
Linwood G. Jackins
Neil A. Mayo

40 YEARS

Roy G. Brown
Bernard W. Donahue
Lester G. Drew

In the Family

General Office Building

The first *W. J. McCarty Memorial Cribbage Tournament* was won by *Tom Brissette*, manager car service. Twenty contestants signed up with Chairman *Keith Ashton*. At the end of six weeks of play, the final game was between Tom Brissette and Administrative Assistant *Dana Corey*. Each year's winner is to have his/her name engraved on the *W. J. McCarty Memorial Trophy* which is on permanent display in the lunchroom of the General office Building.

Jerod Dana Budge was born January 23 at Eastern Maine Medical Center in Bangor. Jerod is the son of *Jeffrey* and *Sharon Budge* of Hermon and the grandson of Administrative Secretary *Dave Budge*.

Supt. of Transportation *Leigh Milton* accompanied by his wife *Viola*, his son, Equipment Operator *Danny Milton*, Danny's wife *Janie* and daughter *Heather* traveled together to Honolulu in mid-February for a week of warmth and sunshine.

Rebecca Budge, daughter of Administrative Secretary *Dave Budge*, and *Kristine Jewell*, daughter of Administrative Assistant-Labor Relations *Dana Jewell*, are entering Southeastern Academy in Kissimmee, Florida, in mid-March where both will be training for a career in the travel industry.

Josiah Powell, son of Administrative Secretary *Flora Powell*, was graduated from the College of Chemistry at the University of California in Berkeley. While attending U.C. he was awarded the Stanley Thompson Honorary Scholarship which was presented to him by Nobel Laureate, Dr. *Glen T. Seaborg*.

Transportation Department

Retired Engineer and Mrs. *Reginald Booker, Sr.* of Holden celebrated their 60th wedding anniversary in November with an open house given by their children at the Essex Street Baptist Church in Bangor. The Bookers were married by the Rev. *Ashley Smith* on Nov. 30, 1925, at the First Baptist Church, Bangor. They have five children, 14 grandchildren and 16 great-grandchildren.

Conductor and Mrs. *Herbert Chadwick* of Milo have announced the engagement of their daughter, *Tracie Chadwick* of Dover-Foxcroft, and *James Alan Gould*



BAR Honors 40-year Employees

Five Bangor and Aroostook employees have been honored for completing 40 years of service at an employee dinner in Houlton. They are: Hostler *Clyde O. Boutillier*, Millinocket; Locomotive Engineer *E. D. O'Brien*, Millinocket; Section Foreman *Lester G. Drew*, Oakfield; and Trackman *Roy G. Brown*, Squa Pan. Also recognized, but not pictured, was Trackman *Norman D. Clark*, Oakfield, who was unable to be present for the dinner. *Boutillier* entered service in 1945 as an engine cleaner and was subsequently machinist helper, carman helper, trackman and a B&B painter. He served in the U. S. Army following WWII after attending Oakfield schools. He is married to the former *Patricia Ryan*. They have one son, *Robert*, of Oakfield. *O'Brien* is a native of Vanceboro and entered service as a fireman in 1945. He served in the U. S. Army during WWII and was also employed by Maine Central Railroad from 1943 to 1945. *O'Brien* was married to the late *Christel Holm*. They have four children: *Harvey*, *Ruth* and *Rand* of Millinocket; and *Janet Tapley* of New Hampshire. *Drew* is a native of Houlton and entered service as a trackman in 1945. He attended Merrill High School and Ricker Classical Institute. He is married to the former *Marie Stackhouse*. They have four children. *Brown* is a native of Presque Isle and entered service as a trackman in 1945. He is a veteran of the Korean conflict and attended Crouseville schools. He is married to the former *Joyce Moreau*. They have three children: *Paula*, *Mapleton*; *Michael*, *Mapleton*; and *Stephen*, U. S. Air Force. *Clark* is a native of Oakfield and also entered service in 1945 as a rail repairman helper. He attended Oakfield schools and is married to the former *Alma Howe*. They have two children: *Douglas*, *Sherman Mills*; and *Deborah L. Hardy* of Dyer Brook.

of Dover-Foxcroft, son of *Clarence* and *Marilyn Gould* of Sebec. *Chadwick* is a 1979 graduate of Penquis Valley High School in Milo and is employed by C. F. Hathaway, Dover-Foxcroft. *Gould* is a

1975 graduate of Foxcroft Academy and Northern Maine Vocational Technical Institute. He is employed by Guilford Industries, Guilford. The couple plan a June 28 wedding.



Manager Car Service Thomas R. Brissette, left, was the first winner of the W. J. McCarty Memorial Cribbage Tournament. Presenting Brissette with the trophy is Keith B. Ashton, tournament chairman.



Engineer Lionel D. Madore, Fort Kent, has retired after 34 years with the railroad. He entered service as a brakeman in 1951 and was later conductor, fireman and locomotive engineer. During WWII he served with the 9th Infantry Division, U. S. Army, and holds the European, African, Middle Eastern Theatre Campaign Ribbon, Victory Medal, Combat Medical Badge and the Bronze Star Medal. Madore attended Fort Kent schools and is married to the former Martha Pelletier. They have three sons: Paul, Daniel, and Robert; and two daughters: Ann, Fort Kent; and Mary Marquis of St. John. Pictured with Madore is Superintendent of Transportation Leigh S. Milton.

Retired Stenographer-Clerk *Hattie M. Langlais*, 98, died Oct. 30, 1985 in Van Buren. She was born in Hamlin, May 26, 1887, the daughter of *Marcel* and *Sophie (Pelletier) Langlais*. She was a member of the Evangeline Circle, Daughters of Isabella, and the Third Order of Mary of St. Bruno's Parish. She is survived by a sister-in-law *Jane Langlais* of Van Buren, 23 nieces and nephews. A Mass of Christian Burial was celebrated in St. Bruno's Catholic Church, Van Buren.

Retired Station Agent *Charles R. Bowley, Jr.*, 70, died at a Bangor hospital November 23, 1985, after a long illness. He was born in Alton, June 23, 1915, the son of *Charles R.* and *M. Pearl (Adams) Bowley, Sr.* He was employed as station agent for BAR Co. in West Seboeis. He also worked for Dennison Manufacturing Co. in Framingham, Mass. for 15 years. He returned to Maine in 1984. He was a member and past master of Nollsemic Lodge No. 205 AF & AM, a member of Mount Katahdin Royal Arch Chapter No. 60 and Onawa Chapter OES of Millinocket. He is survived by his wife, *Annie (Delong) Bowley* of Millinocket; one daughter, *Sandra Furiosi* of Groton, Conn.; several nieces, nephews and cousins. Masonic memorial services were held at the Bouchard-Wyse funeral home, Millinocket and funeral services were held at the funeral home with the Rev. *Philip Cherry*, pastor of Faith Baptist Church, officiating. Burial in the Alton Cemetery, Alton.



Mr. and Mrs. Peter Garcelon

Retired Conductor *William H. Burton*, 83, died Dec. 21, 1985 at a Houlton hospital. He was born March 31, 1902, in New Limerick, the son of *Henry* and *Mary (Nickerson) Burton*. He was a member of Monument Lodge #96 AF & AM, Aroostook Royal Arch Chapter #20, St. Aldemar Commandery and Anah Temple Shrine, a life member of the Meduxnekeag Club and was employed by the BAR for 50 years. He is survived by one sister, *Hazel Grant* of Houlton; one sister-in-law, *Grace Burton* of Houlton; several nieces and nephews. Funeral services were conducted at the Dunn Funeral Home, Houlton, by the Rev. *Ronald Messer*. Masonic services were conducted by Monument Lodge. Interment in New Limerick Cemetery.

Accounting & Data Processing

Peter Garcelon, son of Special Agent and Mrs. *Harold Garcelon*, was married November 2, 1985 to *Cheryl Clark* at the Searsport Methodist Church. Cheryl is the daughter of Mr. and Mrs. *Maurice Clark* of Searsport. Peter and Cheryl traveled to Florida for their honeymoon. Cheryl is employed at Jordans Restaurant and Peter by Cianbro Corp.

Mechanical & Stores Departments

Our sympathy to the family of Retired Car Inspector *Lawrence B. "Ted" Brown* of Hampden, who died November 20, 1985. He was born in Hermon May 10,



Carman Virgil L. Dwyer, right, Millinocket, has retired. He entered service as an engine cleaner in 1946 and later worked as a boiler-maker helper, machinist helper, car repairer helper, car inspector, carman gangleader and car repairer. He is a native of Island Falls and served with the U. S. Army during WWII. Mr. Dwyer attended Oakfield schools and is married to the former Wilma Bustard. They have seven children: Joan, Virgie, and Judy of Oakfield; Beth and Peggy, Smyrna Mills; Paul, Hampden; and Sally of Bangor. Congratulating him on his retirement is General Superintendent Mechanical Marvin J. McBreairty.



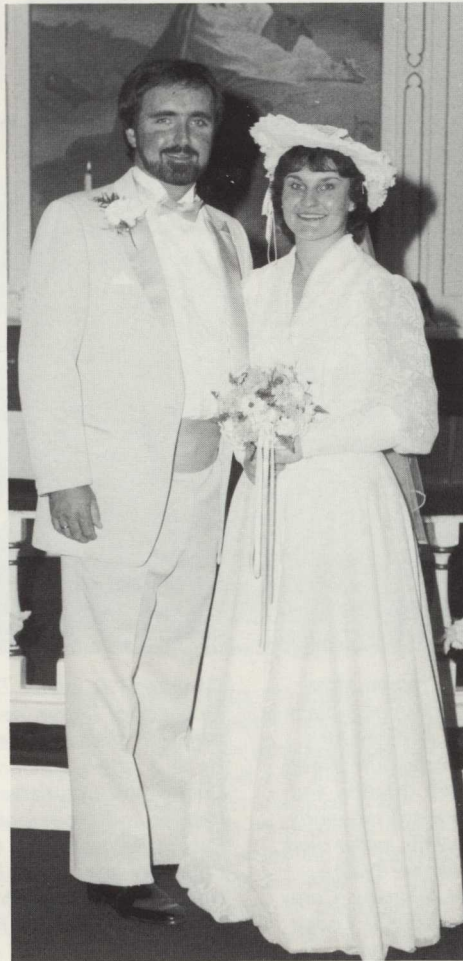
Signalman Clarence W. Worster, left, Derby, has retired after 32 years with the railroad. He is a native of Greenville and entered service in 1953. He has been assistant signalman and signalman. He served in the U. S. Army between 1947 and 1948. Mr. Worster is married to the former Avis MacDonald. They have six children: James, Brownville; Mrs. Mike Blowers, Romalus, Michigan; Clarence, Jr., Cambridge, Maine; Daniel, Ohio; Mrs. Harold Payne, Cambridge, Maine; and Frank, Ohio. Mr. Worster is a member of the Masonic Order and the Shrine. Congratulating him on his retirement is Gordon S. Duncan, manager of communications and special projects.

1914. Mr. Brown retired in 1976, after 32 years service with the railroad.

In addition to his wife, *Mary (Drake) Brown* of Hampden, he is survived by two sons and daughters-in-law, *Lawrence W.* and *Grace Brown*, of Mildale, Conn., *Thomas W.* and *Diana Brown* of Hampden; one daughter and son-in-law, *Jean M.* and *Timothy Penney* of Hampden; two step-children, *Ruth Collins*, of Manchester, and *Stanley Drake* of Garland; one brother, *Howard Brown*, of Bangor; and two sisters, *Ruby Burke* of Hampden and *Estelle Lindsey* of Lompoc, Calif.

Pulpwood Loading Inspector and Mrs. *John A. LaJoie* of Van Buren are the proud grandparents of two new grandchildren, *Sarah Louise LaJoie*, born to Mr. & Mrs. *Brian LaJoie* on October 9 at the Arthur R. Gould Hospital in Presque Isle, and *Amy Elizabeth Vaillancourt*, born to *Danny* and *Kathy Vaillancourt* on December 27 at the Cary Memorial Hospital in Caribou.

Our sympathy is extended to Storekeeper *Carroll Witham* on the death of his mother, *Mildred L. Witham*, who passed away at her residence in Milo on November 20. She is survived by two other sons, *Lawrence*, of Sebec, and *Chester* of Brownville; two daughters, *Margaret Ingerson*, of Plaistow, N.H., and *Marilyn Wyman* of Milo; one brother, *Walter Lyford*, of Dover-Foxcroft; one sister, *Mary Stevens*, of Fort Fairfield; 23 grandchildren and 21 great-grandchildren.



Mr. and Mrs. Ronald R. Morrill

Judy Ann Beaulieu, daughter of the late Mr. and Mrs. *Lawrence Beaulieu*, of Houlton, became the bride of Brakeman *Ronald R. Morrill*, son of Retired General Foreman and Mrs. *W. Reid Morrill* of New Sweden, on Sept. 21. The ceremony was performed by Pastor *Hans Andrae* at the Gustaf Adolph Lutheran Church of New Sweden.

The bride was given in marriage by *Norman Sirois*, a friend of the family. *Bonnie London*, sister of the bride, was matron of honor. Bridesmaids were *Denise Sirois* and *Phyllis Blanchette*. *Gary Howe*, brother-in-law of the bridegroom, was best man.

Following the wedding ceremony a reception was held at the VFW Hall in Caribou.

The bride is a graduate of Hodgdon High School and is employed at Houlton Trustworthy Hardware. The bridegroom is a graduate of Caribou High School and entered service with the railroad in 1972.

The couple reside in Houlton.

We were sorry to learn of the death of Retired Engine Cleaner *George A. McGinley* on August 10, 1985. He was born in Winn on December 20, 1905. Mr. McGinley retired in 1971 after 19 years service with the railroad.

Surviving in addition to his wife, *Melora Maria (Haynes) McGinley*, are our daughters, *Gloria Pickard*, *Mona Small*, *Patricia Goodspeed*, and *Judith Estes*, all of Hermon; two sons, *George*

A. McGinley Jr. of North Bellmore, N.Y. and Douglass Haynes McGinley of Hermon; one sister, Mrs. Walter (Dorothy) Cammack of Bangor; one brother, Philip McGinley of Bangor; 21 grandchildren and 27 great-grandchildren.

Our sympathy to the family of Retired Carman Gangleader Samuel E. Foss of Bangor, who passed away on December 11. He was born on June 5, 1899 and began work as a car inspector on December 10, 1945, retiring with 25 years service on July 28, 1970.

Amy K. Bustard, daughter of Car Repairman and Mrs. Leo R. Bustard of Smyrna Mills, became the bride of Johnny W. Anderson, son of Mr. and Mrs. Clarence Anderson of Houlton, Sept. 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 1985 graduate of Southern Aroostook Community High School and is employed at the Gardiner Nursing Home in Houlton. The bridegroom attended Hodgdon High School and is employed at Hogan Tire in Houlton.

The couple honeymooned at Vacationland Estates in Island Falls and is now at home at 21 Franklin Street in Houlton.

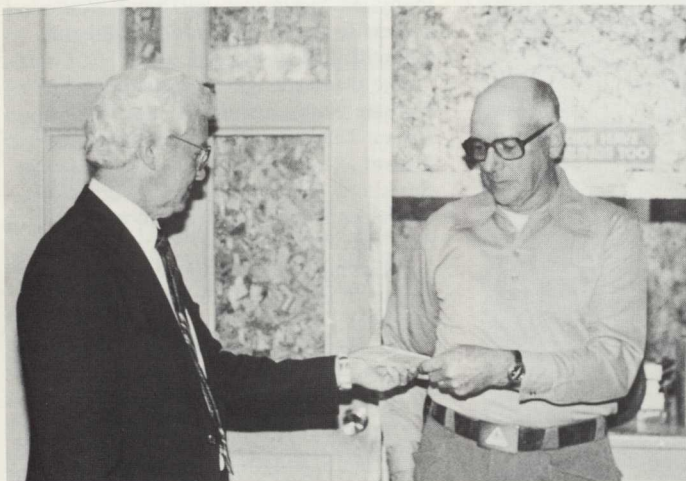


Mr. and Mrs. Johnny Anderson

Marketing & Traffic News

Our sympathy to VP-Sales/Service Norman Tardif and his family on the death of his father, Alcide Tardif who died January 24 at Caribou. He was born in St. Agatha, Jan. 4, 1899, the son of Xavier and Delia (Ouellette) Tardif. He is survived by his wife Eugenie (Ouellette) Tardif of Van Buren; seven sons, Bertrand of Long Beach, CA, Fernand of Woodland Hills, CA, Valere of Grenada Hills, CA, Elmer of Saugus, CA, Roger of Studio Hills, CA, Norman of Presque Isle and Armand of Van Buren; six daughters, Mrs. Anita Lyons of Billerica, MA, Mrs. Reginal (Theresa) Ouellette of Caribou, Mrs. Joseph (Estelle) Bulger of Wilmington, MA, Mrs. Reggie (Claire) Cyr of Santa Barbara, CA, Mrs. Ronald (Joan) Walske of San Clemente, CA and Mrs. Chico (Patricia) Juarez of Las Vegas, NV; two brothers, Rosaire Tardif of Lewiston and Gerard Tardif of Van Buren; 44 grandchildren and 40 great grandchildren. Mr. Tardif was predeceased by one daughter, Bernadette and two sons, Emilien and Gerald.

Congratulations to Vice President-Marketing and Mrs. J. Charles Hickson on the birth of grandson Nicholas William Johansen, born in Yokosuka, Japan on November 16, 1985. Nicholas is the son of Johannah (Hickson) and William Johansen.



Burro Crane Attendant Alasco V. Carey, Derby, has retired after 40 years with Bangor and Aroostook. He entered service as a blacksmith's helper in 1945 after WWII service in the U. S. Army Air Corps. He was discharged as a staff sergeant and holds the American Theatre Campaign Ribbon with Presidential Unit Citation and the American Defense Service Medal with clasp. He subsequently worked as a night watchman/janitor, machine operator, order clerk and crane attendant. Mr. Carey is married to the former Elaine Ramsey. They have one son, Alasco V. Carey Jr. of Atkinson. Carey attended Milo schools and is a member of the Piscataquis Lodge of Masons #44. Pictured with him is Director Purchases and Materials Harold Bell.



Carman E. R. Black, Derby, has retired after 22 years with the Mechanical Department at Derby. He joined BAR as a machinist helper in 1963 and was later laborer, carman helper and carman. He is a native of Island Falls and was educated in Milo schools. During WWII he served six years in the U. S. Army. Prior to his Bangor and Aroostook service, he was employed by Canadian Pacific Railway, Line Construction Company, American Thread Company and Veazie Body Shop. Mr. Black is married to the former Norma Hamlin. They have four children: Gary, Milo; Salley, Gardiner; David, Bradford; and Kevin, Milo. Pictured with him, at left, is Marvin J. McBreairty, general superintendent mechanical.



Leading Signalman Leighton E. Shields, Millinocket, has retired after 32 years with the railroad. He was born in Houlton and attended Oakfield schools. Mr. Shields has been a signal and communications helper, a signalman and was leading signalman at the time of his retirement. He served in the Armed Services during WWII. Mr. Shields is married to the former Bette O'Hara. They have three sons: Jerry, Brownville; Gene, West Seboeis; and David, West Seboeis. Pictured with Shields is Gordon S. Duncan, right, manager communications and special projects.



Carman John W. Paul, Millinocket, retired Oct. 4. He entered service in 1942 as a machinist apprentice and later worked as laborer, carman helper, machinist, carman, air brake repairer and crane operator. During WWII Mr. Paul served with the U. S. Navy Seabees. He was educated in Milo schools and is married to the former Donna McSorley. They have two daughters: Susan Larson, Brownville; and Elizabeth McLanson, also of Brownville. Mr. Paul is a member of the Masonic Order, the Brotherhood of Railway Carmen and the Three River Ambulance Corp. Pictured with him, at left, is M. J. McBrearty, general superintendent mechanical.

Maintenance of Way

Retired Section Foreman *Wallace (Pete) Page*, Ashland, died Sept. 30, 1985. He was born in Masardis, Jan. 7, 1921, the son of *Newman* and *Lillian (Theriault) Page*. Page was an Army veteran of WWII. He started work for the railroad in 1942 as a trackman on the Squa Pan section and retired as section foreman of that section in 1981. He worked in various capacities during his railroad career. He was a member of VFW Post No. 9699 of Ashland and a former member of the American Legion.

He is survived by his wife, *Florentine (Sturgeon) Page*; two daughters, *Diane Page* and Mrs. *Joseph (Denise) Basso*, both of Ashland; three brothers, *Sherman* of Ashland, *Almon* and *Newman* both of Masardis; two sisters, Mrs. *Alden (Madeline) Brown* of Cumberland and *Leatrice Putnam* of Westfield; one granddaughter, *Dina Page*, of Ashland; several nieces and nephews.

Ona A. Pratt, wife of B&B Helper *Paul Pratt*, Oakfield, has been appointed to the position of postmaster of Oakfield Post Office according to *John T. Mulligan*, the northeast regional postmaster general. She was appointed by Mulligan in accordance with merit section procedures of the 1971 Postal Reorganization Act. Mrs. Pratt began working for the U.S. Postal Service in 1966 as a clerk at the Oakfield Post Office.

Richard E. Harmon, Milo, retired carpenter plumber, died Nov. 2, 1985. He



Aimee Marie Lozier

Aimee Marie Lozier, Bucksport, is one of our youngest goodwill ambassadors for the BAR. She is the granddaughter of AAR Car Accountant and Mrs. *Kenneth Cosman*, Veazie. Her maternal great-grandfather, the late Fred Albert, was a B&B cook for many years and her paternal great-grandfather, the late Murray Cosman, was shop foreman at the Houlton Shop at the time of his death in 1947. Both great-grandmothers are living, making this a four generation family.

was born in Milo, Nov. 12, 1905, the son of *Claude* and *Emma (Richards) Harmon*. Mr. Harmon was a past member of the Masons and a member of the Brotherhood of Maintenance of Way Employees. Harmon retired from the railroad in 1969 with over 30 years service.

He is survived by one son, B&B Foreman *Richard F.* of Milo, five grandchildren, four great-grandchildren; several nieces and nephews.

Retired Mechanic *John Vincent*, Houlton, attended the 38th reunion of the China-Burma-India Veterans Association held in Boston. John served with the 20,000 American GIs during 1944-45 trekking the Burma Road. He was with the mule-pack outfit fighting the Japanese along the way and clearing the road to prevent transporting of supplies and men by the Japanese government. He learned of this association during the past year and was anxious to make contact with men in his old outfit. He did make a contact with a close buddy who is now living in Pennsylvania and he and his wife, *Madolyn*, plan to visit this friend.

This is a very active organization and publishes a monthly magazine entitled "The Roundup" and is in the process of compiling a book entitled "Where I Came In". This publication will include a brief biography of active CBI vets. John is very enthusiastic about the trip to Boston and the association and would like others in the area to be aware of the organization.

Our sympathy to the family of Retired Supt. of B&B *Robert E. Trickey, Sr.*, Houlton, who died unexpectedly on September 21. He was born Feb. 27, 1905, in Windham, the son of *Otis* and *Cora (Mayberry) Trickey*. He was a member of the Houlton United Methodist Church. He lived for a time in Milo and was very active in Milo-Derby community development and served two terms on the board of selectmen. Trickey started work for the railroad in 1934 as a carpenter helper and was foreman in Derby for twenty years. He was appointed supt. B&B in 1956, a position he held until his retirement in 1970.

He is survived by one son, *Robert, Jr.* of Houlton; one daughter, *Marlene Picarella* of New York; eight grandchildren and two great-grandchildren.

Retired Section Foreman *Ervin Pinette*, Plaisted, died Nov. 22 at Northern Maine Medical Center in Fort Kent. He was born at Eagle Lake, Dec. 1, 1906, the son of *John* and *Violette (Boyle) Pinette*. He was a member of the Fort Kent Masonic Lodge. Pinette's railroad career started in 1937 and he worked in various capacities including trackman, flangerman, foreman weed mowing machine, and section foreman, the position he held when he retired in 1971.

He is survived by his wife, Mrs. *Anita (Raymond) Pinette*; one daughter, *Shirley LaFerriere* of West Palm Beach, FL; one brother, *Lionel Pinette* of Eagle Lake, three grandchildren; several nieces and nephews.



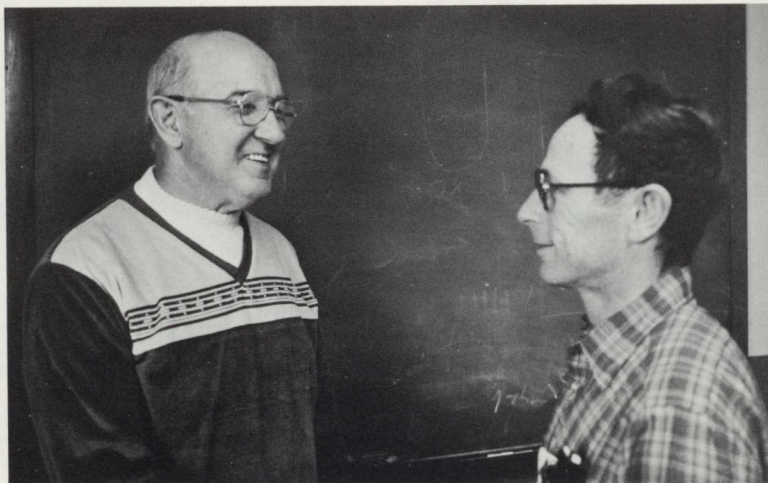
■ This past season the Oakfield Pee Wee Basketball team won first place in the Katahdin Pee Wee tournament played in Sherman and was runner-up in the Katahdin Valley League playoffs held in East Millinocket. They ended their regular season with a 15-1 record. The coach was *Ricky Burpee*.

Members of team were (front row left) *Seth Lawlor, Jay Burpee, Ricky Shields, Sheldon Bragan, Bruce Barrett*, (back row left) *Tom Watson, Aron Bouchie, Matthew Burpee, Laurel Hamm, Matthew Lilley, Brett Russell*, and *Jamie Roy*.

Jay and *Matthew Burpee* are sons of Rail Repairman and Mrs. *Dennis Burpee* and grandsons of *Virgil Dwyer*, retired carman. *Ricky Shields* is the grandson of the late *Floyd Shields*, a retired BAR car inspector, *Bruce Barrett* is the grandson of Retired Engineer *Bill Barrett*. *Brett Russell* is the grandson of Retired Section Foreman *Herbert Russell* and Retired Carman *Virgil Dwyer*.

Our sympathy to the family of *Gordon Dixon*, Stockholm, who died at the Caribou hospital. He was born in Stockholm, Jan. 1, 1918, the son of *Harry* and *Myrtle (Wheaton) Dixon*. Dixon had 32 years service with the BAR and because of health problems accepted a disability in 1970 retiring as a section foreman. A dedicated Legionnaire at the end of WWII, he was the prime force in re-activating the Perkins-Plourde Post No. 135, American Legion of Stockholm in 1945. He faithfully served the post in various capacities and served as commander several times, most recently in 1984. He also served as county commander, district commander, department vice commander and culminated his long service in the Legion by being elected to the high office of department commander of Maine in 1959-60. Dixon was a 40-year member of the Stockholm post. As a civic leader he served as a member of the Stockholm School Board, a member of the board of selectmen, road commissioner and town manager. He was a member of the Trinity Lutheran Church of Stockholm.

He is survived by his wife, *Beatrice (Wedberg) Dixon*, three sons, *Wayne M.* of Hayward, CA, *Llewellyn* of Concord, CA and *Dana* of Waterbury, CT; two daughters, Mrs. *Lewis (Warrena) Bartley* of Waterbury, CT and Mrs. *Rosaire*



B&B Foreman *John R. Bartlett*, left, has retired after 28 years service with the railroad. He is a native of Danforth and attended Danforth schools, entering service as a carpenter in 1957. He subsequently was carpenter foreman. Bartlett is married to the former *Catherine Campbell*. They have four children: Mrs. *Robert Garland, Sanford*; Mrs. *Clarence Prescott, Lyman*; *John R. Bartlett Jr.*, Danforth; and Mrs. *Eric Door* of Danforth. Pictured with him is Supervisor Maintenance and Structures *Aaron R. Picken*.



Mr. and Mrs. Relland Jones

(Barbara) Lagasse of Caribou; two brothers, Milton and Hanford both of Caribou; one sister, Christine Johnston of Vernon, CT; 16 grandchildren and six great-grandchildren.

Retired Section Foreman and Mrs. Relland Jones, Mars Hill, celebrated their 56th wedding anniversary in September. The couple have three sons, Eugene of Rolla, MO, Steward of Granville, OH, Lewis of Powell, OH; two daughters, Mrs. John Delong of Caribou and Mrs. Halo Ongly, Simi, CA. They have 15 grandchildren and three great-grandchildren. Jones retired from the BAR in 1967 with 18 years service.

Mr. Granville B. Bowden, retired section foreman, Stockton Springs, died Nov. 2. He was born in Stockton Springs, April 8, 1903, the son of Hudson H. and Lena (Shute) Bowden. He was a longshoreman for many years, past chancellor commander and a 64-year

member of the Knights of Pythias Lodge of Prospect and Thomaston, a past master and 40-year member of the Pownal Lodge of Masons of Stockton Springs, and a past president of the Utopian Club of Stockton Springs. Bowden went to work for the railroad in 1922 as a trackman and retired as a section foreman at Sandy Point in 1963 with 41 years service.

He is survived by his wife of 61 years, May Bowden; a daughter and son-in-law Jennie and Ralph Seekins of Hampden; three sons and daughters-in-law, Walter and Annie May Bowden of Canaan, Earl and Charlotte Bowden of Orrington and Rev. Granville and Betty Bowden of Amazonas, Brazil; one sister, Dorothy Cunningham of Stockton Springs; 16 grandchildren; 41 great-grandchildren; a devoted aunt, Velma Shute of Stockton Springs, and several nieces, nephews and cousins. Graveside services were held with the Rev. Charles Brown and the Rev. Granville Bowden officiating.

Facts and Figures

	Twelve Months Ended December 31,	
	<u>1985</u>	<u>1984</u>
We received from –		
Hauling freight	\$23,358,777	\$25,080,724
Carrying passengers & express on our buses	–	18,469*
Earnings from our cars moving on other carriers	7,433,067	8,195,206
Other operating revenues	1,965,320	2,112,165
Other income projects connected with operating our business	<u>528,299</u>	<u>866,902</u>
A total of	<u>33,285,463</u>	<u>36,273,466</u>
We paid out or provided for –		
Wages and benefits to our employees	17,736,446	18,697,299
Materials to keep our equipment running and our roadbed and structures in repair	3,786,950	4,205,576
Lease of cars and costs for foreign cars on line	4,328,412	4,381,972
Outside services contracted from others	1,258,143	1,478,164
Telephone, heat, lights, rent and other utility costs in occupying our buildings	884,883	904,328
Depreciation	2,638,146	2,594,385
Other services and charges in operating our business	1,188,410	1,170,562
State and local taxes	360,779	363,154
Interest on borrowed money	<u>759,973</u>	<u>930,531</u>
A total of	<u>32,942,142</u>	<u>34,725,971</u>
Resulting in a pre-tax income (loss) of	<u>\$ 343,321</u>	<u>\$ 1,547,495</u>

*Bus service discontinued January 21, 1984.

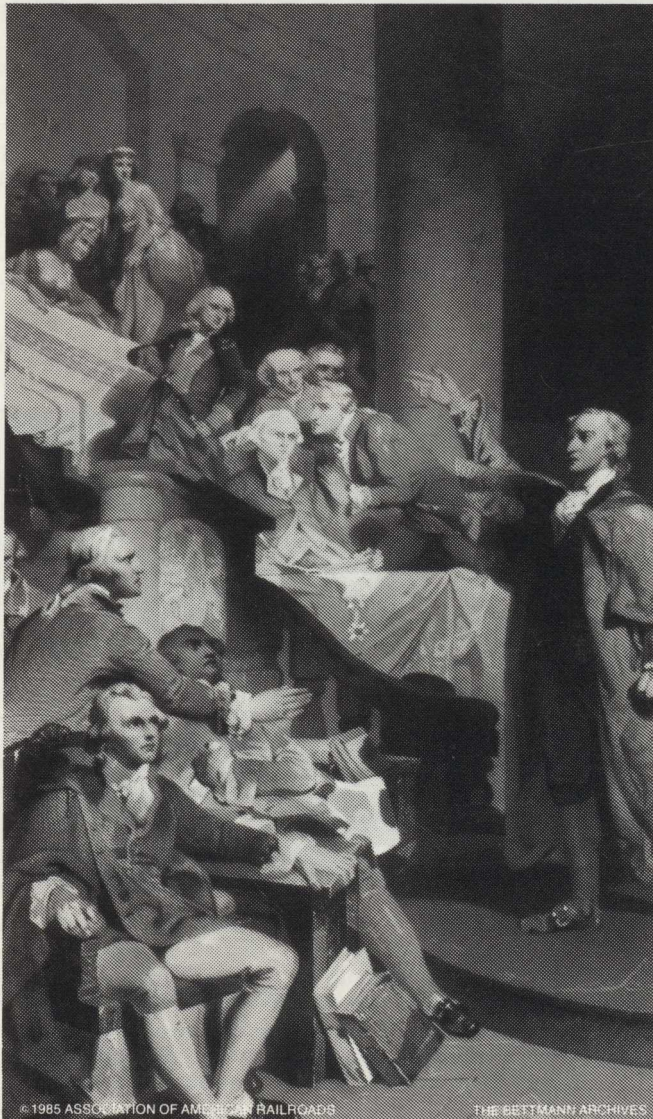
Bangor and Aroostook Railroad
Northern Maine Junction Park, RR2
Bangor, Maine / 04401

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“I know no way of judging the future but by the past.”

Patrick Henry, 1775



History is a splendid teacher. Patrick Henry recognized that and urged the founders of the new American government to learn from the mistakes of established nations and avoid repeating them.

Today, Congress should re-examine the mistake-ridden history of rail regulation and resist current pressures to reregulate America's freight railroads.

Before 1980, the continued existence of our rail system was threatened. Debilitating regulatory measures prevented the railroads from functioning like other American businesses. Both profits and share of freight traffic declined steadily because restrictive regulation thwarted efforts to compete in terms of prices and services.

In the 1970's more than 20 percent of our rail system was operating in bankruptcy; 43,000 miles of track were under speed restrictions; and industry return on investment sunk to 1.2 percent.

Recognizing that America needs healthy railroads, Congress acted. In 1980, the Staggers Rail Act lifted some of the most crippling regulations.

The remedy proved effective. With new freedom to market services and make contracts, railroad business increased. New investments produced improvements in service, and competition controlled prices more effectively than regulation had.

The majority of rail customers are pleased with regulatory reform. However, a few are pressuring Congress to reregulate the railroads. History shows this could jeopardize the future of the railroads and their customers.

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



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