

October 1986

MAINE LINE

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





Talking It Over

To My Fellow Employees,

A letter came across my desk recently from a 40-year employee whose job became redundant and who retired after accepting a formal settlement from the railroad. I want to share portions of Clyde Boutilier's letter with you. His perception of our problems and his sense of commitment and loyalty are typical of the kind of employee that has helped this institution forge a railroad in an inhospitable climate and weather all kinds of adversity.

Without Clyde Boutilier and many like him, we would have left our bones bleaching in the sun a long time ago.

"In 1928," he writes, "I was born into a family of nine children, all born before the Great Depression of the Thirties. We were taught at an early age how to work and how to accept responsibility. We were also told not to expect anything we didn't work for, so it was with mixed feelings that I accepted the settlement offered by the BAR."

He goes on to relate that four of his brothers, three of whom are still living, worked for the railroad.

"I would guess that among us we have about 170 years of railroad service and I also think we all enjoyed a better than average employer-employee relationship.

"The BAR has been fortunate over the years in having a high percentage of loyal and dedicated people from top to bottom, and I know my family would join with me in wishing you the best of luck as you try to work out the contracts that will allow these

same employees to maintain a decent standard of living but one that will enable the BAR to remain in business as a profitable company.

"I am sure you will agree with me that no one could foresee the problems some of the old contracts could cause many years later and at such an inopportune time as now with rail traffic off and all the other problems. But, since our contracts were legal and bargained for in good faith by using our bargaining process, a satisfactory compromise was reached."

We have talked a great deal in the past 18 months about changed conditions and how change has affected the way we conduct our business and the desperate need to change our labor contracts to reflect those changes. Clyde Boutilier, with his strong work ethic and sense of fairness, has put what we've been talking and writing about in such sharp perspective I wanted to share his letter with you.

I think, like Mr. Boutilier, that BAR has a high percentage of employees like him. It's true that we face new and challenging problems. But if we can face them together there is almost nothing we can't do.

Sincerely,

Walter E. Travis

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About the cover . . .

Ron Johnson, author and railroad photographer, made the dramatic photograph of a southbound Bangor and Aroostook freight train at Norcross on South Twin Lake.

News Briefs

Sears Island hearings

Public hearings have been held on the building of the causeway for the Sears Island cargo port project. The Maine Department of Transportation has requested a permit under the Rivers and Harbors Act to build the causeway. An earlier permit given by the Corps of Engineers was revoked by a Federal court decision pending the preparation of an environmental impact statement. The public hearings dealt with the draft environmental impact statement and observers say that public comment was overwhelmingly favorable to the project. Opponents were the Environmental Protection Agency, the Fish and Wildlife Service, the Sierra Club and some individuals. The Maine Department of Transportation is now preparing a response to comments on the draft environmental impact statement and a 45-day evaluation period is now in effect. If opposition objections can be addressed effectively, construction could begin early in 1987.

BAR trucking application clears ICC

Bangor and Aroostook's application for trucking authority in all 48 states has been cleared by the Interstate Commerce Commission. It now goes to the Federal Register and unless there is a written protest filed within 45 days, the railroad will be free to start operations. The application has support from several of the railroad's major customers including Simplot, Pinkham Lumber, Great Northern Paper and Fraser.

BAR's interest in establishing a trucking arm follows other American railroads who have gone the same route in answer to shipper demands for faster and more flexible transportation service. The most recent example was Union Pacific Corporation which has agreed to acquire Overnight Transportation Company, a major trucker, for \$1.2 billion. Nationally, the railroads' traffic base in bulk commodities like ore and steel has eroded and the trucking industry has captured a lot of the growth in shipments of high valued manufactured goods.

BAR hopes to use any trucking operation to increase rail traffic.

Taking a bite out of truck traffic

In the late spring, an experimental transfer movement from boxcar to trucks was established at Northern Maine Junction and has resulted in a small but steady movement of traffic. Although lumber is the principal commodity, some starch has been moved over Northern Maine. Lumber, both from Maine and Canadian producers, has moved into the point in boxcars and on flatcars and then been reloaded onto trucks. All of the traffic had formerly been an all-truck move. While most of Bangor and Aroostook's traffic has shown decreases for 1986, lumber, reflecting healthy national housing starts, has increased.

Railroaders help heart surgery unit

Bangor and Aroostook employees, with typical generosity, have contributed \$23,477 to the new heart surgery unit at the Eastern Maine Medical Center. The drive was headed by Safety Supervisor George Mossey. The committee included: Fred Armstrong, Gloria Brooks, Arnold Byers, Dave Grant, Allen Hearn, Jon Lyons, Leigh Milton, John Rowe, Phil Sherman, and Jeb Therriault.

Fast service reinstated

Bangor and Aroostook and Canadian Pacific are again offering BAR shippers 53-hour service into Chicago. CP had removed one of its two main line trains, No. 907 from Brownville Junction to Montreal, adding an additional 36 hours to the Chicago traffic. Canadian Pacific and Bangor and Aroostook Marketing people were able to get the train reinstated and the service started up again in August.



Two track workers examine massive pieces of granite washed out from a culvert on main line track.

the day the B&A DIED

By Herb Cleaves

The rain came in torrents, buffeted by winds that howled through the power lines and snapped tree limbs like matchsticks. This was no ordinary September storm, the kind that was supposed to settle the dust in the potato fields of Aroostook County and add a touch of freshness to the last weeks of summer.

This was a dying hurricane, the one a whimsical meteorologist named Edna, and it was spending its fury on northern Maine. Spawned a week earlier somewhere in the South Atlantic, Edna churned up the Eastern Seaboard and into New England to claim eight lives, weave a crazy pattern of destruction across the state and honeycomb almost every highway and railroad line with gaping washouts.

When the sun rose Sunday morning, Sept. 12, 1954, Bangor and Aroostook's section crews from Searsport to St. Francis rolled out their motorcars for a routine patrol. Father went out with the rest of the men, expecting to return in time for dinner. He came back 11 days later, bone-tired and shaking his head in disbelief. B&A had 157 washouts, a

bridge was out on the Limestone Branch, and the main line passenger trains were stranded at Milo and at Milepost 95, just south of Millinocket. The only clear track was from Northern Maine Junction to Milo, Millinocket to Oakfield, Squa Pan to Fort Kent, Stockholm to Van Buren, the East Millinocket and St. Francis branches and the Medford Cutoff.

While R. H. Morrison, B&A's chief engineer, and other track supervisors were trying to figure out what to do next, government officials were assessing damage throughout the state. More than 40,000 telephones were knocked out, electrical power was disrupted, trees were down across crumpled automobiles and whole sections of state highway were gone. Gov. Burton M. Cross set the preliminary estimate of damage at more than \$7 million.

The first order of business for Bangor and Aroostook was to repair a washout ahead of Train 7, the northbound Aroostook Flyer, and move it to Millinocket. Later, several of the 49 passengers who were stranded on the train all night praised Conductor Bill Leavitt and his crew, Chef J. Reginald

Clark and Hostess Roberta Whitmore, for tending to their needs.

"I want to congratulate you on the service given by your railroad in the face of extreme difficulties. . . . With the assistance of all concerned, the trip was not at all unpleasant under the circumstances," wrote William P. Harlow, a passenger.

By noon, Sunday, Sept. 12, about 600 workers from the Engineering Department were at work on the washouts. Gravel trains were called out and 15 bulldozers, several power shovels and 50 trucks were hired. Although train service was virtually nonexistent for 48 hours, the track from Van Buren to Fort Kent, Oakfield to Houlton, Brownville to Brownville Junction, and Derby to Greenville were reopened late on Monday, Sept. 13.

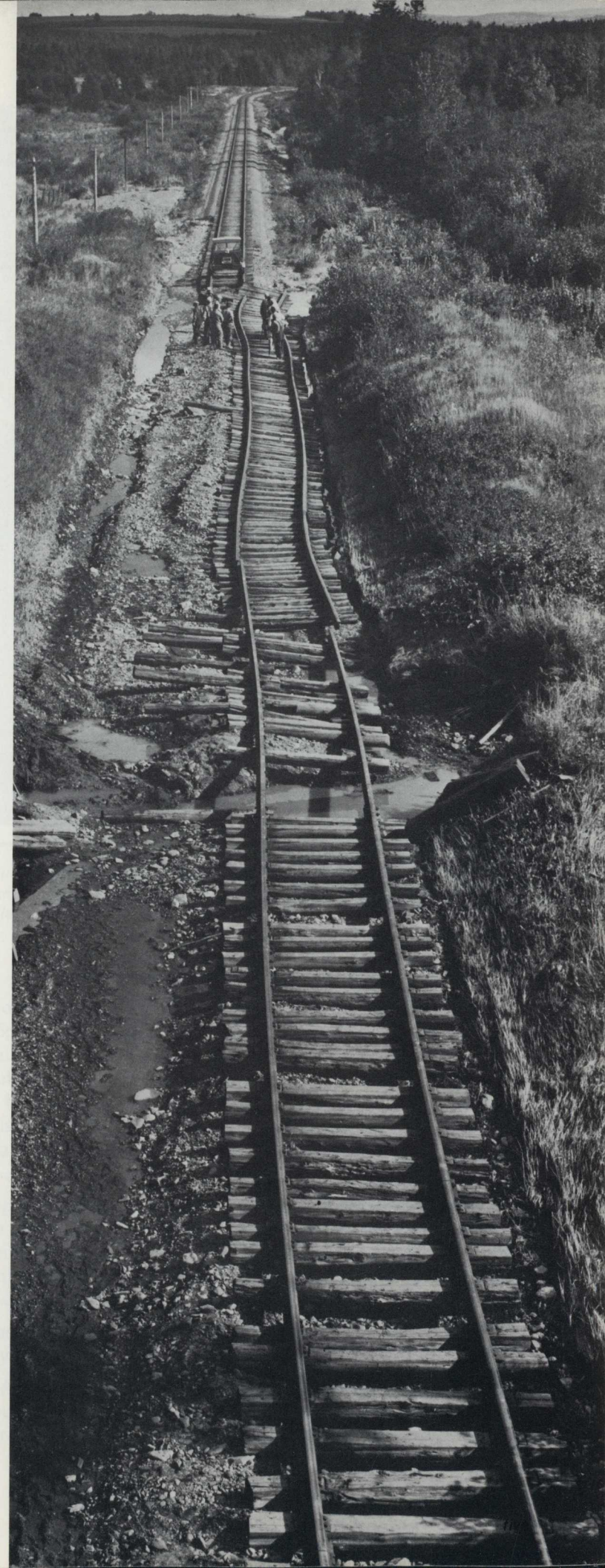
Only 60 hours after section men discovered that a bridge was out on the Limestone Branch north of Caribou, a 60-foot trestle was in place at the site. Because of the herculean effort of more than 100 men, an important link with the Air Force base at Limestone was reopened Saturday, Sept. 18.

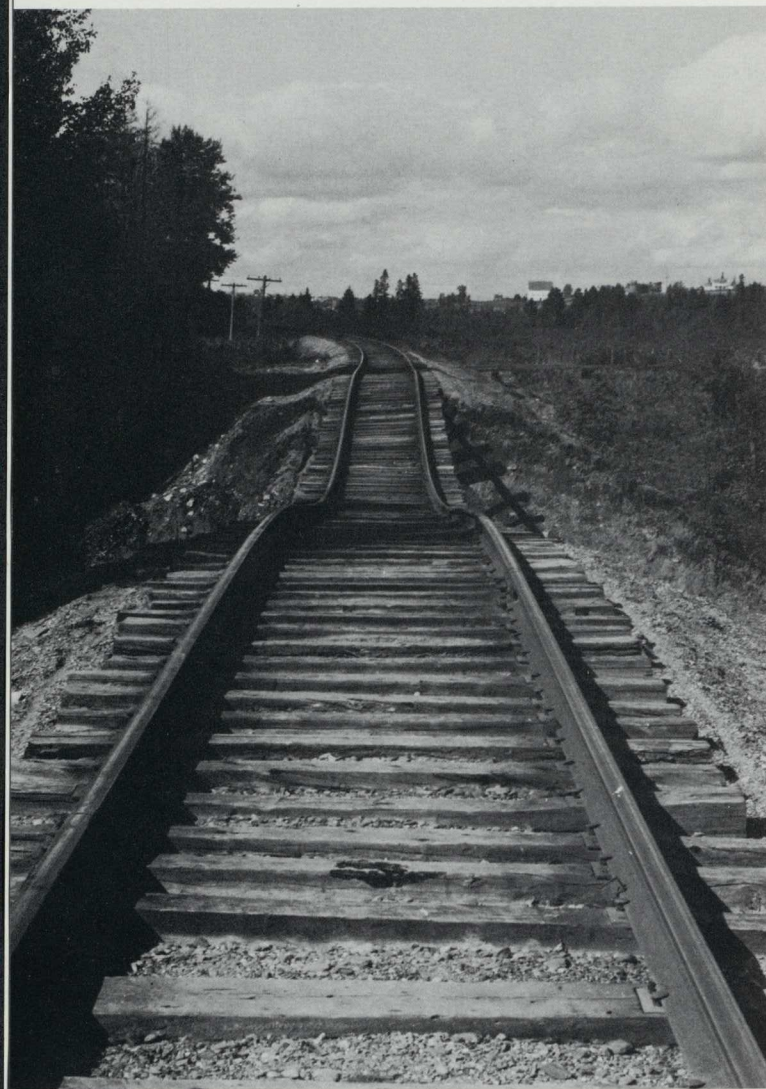
When it became clear that a massive effort would be needed to repair the main line between Presque Isle and Caribou, workers were directed to concentrate on a bypass route through Mapleton, Washburn and Stockholm. There track was supported at several locations on piles of ties until gravel could be obtained. Freight trains were operated over the temporary cribbing at speeds of 5 miles per hour while workers stood by to signal an emergency stop if necessary. At times, cribbing settled as much as two feet when a train crept across.

Patrolmen ran motor cars ahead of every train that was operated on flood-damaged lines. A roadmaster, whose duties required that he get from Presque Isle to Washburn, ran a motorcar over at least one washout that was not blocked with cribbing. The car ran well downhill, but was a little sluggish going up the other side, he said.

From Tuesday, Sept. 14, to Saturday, Sept. 25, passenger trains between Bangor and Van Buren ran by way of Mapleton and Washburn because of heavy track damage south of Caribou. Several hun-

At Barrett's Siding on the brilliant Sunday following the storm, track had actually been moved four to five feet off its resting place by the force of flood waters. At the time of the hurricane, this was main line track used daily by Bangor and Aroostook passenger trains.





Thirty-two years ago in September of 1954, Hurricane Edna lashed the State of Maine causing wide-spread damage to Bangor and Aroostook, marooning passenger trains with passengers and washing out large sections of track. The photograph was made at Ludlow on what is now BAR's Houlton Branch as track workers begin the long chore of putting the railroad back together.

dred feet of track south of Barrett Siding lay intact in the bottom of a washout. Near Dow Siding, a section of the main line hung over a great crevice in the roadbed.

The Engineering Department's records show that the Searsport, Patten and Fort Fairfield branches and the main line from Stockholm to Caribou were reopened on Wednesday, Sept. 15; and the section of the Ashland Branch from Masardis to Squa Pan, on Thursday, Sept. 16. It was Sept. 23 before the line from Smyrna Mills to Masardis was placed back in service. Finally, on Sunday, Sept. 26, service was restored on the main line from Presque Isle to Caribou.

Hurricane Edna cost B&A \$186,000. Men worked 16 to 20 hours a day to put the battered line back

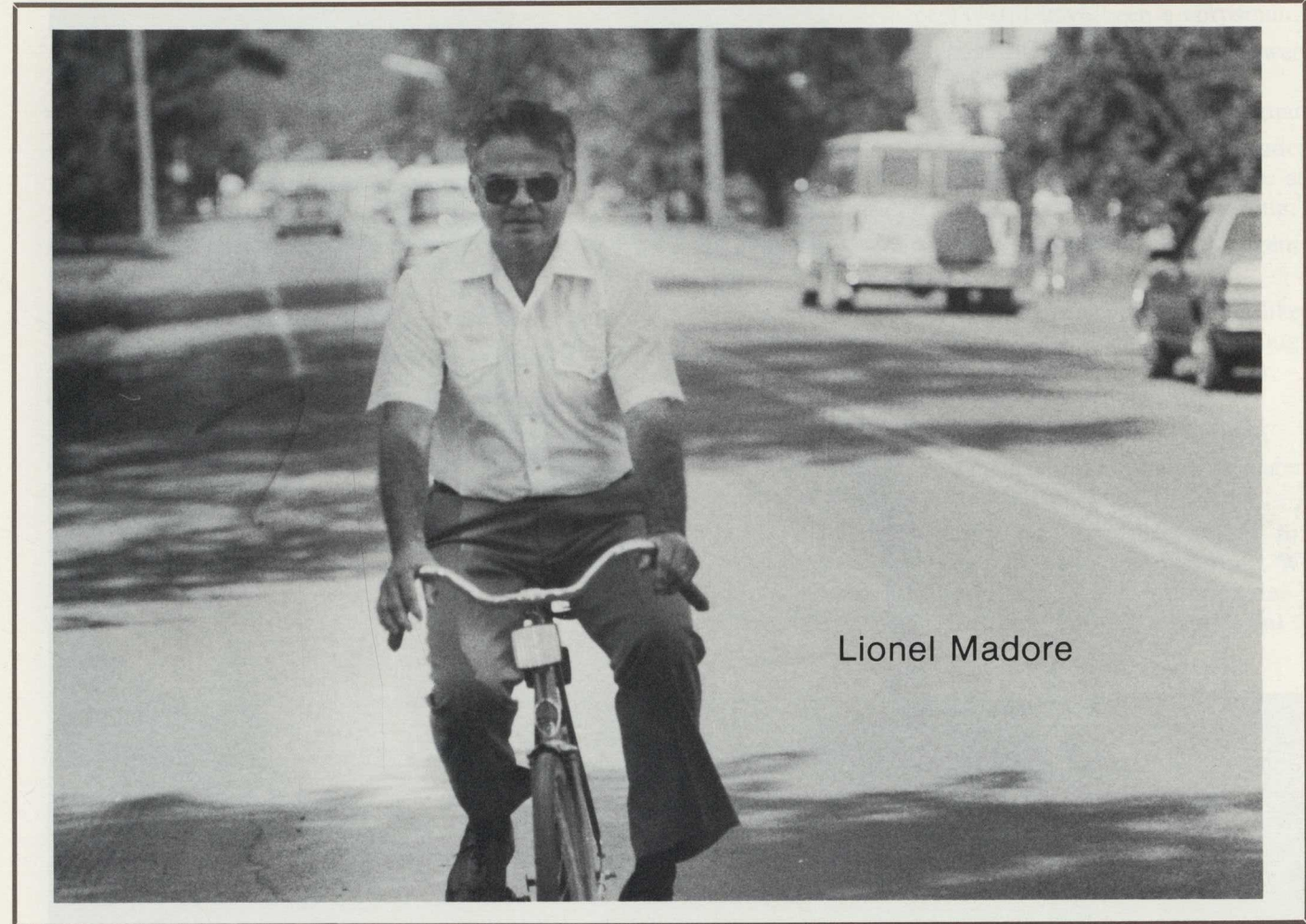


Sagging and unsupported ties and steel were common sights throughout Bangor and Aroostook's system. Train service was virtually non-existent the first 48 hours after the storm. Track forces were quickly mobilized and work begun on the 157 washouts caused by the storm. People who remember it say that more gravel was taken from Horseback Pit at Houlton during the first 24 hours after the storm than normally would have been used in a week of heavy summer use.

into operation. One observer said more gravel was taken from Horseback Pit at Houlton during the first 24 hours after the storm than normally would have been removed in a week of heavy summer use.

Occasionally, an old tie protrudes from the roadbed of a B&A line somewhere in northern Maine. There is a strong likelihood that the tie was buried there more than 30 years ago when an exhausted track repair crew proved that it would take more than a hurricane to keep the trains from making their appointed rounds. ■

It's all too easy to become preoccupied with the achievements and challenges of the present. But we shouldn't forget that others have gone before and have accomplished great things, often with fewer resources than we enjoy. Herb Cleaves' chronicle of the hurricane of '54 is such a reminder. The feat of putting the B and A back together after the paralyzing storm is a story of ingenuity, tenacity and the ability to do a job with the tools at hand. Herb Cleaves is the son of the late Sandy Cleaves, a BAR section foreman, and was himself a BAR employee. He is eminently qualified to make those 11 days in September 32 years ago come alive again.



Lionel Madore

Retirement has provided Lionel Madore with time, both for his family and to get daily exercise, which he thinks is vital to leading a full life. He rides a bicycle regularly and also walks and cross-country skis depending on the season.

Savoring Monday Morning

Lionel Madore has vivid memories of taking the B&A bus from Fort Kent to Smyrna Mills on a Sunday afternoon and trudging the two miles to Oakfield with his mattress and groceries on his back to be ready for work as a trainman Monday morning. His wife, Martha, remembers best about those years that he was almost always away from home.

"During the 37 years he was a trainman then an engineer for the railroad, I don't believe he was home for three parents' nights at school all the time the children were growing up." But she says it with a smile.

"When he retired last October, the first thing I did was give his lunch pail away. I'm still pinching myself to make sure this is really happening to us."

A successful retirement doesn't just happen, of course. And the kind of life the Madores have built for themselves after a productive railroad career is



Martha and Lionel Madore remember that he was only present at three parents' nights at school all the time the children were growing up because of his busy job in train service. The couple now relish the freedom to savor Monday mornings and smell the flowers. On the table in front of the Madores are medals won by the former combat medic during WWII.

the result of careful planning and a healthy lifestyle.

Months before Lionel Madore decided to "pull the pin" at age 62, he and his attractive wife had explored the implications of retirement thoroughly. They decided that there were a great many things they wanted to do together and that it made sense to do them now.

"It's not as if I didn't like my work," he explains. "Even toward the end of my railroad career I'd go to bed at night and I'd be anxious for morning to come. I loved being an engineer. You feel like you accomplish something every day."

But if you've spent a lifetime . . . and a marriage . . . in train service, there comes a time when you want to taste some of the shared experiences you've missed by being away from home so much. That's really what decided Madore to become a full-time husband, gardener, grandfather, winemaker and watcher of forests. He has never looked back.

There was no problem in filling their days. Bring-

ing up five children with a husband who was away from home so much gave Martha Madore a good perspective on leisure time. There was very little of it when her children were growing up. Now she savors it and uses it as carefully as a miser spends his gold.

"Lots of mornings we'll pack a picnic lunch, take the Jeep and just spend the days driving woods roads," she says. "Neither of us is interested in doing a lot of traveling, but we both enjoy the out of doors."

The Madores share the love of family so common to Acadians and spend a lot of hours visiting relatives in Canada and in the St. John Valley.

"You know, the really nice thing about it is not having a schedule," Madore says. "My son and I do a lot of canoeing. I plan to hunt this fall. I like gardening.

"And I make a lot of wine," he adds with a grin. "There's 15 gallons in the basement that's almost ready to bottle."

After they'd made the decision that Lionel would leave his life's work, Martha Madore signed up for a fitness program at the University of Maine at Fort Kent. It changed her life and the trickle down effect was a benefit to her husband of 38 years, too.

During the warm weather months, she walks at least four miles a day outside of the regular exercise program at the University. Lionel either walks or rides a bicycle regularly. In the winter they use the Fort Kent Ski Club's 10 miles of cross country trails. And, since February, she has lost 17 pounds in a weight control program that also took 10 pounds from her husband's solid frame.

"She's a good influence," he says with a grin.

Both the Madores look 10 years younger than they are and they credit diet and exercise for their good health. The big plus from the regimen . . . even though it requires discipline and time . . . is a very positive attitude toward life. One simply feels like doing things, they say.

When he began his railroad career 37 years ago, Lionel Madore couldn't have imagined a time when he would have the independence and freedom he now enjoys. Lionel was one of four brothers, all of whom saw World War II service. He's entitled to wear campaign ribbons with six battle stars representing combat as an infantry medic in North Africa, Sicily, France and Germany. Madore landed in France four days after D-day and was in the fighting up to the surrender of the Third Reich. He came out of the campaign with a bronze star and without a scratch.

"It's funny though," he muses, "I didn't want to be a medic so I volunteered for the paratroops. After they turned me down, I found that even if

they'd accepted me I'd still have been a corpsman."

After the war, he married Martha Pelkey and went to work for the railroad as a member of Leo Levesque's extra gang crew and later as a brakeman.

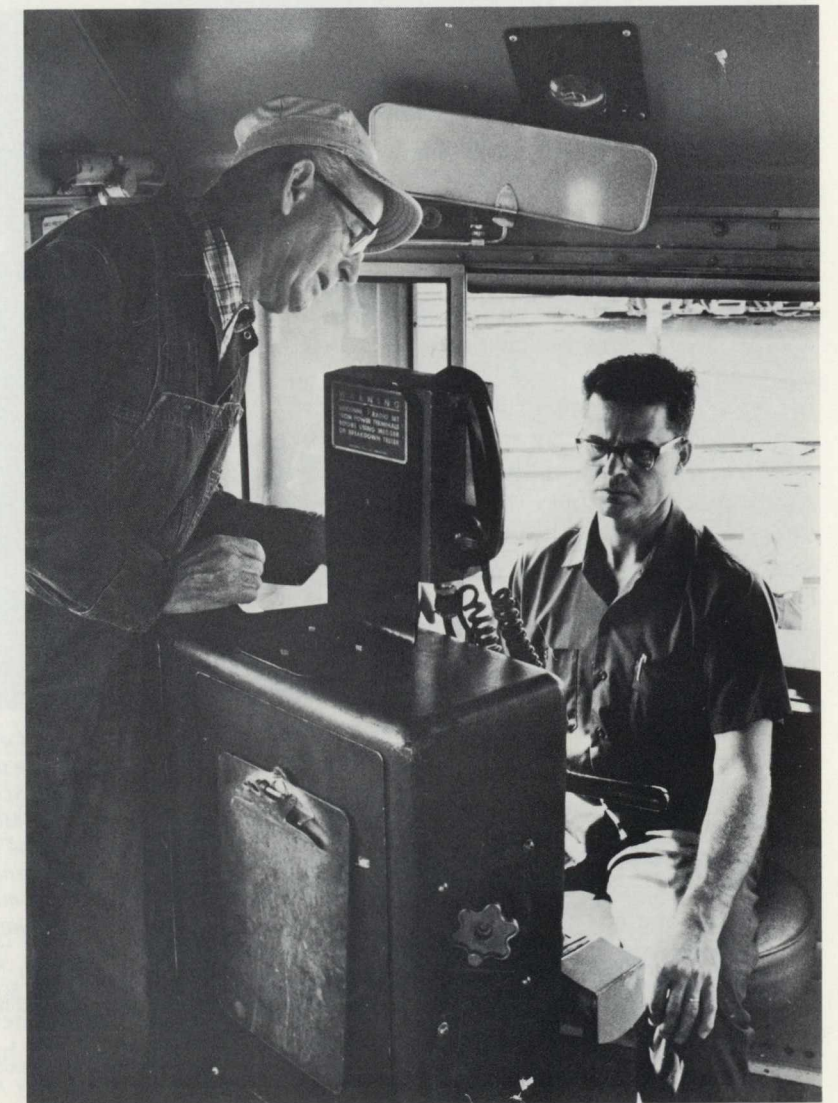
"I didn't like it," he states frankly. "I didn't understand the work. I was always at the wrong place at the wrong time, it seemed. And it was frustrating."

Then he went to work as Railway Express agent for a couple of years.

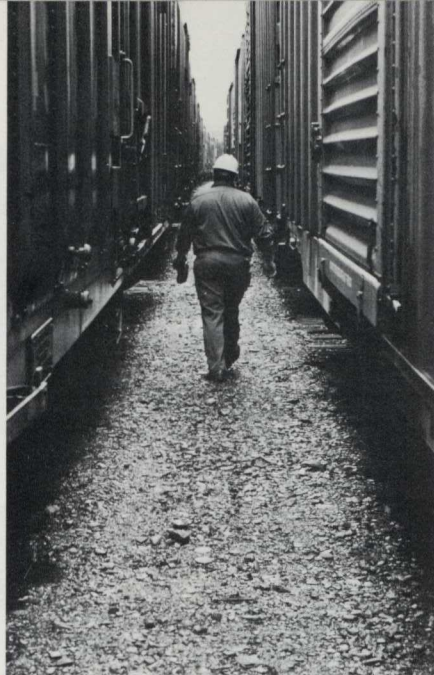
"When I went back to the railroad, I found I liked it. And at age 45, when I had a chance to go through the first engineer training school, I jumped at it. It's been a very good life."

As the Madores start a new part of their lives together, they seem almost like a couple of teenagers with the whole world ahead of them.

Martha Madore puts it this way: "He worked so hard for so long, we feel we've earned this time. We don't feel guilty about doing what *we* want to do. Time doesn't mean anything and it's a wonderful feeling."



Engineer Fred Parent, left, now retired, instructs Student Engineer Lionel Madore in the techniques of operating a diesel locomotive. Madore was one of the first class in BAR's engineer training school in the 60s.



WILL SUCCESS SPOIL JIM SHOLLER?

In Texas, when the Lone Star state was young, lawmen had an axiom that went: "One riot, one Ranger." One Texas Ranger was considered to be sufficient force to quell almost any insurrection.

Jim Sholler doesn't fancy himself as any kind of lawman, but you really can't blame him if he occasionally feels a certain kinship with those early Rangers. Often in his work, it's a matter of one derailment, one carman gangleader. Jim Sholler is a genuine one-man band presiding over a sizeable piece of real estate stretching from Island Falls to Houlton and as far north as Nixon Siding on BAR's Ashland main line. Anything that leaves the iron or which breaks there is all his problem.

Jim Sholler gets a lot of simple, yard-type derailments at the lumber mills and chipping plants in the Ashland area. And occasionally, he'll be asked to work on a locomotive although that's a little outside of his field. On occasion, he's put a locomotive back on the iron. Alone.

It's not quite accurate to call Sholler a loner because that implies a certain antisocial attitude. And Jim Sholler is nothing if not genial. It's just that he's one of those people who likes his own company and likes the challenge of working alone. One sure way to get a job done is to suggest that it may be too much for one man to handle. That's the kind of challenge the burly Sholler relishes.

Jim Sholler and his job sort of found each other and it was one of those fateful matchings that only happens once in a while. When the railroad moved its mechanical and transportation headquarters from Oakfield to Millinocket, some 60 miles south, it added at least an hour's driving time to the Ashland area which had been serviced from Oakfield.



Part of Jim Sholler's job is inspecting cars over many miles of sidings on his far-flung territory. Sholler says he inspects cars any place he can "walk or drive." Sholler, a nine-year veteran in the Mechanical Department, is married to the former Carol Adams. They have four children: James Jr., Yvette Small, Carla and Suzette. Sholler is a strong family man and, despite the 70-mile commute in all kinds of weather, makes the trip every working day.

The solution to serving the Ashland area, which originates the lion's share of BAR's lumber traffic, was to have a man headquartered in the area. In January of 1985, Sholler, a nine-year veteran of the

Mechanical Department, bid the job in and it was a marriage made in heaven.

Sholler was no novice in mechanics. He had worked for Winchester-Western five years as a machinist and spent another five years in the Wallingford (Conn.) Steel Rolling Mill as a machinist set-up man. He's a welder as well as a machinist and has discovered that he needs all those skills in his solitary job.

For a person who enjoys a challenge and likes to work alone, the job was made to order. The range of tasks is so varied "it makes it real interesting," Sholler adds with a grin.

There was the time a couple of months ago that No. 85's locomotive just up and died at Easton. The dispatcher called for highway transportation to take the crew back to Squa Pan to dismiss. Then, almost as an afterthought, Chief Dispatcher Earl Shields called on the radio and asked for a mechanical man to take a look at the dead unit.

"Jim answered and I really didn't think he could get it going, but I asked just to cover all the bets," Shields recalls.

Sholler arrived about 15 minutes after the crew had left.

"I thought to myself they didn't have much confidence in me to dismiss the crew before I even got there," Sholler chuckles.

Poking into the engine, he found that it wouldn't load because an inspection cover had worked loose and fallen on the commutator, grounding the motor. Replacing the cover took care of the problem and Sholler relished calling the dispatcher to let him know he could move the train... if he could find a crew.

His uncanny ability to work out problems by himself has made Jim Sholler something of a legend among the dispatchers and train crews he works with.

There was the Saturday recently when 85's crew called to report the engine on a loaded mechanical refrigerator car at Caribou had quit. It was a circumstance that couldn't wait until Monday, so Shields started looking for help. The problem was in Kevin O'Connor's area, but he was on vacation. He finally tracked Sholler down at his weekend job as millwright and general factotem at Friel's Lumber Mill at Smyrna Mills.

Sure he'd go to Caribou, he said. Now the refrigeration unit of a mechanical car has the reputation of being a stubborn beast and Shields covered a \$5 bet that Sholler could get the car started and save the expensive load.

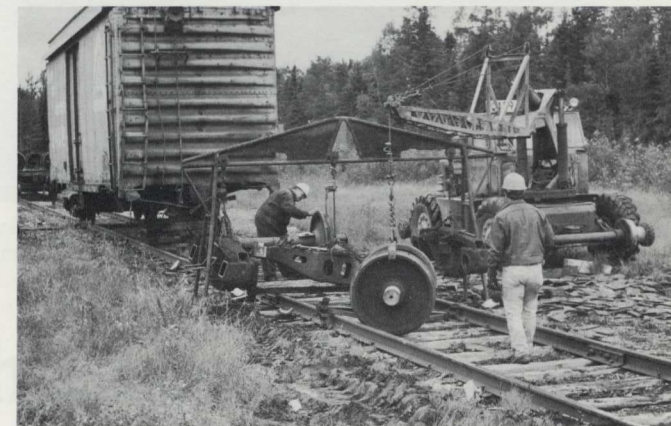
It was a bet he was delighted to collect.

Sholler's work isn't all trouble shooting and challenge. There's a lot of routine inspection and maintenance, particularly on BAR's fleet of well-used

Sholler, O'Connor and Stewart roll the completed trucks back under the car.



Sholler and Kevin O'Connor, who has the same kind of job in the Presque Isle area, use a hydraulic jack to change out a set of wheels on a car that's been crippled at Moody Siding.



Changing out wheels is usually a job for more elaborate facilities at Millinocket and Northern Maine Junction. But the three-man crew, including O'Connor and Machine Operator Dan Stewart, do the job in the field with the aid of a Pettibone.



Before the new wheels are installed, Sholler gauges and inspects them.





Jim Sholler's truck is a legend among the train crews and others he works with. The crane arrangement is his own design and fabrication project. Here he uses it to lift a 170-pound locomotive grab into the bed of his pickup truck.

woodchip cars. He looks at cars "anyplace I can drive or walk to." Once he jacked and shimmed the center plates on 12 cars in a single day to correct FRA defects. Besides checking safety appliances, he must keep track of scheduled maintenance on equipment.

A movement of woodchips from Ashland to Fraser Paper in Edmundston, New Brunswick means that the chip cars must go through a rigorous interchange inspection with Canadian National at the border. In the beginning, getting the necessary 50 cars whipped into shape was a problem. If a car had a defect, it would either be shipped in Canada at significant cost or returned with its load to BAR. Neither was an acceptable alternative. But with bulldog persistence Sholler worked out a system to keep the cars rolling and now a shopping or car return is rare.

"The only problem," he grumbles, "is that they take the cars while I'm on vacation."

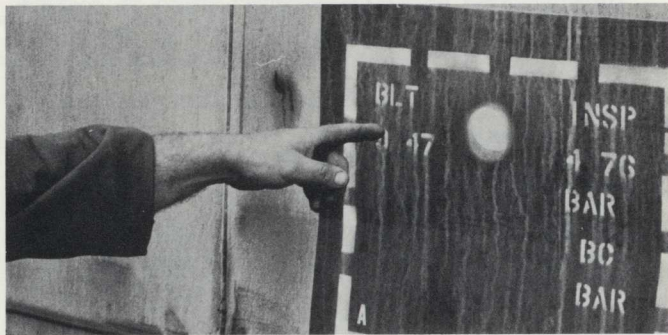
Almost everything about railroad cars is heavy and for a man working alone it presents problems. But Jim Sholler has utilized his own talents as a welder-machinist and innovator to even the odds of one man against a boxcar. His well-stocked pickup truck sports a hand winch of his own design and manufacture that enables him to pick up tools like a 180-pound lift grab, used for re-railing engines and cars, and swing it into his truck without straining his back. He also has a reputation for never having to return to his Squa Pan headquarters for tools or parts when he's out on a job. Whether it's a knuckle or a knuckle bar for a boxcar, it'll be in the back of his pickup.

"When you have to drive 35 or 40 miles to get to the job, you can't afford to be going back home for parts or tools," he says with a shrug.

The biggest job he tackles is changing out wheels

on cars that have been crippled. Normally a car will be moved into the Millinocket or Northern Maine Junction car repair tracks for wheel changes. But sometimes the equipment has to be dropped where it's crippled and then Sholler has a big job. Usually, he and his counterpart, Kevin O'Connor from Presque Isle, will get some help from the section foreman in the form of a pettibone with a boom and do the job where the car sits. Their best time in changing out wheels on a car is four hours. Given the small crew and field conditions, it's an extraordinary accomplishment.

Because he's accommodating to train crews, he gets a lot of extra effort from them in return. And from the lumber companies and chip plants he works with, too. He once righted three cars that had been rolled over without calling the wreck outfit, he says with a trace of pride, because the mill contributed some of its big equipment to help.



The small splash of blaze orange paint is Sholler's personal code and shows him at a glance from a moving truck that he has inspected and serviced a car that's used in interchange traffic with Canadian National.

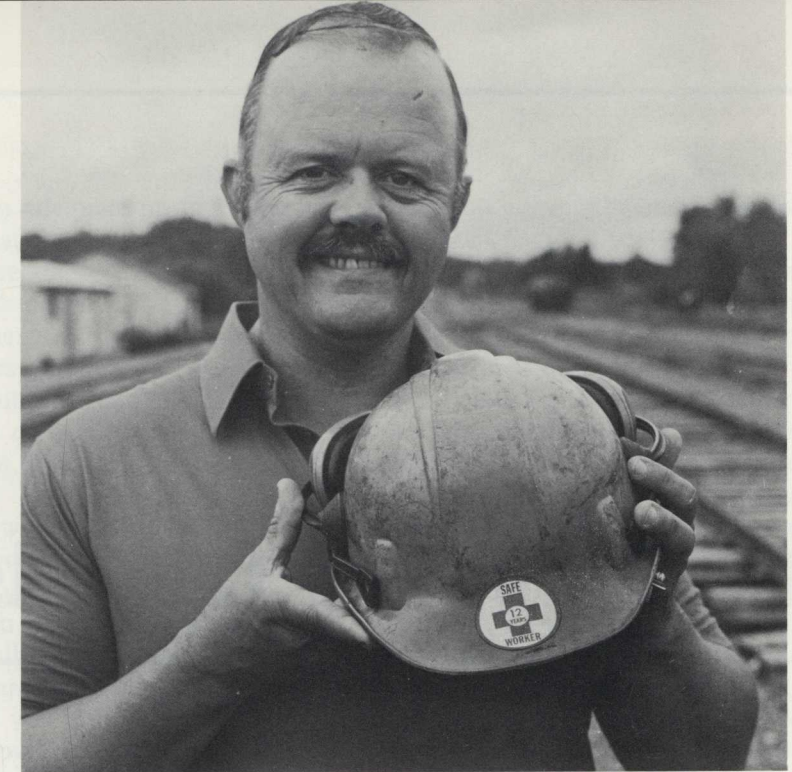
The thing he likes least about his job, he confesses, is the billing for the work he does. It's a rainy day chore and he hopes for a lot of sun.

For fun, the 44-year-old Sholler likes "to build stuff with metal." He works most weekends for a lumber mill in Smyrna Mills and has designed and built a log turner for them. He also designed and built both a front-end loader and rototiller for his farm tractor. In his spare time for the past six years he's been first selectman for the Town of Oakfield.

Sholler says his job isn't exactly high tech... "it's 1920s technology..." but the challenge of it suits him just fine. And as his boss, Harold Hanson, put it: "We needed a man who had initiative, who could make judgements on his own and who had a lot of common sense. Sholler is walking proof that if you have the right attitude, you can always find a way to do what you want to do."

But what really said it all was a package of forms sent him from the dispatching office by railroad mail. It was addressed:

"Superman
Squa Pan."



Still bearing the scars from the accident, Foreman Mel Johnson holds the hard hat which he credits with saving him from severe head injuries in the August 11 accident.

Mel Johnson changes his mind

August 11 was one of those dark, rainy days in Aroostook County. At Squa Pan, Foreman Mel Johnson was headed south on the way to where the Kershaw ballast regulator was working. The small motorcar he was operating was well within the speed restrictions and he was watching the track ahead.

Without warning, the front wheel struck a piece of crushed rock that was laying on the rail; the rain and the darkness of the day made it virtually invisible. When the wheel struck the rock, the motorcar bounced once, landed sideways between the rails and stopped dead.

Johnson, wearing a rainsuit, hardhat with earmuffs down and safety glasses, was catapulted through the air nearly half a rail-length... perhaps 17 or 18 feet.

"There wasn't time to be scared," he said, reconstructing the accident. "I found myself flying through the air and the thought flashed through my mind 'please don't let me hit a rail.'"

"I stuck my wrists up so I wouldn't break my fingers, then I hit between the ties on my belly and forearms. The hard hat flew off but only after it broke the force of the fall."

Johnson tried to keep his face out of the crushed rock as he skidded 10 feet along the track.

"When I came to a stop," he remembers, "I was dizzy and felt blood on my head. My safety glasses were broken but my eyes were okay. I could hear the

train crew of the Squa Pan local talking on the radio which had stayed on the motorcar."

Johnson experimented with his limbs. When he discovered that everything worked, he crawled back to the motorcar and radioed the train crew that he had been hurt.

Within minutes, his crew arrived and he was taken to a hospital emergency room. With all the potential for serious injury, Johnson walked away from the accident with only a sprained ankle and some superficial cuts. But it wasn't just luck, he thinks, that he got off so easily.

"There's no question in my mind," he says, "that if I hadn't been wearing the hard hat I'd have been seriously injured. Even though I lost it after I hit, it broke the force of my fall. The rain suit and the heavy wool jacket underneath it prevented me from losing a lot of skin, too."

Johnson says he's always been a believer in safety glasses, but thought the hard hat rule was a little silly.

"I figured hard hats were okay when you were working around overhead cranes, but I couldn't see any reason to wear one all the time. I also thought the sweeps on the motorcar were superfluous; in the 20 years I've worked here I never heard of sweeps preventing a motorcar from being derailed."

He hesitates for a moment, and smiles: "I have to say that after that little episode I've changed my mind some about motorcar sweeps and hardhats."

A letter to some friends

Given the need to work, to put food on the table and keep a roof over your head, I can't think of a more interesting way to make a living than railroading. Time doesn't creep by in a procession of days that don't change. Most of us who found ourselves following the craft as young people have stayed. Someone asked me once why I stayed most of a lifetime with the railroad when the world was beckoning; I thought of the punch line to a familiar bawdy story: 'Just lucky, I guess.'

I've shared crackers and sardines on a night freight with men who now have autumn in their eyes and silver in their hair. I see reflections like theirs when I look in a mirror.

I guess railroading is as much a brotherhood as soldiering. The difference is that most of us soldiered when we were young. Railroading provided for us a continuation of camaraderie and excitement as well as a sense of being part of something worthwhile.

Probably every railroader thinks his (her) railroad is unique and special. Bangor and Aroostook people *know* theirs is. Oh, we have family spats now and again. We complain about management (Or the Transportation Department. Or whatever.) But it's like bitching about a family member; it's okay for you to do it. But it's unacceptable from anyone outside the family.

Modern business wisdom is contemptuous of the notion of a business family and long-term company loyalty. But without being sticky about it, most of us feel part of an extended family. There's a sense that someone cares. I'll bet you can't go into a station or a sectionhouse anywhere on the system without seeing a "paper" tacked to the bulletin board saying that so-and-so is off sick and needs help. What's more, the envelopes attached are stuffed with greenbacks. I've seen dozens of acts of personal charity among railroad employees and management that were

done quietly without any thought of recognition.

In a way, I suppose, we're obsolete. At least when viewed against contemporary business values. But there's a gritty strength in us. A kind of perversity that may be a legacy of generations who wrested a living from the thin soil and who sailed wooden ships to the corners of the globe. My grandfather called it cussedness ("They all had trust in his cussedness and knowed he'd keep his word") and it was a compliment.

I once watched a tie crew beat an all-time system record for ties installed in a single day. They weren't going to earn any more money for all that effort. It was hot and the blackflies were fierce. But when it became known that they had passed the previous record, it was like the final laps of a long-distance race. Nothing mattered but putting in ties. Not sweat in your eyes. Not blackflies. These weren't college kids, you understand. They were tough. . . maybe a little cynical. . . trackmen and they gave the job everything they had.

That's cussedness.

It's this quality that helped us survive the terrible buffeting of the northeast rail bankruptcies. It helped us survive the loss of the potato traffic (itself the result of the northeast bankruptcies and the building of the Interstate Highway system) when a lot of people thought BAR would go down the tubes without it. Deregulation has been our greatest battle. The final chapter has yet to be written but we're positioned to ride out the storm. If we can make the changes. If we are steadfast.

("They all had trust in his cussedness and knowed he'd keep his word.")

The point is that we have come through all of these crises because of our loyalties and our values. They may have been frayed around the edges by change but they're essentially intact. Most of us

understand that making an adequate profit is absolutely vital. A business that doesn't make enough profit commits the ultimate sin against its workers. But Bangor and Aroostook has always balanced the profit need against the other needs of the institution. Even during the lean years of the 70s, it was an article of faith that you put steel and rock and ties back into the railroad. An ownership just interested in the bottom line and the quick buck would have acted very differently.

We may have grumbled when there wasn't as much track work or car repair programs as we remembered from the good years. But we understood that you don't spend more than you earn. Old fashioned loyalty and a sense of family played a big part in bringing us to where we are now. It's been a two-way street.

We now find ourselves poised on the brink of the greatest adventure. . . or the greatest disaster. . . we've faced in the nearly 100 years of our history. The diminished government role in the transportation industry has toppled trucking companies, airlines and, yes, railroads, like jackstraws. It hasn't been just small companies. Big, proud companies. . . MacLean's Trucking, Braniff Airlines, the Rock Island Railroad, The Milwaukee. . . have disappeared, along with lesser businesses.

We read that the new competition in transportation is bringing great benefit for transportation consumers and that's probably true. Last year, 1,533 trucking companies went broke. And a couple of airlines. At least one major railroad is close to the red line. And a host of smaller roads are in trouble. It's hard to appreciate all the good stuff deregulation is bringing when you see your friends being laid off and your own life filled with uncertainty.

If there was one thing about a railroad and a railroad job it's that it was secure and predictable as you worked your way up through the roster. Those of us who have spent most of our careers in the craft are suddenly faced with a whole new set of rules. It's as though they got changed in the middle of the game and it doesn't seem fair.

It isn't. But fair doesn't have much to do with life.

It's obvious that the changes that have taken place are too far reaching to hope for a return to what most of us remember. I can remember the sound of mile-long night freights moving solid trainloads of potatoes. It was the sound of money and security as well as romance and tradition. That changed because of the building of I-95 which made the trip to Aroostook easy and cheaper for the trucks. The financial weakness of northeast carriers played a role, too. We adapted to that change by shrinking our rail-

road and our employees. It was painful but we did it without changing very much the way we railroaded.

But the environment brought about by the 1980 transportation act is so fundamentally changed that we're going to have to rethink and change hallowed customs and tradition. In truth, we already are. That's painful. Personally, I even resist changing barbers. But there aren't any alternatives. There aren't even any guarantees that we'll succeed if we do make the changes. But I know enough about Bangor and Aroostook people to put money on them if they decide to do what has to be done.

We've been negotiating for 17 months now and with most crafts we don't seem much closer than we were in May of 1985. Every month that passes while we attempt to hold onto the past weakens the railroad. It's obvious that we didn't put in enough ties this season. Or enough rock and steel. We didn't repair enough boxcars. Some of our machinery is old and mostly worn out. We need the dollars we can save by railroading a different way to buy machinery and tools, to buy ties and rail. And the world around us continues to change while we try to preserve the past.

I think when push comes to shove, we'll get on with it and do what we have to do. I think we'll make it work, too. Not because we'll rebuild our plant. That's not the most important part of a railroad. The most important part of a railroad is the people who make it work with their sweat and muscle and brains. We'll make it work because holding on is what we do best. If we didn't there'd be nothing in this inhospitable land but trees and rocks and a handful of rich sportsmen.

As we watch the bloodbath taking place in the transportation business, there's a suspicion that people don't count any more. But, when you think about it, no institution lasts very long without loyalty from workers or whatever constituency it depends on. We may say that we work for money. If we're honest, we'll admit that money is quite a way down on the list of our reasons for working. A job tells you who and what you are. It can make you feel appreciated in a way that a paycheck never can. It can give you a sense of belonging that doesn't come with just a paycheck.

A certain part of every generation is destined to re-invent the wheel. And those who hold that business is just a matter of making the right moves to maximize profits are probably doomed to repeat the mistakes of others who came before them.

The most important bottom line is that people still count. They always have.

R.W.S.

CROSSING PROJECTS:



One of the challenges of a reduced workforce is to utilize smaller crews efficiently, providing the fullest possible employment for BAR people, and still do the ambitious projects required. The track crew experimented with a major crossing rehabilitation in Fort Kent using a five-man BAR crew along with contractors who are responsible for the highway portion of the project. The compacted sub-base pictured in the foreground stands ready for a prefabricated track panel at the end of a long day August 19.

WORKING SMARTER

When you're rebuilding highway grade crossings, conventional wisdom says that you use large crews and lots of heavy equipment. There's a contractor crew to excavate and do the paving work. There's a railroad crew to build track and do railroad work. And at any time during the rebuild period, the scene resembles a Chinese fire drill.

While railroad workers do their thing, contractor employees stand around watching. And vice versa.

The people who do the rehabilitation work on Bangor and Aroostook crossings figured there ought to be a better way to do it. The process was helped along by the shrinking maintenance workforce. Instead of having available, say, a 15-man crew, there were five. One option was to put on extra people for a short period. The other alternative was to find a way to do the work with the force available and make the jobs last through the construction season.

Offering full employment seemed a better choice if a small crew could do the work. The experimental crossing projects were given to Manager of Communications and Special Projects Gordon Duncan.

A new arrangement with the MDOT sharing costs of crossing rehabilitation with the railroad on a 95/5 basis allowed rebuilding of four major crossings in 1986. The Station Hill crossing in Fort Kent was the first project scheduled.

As Duncan explains, the location of the crossing "is the poorest place you can imagine for a grade crossing. The hill causes water drainage almost year round and there's heavy traffic."

The actual building of the track is the biggest component in a crossing project, so the railroad crew built a 129-foot panel including steel and ties on a siding near the crossing. The crushed rock was moved in and stockpiled.

"The contractor was responsible for all excavation, flagging, placing of the crushed rock, compacting of the subgrade and all the non-railroad work," Duncan explains.

The sun wasn't showing in the August sky when the project began August 19. A temporary road was built around the construction site and the existing track dismantled.

The contractor's crew began the job of excavating the old crossing material. By mid day, the subgrade had been placed and compacted and a filter blanket of fiberglass installed. Its function is to allow water to pass through but to keep mud from entering the track structure. A foot of crushed rock was laid down and compacted to the exact grade of the track.

The most dramatic moment came 12 hours after the work began when it was time to drag the prefabricated track panel into place. A large power



Prior to the day when all the crossing work was done, BAR crews constructed a 129-foot panel of track including steel and ties.



Bangor and Aroostook track crews prepare to connect the north end of the track panel with existing track.

shovel made fast to the panel with a massive wire cable took a strain off the load. For an instant it seemed that the burden was too great for a mere machine. Then it began to move and you could sense the excitement among the men who had labored the long day. A railroad loader joined the effort, pushing on the rear of the panel.

By 11 that night, the track was in place and 212 was able to pass over the crossing.

The final addition of a prefabricated crossing surface and a 26-foot signal mast with motion sensing equipment will finish the task.



After the excavation, the insulation of the filter blanket and crushed rock, a power shovel and Bangor and Aroostook loader moved the track panel into place.



The following day a surfacing crew moved in to line the track and make final adjustments. Installation of a 26-foot cantilever signal mast and motion-sensing equipment will finish the task.

Duncan thinks that the pilot crossing project was a success.

"We met our goal of completing the job in five days," he says. "We did it with the existing crew. We all learned from it so the next one will be easier. We now know we can do this kind of project with a smaller crew and we can offer them a full season of work."

Probably no one will ever solve the problem of people waiting for other people to finish their part of a job, Duncan says. But with a five-man crew, there are only five people waiting for others to finish.

IN SEARCH OF THE WILD MUSHROOM



Barbara Cole, wife of Track Patrol Foreman Gordon Cole, prowls her woodlot in search of wild mushrooms for the table.

Barbara Cole gets annoyed when she hears people complain about boredom. This busy lady has trouble finding enough hours to do the things she wants to do; there's never a problem with finding ways to fill up the hours. In the fall, she cooks and cleans for the 20 or so hunters who are sports at the hunting lodge on Northwest Pond owned by she and her husband Track Patrol Foreman Gordon Cole. In the summer, there's a garden and canning.

But one of her favorite activities is mushrooming. Mention the harvesting and (horrors) the eating of wild mushrooms and most people regard you as they would if you were a juggler of dynamite caps.

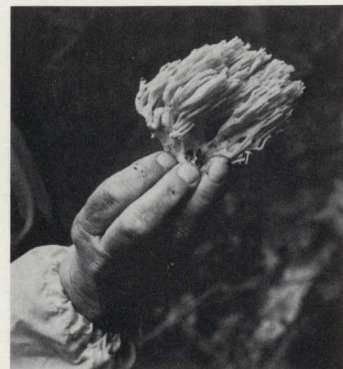
"One thing you learn quickly about wild mushrooms," Barbara Cole says, "is that you need a good field guide and, better still, to go with someone who can identify the varieties you intend to eat. Even

then, it's a real adventure the first time you pick and eat a mushroom that you've identified yourself."

Mycology and mushroom hunting fit nicely into Barbara Cole's lifestyle. She likes being outdoors and she likes the woods. In her case, the forest is only a couple of hundred feet in back of the Cole's house on Pine Street in Dover-Foxcroft. This year, the six acres they own on the ridge that overlooks the town were carpeted with wild mushrooms.

"Mushrooms like water," she says, "and we had a lot of it this year. It may have been bad for vacationers, but it was great for mushrooms."

During a 45-minute walk through the Cole woodlot, Barbara Cole picked and identified 18 different kinds of mushrooms, at least four of which she has harvested and eaten. They ranged from brilliant scarlet hued fungus to delicate whites. She's scrupulously careful in handling different varieties when she's harvesting for the table; handling poisonous mushrooms, then handling mushrooms that you intend to eat can cause contamination, she says. Freshness is important, too, because mushrooms tend to decay like protein.

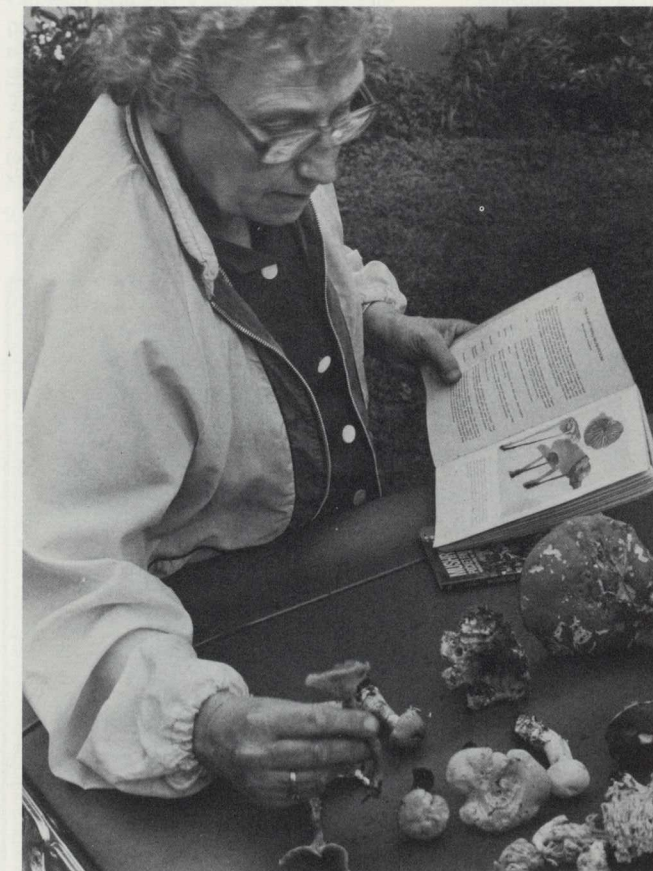


Mrs. Cole identifies and picks for food about four varieties of wild mushrooms. Clavaria, left, the club type fungus, is one of the common edible varieties which is difficult to confuse with anything poisonous.

She picks and eats perhaps a half dozen varieties of mushrooms that she's learned since her son, Rodney, came home from Viet Nam and got her interested in mycology. The chanterelle, a bright orange-yellow fungus, is one of her regulars along with the clavaria, a delicate, clublike mushroom. Whenever she's confident enough after reading and field investigation to try a new mushroom, she approaches the eating with caution, consuming only a small quantity the first time.

"Mushrooms often affect individuals differently," she explains. "A mushroom that I might be able to eat with no bad effects might disagree with someone else. I suppose it's all related to allergies. For example, there are several mushrooms that are okay to eat if there's no alcohol in your system. But if you've had a drink, eating those same mushrooms can make you ill."

If you can imagine the mushrooms that appear overnight after a rain as fruit on the branches of an underground tree, she says, you can imagine the vast underground network of mycellium, threadlike



When handling varieties of mushrooms destined for the table, she says, it's necessary to be careful not to touch the poisonous varieties which could cause contamination. A good field guide, as well as some extra personal tutoring, is an absolutely indispensable ingredient for the amateur mushroom hunter. Following her mushroom hunt, during which she picked 18 different varieties of mushrooms, she consults her field guide on doubtful varieties. Mrs. Cole has been hunting and harvesting wild mushrooms for about 18 years.

branches that support the fungus that appears on top of the ground. The mycellium grows at an incredible rate; in 24 hours a fungus colony can produce more than a half mile of new mycellium. Fungi are essential to the life cycle of every living thing. The process of decay would not be possible without these primitive organisms, little changed since the age of the dinosaur. Each living cell is born, reproduces, dies and is returned to the earth by fungi and bacteria.

From the beginning of recorded history mushrooms, also known as "toadstools", were regarded with superstition and a whole body of legend has built up around these useful fungi.

American Indian, Greek and Roman legends agree that mushrooms sprang up after a bolt of lightning had struck the earth.

In German folklore, however, there was a darker explanation for mushrooms. Legend has it that the chief god, Wotan, and his followers are pursued through the forest by devils. As they ride faster and faster, blood-specked foam falls from the mouths of their horses. The following spring, a beautiful red poisonous mushroom whose cap is flecked with white is to be found where a bit of foam fell to the earth.

Mushroom gathering is traditional in much of Europe and is accepted both as an avocation and a food source. Americans are much more cautious, however, and for most of us the only mushroom we're exposed to is the *Agaricus Campestris* which can be grown commercially in caves.

The danger of mushroom poisoning is real, Barbara Cole warns. Two of the deadliest fungi, the Death Cap and the Angel of Death, are found frequently in Maine fields and forests, and the first step in the education of the new mushroom hunter is to learn to identify them. There is no known antidote for their virulent poison and symptoms seldom appear until 10 hours after the mushrooms have been eaten. On the other hand, she says, there are at least a half dozen very edible varieties that are easily identifiable and difficult to confuse with any other variety. It's these varieties that the Coles harvest and eat. One such fungus is the Bear's Head, a variety found hanging from the branches of decaying hardwood trees and which can attain a weight of several pounds. The Giant Puffball is another easy-to-recognize mushroom. In its young stages, it is hard to confuse and is much sought after by knowledgeable mushroom gatherers.

For the careful gatherer using a good field guide, Barbara Cole thinks there's less risk from this fascinating avocation than riding in an automobile. It's also hard for her to imagine a more pleasant way to spend two hours on a crisp fall morning than poking through a forest grove in hope of discovering that most sought after of all fungi, the morel. Even good friends don't share the location of that delicacy. ■



L. W. Littlefield

Senior Vice President Linwood W. Littlefield was honored on his retirement with a party at Pilots Grill in Bangor May 19. Littlefield entered railroad service with Merchants Despatch Transportation in 1942 and stayed with that company for nine years. He entered Bangor and Aroostook service in January of 1952 as a subforeman and held positions from clerk to manager of car service, manager of operations, vice president-operations and senior vice president during his long career. He was active in many professional organizations and was past chairman of the Railroad Owned Refrigerator Car Committee; past chairman, Car Efficiency Committee; member of the Northeast General Managers Association and past chairman of the Operating Committee; a member of the New England Railroad Club; a member of the Committee on Car Service of the Association of American Railroads; and a member of the O-T General Committee of the AAR. He is also active in several civic and church organizations. During WWII he served in the U. S. Army.

Mr. Littlefield attended Hermon High School and Husson College. He is married to the former Eula McGowan. They have three children: Mrs. Gaynor Reynolds, Hermon; Mrs. Gail Sinclair, Carmel and Mrs. Karen Schacht, Hermon.

Mileposts

10 YEARS

Harold J. Badger
Thomas D. Bell
Brent D. Brewer
William H. Bruns III
Gary A. Burke
William P. Cahill
Michael D. Carroll
Wayne E. Doore Jr.
Roland E. Dorval
Gregory N. Goodine
Roland E. Kennedy
Bruce F. Larlee
Richard A. Martin
Richard W. McCarrison
David H. Michaud
James Morizzo
Gary W. Percival
Kirby P. Robertson

Thomas C. Ryan
Shirley R. Strout
Brenda L. Tarr
Robert M. Thibodeau
Joel L. Trickey
Edward P. Washburn
Richard H. Wyman
James E. Young Jr.

15 YEARS

Paul J. Raymond

20 YEARS

Alvin E. Cross Sr.
Andrew S. Dow
Melvin S. Johnson
Martin L. O'Connor
Stephen H. Rhoda
Lyle E. Shelley

30 YEARS

Donald F. Breen
Kenneth G. Cosman
Richard N. Dee
George E. Deshane
Ronald R. Gagnon
Leigh A. Hutchinson
Thomas A. Mercier
Harry C. Perkins
Harry G. Sinclair

35 YEARS

Charles E. Hand
Roy E. Ireland
Irwin W. Pike
Richard P. Shaughnessy

40 YEARS

Beverly F. Smith

In the Family

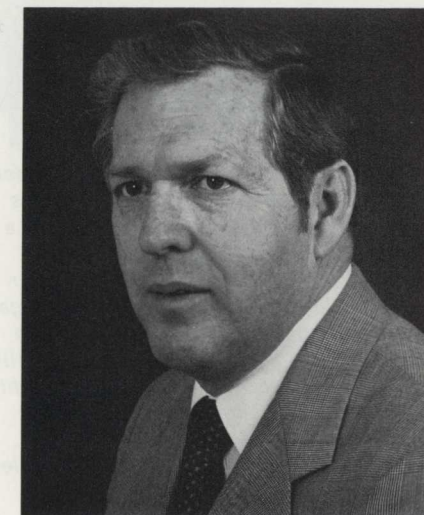
Accounting and Data Processing

Programmer Tim and Theresa McLaughlin are the proud parents of a son, Jack Eric, born April 24 at Eastern Maine Medical Center in Bangor. Jack is their first child and weighed in at 7 lbs. 12½ oz.

Our sympathy to the family of Earle J. Trainor, retired machine operator, who died August 3. He was born in Bangor, March 10, 1913, the son of Patrick and Catherin (Malloy) Trainor. He was employed by the BAR for nearly 17 years, retiring in December 1963 due to ill health. Surviving besides his wife, Lucille (Lander) Trainor of Bangor, are one son, Michael E. Trainor of Wales, Maine; two daughters, Mrs. Robert (Sylvia) Drew of Raleigh, N.C., and Mrs. Richard (Colleen) Laliberte of Bangor, six grandchildren and several nieces and nephews.

Retired Clerk and Mrs. Robert Girvan of Kenduskeag celebrated their 50th Wedding Anniversary on August 10 at an open house hosted by their six children and their spouses: Margaret Patterson of Hudson; Bill and Lois Girvan, Harold and Mary Call, Kenduskeag; Richard and Janet Greene of Tompkinsville, Ky.; Bob and Karen Girvan and Peter and Barbara Rozelle, Kenduskeag. The Girvans were married on August 15, 1936 at St. John's Episcopal Church in Bangor. Bob was employed by the BAR for thirty-three years after which he owned and operated the Kenduskeag Valley Golf Course, retiring in 1974. Over 100 family, friends and neighbors from nine states attended, including eleven of their twelve grandchildren.

Manager Data Processing H. William Oliver became a grandfather July 16 when



Ronald J. Strout, son of former BAR president and Mrs. W. Jerome Strout, has been named director of technical services, E-Systems Melpar Division of Falls Church, Virginia. The company is engaged in research, engineering, development and production of electronic systems and components. Prior to his new appointment, he had been associated with General Electric Company at Portsmouth, Virginia for 28 years. Strout received his BS degree in electrical engineering from the University of Maine and has done graduate study at the University of Alabama and Syracuse University. He is married to the former Sarah Palmer of Bangor. They have two sons: Douglas, an architect in Baltimore, Maryland; and Stephen, a student at James Madison University in Virginia.

Samantha Katherine Oliver was born to Andrew and Kim Oliver of Camp Springs, Md. where he is serving in the U. S. Air Force.

Mechanical & Stores Departments

Carman and Mrs. Clyde C. Johnston, Jr., of Oakfield celebrated their 40th wedding anniversary recently at a surprise party given by their son, Danny, and his wife, Ronnee, of Medway. The party was



Three BAR bowling teams recently received an award for raising the most money by a business for the annual "Bowl for Kids' Sake" tournament which benefits Downeast Big Brothers-Big Sisters. Team Captain Brenda Tarr, right, accepts the award from Alexandra Turallo, executive director of Downeast Big Brothers-Big Sisters. Other members of BAR's top team, background, were Walter E. Travis, Lyle E. Shelley and Richard B. Gray. Absent when photo was taken was Rodney J. Cyr.



BAR President Walter E. Travis presents Assistant Vice President-Operations Robert P. Groves with his retirement pin. Groves was honored with Linwood Littlefield at a retirement party at Pilots Grill May 19. Groves is a native of Dover and was educated in Hartford, Conn. schools. He began his railroad career as a relief operator in 1946. He later served as agent in Mars Hill, dispatcher, chief dispatcher and assistant superintendent of transportation. During WWII Groves served with the U. S. Navy. He is married to the former Clara A. Gartley. They have three children: David, Duluth, Minn.; Ann, Bath; and Douglas, Jamaica Plains, MA.

held at the Oakfield Baptist Church, the scene of their marriage on August 2, 1946.

Our sympathy to the family of Carman Ralph H. King, 56, who died unexpectedly on May 5. He was born in Perham May 23, 1929, and had been employed with the railroad for 37 years.

Mr. King is survived by his wife, Barbara (Gordon) King of East Holden; one son, Richard R. King of Hermon; four daughters, Mrs. George (Linda) Umel of Orrington, Debora King of Phoenixville, Pa., Mrs. Jeff (Carolyn) Johnston of Orlando, Fla., and Gail King of Bangor; four stepchildren, Mrs. Richard (Christine) Hatstat of Oxford, Ronald, Michael and Barbara Chasson, all of Bangor; one sister, Mrs. Lloyd (Avis) Overlock of Hermon; two brothers, Frederick King of Calais and Kenneth King of Chester; in addition to 10 grandchildren and several nieces and nephews.

We were sorry to learn of the death of Retired Carman Gang Leader Samuel E. Foss of Bangor, at the age of 86. Mr. Foss entered service as a car inspector in 1945 and retired in 1970 with 25 years of service. Our sympathy is extended to the family.

Our sympathy to the family of Machinist Helper Earle E. Ingerson of Dover-

Foxcroft who died recently at the age of 83. Mr. Ingerson had been retired since January 1, 1947, following 25 years service as a fireman and machinist helper.

We were sorry to learn of the death of Retired Car Repairer Clair W. Slauenwhite of Oakfield, who passed away in May at age 63. Mr. Slauenwhite entered service in 1941 as a laborer. Our sympathy to the family.

Our sympathy to the family of Retired Car Cleaner George W. Nickerson who died recently. Mr. Nickerson had 44 years of service with the railroad, having begun service as a coalman on November 9, 1920.

Susan LaJoie, daughter of Pulpwood Loading Inspector and Mrs. John A. LaJoie of Van Buren, became the bride of Stan Pryharski, son of Mrs. Tina Soboloski of Wilkes-Barre, Pennsylvania on May 3 at the Immaculate Conception Catholic Church in Portsmouth, New Hampshire.

Kathy Vaillancourt, sister of the bride, was maid of honor, and Kenneth LaJoie, cousin of the bride, was the best man. Ushers were Brian LaJoie, brother of the bride, and Danny Vaillancourt, brother-in-law of the bride, all of Van Buren.

The bride is a graduate of the University of Maine at Presque Isle and is employed in Portsmouth, New Hampshire. The bridegroom is a graduate of the University of Pennsylvania and is also employed in Portsmouth, New Hampshire as a construction engineer.



Mr. and Mrs. Stan Pryharski

Marketing and Traffic

PFC Jon Lovett, son of Manager of Pricing & Divisions and Mrs. Garrett Lovett, has finished U. S. Marine Corps training at Parris Island, SC and is now attending jet propulsion school at Chanute AFB in Champaign, IL.



Hilary Hickson

Hilary Hickson, daughter of VP-Marketing and Mrs. J. Charles Hickson, spent the summer in Japan with her sister. She visited many exciting places including the Imperial Palace, Mt. Fuji and Tokyo Disneyland. She also taught English to children at a local kindergarten school. Hilary will receive a B. S. degree in business administration-marketing from Husson College in December 1986.

VP-Traffic and Mrs. Hugh Goodness travelled to Ireland May 29 for a 10-day visit. Upon arrival at Shannon they drove by car to Galway, Killarney, Tralee, Cork (to kiss the Blarney Stone), Waterford and Dublin. The drive around the "Ring of Kerry" was of special interest. The plane flight was via Airlingus.

VP-Marketing and Mrs. J. Charles Hickson spent two weeks on the Hawaiian Island of Maui in April. They joined their daughter Liz and her husband Bob Keane from Montana, also their daughter Jody and two grandchildren, Joshua and Nicholas from Japan.

General Office Building

Kenneth Winston Kingery III, grandson of Administrative Assistant Dave Budge, was born June 10 in Tampa, Florida to Jennifer (Budge) Kingery and Kenneth Kingery Jr. The Kingerys and their two sons, Jason and Kenneth, visited Bangor in July.

Administrative Assistant Thomas Tardif and MaryJo Tardif have recently purchased a new home at 29 Rogers Street in Bangor.

President Walter Travis, daughter Sandy and granddaughter Catherine, attended a Travis family reunion on August 23. The party was planned by Nancy Travis Anderson and took place at her farm in Vestal, New York.



Burro Crane Attendant Earl M. Rhoda, Milo, has retired after 23 years with the railroad. He entered service in 1963 as a laborer and has been a carman and night watchman. He was formerly employed by American Thread Company. Mr. Rhoda is a native of Milo and attended local schools. He is married to the former Shirley Hoxie and they have four children: Cedric and Stephen, Milo; Susan, Connecticut; and Paul, Washington, Maine. Pictured with him, at left, is Stephen C. Hamlin, supervisor of stores.

Lianie J. Speed, daughter of Manager Financial Information Services Keith Ashton and Linda Ashton, was graduated in June from Nokomis Regional High School.



Lianie Speed

Richard W. Sprague, vice president personnel and public relations, and his four children - Jonathan, Christopher, Susan, Robin - and Jonathan's wife, Ann Bergwell, enjoyed a 40-mile canoe trip on the Aroostook River over Memorial Day weekend.

Keith Jewell, son of Administrative Assistant-Labor Relations and Mrs. Dana Jewell, graduated in May from Central Maine Vocational School in Auburn. Keith studied architectural drafting/design. He is employed by Webster-Baldwin-Rohmann-Day-Czarniecki in Bangor.

Rebecca Budge, daughter of Dave Budge, and Kristine Jewell, daughter of Mr. & Mrs. Dana Jewell, were graduated in May from Southeastern Academy (a travel career training school) in Kissimmee, Florida. The parents attended the graduation ceremony. Kris is currently employed at Riverside Inn and Becky at National Car Rental.

Winners in the Bangor and Aroostook Railroad Golf Tournament in June were: Frank Beaulieu, the W. J. Strout Trophy (low gross); John McGuff, the F. C. Dumaine Trophy (low net); Frank Beaulieu, the R. E. Clukey Trophy (low gross-retired); Howie Cousins, the J. W. Green Trophy (low net-retired).

In Class "A" the winners were: Frank Beaulieu, 1st gross; Larry Severance (MEC), 2nd gross; Doug Cousins, 3rd gross; John McGuff, 1st net; Paul Lewis, 2nd net; Dana Corey, 3rd net.

Class "B" winners were: Dave Fisher, 1st gross; Tom Ryan, 2nd gross; Dale Anthony, 3rd gross; Hamel Caron, 1st net; Charlie Burgess, 2nd net; Nelson Violette (MEC), 3rd net.

Class "C" winners: Ed Eames, 1st gross; Albert Snow, 2nd gross; Richard Wyman, 3rd gross; Howie Cousins, 1st net; Ron Morrill, 2nd gross; Tim McLaughlin, 3rd net.

Doug Cousins made the longest drive. Gordon Somers was nearest to pin in Class "A", Hubert Chipman (CPR) in Class "B" and Richard Wyman in Class "C".



Catherine Turallo with Soviet friend



Conductor Hubert A. Furrow Jr., Smyrna Mills, has retired after 34 years service with Bangor and Aroostook. He was a trackman, hostler helper and brakeman prior to becoming a conductor. Furrow was born in Island Falls and attended Merrill schools. He served in the U.S. Marines during WWII and holds the Presidential Citation, 3 battle stars and Asiatic and Pacific Theatre Campaign Ribbons. He is shown here with Mrs. Furrow, the former Emogene Russell. They have three children: Mary Jane, Smyrna Mills; Lenora, Connecticut and Arthur, Fort Kent.

James Budge, son of Administrative Assistant Dave Budge, was graduated with top honors from Alps View High School in Weaverville, California. After visiting his father in Bangor, he returned to California where he plans to attend Shasta Junior College in Redding.

Catherine Turallo, granddaughter of President and Mrs. Walter Travis, spent five weeks at Artek, a youth camp on the Black Sea near Yalta in the Soviet Union. She left on June 25 and returned July 29 along with two other children and a leader from Maine. The trip was sponsored by Children's International Summer Villages (CISU), a youth organization that promotes peace through friendships. This was the organization's first interchange between American and Soviet children. Among the 4,500 children attending the camp there were representatives from 71 different countries. Catherine's group spent two days in Moscow and one in London on their return trip.

Thelma Kelley, retired, recently enjoyed an Anah Temple Shrine tour to CanCun Mexico, a resort on the Gulf of Mexico. She found CanCun very colorful, friendly and entertaining in its old ruins and night life.



General Supt. Track and Structures O. Dale Anthony congratulates Section Foreman Beverly F. Smith, right, on his retirement after 40 years with the railroad.

Engineering Department

Retired Trackman *Laurel A. Morton*, Oakfield, died July 2 at a Bangor hospital after a long illness. He was born May 8, 1908, in Oakfield, the son of *Albion* and *Lala (Barrows) Morton*. Morton started his railroad career in 1943 and was awarded a disability in 1958.

He is survived by one son, *Lowell* of Westbrook; two stepdaughters, *Marlene Layton* of Windham, *Sandra Shannon* of California; one stepson, *Byron Shannon* of Saco; several nieces and nephews; and one close friend, *Blanche Badger* of Bangor.

Virgie M. Bartlett and Retired Trackman *Pearley G. Malone*, both of Oakfield,



Mr. and Mrs. Pearley G. Malone

were married May 3 at the Oakfield Baptist Church with the Rev. *Dan Leet* officiating.

The bride was given in marriage by her son, *Danny Bartlett* of Lynn, Massachusetts. *Floria Whitney* of Mt. Chase, daughter of the bride, was matron of honor. *Darrell Malone, Sr.*, Houlton, was best man. Junior bridesmaids were *Kara Malone* of Houlton, *Karolee Bartlett* of Oakfield, *Shana Carney* of Lincoln and *Analisa Tucker* of Patten. *Doris Sherman* played the wedding music and accompanied *Robert Locke* who sang "I Love You Truly". *Jeanne Carney* of Lincoln, daughter of the bride, accompanied herself on the guitar and sang "God Made You for Me".

The reception was held in the church dining room and refreshments served by the ladies of the church. *Annette Bartlett*, granddaughter of the bride, was in charge of the guest book. The wedding cake was furnished by her daughter, *Joan Main* of LaGrange, and was cut and served by her daughter-in-law, *Connie Bartlett*, after the first slice was cut by the couple.

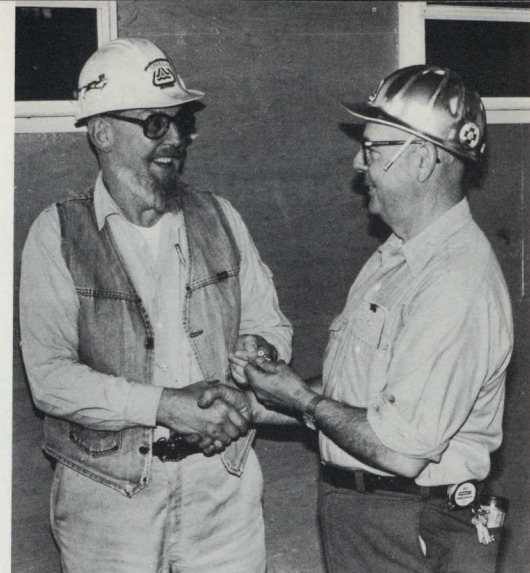
Our sympathy to the family of Retired Trackman *Louis G. Paradis*, Eagle Lake, who died in February. He was a patient at Northern Maine Security Home in Eagle Lake. He was born May 15, 1890. Paradis went to work for the BAR in 1924 and retired in 1955.

Rebecca Ann Harrison, daughter of *Sydney* and *Sylvia Harrison* of Bucksport, and Trackman *James R. Mountain*, son of Manager Materials & Motor Vehicles *Harold Mountain* and Mrs. Mountain of Dover-Foxcroft, were married June 28 at St. Vincent de Paul Catholic Church in Bucksport. *Father Gower* officiated.

Susan Fenderson Harrison of Bath was the matron of honor. Bridesmaids were *Dawn Bisson* of Bangor, *Holly Jones* of Bucksport and *Diana Crosson* of Bar Harbor. *Danielle Young* of Brunswick was



Mr. and Mrs. James Mountain



Carman Lewis J. Marks, Brownville, has retired after 43 years service with the Mechanical Department at Derby. He entered service in 1943 as a laborer and later worked as a parkman and carpenter. He is a native of Milo and attended local schools. He is married to the former *Barbara Gormley*. They have seven children: *Nancy Rosebush* and *Wendy Graves*, Brownville; *Carolyn Holland*, Millinocket; *Linda O'Connor*, Milo; *Judy*, California; *Danny*, New Hampshire; and *Michael*, Brewer. Shop Superintendent *Ed Berry*, right, presents Mr. Marks with his retirement pin.

the junior bridesmaid. *Angus H. Mountain* of Yarmouth was best man. Ushers were *Greg Harrison* of Bath, *James Dean* of Bangor and *Wayne McKenna* of Bangor. *John Moore, Jr.* of Dover-Foxcroft was the junior usher. *Jackie Young* of Brunswick was the flower girl and *Jonathan Kimball* of Westbrook was the ring bearer.

The bride is a 1982 graduate of Bucksport High School and Wilma Boyd School of Travel. She is employed by Webber Energy. The bridegroom is a 1977 graduate of Foxcroft Academy. They reside in Bangor.

Josephel Picard, retired trackman, Fort Kent, died April 19 at Presque Isle hospital. He was born in Daigle, February 5, 1910, the son of *Belonie* and *Alice (Martin) Picard*. He was Fourth Degree Knights of Columbus, Council No. 1934 of Fort Kent. Picard served in various capacities during his 40-year career with the BAR, retiring in 1974.

He is survived by his wife, *Cecile (Michaud) Picard*; three sons, *Clifford Picard* of Plainville, CT, *Martin Picard* and *Lloyd Picard*, both of Enfield, CT; five daughters, Mrs. *Joey (Jackie) Wiers* of Pownal, *Claudette Desjardin* of Glastonbury, CT, Mrs. *Ronald (Lorraine) Nadeau* and *Patty Picard*, both of Fort Kent, *Joyce Boutot* of Southington, CT; one brother, *Dennis Picard* of Fort Kent; two sisters, *Rita Daigle* of Sinclair and Mrs. *James (Estelle) Hall* of East Hartford, CT; 28 grandchildren, 14 great-grandchildren,



Locomotive Engineer *Lloyd E. Black*, Brewer, retired in July after 32 years service with Bangor and Aroostook. He is a native of Bangor and attended local schools. He served with the U. S. Army during WWII and holds the European-African, Middle Eastern and American Campaign ribbons, four battle stars, the Victory Medal and Good Conduct Medal. He is married to the former *Theresa Nadeau*. They have two children: *Lloyd, Jr.*, Point Pleasant, N.J., and *Geraldine*, Brewer. Pictured with him, at right, is General Superintendent-Train Service *Leigh Milton*.

and several nieces and nephews. A Mass of Christian Burial was celebrated at St. Louis Catholic Church with Fourth Degree honors.

Retired Trackman *Walter Russell* and Mrs. *Russell*, Merrill, recently celebrated their 50th wedding anniversary. They were honored with a buffet dinner hosted by their daughters, *Twylla Raymond* of Meriden, CT, *Phyllis Chamberlain* of Hampton, VA, and *Evelyn Russell* of Forest City. The anniversary cake, made by *Regina Campbell* of Island Falls, was cut by their niece, *Sharon Cain* of Masardis, and served by *Stephanie Stone* after the first slice was cut by the couple. The gift table and guest book were attended by their granddaughters, *Debora Pavelchak* of Fort Lewis, WA, *Cheryl Maker* of Meriden, CT, *Cindy R. Chamberlain* of Hampton, VA, and a friend, *Carol Madden* of Hampton, VA.

Russell retired from the BAR in 1976 after a career of 40 years. Mrs. *Russell* is retired from the postal service after serving as a substitute clerk.

Trackman *Edgar G. McNally*, Sherman Station, retired June 7 after 39 years with the railroad as a sectionman. He was educated in the Stacyville and Sherman schools. McNally was a potato farmer when he started work for the railroad and continued farming until 1958. He is married to the former *Ida Horsman* and they have a son, *Brian*, of Benedicta.

Beverly F. Smith, Hermon, retired May

29. He started work in 1946 and has worked in various capacities during his railroad career, retiring as section foreman at Northern Maine Junction. Smith was born and educated in Milo, and is an Army veteran of WWII. He is married to the former *Marilyn Lovell* and the couple have four children: *Larry* of Milo, *Kathleen Overlock*, and *David* and *Matthew*, all of Hermon.

Trackman *Thornton C. Rainey*, Frankfort, retired August 2 with over 30 years service with the railroad. He graduated from Deering High School, Portland, and is an Air Force veteran of WWII. Rainey is married to the former *Avis Perry* and they have five children: *Carol Johnson* of Monroe, CT, *James* of Bucksport, *Karen Keniston* of Orland, *John* of Frankfort, and *Jeff* of Orrington.

Our sympathy to Roadmaster *Roger Casey* and family of Houlton, on the death of his wife, *Marie*, August 14. She was born October 13, 1937, in Linneus, the daughter of *William* and *Mary (McLean) McElwee*. She was a member of the Houlton Wesleyan Church. Besides her husband she is survived by her father; a son, *Mark*; a daughter, *Teresa Fitzpatrick*; five grandchildren, *Amber*, *Heather*, and *Joey Fitzpatrick*, *Sara* and *Nathan Casey*, all of Houlton; several nieces, nephews, aunts, uncles and cousins. Services were conducted by Rev. *Vinal Thomas*, Rev. *Kenneth Stackhouse* and Rev. *Mark Sullivan* at the Wesleyan Church.

Transportation Department

Ruth Nadeau, daughter of Mr. and Mrs. *Leo Nadeau* of Fort Kent, and *Mark Roy*, son of Clerk and Mrs. *Hercules Roy* of Fort Kent, were married recently at the



Mr. and Mrs. Walter Russell



Carman H. Gordon Sinclair, Brownville, has retired after 40 years with BAR. He entered service in 1946 and has worked as a laborer, carman helper and carman. He is a Milo native and attended local schools. Mr. *Sinclair* is a member of the American Legion and the Brotherhood of Railway Carmen. He is married to the former *Kathleen Gerrish*. They have two children: *Wallace* of Richmond, and *Kris Juris* of Cape Elizabeth. Pictured with *Sinclair*, right, is Shop Superintendent *Ed Berry*.

First Assembly Church by Pastor *Robert Owen*.

Brenda Nadeau of Fort Kent was the maid of honor. Bridesmaids were *Sheila Thibodeau* and *Mona Freeman*, both of Portland, *Terry Nadeau* of Fort Kent, *Maureen Hatt* of Saco and *Wendy Nadeau* of Fort Kent. *Tim Daigle* of New Hampshire was the best man. Ushers were *Mike Nadeau*, *Bobby Nadeau*, *Ken Roy* and *Larry Nadeau Jr.* all of Fort Kent, and *Jim Roy* of Bangor. *Hannah Labbe* of Fort Kent was the flower girl and *John Nadeau* of Fort Kent was the ring bearer.

The bride is a graduate of Fort Kent High School, Fort Kent, and Mr. *Bernard's*, Lewiston. She is self-employed. The bridegroom is a graduate of Fort Kent High School, Fort Kent, and Rhode Island Trade School. He is also self-employed. The couple spent their honeymoon in Mexico and reside in Fort Kent.

Pamela McCormack of Portland, daughter of *Joyce D. McCormack* and *Robert D. McCormack* of Houlton, and *William C. Green* of Bangor, were married May 3 at the Cathedral of St. Luke, Portland, by the Rev. *Robert Butler* and the Very Rev. *John C. Beaver*.

Judith C. Fraser of Wallingford, Conn. was the maid of honor; *Shelley E. Dunn* of Portland was the bridesmaid. *J. Michael*



Carman Paul E. Washburn, Milo, has retired after 26 years of railroad service. Washburn entered service in 1960 as a laborer. He was formerly employed by Bath Iron Works and Downen Lumber Company. He served in the U.S. Army during WWII and was discharged as Tech. Sergeant. He is a native of Brownville Junction and attended local schools. Washburn is married to the former Madaline Hanson. They have two sons: Ronald of Portland and Edward of Milo.

LaChance of Brewer was the best man. Ushers were John W. Brookings, Jr. of Bangor, James F. Green of Bangor and Jeffrey P. Benedetti of Portland.

The bride is a graduate of Houlton High School, has a B.A. from Bates College and an M.A. from the University of Maine at Orono. She is employed by Savings Bank Association of Maine in Portland. The bridegroom is a graduate of Bangor High School and has a B.S. from the University of Maine at Orono. He is employed by Maine Broadcasting System in Portland.

The couple spent their honeymoon in Europe and reside in Portland.

Retired Terminal Agent and Mrs. Harold Labbe of Belfast were honored by their children with a surprise 45th wedding anniversary party May 4 at the home of David and Trudy Sluka. Among those in attendance were the Labbe's two daughters Trudy Sluka of East Holden and Brenda Kelly of Glens Falls, N.Y., and many other friends and relatives. The couple received many cards and gifts.

Retired Sup. Agent and Mrs. Ronald T. Clark of Brewer celebrated their 60th wedding anniversary at their home on May 25th at an open house hosted by their children. Mr. Clark was born Feb. 6,

1906 in Marysville, N.B., the son of the late Albert and Mildred Clark. Mrs. Clark was born Oct. 29, 1905 in Drummond, N.B., the daughter of the late George and Marguerite Theriault. The couple were married June 4, 1926 in Millinocket. They have three children: Shirley M. Lauffer of Bridgewater, Mass., Ronald Clark Jr. of Brewer and George D. Clark of Fort Fairfield; six grandchildren and four great-grandchildren. The couple resided in Fort Fairfield for 51 years, prior to moving to Brewer a year ago. Mr. Clark was supervisory agent for the BAR at Fort Fairfield at the time of his retirement in 1969. He was active in various community organizations including the Rotary Club. He was chairman for two terms of the Community General Hospital and United Parish Church Board. Both Mr. and Mrs. Clark are members of the United Parish Church of Fort Fairfield.

Fleetwood W. (Pete) Palmer, former station agent died Feb. 13 at a Presque Isle hospital. He was born Nov. 11, 1927, in Merrill, the son of William and Carrie (Tozier) Palmer. He served in the U.S. Army during the Korean conflict and later attended Ricker College, the University of Maine at Orono and the University of Rochester, N.Y. He worked 20 years for the B&ARR Co. and in his later years



Michael W. Glew, son of Locomotive Engineer Willis C. and Maida Glew of Madawaska recently graduated from the Federal Law Enforcement Training Center and the U. S. Border Patrol Academy of Glynco, Georgia. Michael attended Madawaska schools and holds a A.A. degree in criminal justice from the University of Maine at Presque Isle. He is married to the former Odette Bouchard of Edmundston, New Brunswick. They reside in El Paso, Texas where Michael is assigned as patrol agent.



Operator/Clerk Dale K. Greenlaw, Merrill, has retired after more than 30 years with Bangor and Aroostook. Mr. Greenlaw has been a trackman, brakeman, freight-handler driver, agent and was operator/clerk at the time of his retirement. He served in the U. S. Navy during WWII. Mr. Greenlaw is married to the former Irene Splan. They have two children, Thomas of Smyrna Mills and Cynthia Quick of Waynesboro, Georgia. Greenlaw attended Oakfield schools and is a member of the Masonic Bodies, Elks Club, American Legion and is a selectman for the Town of Merrill. Pictured with him is General Superintendent-Train Service Leigh Milton.

became self-employed as a truck broker. He also was a breeder of pure-bred Arabian horses.

He was past president of the Aroostook Riding Club and a past director of the Farmers Home Administration.

He is survived by his wife, Joan (Dumond) Palmer of Mars Hill; one daughter and son-in-law, Lynne (Palmer) and Edward Lenneper of Bangor; one brother, John Parks of Moro Plantation; two sisters, Martha Annett of Houlton and Lois Eager of Connecticut; several nieces and nephews. He was pre-deceased by one brother, Robert Palmer.

Retired Conductor William C. Lloyd, 58, died March 8 at his residence in Houlton. He was born in Hodgdon Sept. 11, 1927, the son of William and Blanche (Dickinson) Lloyd. He was a member of the Methodist Church, worked for the B&ARR Co. for 33 years, was a member of the U.T.U. and served with the U.S. Navy.

He is survived by his wife, Bertha (Graham) Lloyd of Houlton; four sons, William of Florida and George, Forrest and Thompson, all of Houlton; two daughters, Mary Jane Adams of East Corinth and Michelle Lloyd of Florida; three brothers, Samuel of Pittsfield, Joseph of Presque Isle and Leigh of Old Town; five sisters, Catherine Chase of Houlton, Margaret Crane of Tucson, Ariz., Genevieve



Trackman Edgar G. McNally, left, receives his retirement pin from General Supt. Track and Structures O. Dale Anthony.

Coyle of Hartford, Conn., Winona Clark of Bakersfield, Cal., and Pauline Carter of Debec, N.B.; seven grandchildren, several

nieces, nephews and cousins. He was pre-deceased by a brother, Forrest in 1956.

Funeral services were held at the Dunn Funeral Home, Houlton with the Rev. Grace Bartlett officiating. Interment in the East Hodgdon Cemetery.

Retired Conductor Jess L. Jones, 85, died March 14 at a Bangor hospital. He was born Oct. 9, 1900 in Thurber, Texas, the son of Dutch W. and Nannette (Williams) Jones. He retired from the BAR after many years as a conductor. Since his retirement he had been associated with Singleton Real Estate Co. He is survived by his wife Gladys (Duggar) Jones of Bucksport. Funeral services were held at the Mitchell-Tweedie Funeral Home, Bucksport with the Rev. Delores J. Mass officiating. Interment in Silver Lake Cemetery, Bucksport.

Retired Engineer Earle E. Ingerson, 83, husband of Thelma (Sawyer) Ingerson, died June 13 at a Bangor hospital. He was

born in Patten, March 16, 1903, the son of Harry T. and Lillian (Woodbury) Ingerson. He was a retired engineer of the B&ARR Co., retiring in 1948. He was a member of Piscataquis Lodge No. 44, AF & AM, a member of Aldworth Chapter No. 39, O.E.S. and a member of the Church of Jesus Christ of Latter-day Saints.

Besides his wife of Dover-Foxcroft, he is survived by two sons, David T. Ingerson of Plaistow, N.H., and Norman Keith Ingerson of Lewiston; two daughters, Patricia Ingerson of Uvalde, Texas, and Mrs. Wayne (Dearle) Flint of Barre, Vt.; two brothers, Irving B. Ingerson of Brewer and Omar E. Ingerson of Bangor, one sister, Leah Pemley of Dover-Foxcroft; 16 grandchildren, 33 great-grandchildren, one great-great-grandchild, several nieces and nephews. Funeral services were held at the Church of Jesus Christ of Latter-day Saints, Dover-Foxcroft with Bishop Patrick Gosselin officiating.

Facts and Figures

Facts and Figures is presented in a new format for the first time in this issue of MAINE LINE. We think the change more accurately reflects the financial health of the railroad and provides more complete information than the simple income statement we have traditionally used. —Ed.

	Eight Months Ended August 31,	
	1986	1985
Working Capital at January 1st	\$ 1,192,900	\$ 1,497,000
We received dollars from:		
Hauling freight	15,036,200	15,741,600
Earnings from our freight cars moving on other carriers	5,264,500	4,909,800
Net proceeds from sales of scrap and other property	107,500	174,500
Proceeds from other sources	1,454,900	1,513,800
Total available dollars	23,056,000	23,836,700
We paid out dollars for:		
Wages to our employees	8,222,100	9,438,100
Benefits to employees	3,254,200	3,429,200
Materials to operate and repair our equipment and roadbed	2,402,100	3,284,600
Improvements to our equipment and right of way	1,027,400	1,271,900
*Cost of labor and material to improve our equipment and right of way	(726,400)	(1,156,900)
Lease of cars and costs for foreign freight cars on line	2,871,000	2,920,200
Reduction of our debt	253,700	678,300
Interest on our debt	489,600	478,100
Federal, state and local taxes	532,800	239,800
Dividends to our owners	179,800	179,800
Costs of other services	2,041,600	1,892,700
Dollars spent on operations and improvements to our property	20,547,900	22,655,800
Working Capital at August 31st	\$ 2,508,100	\$ 1,180,900

*This figure represents costs already shown above as part of "Wages, Benefits and Materials." The \$726,400 and \$1,156,900 (shown above) are costs of labor and materials for capital improvements.

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

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“Loyalty to petrified opinion
never yet broke a chain or
freed a human soul.” *Mark Twain, 1887*



THE BETTMANN ARCHIVE

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America's railroads were strictly regulated for so long—nearly a century—that many customers came to view regulation as part of the natural order.

But government regulation was not natural for railroads. When competing forms of transportation emerged, rail regulation became a crippling burden. By the 1970's, 20 percent of the nation's rail trackage wallowed in bankruptcy.

Under the century-old regulatory scheme, only huge federal subsidies could have kept the railroads afloat. But Congress wisely took another course. In 1980 the Staggers Rail Act eliminated many of the regulations. The results have been healthier railroads, better service, improved equipment—and lower rates for many customers.

Today, a minority of shippers want to recapture the advantages they perceived in a regulated rail industry. Blinding themselves to the benefits of deregulation, these shippers are pressing Congress to turn back the clock and make major changes in the Staggers Act.

It is a fact that reregulation would not be in anyone's interest. The shippers who need railroads the most, including those who are complaining, would suffer most.

Regulation was proven a failure long ago. That's no opinion, it's a fact. Deregulation is already a proven success. Now that the century-old chains have been broken, it would be folly to reforge them.

For more information, write:
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