

April 1987

MAINE LINE

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



Talking It Over



To My Fellow Employees:

It has been nearly 23 months since BAR and its unions began the negotiations process that both sides hoped would lead to a new labor contract. I wish I could report to you that we are making progress.

The only progress that has occurred is that both sides have been working through the tedious steps of the Railway Labor Act toward some kind of resolution. It must seem to you that we're dragging our feet and not really trying to reach an agreement.

Well, that's not true.

The Railway Labor Act is quite different from labor law that governs most other American industry. In most cases, when a contract expires and a new one has not been negotiated there's a strike. Not so under the Railway Labor Act; the old contract is in effect until a new one is signed.

There were good reasons for those provisions. The act was designed to prevent strikes that would disrupt orderly movement of freight and people at a time when the railroads did it all. Unfortunately, the law removes a lot of the incentive to work out a new contract, particularly if there are hard questions to be resolved.

We are now in the second step (mediation) of a three-part process. Talks have taken place with all unions and we are in mediation with most of the unions. That means we have mutually agreed that we cannot reach agreement and have asked for federal mediation.

Mediation is essentially the same negotiating process with a third party as a kind of referee and conciliator. There have been three mediation sessions with the shopcrafts. None have been held with maintenance of way yet but a number has been assigned to the case by the Mediation Board.

No mediation sessions have yet been held with BRAC but the Mediation Board has also assigned a number to the case.

More meetings have been held with UTU than the other organizations but there has been no more progress. Before both sides agreed to request mediation there were 12 negotiating sessions. By the time you read this we will have had two mediation sessions.

Both sides hope for a successful result in the mediation process. But if agreement cannot be reached the mediator can declare an impasse. Both parties are then free to "seek self help." At this point the sands in the hourglass of the Railway Labor Act have all but run out. The union is free to strike and management to put its proposals into effect.

I realize that the delay caused by this long process causes uncertainty for you and I regret it. I wish there were a better way to do it. But we must have a contract that positions the railroad to enter the 1990s as a strong carrier. It has become increasingly clear that we cannot compete as a small regional carrier and operate under the same labor contracts as the big railroads. We must also have a contract that's fair to our people.

I personally appreciate your patience during this long process. I am also grateful for the enduring character of this work force. And that, after all, is the most important component of any institution.

Sincerely,

A handwritten signature in cursive script that reads "Walter E. Travis".

Walter E. Travis
President

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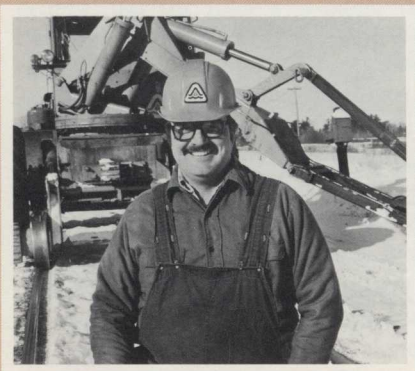
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About the cover . . .

Equipment Operator Jerry Toner has designed a snowplow which can be adapted to the railroad's versatile Pettibone machines. The plow means greater utilization of the equipment and less hand labor in such tasks as switch cleaning.

News Briefs

No progress in mediation talks

A meeting with a federal mediator, BAR and representatives of UTU engineers at Bangor Jan. 29 resulted in no progress toward a new contract. Both sides had agreed to ask for the services of a federal mediator after nearly 18 months of negotiations failed to produce a new contract. BAR and the union have been working to negotiate a new contract since April of 1985.

Traffic tests DSI system

The Traffic Department has contracted for a two-month test with DSI, a system of national railroad pricing systems, to provide an electronic link with other railroads. Since deregulation made rate bureaus illegal, railroads have had to negotiate rates, routes and divisions with individual railroads. BAR has relied on Western Union. If the test is successful, we will use the computer link with the Chicago mainframe computer to talk with all railroads on rate proposals, divisions and routes. The system would also provide computer storage of all BAR traffic files.

New carload lumber/waferboard rates

BAR's Traffic Department has negotiated new carload rates on lumber and waferboard to former B&O-C&O destinations in Pennsylvania that are being called a break-through. The rates were requested by Pennsylvania lumber brokers and are significantly below motor carrier rates. According to Hugh Goodness, the new rates involve Canadian National and CSXT to destination. According to Traffic, customers began ordering cars for the new movement within hours after the rate agreement was worked out.

Telemetry devices to be tested

Transportation will be testing end-of-train telemetry devices for caboosless trains in March. The new hardware provides the engineer with digital readouts for rear-end air pressure and distance measurement; the system also incorporates motion sensing capability and flashing lights. Only three BAR trains now operate with cabooses.

BAR teams bowl for kids

Four teams of Bangor and Aroostook employees bowled in the "Bowl for Kids Sake" fundraiser for Downeast Big Brothers/Big Sisters February 7. The four B&A teams raised over \$1,700 for the charity.

Turkey Train celebrates its 10th birthday

BAR operated its tenth – and perhaps most successful – Christmas Special (otherwise known as the Turkey Train) the weekend of Dec. 5. 546 turkeys weighing 9,366 pounds were given to employees. Special Agent Harold Garcelon and Supervisor Special Projects-Train Service Jim Garrity served ably as the Santa Clauses on the Christmas Special. Highlights of the three-day trip were employee dinners at Millinocket, Madawaska and Bangor which were attended by 474 employees and spouses.

Five win floating holidays

The railroad and its employees contributed a total of \$23,238 to United Way campaigns in Penobscot Valley and Aroostook County this year. As an incentive for involvement in the campaigns, contributing union employees were eligible for a drawing for a floating holiday. Winners were: Hostler B. P. Benson, Millinocket; Machinist A. S. Dow, Derby; Trackman M. S. Johnson, Presque Isle; Clerk L. E. Shelley, Northern Maine Junction; and Hostler R. S. Williams, Northern Maine Junction.



NEW REGIONAL RAILROADS are on the Industry's cutting edge

By David J. Hughes

How long since you've heard anyone refer to the railroads as a growth industry?

Probably not since the end of World War I when everything but the buggy whip business was booming. As a matter of fact railroads are the only component of the transportation industry that's shrunk since the Big One, if you don't count the barely-afloat U.S. maritime industry. But a growth segment in railroading? Come on.

Well, would you believe that more than 11 new railroads have been created since the Staggers Act of 1980? And five that have been formed since 1984 are larger than Bangor and Aroostook. Most of them are short lines with fewer than 100 miles. But the newest one, Dakota, Minnesota and Eastern Railway, is 965 miles long. And four others range from 552 to 772 miles.

Whether the new railroad is 50 miles or 800 they're part of a new entrepreneurial force in American railroading. The catalyst that accounted for the dramatic growth of the shortlines and regionals was railroad deregulation which allowed Class 1 carriers to sell or abandon track without lengthy and costly regulatory procedures. Some of the track that went into the shortlines would have otherwise been abandoned. But much of it was carved out from pieces of Class 1 roads that were marginally profitable.

The growth of regionals shows no signs of slowing down. John F. Kawa, a first vice president of Dean Witter Reynolds, Inc., estimates that during the next five years major railroads may sell between 20% and 30% of their track.

One interesting aspect of the new movement is the number of people and institutions who are eager to put their money in them. Dakota, Minnesota and Eastern Railway, for example, was financed

by Westinghouse Credit Corporation and a number of investors from England, Luxembourg and other European countries. The Europeans have always liked railroads.

Most of the new regionals are union; some are not. But all are able to use their labor with greater flexibility than the big roads. "Productivity and not pay scale are the problems we face," says Edward Moyers whose MidSouth Rail Corp. runs 308 miles between Meridian, Miss. and Shreveport, La. MidSouth had eight agreements with its union before it even started operations. Its crews are paid 90% of the national scale and road service trains are operated with two crew members. Switch and local service have three people in train crews. Individual craft identities were kept by the various unions but distinctions were "wiped out."

John Haley's 772-mile Chicago, Central and Pacific is also a union operation; it was formed in December of 1985. Haley, a former Air Force pilot, paid bonuses to the road's employees based on the company's profit in its first year of operation.

"This is the first time in history a unionized railroad shared its profit with its employees," he said. "Our engineers are earning more than their brothers on the Union Pacific."

The new Dakota, Minnesota and Eastern Railway isn't a union shop but its operating practices are very similar to regionals who have union operations. Train crews are either two or three-person depending on how much switching will be done. Trains operate without cabooses but with end-of-train devices. Dispatching is by radio.

All of the new regionals place great emphasis on labor productivity through employee loyalty and motivation...like the bonuses paid to employees of Mr. Haley's Central and Pacific. L. B. Foster Co.,

a Pittsburgh rail supply and consulting company that owns two regionals (Gulf & Mississippi and Dakota, Minnesota and Eastern), has a policy requiring each employee be given profit-sharing on its railroads and that officers have a financial stake in the companies.

Haley believes you don't get to the working man or woman by going to the head of the union. To gain the trust of employees, he says, management and labor have got to eradicate the past: "You give me productivity and I'll market the railroad and we can share the growth."

A union concern about the growing regional and short line growth explosion has been the loss of union jobs. After all, the current national agreement calls for phasing in 108 miles as a standard day for a train crew . . . over several years. Train crews on a railroad like MidSouth routinely cover 200 miles a day and it doesn't take a genius to figure out that three-man crews and a 200-mile day means that it takes less people to perform the work. What Haley and a lot of short-line operators are counting on is that their product will become so competitive in the marketplace with higher productivity that they will need more people to do the work.

That proposition is so logical it's making converts of a good many veteran railroaders who have gone to the short lines and regionals from the big roads.

Another fact of life is that the eventual alternative to short lines and regionals is abandonment with a far greater loss of railroad jobs than occurs in the short line movement.

But when you distill all the elements in the growth of small railroads it comes out to labor productivity, creative marketing and a kind of evangelical fervor.

The people who are buying the small roads *believe* that the idea will work, that they are on the cutting edge of a new force in transportation. And they've been able to persuade their employees that making customers happy with quick and personal service means sharing the gold.

The key element among the successful regionals has been to pay people fairly and eliminate practices that have restrained small roads from greater efficiency. And that's happened in both union and non-union operations. It enabled those roads to compete with both trucks and their big relatives in the railroad business.

There's a fine irony in what's happening in the small-railroad business for Bangor and Aroostook and its employees. By any standard, BAR should find itself squarely in the middle of the new movement. We're facing stiff truck competition. We're a light traffic density operation. Like the Dakota, Minnesota and Eastern, we operate in a high cost climate. But our labor costs, as a percentage of

the freight revenue dollar, are among the highest in the industry.

If Bangor and Aroostook were just being formed like, say, Washington Central Railroad (430 miles), it wouldn't be as it is now. It would be a short line with the attendant operating advantages. Yet, we continue to operate as though we are the Santa Fe writ small.

There are good reasons to believe that our salvation as a transportation company lies in becoming one of the new regionals and growing our way out of our difficulties. There are certainly enough examples of profitable little railroads and happy, motivated employees out there.

By conservative estimate there's more than one million a year in savings in train service alone that could be passed along to shippers as an incentive to use our service and to be used to maintain the railroad. The new regionals run shorter and more frequent trains . . . a practice that would be good for customers and employees of BAR. The other advantages are as obvious.

For the past 25 years we've watched our traffic base shrink. At the same time, we've seen the work force dwindle from 1500 employees to something like 450. If we all hadn't been pretty good at what we do, the process would have had a far greater impact on all of us.

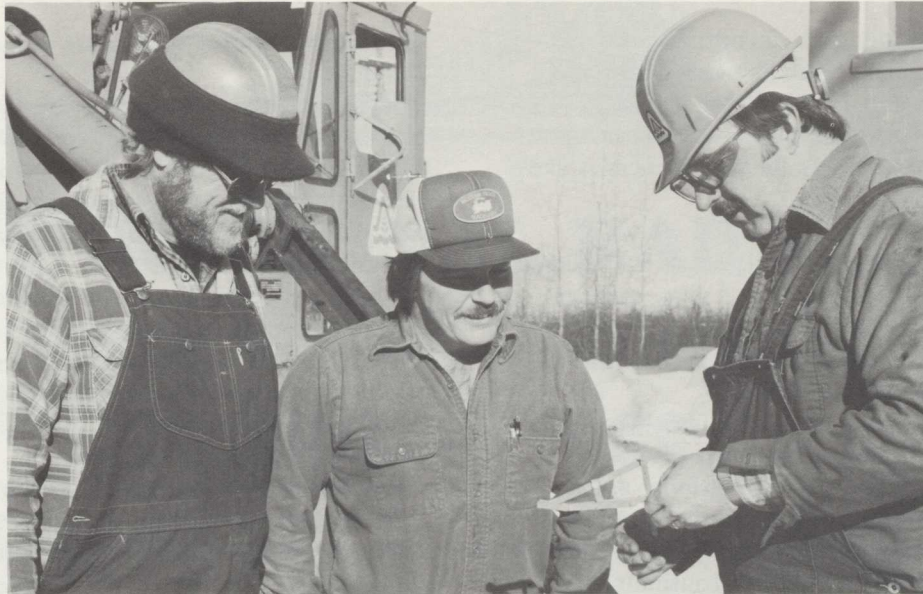
Actually what's been happening to us goes back farther than 25 years. We first lost passengers to automobiles, then airlines. We then lost freight to trucks as the highway system grew.

We're now at a point where we have a real alternative to continuing our present journey toward oblivion. We are "deregulated" to the extent that we have a lot more rate freedom than we had before 1980. But our costs and our traditional method of railroad operation . . . including many work rules . . . have prevented us from taking full advantage of our new freedom.

Customers left us because our costs are too high and because the competition is offering better service. The only way we can get that business back is to stop thinking and acting like a big railroad. The regional railroad movement presents an attractive alternative to our present course . . . especially in terms of job security. And the only real job security lies in a profitable company, after all.

It's hard to make changes. And it's especially hard to change beliefs that we've held for a long time. In the meantime, there are some really good examples of what life for all of us could be like in the company of those profitable vigorous regional railroads.

(David J. Hughes is executive vice president of BAR and chairman of Regional Railroads of America.)



Foreman Doug Kelshaw and Roadmaster Bob Cote examine Jerry Toner's popsicle stick model of the plow mounting he designed for the BAR's Pettibone. The Pettibone is a year-round maintenance tool for the railroad and Toner's attachment adds to its versatility.

Jerry Toner's Great Idea

There's one thing you have to give Jerry Toner.

He's persistent. Take his snowplow idea. Toner spent three years figuring out how to attach a snowplow to the swing boom of a Pettibone and trying to explain how it should be put together.

No one except Jerry Toner thought it would work. By sheer doggedness, he worked the plan out so he could explain it to Leo Fournier and Brian Baker. All the time that he was lobbying for his innovative plow, he was squirreling away anything that had a potential as building material in the heater building at Northern Maine Junction. Toner approached Allen Hearn, who was then yard foreman in the Purchases and Stores Department at Derby and who had a reputation as a first-class scrounger.

"I could never have gotten the thing built without Allen's help," Toner says. "Before long, I had a surplus 8-foot plow and most of the hydraulics cached away."

More by persistence than anything else the 32-year-old machine operator got an O.K. to go ahead and build a pilot model of his plow. By this time he'd gotten tired of making sketches on the backs of envelopes to explain his concept. So he painstakingly constructed a working model of the device... from popsicle sticks donated to the cause by his children.

Armed with an O.K. and his popsicle model, Toner approached Diesel Supervisor Paul Lewis for help.



The Toner design features an 8-foot plow with live hydraulics that can be used to clear the edges of track to provide walking space for trainmen working in yards.

"Lewis didn't actually hoot and fall on the floor laughing," Toner says, "but I got the feeling he thought it wasn't the greatest idea that had ever come down the pike."

Fortune smiled on the young machine operator when Lewis assigned Machinists Carroll Robinson and Dave Lavin to the task of translating the idea into steel and hydraulics. Both are creative and ingenious builders and they went to work with enthusiasm. With Jerry Toner watching intently

over their shoulder the support arm began to take shape. There were arguments over strength and tolerances and the Toner Snow Plow attachment for the Pettibone Speed Swing was a reality. Just in time for the final snowstorm of the 1986 season.

"You really couldn't call it a storm," Toner remembers with a grin. "It was more like a dusting but it was enough to prove that it worked."

Everybody except Jerry Toner forgot the project until January of 1987 blew in and reminded railroaders what a traditional Maine winter could be. Snowstorms followed so closely on the heels of each other that BAR people spent as much time digging out as they did moving freight. By the end of the month Maintenance of Way records showed a ground cover of 50 inches at both Millinocket and Oakfield and 53 inches at Fort Kent.

Almost the only person who was smiling was big Jerry Toner because his invention worked and people were telling him that he'd been right all along.



Using the new rig an operator using a Pettibone can keep roadways as well as tracks clear of snow. Toner plows several miles of roadway for the railroad in the Northern Maine Junction area.

When you get right down to it those words are almost the sweetest music in the English language. Not only was his persistence rewarded but Toner was a hero to his fellow workers. Cleaning snow from switches consumes thousands of manhours every winter. It's a cold and mindless job and trackmen don't care for it much. Jerry Toner's plow, because it can push snow at right angles to the track, meant that 90 percent of the work of cleaning switches could now be done with the Pettibone.

That pleased a whole lot of his friends, Toner says, and relieved them to do other pressing chores vital to winter railroading.

But the people who benefited most, according to Roadmaster Bob Cote, Toner's immediate boss, are the trainmen who have always waded through snow at trackside to do their job.

"Jerry's cleaned the track area so well that the brakemen think they ought to be able to switch in their sneakers," he grumbles good-naturedly.

The Jerry Toner plow arm attachment, when attached to a production Pettibone, doesn't look like it would work. If anything, it looks more like a Rube Goldberg concept than a working piece of railroad equipment. But it does work and it works so well that Toner is keeping several sizeable parking lots clear of snow as well as plowing four miles of company-owned roads.

The ability of the Pettibone to work its arm through 180 degrees of arc is a large part of the versatility of Toner's adaptation. In clearing beside switching track, for example, he swings the arm perhaps out to a 45-degree angle and makes a neat walkway in less time than it takes to describe it. And because the Pettibone works as well off track as on, it's just as adaptable to roads as to track.

O. Dale Anthony, general superintendent track and structures, says that the Pettibone is the most versatile tool his department has and he thinks that Jerry Toner's project has made it even more so. The Pettibone, Anthony explains, is a year-round machine. In the summer it's used in extra gang crews, bridge and building work, signals and communications projects and rail laying.

With a lifting capacity of about 8,000 pounds there aren't many jobs the 3800-pound machine can't handle around the section. In the winter it can be fitted with a snowblower and a bucket. It's the bucket that was really the catalyst that moved Toner to find a better way of plowing snow.

"When you were cleaning switches with it the bucket would leave a really big pile for the section to shovel," he says. "You were really plowing snow with a tool that was designed for something else; it was big and it obscured vision."

With six weeks of as severe winter tests as anyone would willingly endure there aren't any doubters about Jerry Toner's strange-looking snow plow. It has worked so well, in fact, that the section crew at Millinocket wants one. When another is built Toner will lobby for a 10-foot plow and some subtle refinements he's thought of as he's moved snow in the toughest winter Maine has seen since 1977.

Toner has researched the idea of applying for a patent for his design. An upfront fee of \$2,000 for a patent search has discouraged him somewhat. In the meantime his thought and persistence is helping the railroad and its employees.

Dale Anthony says that Jerry Toner's idea typifies the ingenuity and attitude that has helped the railroad through the past century and called it the best example of people who go the extra step.

And what does Toner think of his brainchild?

"My Lord, it was just like giving birth to a porcupine."

Four receive President's Safety Award

Four out of five departments qualified for the President's Award for 1986 by exceeding their departmental safety goals. It is the fifth consecutive year that employees have met overall company safety goals. The Maintenance of Equipment Department was the only employee group that did not meet its goal.

Winners in the drawings were: Crane Attendant D. W. Morrison; Conductor C. O. Brooker; Second Foreman H. H. Ewings; and Clerk Stenographer P.A. Stanchfield. The winners represent each of the four groups which met the year's safety goals.

The President's Award program — initiated in 1980 — recognizes groups of employees who improve safety performance over the previous year. It's based on a review of past performance and the setting of new goals that can only be met by strenuous effort. In order for any awards to be made the overall company safety goal must be met. For employees of a group to be eligible for a drawing, that group must also have met its own departmental safety goal.

Vice President-Maintenance Harold W. Hanson draws names of eligible employees for the President's Award. Four of the railroad's five employee groups were eligible for the drawing on the basis of their safety performance.



Winners in the drawings are offered a choice of prizes. Both Morrison, who drew the top prize, and Brooker chose color television sets. Ewings chose a VCR and Stanchfield a Jiffy gas ice auger.

While statistics are only part of the story, BAR employees have improved their accident rate from an accident every 17,295 manhours worked in 1976 to an accident every 26,198 manhours in 1986. Last year's rate was one accident per 24,988 manhours. Vice President-Maintenance Harold W. Hanson believes that the awards program was a significant factor in the railroad's improved safety performance.

"What the awards program does," he says, "is to make our people more aware of safety. The whole subject of safety is about as exciting as watching grass grow. Almost everyone thinks it's important but the biggest challenge is raising that consciousness on a day-to-day basis. The awards program helps do that."

Besides the President's Awards, each employee who worked the year without an accident will receive an individual safety award.



Crane Attendant D. W. Morrison's broad grin was the result of a first place win in the President's Award drawing. Morrison chose a top-of-the-line television set.



Conductor Carroll O. Brooker drew the second prize award. To be eligible for the drawing, the employee's group must have met its safety goal and the employee must have completed the year without an accident.



Clerk-Stenographer Pat Stanchfield is pictured with the ice auger she chose as a safety award. The President's Awards program was instituted in 1980. This year was the fifth consecutive year that employees met overall safety goals and qualified for a drawing.



Second Foreman Harold H. Ewings was the winner of the Maintenance of Way group and chose a VCR. BAR's accident rate has improved from one accident every 17,295 manhours in 1976 to one every 26,198 manhours in 1986.



Charles Cecil Morris, a former treasurer of the railroad, died in October. He was an almost legendary figure on the BAR during his career. An unobtrusive philanthropist and a tiller at windmills, he was a master of the almost forgotten art of letter writing.

REMEMBERING C.C. MORRIS

Charles Cecil Morris died in West Melbourne, Fla., Oct. 21.

His passing marked the end of an era.

Charlie Morris was born in the New Brunswick village of Arthurette May 23, 1900 of a Canadian mother and an English father. He was part of that generation which believed in the Horatio Alger tradition and made it happen.

But he had two native gifts that set him apart

from other young men who were merely bright and ambitious. Charlie Morris had class. And he had a sense of humor that always bubbled close to the surface. You couldn't be in a crowded room with him and not be aware of his presence.

After a brief stint as a clerk and ledger keeper for the Bank of Montreal, he decided that there were quicker ways for a young man to make his fortune. The infant automobile industry looked promising and in 1919 he packed his suitcase and

started for Detroit. On impulse, he decided to visit a friend, Blondie Perkins, who was agent for BAR in Fort Kent.

Perkins persuaded the fledgling automobile magnate to become a student operator for the railroad and the fateful visit launched a 42-year railroad career. His friends say that America may have been driving Detroit-made Morris automobiles if C.C. hadn't stopped off in Fort Kent. If you knew him that wasn't hard to believe.

He was always bigger than life.

There are lots of stories about Charlie Morris and his genius for making money. It's said that Charlie Morris walked down the old Ashland Branch with a battered suitcase in his hand and an orange in his pocket. When he reached Smyrna Mills he was heard to remark: "This looks all right. I think I'll take it."

Charlie Morris did become station agent in Smyrna Mills during the 12 years he spent as agent on the Northern Division. He also became its unofficial banker, a sizeable landowner and white knight. His white knight role came about when local residents persuaded him to argue for them before the Public Utilities Commission against an unpopular rate increase; he won the case.

He once told me that by the time he was 29 years old he was financially independent. And he did it without connections or influence. His first capital was \$1,000 saved by sheer frugality and spartan living. He bought and sold potatoes, land or anything else that promised a profit.

He made a host of friends. But his success bred some envy, too. One Smyrna businessman described him as "that damned Englishman. He skun into this town, skun half the people in it and then skun out."

Charlie Morris loved the story.

He discovered a great truth as a young man and held it fast all his life: "It's no fun to make money if you can't help people with it." (In his will he left a \$100,000 trust to 10 different organizations.)

A passionate believer in education (he read the classics all his life, read the law, and learned French from a tutor), Charlie Morris quietly helped a lot of bright youngsters through college who would not have otherwise been able to go.

He was involved in Scouting from the age of 12 and received the Silver Beaver, its highest award, in 1977. And his quiet generosity made it possible for a lot of kids to attend Scout summer camp.

By 1933, his financial successes had attracted the notice of management and he was promoted to traveling auditor. It was a post he accepted at considerable financial sacrifice because it inhibited his

buying and selling activities. Three years later he became assistant treasurer. In 1940 he was elected treasurer.

He served on the Bangor City Council and was its resident gadfly in financial matters, the Red Cross, the Water Board. He was also on the board of Penobscot Savings Bank and the Merrill Trust Company.

But his greatest pleasure was helping young people. Not just with his treasure, you understand, but with his wisdom and his time. Someone once wrote that the greatest gift is a gift of knowledge and C.C. Morris was generous with his. One measure of a successful man is his patience with young people and a willingness to help them learn.

That's where Charlie Morris shone.

Harold F. Bell, now director of purchases and materials, went to work for C.C. as a clerk when he was fresh out of college.

"I've often thought of how much I learned about business from him," Bell remembers, "things that you won't find in a textbook on finance. He always had time for your questions. His knowledge of how to make money work was tremendously valuable to me as a kid just out of school and to the railroad."

During his long life Charlie Morris raised letter writing to an art form. His peppery wit and quick intelligence still make the pages come alive. There are only a handful of us left who worked with him, but the legend lives on; C.C. Morris stories still abound. He had been retired from the railroad for 23 years at the time of his death but people still remembered him and gathered strength from audacity.

He never lost his abiding sense of humor nor his sense of adventure. From 1957 until 1966 he and his wife, Mary, participated in the Airstream trailer caravans which took them over the entire U.S. and Mexico. In 1971, the couple made a six-month tour with the caravan covering 15 countries then flew to a rendezvous with his son, Sterling and daughter, Marjorie M. Mattson on the Spanish island of Palma de Majorca to celebrate their 50th anniversary.

C.C. Morris is survived by Mary Ramsay Morris, his wife of 65 years; one son, Sterling C. Morris; and two daughters, Mrs. Marjorie M. Mattson and Mrs. Phyllis M. Edwards; 10 grandchildren and 14 great-grandchildren.

And a whole lot of friends.

If immortality is measured by a place in the hearts and minds of the living, Charlie Morris carved out a big chunk of it.

—RWS

No Rocking Chair for Earle Adair, Thank You

The notion of the retired railroader retreating to the rocking chair on the front porch is about as stereotyped as the idea that people who reach the venerable age of 60 can't have fun anymore.

At least, that's what Earle Adair thinks. He's a trim, wiry man with a laid-back approach to life who's managed to cram a great deal into his 64 years. Adair spent 38 of those years railroading, the last 33 on the B&A where he retired as an engineer. He lives in the Aroostook County hamlet of Littleton not far from the house where he was born. Noreen, his wife of 40 years, came from the Canadian town of Woodstock, N.B. just across the U.S.-Canadian border a few miles away.

The couple has reared and educated nine children who are now scattered over the United States. Bringing up a large family with a husband who frequently left for work Monday morning and got home Friday was "interesting" Noreen says with fine irony. And when Earle decided to retire in 1985 it caused a great change in their lives.

Earle Adair doesn't look like a motorcyclist but he's had motorcycles for the last 20 years. As he points out he doesn't look like a locomotive engineer either. At first they were small machines that helped him reach his favorite fishing spots. The trail bikes gave way to heavier road bikes. It wasn't long before he went from a 450 cc to a 750 cc bike and was making the 100-mile commute from his home in Littleton to his work in Madawaska.

By the time he retired Earle had racked up a good many miles on five motorcycles. From the beginning, Noreen had accompanied him on rides that were for pleasure.

"I'd have ridden myself," she laughs, "but my legs are too short to reach the ground."

With retirement approaching, Earle Adair decided that just because he'd reached some kind of symbolic milestone in his life he wasn't going to stop doing the things he liked. Biking was one of those things and he promptly traded for a magnificent 1100 cc Honda touring machine.

The trek to the Railroad Retirement office in Portland was the maiden trip for the new machine. It was the beginning of a new lifestyle for the



Retired Locomotive Engineer Earle Adair and his wife Noreen, pictured with their touring Honda, have been married 40 years, retired for two, and now spend a good deal of their leisure time touring the country on their motorcycle.

couple, one that was about as far removed from the responsibilities of raising a large family and holding a railroad job as one could imagine. The next trip . . . a few days later . . . was to visit one of their children in Massachusetts. Then they made an extended trip through the Maritimes to Prince Edward Island.

"By this time, I was getting in condition for whole days on the back of the bike," Noreen says.

Both were discovering that the gypsy life of the open road and the freedom of the motorcycle was almost intoxicating; it was time to make the big trip to visit their children in South Dakota.

With a summer of touring experience behind them the Adairs packed their saddlebags and trunk one day and left the next. In fact, they decided to go one day and left the following.

When they started down the winding two-lane road from their home on August 19, it was one of the shining, blue-and-gold days that ought to be typical of northern summers but really aren't. The first leg of the trip took them through the White Mountains of New Hampshire to St. Johnsbury, Vermont. They took a ferry from Burlington to Watertown, New York then angled north to Sudbury, Ontario for a visit with friends.

By this time their routine was pretty well established. After a substantial breakfast, they'd be on the road early, stopping for a brief rest every 100 miles or so . . . sooner if there were interesting things to see. They traveled with a cooler and picnic lunch. The noon picnics became nice times in their trip when they'd meet other travelers and get a chance to take a look at their country and

fellow citizens from unhurried perspective.

"Neither one of us is a camper," Noreen says, "and we'd start looking for a motel about 4 in the afternoon. You wouldn't believe how dirty you can get after riding all day on a motorcycle. I found there was never any problem getting to sleep after a day on the road either."

Both Adairs agree that the nicest part of traveling by bike was the people they met. Most of the bikers they met were younger, sometimes intimidating in appearance, but were universally friendly and helpful. They remember the park ranger in a western park who commented that the Adairs were "a little older" than he was accustomed to seeing but who expressed great interest in their journey.

But the really nice part of traveling by motorcycle was the sense of freedom it gave them, particularly on the secondary highways.

"It sounds strange to say this, but you're a lot more conscious of, not only the sounds, but also the smells of the country you're traveling in," Earle observes. "If you happen to be driving past a field where a farmer is cutting hay, why you can smell it and it adds to the experience."

The most common hazard of the biking experience, they found, were motorists who aren't attentive. A motorcycle lacks the sheer bulk of an automobile and it's easy for automobile drivers to miss seeing it.

On the return leg of their South Dakota trip



Rain showers, along with road dust and errant bumble bees, are just one of the hazards of the road for motorcyclists. The Adairs always have their slickers ready. And if the rain gets heavy they start looking for a highway overpass.

they were just west of Newburgh, New York when Earle glanced in his rearview mirror and saw a large auto pulling out to pass.

"I thought the driver was crowding me a little," he remembers, "and I heard Noreen saying 'she hit me!' The car had come so close that it hit the saddle bag and the cover flew off and struck her. We didn't spill or anything but it broke her leg."

"That lady was more upset than I was," Noreen says. "I felt worse for her than I felt for myself. She took me to the local hospital, waited until the emergency room people saw me and then made motel arrangements for us to stay. The next day she took me to her daughter's home in Massachusetts and I stayed there while Earle drove the bike home. My bike riding was over for that trip and Earle came back for me in the pickup."

They've never had mechanical problems on the road and the only other close call they've had was when a hornet landed on Earle's cheek and crawled into his ear.

"I didn't get stung," he laughs, "but I can tell you it didn't take me long to get stopped."

The South Dakota trip was the Adairs' longest; they left home in mid-August and returned home October 12. That's close to the time when riding becomes uncomfortable in Aroostook County, they say.

Looking back over 40 years of marriage and a demanding job the Adairs think, of that time, they may have spent 20 years together. From 1943 until 1947 Earle served in the U.S. Merchant Marine service and saw a lot of convoy service as well as sea duty on the English coast and France. When the war was over he had an opportunity to continue to go to sea.

"At the time I thought it wouldn't give me much time at home with my family," he grins. "But now I think I'd have spent more time at home if I'd gone back to sea. For the last five years or so when I was working out of Madawaska I'd be gone all week. When I came home it was like having a date for the weekend."

They spent their life together living so much by the clock and an unyielding schedule that they take great pleasure in not making plans. When they take their bike on the road, they just make the decision, pack and set off. . . usually within hours.

Most people approaching the mid-60 mark are, well. . . a little less adventurous than Earle and Noreen Adair. The prospect of riding a thousand-pound (loaded) bike on highways crowded with motorists could be intimidating.

With characteristic humor, Noreen Adair replies: "They can put on my tombstone 'too bad she died, she made such good donuts.' We'll be riding as long as he can drive and as long as I can hold on."

Book Review

Bangor and Aroostook – The Maine Railroad

Two Maine men have written the first definitive history of Bangor and Aroostook. Jerry Angier, Cape Elizabeth, and Herb Cleaves, Pittsfield, began the monumental work in 1982. Angier is a financial and insurance planner. Cleaves is a veteran reporter with the BANGOR DAILY NEWS, a former BAR employee and the son of the late Sandy Cleaves, long-time Bangor and Aroostook section foreman. The basic manuscript began life as Cleaves' master's thesis at the University of Maine in 1963, but it was to be 20 years before the work was revived. Another former employee, Art Collier, was an enthusiastic supporter of the project.

BANGOR AND AROOSTOOK . . . THE MAINE RAILROAD is rich in anecdotal material, the stuff that makes history come alive, and is at the same time a scholarly work that shows meticulous research.

Cleaves and Angier trace the very beginnings of the railroads that would become Bangor and Aroostook. From the construction of the Bangor and Piscataquis and the Bangor and Katahdin Iron Works railroads to the Fish River railroad, the Northern Maine Seaport Railroad and all the small roads that would be incorporated into Bangor and Aroostook in those halcyon days of the 1890s and the early 1900s.

The Canadian Pacific's rails were the first to reach Aroostook and that important milepost inflamed national and local pride for an American railroad to move the fruits of Aroostook field and forest to market on American soil. The various railroad schemes were characterized by intemperate optimism and will-o'-the-wisp financing until Albert A. Burleigh, a Civil War veteran who was wounded in the Battle of



Two Maine men, Jerry Angier, a Cape Elizabeth financial and insurance executive, and Herb Cleaves, veteran Maine newspaperman and former BAR employee, have written the first definitive history of Bangor and Aroostook. BANGOR AND AROOSTOOK . . . THE MAINE RAILROAD is rich in anecdotal material and makes the men who built and operated the railroad come alive.

The railroad builders pictured here are working on the cut of the second crossing on the Fish River Railroad which later became BAR's Ashland main line.

Staunton River Bridge in 1864, proposed his own plan for Aroostook's own railroad. Burleigh was the right man at the right time and the Bangor and Aroostook was born.

Cleaves and Angier have written vividly about the politics of financing and getting a charter. The reader is

led through the maze of problems involved in getting the right-of-way for the fledgling company through the surveying and construction (*BLACKFLIES, WHITE WATER, RED INK*) which proceeded at the rate of 1¼ miles a day in 1892 at a cost of \$12,000 a mile.

Great Northern Paper Company, only a gleam in a hydraulic engineer's eye in 1898, would become the railroad's largest single customer. After a three-year study the engineers of the Northern Development Company projected that enough power could be generated from the waterfalls near Millinocket, the authors write, to run a mill with a capacity of 300 tons a day.

Bangor and Aroostook built its reputation as a mover of fresh potatoes and Angier and Cleaves trace

high water mark of the road's passenger traffic in 1914 when 817,000 passengers rode the railroad's name trains. Names like POTATOLAND SPECIAL, AROOSTOOK FLYER, and the GIN TRAIN will evoke nostalgic memories for many readers of this book.

The continuing battle with the Maine winters is chronicled, from the faceless snow shovelers to the mechanized methods that are now employed. The authors describe the terrible winter of 1933-34 in brilliant

zen to the track. Four hours later the crew was able to move only 50 cars of the train.

From my perspective as a retired employee, the anecdotes about colorful railroaders, most of whom I remember, added a richness to the texture of this lively history. The authors speak of Bill and Ruth Howard who were agents at Fairmount and Maple Grove respectively, Big Dick Sutton, railroad builder and said to be the strongest man who ever worked on the B. and A., the Dupliseas, father and son, Doc Bundy, Harold Fletcher and a host of other wonderful characters.

The extent and selection of historic photographs spans the near-century of Bangor and Aroostook history. I can only describe the collection as spectacular, from the razor-sharp, glass plate reproductions of construction scenes to photo-album prints of snow shovelers in Millinocket yard in 1934.

BANGOR AND AROOSTOOK is a labor of love. These were not professional historians or publishers. Yet, the product is thoroughly a professional effort. In the hundreds of interviews with retired and active railroaders and in their careful research, Jerry Angier and Herb Cleaves have left a record of men and women who did much more than what was expected of them.

On a personal note, I have been connected with this railroad for nearly half of the 95 years this book chronicles. I watched it progress from hand labor to mechanization, from telegraph to radio and, finally, to the computer age. This volume brought back memories of many people, places and events for me. Such a book tells us all where we've been and who we are.

—Henry G. White

(Henry White is a retired Bangor and Aroostook chief dispatcher with more than 40 years service. As he points out in his review, he has been a personal witness to more than half the railroad's history.)



These camp cars housed workers who were building the Fish River Railroad in 1902. BAR Engine No. 19 has steam up and is ready to move an unloaded ballast train. The book contains many historical photographs that have not been published previously.

the development of that great flood from the primitive "lined" cars tended by "potato bugs" to the second largest fleet of railroad-owned refrigerator cars in the nation. The authors detail the evolution of the forest products industry and the equipment for moving those products.

Travel by rail is still regarded by those who remember as the only civilized way to go and American railroads are still remembered by the quality of their passenger service. **THE MAINE RAILROAD** traces the growth of BAR's passenger service from its infancy in 1896 when there were 229,940 patrons to the

detail. As one who was railroading and who worked through it, the chapter, *THE TRAINS MUST GO THROUGH*, is chillingly authentic. There was 35.5 inches of snow in Fort Kent in November and another 34.5 in December. There was no thaw at all. At 1:45 a.m. Dec. 14 the temperature stood at 32 below zero at West Seboeis and the wind whipped snow across the tracks. A southbound freight with 63 cars of potatoes stopped to pick up 67 more cars. When the routine pickup was completed the train would not move. During the hour-long stop the wheels of the standing cars had fro-

BAR Honors 40-Year Employees



Trainmaster Rodney W. Stanhope presents Station Agent Everett J. Gerard, Bangor, with a brass replica locomotive bell representing 40 years service with the railroad. Gerard began his railroad career in 1946 as a student telegrapher and also worked as clerk, relief agent and assistant agent. He is a native of Madawaska and attended local schools. He served in the U. S. Army Air Corps during WWII. He is married to the former Vera Labbe and they have seven children. Pictured above are, from left, Manager of Personnel Shirley R. Strout, Stanhope, Gerard, Mrs. Gerard, and their son, Philip.



Section Foreman Bernard W. (Barney) Donahue, left, Blaine, is congratulated on his 40 years service with the railroad by Supt. of Track Brian C. Baker. Donahue entered railroad service as a trackman in 1946 and later worked as mowing machine operator and night foreman. He attended Houlton schools and served two years in the U. S. Army. He is married to the former Helen Briggs and they have one son, Ralph, of Blaine.



Assistant Agent and Mrs. Hercules R. Roy, Fort Kent, proudly display his 40-year award. Mr. Roy entered railroad service in 1946 as a freight clerk and later worked as relief operator prior to becoming assistant agent at Madawaska. He is a native of Upper Frenchville and attended local schools and Madawaska High School. He served in the U. S. Army Signal Corps during the Korean Conflict and is a member of the American Legion and the Veterans of Foreign Wars. Mr. Roy is married to the former Maureen Daigle and they have five children.



Patrol Foreman Richard K. (Red) Brackett, Patten, has completed 40 years service with the railroad. He began his railroad career in 1946 as a trackman and later worked as acting foreman, night foreman, and section foreman. He is a native of Stacyville and attended local schools. He is married to the former Maxine Rogerson and they have three sons. Presenting Mr. Brackett with his 40-year award is Supt. of Track Brian Baker.

Laborer Donald W. Morrison has completed 40 years service with the Purchases and Stores Department. He joined the BAR in 1946 and has also worked as acetylene cutter, night watchman, machine operator, crane attendant and crane operator. He was born in Hartford, Conn. and attended Derby schools. He is married to the former Judy Bradstreet and they have three daughters. Pictured with him are Director, Purchases and Materials Harold F. Bell, left, and Mrs. Morrison.



Section Foreman Beverly F. Smith (retired), Hermon, has completed 40 years service in the Engineering Department. He entered railroad service in 1946 as a trackman and later worked as foreman surfacing crew and flangerman. He is a native of Milo and attended local schools. Mr. Smith served in the U. S. Army during WWII. He is married to the former Marilyn Lovell and they have four children. Pictured with him are General Supt. Track and Structures O. Dale Anthony and Mrs. Smith.

Moving Up

The railroad has announced the promotions of four supervisors. Brian C. Baker, Levant, becomes superintendent of track; Robert N. Cote, Brewer, becomes roadmaster, district one; Dana R. Jewell, Hermon, becomes manager labor relations; and Wayne G. Harvey, Bangor, becomes manager data processing.

■ Baker entered railroad service as assistant engineer in 1972. He was later roadmaster and assistant superintendent of track.

He is a native of Bucksport and was educated in Bucksport schools and the University of Maine. He is active in the New England Railroad Club, the Roadmasters and Maintenance of Way Association, American Railway Engineers Association and is a director of BARCO Federal Credit Union.



Baker



Cote



Jewell



Harvey

■ Cote is a native of Fort Kent and entered railroad service in 1974 as a trackman. He has also worked as a machine operator and was a section foreman prior to his promotion.

He is a graduate of Presque Isle High School and attended Northern Maine Vocational Technical Institute.

■ Jewell is a native of Monticello and entered railroad service in 1966 as a clerk. He was later a time-keeper and administrative assistant-labor relations.

He was educated in local schools,

Ricker Classical Institute and Ricker College. Jewell served with the U. S. Army from 1962 to 1964 and, until 1965, was employed by F. H. Vahlsing, Inc. and Maine Sugar Industries.

■ Harvey joined BAR in 1974 as senior programmer. He was later senior systems analyst and supervisor, systems and programming.

He is a graduate of the University of Maine and was formerly employed by the John Hancock Company, Boston; Great Northern Paper Co. and Dead River Company.

Mileposts

10 YEARS

Gerald R. Barrett
John P. Beals
Bradford P. Benson
Larry D. Bouchard
Harland W. Branum
John F. Bryant
Warren P. Cain Sr.
Bryce D. Clark
Vernon A. Cunningham IV
Danny A. Dow
Thomas M. Fortin
Bruce A. Jandreau
Kevin R. Jandreau
Ronald L. Jones
Gary E. Karam Jr.
Glenn Karam
Ted W. Leet
Dennis R. London
Paul G. McGillicuddy
John G. Merrill

Kevin H. Nickerson
David E. O'Leary Jr.
Roger M. St. Pierre
Paul M. Shields Jr.
Thomas E. Weston

15 YEARS

H. William Oliver

20 YEARS

Harry C. Briggs
Maurice A. Campbell
James S. Garrity
Harold J. Goodall
Dana R. Jewell
Robert J. Laffey
Edward D. Luchetti
Harold C. Moses Jr.
Aaron R. Picken
Philip T. Sherman
Patrick R. Thibodeau

30 YEARS

Robert L. Adams
Nelson J. Bouchard
John H. Giberson
Vern L. Jacobs
Arthur F. Larlee
Vernon B. Libby Jr.
Richard W. Porter Jr.
Carroll A. Robinson Jr.

35 YEARS

Kenneth D. Chaney
Norman J. Daigle
Hilston L. DeLong Jr.
Ray A. DeLong
Gordon Glew Jr.
Carl C. Grant
Earle R. Junkins
Gary E. Karam
George F. Kelley
John E. MacNair Jr.

R. Stuart McMannus
Keith B. Pelkey
Robert D. Pratt
Franklin D. Robinson
Ansel G. Snow
Paul M. Shields

40 YEARS

Richard K. Brackett
Rene D. Corbin
Everett J. Gerard
Garrett J. Lovett
Hercules R. Roy
Donald W. Morrison

45 YEARS

Bernard J. Nadeau

In the Family

Marketing & Traffic

Wendy D. Davis, daughter of Clerk Elaine B. Davis of Presque Isle Sales Office and the late Robert L. Davis of Caribou, and Jeffrey J. Robertson, son of Joe and Judy Robertson of Caribou were married October 25 at the United Baptist Church in Caribou with the Rev. Arthur Eddy officiating. The bride was given in marriage by her grandfather, Herman L. Wright, Sr., retired BAR roadmaster.

Karyn Davis, sister of the bride, was maid of honor. Bridesmaids were Kathy Lancaster and Roberta Tremblay, both sisters of the bride. Barry Dombroski was best man, and ushers were Dave Tardy and Bill Skofield. Jason Tremblay was ring bearer and Katie Tremblay was flower girl.

The bride is a graduate of Caribou High School, attended Northern Maine Vocational Technical Institute and is employed at Keiffers Insurance Agency in Caribou. The bridegroom is a graduate of Caribou High School, Wyoming Institute, and is self-employed.

Tyler John Robert Lancaster was born to Kathy and John Lancaster on August 25 at Presque Isle. He is the grandson of Elaine B. Davis, clerk at Presque Isle Sales Office.



Clerk Terry Fahey was entertained at his home on his 50th birthday at a surprise party given by his family, friends and neighbors.



Clerk Owen M. Henderson, Brewer, has retired after 43 years with BAR. He entered railroad service in 1943. He is a native of St. Francis and attended Van Buren schools. Mr. Henderson is married to the former Mary Ann O'Connor and they have one son, John, of McConnell Air Force Base, Kansas. Shown above, from left, are Vice President-Maintenance Harold W. Hanson, Diesel Supervisor Paul F. Lewis, Henderson, and Car Foreman Pete Withee.

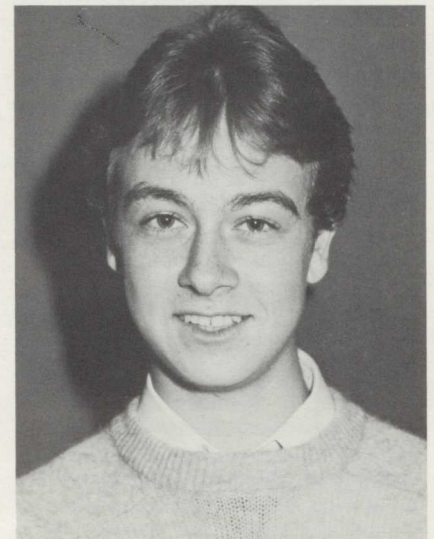
Accounting & Data Processing

Ledger Clerk Gloria Brooks served for a period of six weeks as Bangor and Aroostook Railroad Company's loaned executive to the 1986-87 United Way Campaign.

Retired Treasurer Charles C. Morris, died October 21, 1986 at his home in W. Melbourne, Florida. Mr. Morris retired in 1962 after completing 42 years of service with the railroad. He is survived by his wife of 65 years, Mary (Ramsay) Morris; three children, Sterling C. Morris and Mrs. Marjorie M. Mattson of W. Melbourne, and Mrs. Phyllis M. Edwards of Easton, Conn; two brothers, Vernon Morris of St. Stephen, N.B., Canada and Dr. Franklin Morris of Fredericton, N.B.; three sisters, Mrs. Babe Pickel and Mrs. Dora Wilson of Fredericton, N.B. and Mrs. Winnie Sherlock of Cranford, N.J.; ten grandchildren and 14 great-grandchildren.

Clerk Alice Titus, died Sept. 25 after a long illness. She was born in Burnham, January 26, 1915, the daughter of Harry and Ethel (Vose) Kinney. She was employed in the Computer and Accounting sections of the railroad for nearly 20 years, retiring in July of 1980. She is survived by her husband, Lawrence, of Bangor; two sons, David Titus of Cromwell, Ind. and John Titus of Veazie; three grandchildren, Jennifer, Tiffany, and Erin Titus, all of Cromwell, Ind.; one sister, Mrs. Edmund (Elizabeth) Jones of Bethesda, MD; one brother, E. Robert Kinney of Wayzata, Minn; several nieces and nephews. Funeral services were held at Brookings-Smith, Bangor, with the Rev. Clayton Reed of Hammond Street Congregational Church officiating.

Twenty-two contestants signed up to play in the second annual W. J. McCarty Memorial Cribbage Tournament in October. After five weeks of play, Ledger Clerk Gloria Brooks was the winner and will have her name engraved on the trophy which remains on display in the lunch room of the General Office Building.



John Fessenden

John Fessenden, son of Lead Clerk and Mrs. David Fessenden, was chosen by his BANGOR DAILY NEWS District Manager, Averill Black, as a nominee for Carrier of the Year representing Bangor City Zone #3. John and 17 other nominees were honored at a banquet held at the Ramada Inn as a salute to International Carrier Day, Oct. 11, 1986. John received a trophy presented by his district manager.



Bluegrass Supply Company

General Office Building

Amanda Heather Mooers was born in Houlton, Maine on Sept. 13, 1986, the daughter of *Holly* and *Andrew Mooers*. Her grandparents are Vice President and General Counsel and Mrs. *William Houston* and Mr. and Mrs. *John Mooers*.

Administrative Assistant *Dave Budge* and his band, Bluegrass Supply Company, were recently named No. 1 bluegrass band and No. 1 vocal group for the State of Maine by the Down East Country Music Association at its annual awards show at the Waterville Opera House. The band also placed third in the gospel category and Dave and his son, *Jeff*, won first place in the duet category. Their individual first place trophies were: banjo and dobro, *Bill Smith*; rhythm guitar, *Dave*; acoustic bass, *Jeff*; mandolin and fiddle, *Bill Tidwell*. *Bill Smith* was named instrumentalist of the year and received a second place trophy in songwriting.

Gaynor Jewell, daughter of Manager Labor Relations and Mrs. *Dana Jewell*, was selected by coaches to be a member of the 1986 Penobscot Valley All-Conference field hockey team. Gaynor is a junior at Hermon High School and plays fullback.

Michele J. Kendall, daughter of Mr. and Mrs. *Ben Kendall* of Princeton, became the bride of *Michael R. Garcelon*, son of Special Agent and Mrs. *Harold Garcelon* of Searsport, Aug. 23. The ceremony was performed by the Rev. Heslam at the Harbor Church in Searsport.

The bride was graduated from Belfast High School and attended the University of Maine at Fort Kent. She is employed



Mr. and Mrs. Michael Garcelon

at Dick's Corner Market, Searsport. The bridegroom was graduated from Searsport District High School and from the University of Maine at Fort Kent. He is a teacher in the Searsport School System. The couple now reside in Searsport.

Mechanical & Stores Departments

Cynthia M. Goodall, Adamstown, Pennsylvania, granddaughter of Retired Machinist and Mrs. *Gerald Goodall* of Hampden, Maine, became the bride of *Jeffrey C. Gehman*, of Denver, Pennsylvania at the Evangelical United Methodist Church in New Holland, Pennsylvania on October 18.

Parents of the couple are Mr. and Mrs. *O. C. Goodall* and Mr. and Mrs. *G. Roger Gehman*, all of Denver, Pennsylvania.

A reception was held at the Revere Tavern.

The bride is a 1980 graduate of Cocalico High School and graduated from Bloomsburg University in 1984. She is employed by Hazelton Research Products.

The bridegroom is a 1979 graduate of Cocalico High School and is employed by Ira G. Steffy.

The couple is making their home in Adamstown.

Congratulations are in order to Retired Machinist and Mrs. *Gerald Goodall* of Hampden, Maine, who observed their 55th Wedding Anniversary on Oct. 3, 1986. The occasion was marked by a family dinner in their honor. In addition to the immediate family, the Goodalls were pleased to have present for the occasion Mr. Goodall's niece, *Lucilla Scott*, and her husband *Ed Scott*, of Freemont, California. Mrs. Scott is the daughter of the late Retired Train Engineer *Clifford H. Slauenwhite*.

Transportation Department

Monique de Montigny, daughter of Mr. and Mrs. *Earl de Montigny* of Fort Kent, and *Don Lebel*, son of Retired Agent and Mrs. *Albert Lebel* of Fort Kent, were married Aug. 2 at the St. Louis Catholic Church by the Rev. *Bernard Nicknair*. *Elizabeth McMurry* of Indiana was the maid of honor. Bridesmaids were *Nicole de Montigny* and *Lise de Montigny*, both of Frenchville; *Carol Bellefleur* of Madawaska and *Sheila Gervais* of Lac Baker. *Dave Lebel* of Fort Kent was the best man. Ushers were *Phil LeBouef* of Fort Kent, *Jim Bouchard* of Plaisted, *Paul Smith* of Fort Kent and *Daniel de Montigny* of Frenchville. The bride is a graduate of Melbourne High School and Brevard Community College. She is employed by LaVerdiere's. The bridegroom is a graduate of Fort Kent Community High School and the University of Maine at Fort Kent. He is employed by Thibodeau's Insurance. The couple reside in Fort Kent.

Friends of Retired Engineer *Joseph T. West* will be interested to know that he celebrated his 90th birthday Nov. 2 at a surprise birthday party given by his daughter *Sue West* in East Hartford, Conn.

Mrs. *Millie Coffey*, widow of deceased Engineer *J. Francis Coffey* is now residing at the Southern Acres Boarding Home, Route 1, Box 76, Westfield, Me. She would enjoy visits or mail from friends along the line. Her son and daughter-in-law, Mr. and Mrs. *George Coffey* of Long Beach, Cal. have been visiting her.



Locomotive Engineer Wayne E. Duplisea, Hermon, has retired after 43 years service with the railroad. He entered service in 1943 as a fireman and later worked as assistant traveling engineer. He is a native of Hermon and attended local schools. He is married to the former Rita Bowen. They have two sons: Gary of East Holden and Rodney of Bangor. Duplisea is a member of the Penobscot Snowmobile Club, St. John's Commandery and Anah Temple Shrine. General Superintendent-Train Service L. S. Milton, right, presents Mr. Duplisea with his retirement pin.



Conductor Carroll C. Hersey, Smyrna Mills, retired in October after 34 years service with the railroad. He entered service in 1952 as a trackman and later worked as B&B helper and brakeman. He served in the U. S. Navy during WWII and was formerly employed by Great Northern Paper Company and Bath Shipyard. Mr. Hersey is married to the former Viola Sanders and they have seven children: Elena Alden, Las Vegas, Nev.; Carolee Slaunwhite, Dyer Brook; Sherry Emery, Island Falls; Amber White, Winthrop; Leanna Burpee, Merrill; Kevin, Oakfield; and Chris, Merrill. Mr. Hersey is congratulated by L. S. Milton, general superintendent-train service, right.



General Superintendent-Train Service L. S. Milton, right, congratulates Locomotive Engineer John E. McGuff on his retirement after 31 years service with the railroad. Mr. McGuff began his railroad career in 1955 as a fireman and has also worked as freight handler, truck driver, car repairer, mail clerk and payroll clerk. He attended Bangor schools, Ricker Junior College, Husson College and Hartford College. He was formerly employed by Nile Bemont Pond, Hartford, Conn. and Maine Central Railroad. He is married to the former Virginia Gaudett. They reside in Hampden.

Retired Engineer Stanley L. Brookins, 73, died at a Bangor hospital Sept. 3, 1986. He was born in Bradford, Feb. 10, 1913, the son of Sewall and Elizabeth (O'Connor) Brookins. He was a navy veteran of World War II with three battle stars, a member of the Milo American Legion, the Piscataquis Lodge of Masons and the Rabboni Chapter RAM. He is survived by one sister, Florence Randall of Bradford; three nephews and one niece. Funeral services were held at the Lary Funeral Home, Milo with the Rev. Garnett Chute officiating. Burial in Evergreen Cemetery, Milo.

Retired Engineer Brydon Blakely of Millinocket, 72, died Sept. 30 at a local hospital. He was born in Sherman Station, Jan. 8, 1914, the son of Albert and Alice (Gaskin) Blakely. He was educated in Sherman schools. He worked for the B&ARR Co. for 41 years, retiring in 1976. He was a member of Nollsemic Lodge 205 AF & AM, the Scottish Rite and Anah Temple Shrine. He attended the First Congregational Church of Millinocket, was a member of Sunshine Club for crippled children and the Hillcrest Golf Club. He is survived by his wife, Nina (Mott) Blakely of Millinocket; one son and daughter-in-law, Robert and Sheila Blakely of Millinocket; daughters and sons-in-law, Barbara and Robert Leo Page Jr., of Brewton, Ala.; Marilyn Dawn and Robert Libby of Millinocket; one brother, Elzie Blakely of Sherman Station; two sisters, Elizabeth Cummings and Roxie Elwell, both of Sherman Mills, six grandchildren, one great-granddaughter, several nieces and nephews. Nollsemic Lodge 205 conducted a Masonic Memorial service. Funeral services were held at the First Congregational Church, Millinocket, with the Rev. Walter Cook officiating. Burial in Millinocket Cemetery.

Retired Conductor Clarence W. Giberson, 75, died Oct. 10. He was born in Presque Isle, Sept. 11, 1911, the son of Fred and Gladys (O'Brien) Giberson. He served in the U.S. Army during World War II. He was a member of the Military St. Baptist Church and the Houlton Dux Club. He is survived by his wife Phyllis (Dunlop) Giberson of Houlton; one son Charles L. Iott of Florida; two brothers, George Giberson of East Millinocket, Malcolm Whithan of Easton; one sister, Mrs. Charles (Elizabeth) Swagar of South Portland; three grandsons; one granddaughter; several nieces and nephews. Memorial services were held at the Dunn Funeral Home, Houlton, with the Rev. Foster Williams, officiating. Interment in Evergreen Cemetery, Houlton.

Retired Conductor William E. Martin, 75, husband of Blanche B. (Haley) Martin, died Nov. 5, 1986 at a Bangor hospital. He was born in Orono, Aug. 22, 1911, the son of Edward and Annie (Frost)

Martin. He attended Orono schools and retired in 1975 after 30 years with the railroad. He was a member of the Brotherhood of Railroad Trainmen. Besides his wife of Bangor he is survived by one son, *Neil B. Martin* of Portland; two daughters, *Mrs. Kenneth (Paula) McAuley* of Nantucket, Mass., and *Mrs. Stephen (Terry) Sanborn* of Eddington; several grandchildren and great-grandchildren; one brother, *Lester Martin* of Bangor. Private graveside services were held at Maple Grove Cemetery, Bangor.

Mrs. Lela Mooers Everett, 88, wife of retired conductor *T. Earle Everett*, died Dec. 16 at a Presque Isle healthcare facility. She was born in Nashville Plantation, Dec. 30, 1897, the daughter of *Daniel W.* and *Minnie (Sutherland) Mooers*. Besides her husband, she is survived by one daughter, *Mrs. Dana H. (Marjorie) Bishop* of Presque Isle; three sons, *Eugene E. Everett* of Inverness, Fla., *Howard B. Everett* of Providence, R.I. and *Ronald W. Everett* of Springfield, Va; three brothers, *Floyd Mooers* of Presque Isle, *Maurice Mooers* of Boston, Mass. and *Vaughn Mooers* of Brewer; one sister, *Eunice Dyer* of Presque Isle; nine grandchildren and seven great-grandchildren, several nieces and nephews. Funeral services were held at the Graves Funeral Home with the Rev. *Kenneth Phelps* officiating. Spring interment will be in Fairmount Cemetery, Presque Isle.

Engineering Department

Retired Roadmaster and *Mrs. Leo E. Russell*, Medford, celebrated their Golden Wedding anniversary on Oct. 26 with



Mr. and Mrs. Leo Russell

family and friends at the Cold Brook Grange Hall in Medford Center. The party was hosted by their children and grandchildren including *Dennis, Joy, Lynn* and *Dawn Russell*; *Reginald, Donna, Adam* and *Reg Poulin*, all of Medford; and *Sid* and *Mary-Ellen Russell* of Derry, N.H. *Mrs. Viola Philbrick*, Leo's mother, joined the family at the headtable for this special occasion.

The couple was presented a money tree, a VCR tape of the events of the afternoon made by their niece, *Dawn Theriault*, and many gifts and cards from family and friends.

A buffet lunch served by *Diana* and *Doris Estey*, *Alice* and *Raymond Libby*,

all of Medford; *Gilda Poulin* of Howland, *Brian* and *Florence Mack* of West Enfield and *Charlotte Russell* of Lagrange was enjoyed by all. A three-tier anniversary cake made by their daughter-in-law *Joy Russell* was served by *Florence Mack*. *Dawn Russell* circulated the guest book.

Leo retired from the BAR in 1978 after 44 years service.

Retired Section Foreman *Oscar I. Porter*, Patten, died in August after a long illness. He was born in Westover, PA, May 4, 1889, the son of *Wilford* and *Elizabeth (Yihglin) Porter*. He was a member of the Masonic Lodge in Millinocket, York Rite Bodies and Anah Shrine Temple of Bangor. Porter retired in 1955 with over forty years service.

He is survived by one step-daughter, *Mrs. Nancy McQuarrie*, of Hodgdon; several nieces and nephews.

Trackman *Merrill L. Bennett*, Stockton Springs, has retired with 27 years of service with the BAR. He attended Prospect grammar school and Stockton Springs high school. Bennett is an Army veteran of WWII.

Trackman *Charles E. Hand* of Ashland retired Nov. 1. He entered service in 1951 as a trackman at Mapleton.

Roadmaster and *Mrs. Robert N. Cote*, Brewer, are receiving congratulations on the birth of a daughter, *Lindsey Marie*, born Oct. 11, 1986. This is their second child.

Trackman *Sterling S. Chase*, Caribou, has retired after 37 years with the railroad. He has worked as a flangerman, equipment operator, foreman and subforeman of extra gang crews. During WWII Chase served in the U.S. Army and is a member of the VFW. He is married to the former *Iola Cyr* and they have five children: *Lloyd Chase* of Bangor, *Lorraine Gallagher* of East Hartford,



Mrs. Vada Ewings of Lubbock, Texas, formerly of Millinocket, widow of the late retired Section Foreman *Charles Ewings Sr.*, was present at a recent family gathering representing five generations. *Mrs. Ewings* is shown holding her great-great-grandson *Brad Smith* of Lubbock. Other family members pictured are son *Charles Ewings Jr.*, left, grandson *Terry Ewings*, right, both of Lubbock and great-granddaughter *Janet Smith* of Shallowater, Texas, foreground.



General Supt. Track and Structures O. Dale Anthony, left, and Roadmaster Roger S. Casey, right, congratulate Trackman Sterling C. Chase on his retirement after 37 years with the railroad.

CT, Loretta Nelson of New Sweden, Larry Chase of Texas, and Joseph Chase of Houlton.

Superintendent of Track Leo C. Fournier, Veazie, died November 19. He was born in St. Albans, VT, November 6, 1937, the son of Alice (Quesnel) and Charles A. Fournier. He was graduated from Chicago Technical College with a bachelor of civil engineering degree. Fournier started work with the BAR in 1967 as an assistant engineer in Houlton, and worked as assistant superintendent of track before his promotion to superintendent of track. He was a member of the BPOE of Houlton, a United States Air Force veteran and a registered land surveyor for the State of Maine.

He is survived by his mother, Alice Fournier of Swanton, VT; three sons, Christopher and Michael of North Conway, NH and Paul with the United States Air Force in Texas; two sisters, Elizabeth Conte of Massena, NY and Theresa Gingras of Swanton, VT; many nieces and nephews.

Facts and Figures

	Twelve Months Ended December 31,	
	<u>1986</u>	<u>1985</u>
Working Capital at January 1st	\$ 1,192,900	\$ 1,497,000
We received dollars from:		
Hauling freight	22,618,900	23,358,800
Earnings from our freight cars moving on other carriers	8,226,000	7,576,400
Net proceeds from sales of scrap and other property	331,100	173,200
Proceeds from other sources	<u>2,865,700</u>	<u>2,692,700</u>
Total available dollars	35,234,600	35,298,100
We paid out dollars for:		
Wages to our employees	12,362,600	13,903,400
Benefits to employees	4,533,400	5,130,200
Materials to operate and repair our equipment and roadbed	3,912,000	5,084,100
Improvements to our equipment and right of way	1,463,600	2,264,400
*Cost of labor and material to improve our equipment and right of way	(1,146,700)	(2,103,300)
Lease of cars and costs for foreign freight cars on line	4,354,000	4,328,400
Reduction of our debt	550,500	965,500
Interest on our debt	780,700	754,400
Federal, state and local taxes	1,213,000	360,800
Dividends to our owners	539,400	449,500
Costs of other services	<u>3,352,200</u>	<u>2,967,800</u>
Dollars spent on operations and improvements to our property	<u>31,914,700</u>	<u>34,105,200</u>
Working Capital at December 31st	<u>\$ 3,319,900</u>	<u>\$ 1,192,900</u>

*This figure represents costs already shown above as part of "Wages, Benefits and Materials." The \$1,146,700 and \$2,103,300 (shown above) are costs of labor and materials for capital improvements.

Bangor and Aroostook Railroad
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“We must insist that when anyone engaged in big business honestly endeavors to do right, he himself shall be given a square deal.”

Theodore Roosevelt, 1913



THE BETTMANN ARCHIVE

Teddy Roosevelt is remembered for many things, among them opposition to business monopolies. Nevertheless, he still recognized that every American business is entitled to equal treatment under the law. But there are some who seem to disagree with this basic American principle—especially when it comes to the railroad industry.

When Congress passed the Staggers Rail Act in 1980, it eased some of the crippling government regulation that had brought America's freight railroad system to the brink of economic ruin. There have been dramatic changes since 1980. Improved track, new equipment and innovative marketing have improved service to shippers and resulted in reduced rates for many. Despite a very difficult economic climate for basic industries, railroads have been holding their own.

Yet, before the ink was dry on the Act, some special interest groups were already clamoring to change the new law. They call their proposal "fine-tuning," but what they really want is reregulation that would give them favored treatment they don't get in a free market.

To make matters worse, other efforts have been initiated in Congress to further restrict the railroads' right to do business like other free enterprise companies. So-called anti-monopoly legislation (that Teddy Roosevelt wouldn't recognize) would deny railroads control over their own property and single railroads out for special—and adverse—treatment under the antitrust laws.

The majority of rail customers—87 percent of all freight shippers surveyed—feel that railroads should continue to be allowed to participate in a free, competitive market. The attempts to reregulate the railroads would deny one of our most vital transportation resources the most fundamental rights of American business.

America's railroads are entitled to a "square deal" and should not have their hard-earned freedoms sacrificed for the sake of a few and to the detriment of many.

For more information, write: Square Deal, Dept. 671, Association of American Railroads, 50 F Street, N.W., Washington, D.C. 20001.



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