

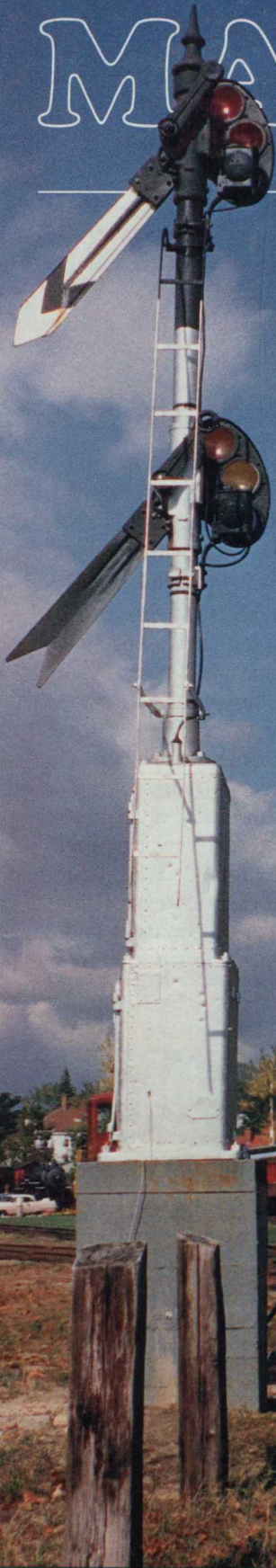
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# MAINE LINE

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Fall 1987



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

# Talking It Over



To My Fellow Employees:

If we were somehow to be transported back in time to, say, 1984 and consider from that perspective what has happened to our industry in New England, it would be hard to comprehend such sweeping change in so short a time. Economic forces were responsible for most of the change. And they were there for all to see in 1984. Yet, most of us were dragged kicking and screaming and resisting change to where we now are in 1987.

Most of what has happened was predictable. It was evident that trucking deregulation would let loose a flood of new, non-union companies and that the result would be lower rates which squeeze higher cost carriers out of the market. Yet, there was . . . and still is . . . an unwillingness to accept the fact that circumstances have changed . . . that railroads aren't monopolies with captive customers any longer.

Some of us continue to deny the reality of 1987 and to look for villains to blame for all the bad things that have happened to us. That's unfortunate because it clouds the real issue facing BAR and all American railroads . . . that the new, low cost carriers are eating us alive. The only way we can meet that challenge is to (1) change the way we run our railroads and (2) look at our costs and practices.

That's what these three painful years of labor negotiations are about. Throughout this incredibly long time which has been so difficult for all of us,

we've tried to be absolutely straightforward in negotiations. I think by now most of us recognize what we need to do to fix what's wrong. Unfortunately, knowing doesn't make it any easier to do.

The Chinese have a saying that the journey of 10,000 miles begins with the first step. For all of us, just taking that first step will make us feel better. I know that you share my own hope that we're in the final stage of the difficult process. As we approach this critical time I hope all of us will keep in mind that our goal is to position Bangor and Aroostook so that it becomes a profitable, healthy railroad providing adequate earnings for our owners and good jobs for all of us who work here. I also hope that we can do these things without severing the bonds of goodwill and loyalty to each other that have made us so effective as a company.

Sincerely,

Walter E. Travis  
President

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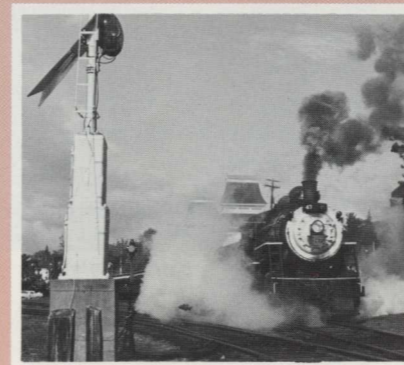
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#### About the cover . . .

Train 47 is one of four daily scheduled departures from Conway Scenic Railway's picturesque station every day of the season. The immaculate building and the carefully manicured gardens are characteristic of the professional operation of the little railroad.

# News Briefs

### Sears Island project heats up

The much-studied Sears Island Cargo Port project has entered the permitting stage. The environmental impact statement has been forwarded to the Federal Highway Administration for agency sign off. The document will then be sent to the Environmental Protection Agency for publication in the Federal Register. There's a mandated 30-day comment period and if the Corps of Engineers and the FHA both issue permit decisions, it will bring the project to the same stage it was when the Sierra Club filed suit to challenge the lack of an environmental impact statement three years ago. DOT Commissioner Dana Connors commented that the EIS studies "have left us even more firmly convinced that Sears Island is the least disruptive site and that now is the correct time to build this project."

### Van Buren reload working well

BAR's new reload center at Van Buren is working well. Fraser Paper, the principal customer at the facility, is now considering loading flats and boxcars direct to destination in addition to the traffic that's routed to Northern Maine Junction and transferred to truck. And some other Canadian customers have expressed interest.

### September traffic up

September business was better than expected . . . 105 over budget on cars and 5% over last year's actual. Dollars were three percent over budget this year but three percent under money for last year. That's significant because it indicates the rate squeeze in which we find ourselves; we're moving more freight for less money and the lower rates are being driven by competition.

### New traffic for Presque Isle

The railroad has negotiated rates for hardwood veneer logs moving into the Presque Isle Industrial Park; it's served by the Aroostook Valley Railroad and the logs are already moving. The traffic formerly moved by truck.

### Big roads shrink, smalls grow

Big . . . and traditional railroads . . . continue to shed trackage and employees and small roads continue to spring up to fill the space. CSX Transportation has announced that it will eliminate 4,871 non-union jobs, including 480 management posts by the end of 1987. The company has already eliminated some union jobs and frozen salary increases and instituted a hiring freeze.

At the same time, three brand new regional railroads have been created which offer job opportunities. The Escanaba and Northern in Wisconsin and Michigan was created from 320 miles of Chicago and North Western track. The Central Michigan Railway is made up of 200 miles of former Grand Trunk Western track in Michigan. And the Red River & Western Railroad Co. will cover 650 miles of former Burlington Northern track in North Dakota.

All of the new regionals operate under the kind of work rules that BAR is seeking and most are enjoying increased business. Since passage of the Staggers Act in 1980, 140 new railroads have been formed from track previously operated by major railroads.

It hasn't been all smooth sailing for the new regionals, however. The new railroads wouldn't be appealing to investors without different labor rules than are in effect on the big roads and labor organizations have taken several to court. So far, the courts have upheld the right of the Interstate Commerce Commission to allow the sales to take place without imposing labor protection provisions. The most recent affirmation of that right came when the U.S. Court of Appeals for the District of Columbia ruled in favor of the ICC in the case of the Rochester and Southern Railroad which was sold by CSX and is a subsidiary of the Genesee and Wyoming. The ICC is required to impose labor protection in railroad mergers and in cases where one railroad sells a line to another. Most experts believe that if the ICC did impose labor protection the boom in short lines and regional railroads would end. The alternative for the marginal track would then be only abandonment and total loss of railroad jobs.



Superintendent of Track Brian Baker got a deal he couldn't refuse this year: all the rock ballast his people could install. As a result, BAR will install more rock ballast this year than any time since the construction, about 95,000 tons. Jordan spreader cleans the shoulders of the track prior to the installation of ballast.

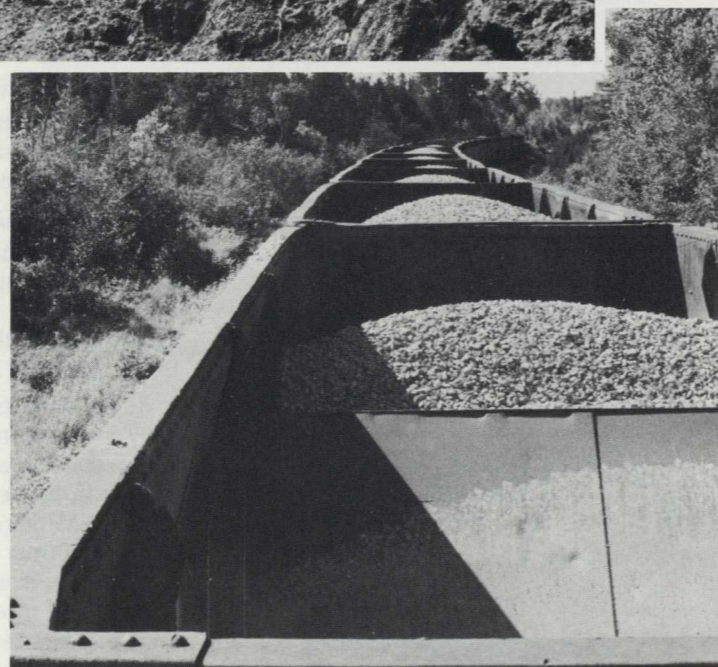
Superintendent of Track Brian Baker says it could give BAR some of the best main line in the northeast. And General Roadmaster Herman L. Wright, Jr. believes it will eliminate 70% of track slow orders next spring and half of the shimming work.

The two men were talking about a novel concept designed to allow track forces to exercise all their skills and ingenuity in getting a big job done with limited resources. The challenge is to install as much ballast as possible with the manpower available.

The idea was born as a result of a conversation between Vice President-Maintenance Harold W. Hanson and Walter Travis. Hanson was chewing on the challenge of increasing productivity of maintenance gangs and meeting a spending cap on materials. It was a fruitful conversation because the two decided that rock was cheap compared to labor; therefore the crews could have all the rock they could install as long as labor costs stayed consistent.

It was exactly the kind of challenge that appealed to Brian Baker and Herman Wright.

And for Ballast Foreman Harold Ewings "it was like being turned loose in a candy store."



Crushed rock, pictured in the hopper cars of a ballast train, ensures good drainage of track and contributes greatly to stability.

Ewings is a strapping, second-generation BAR foreman who's described by his boss as a self-starter and a man who works smart. He's a key element in the success of the rock program, according to Baker.

"We used to get a little rock... about 45,000 tons a year... and try to make it go too far," Wright explains. "The idea of having as much as

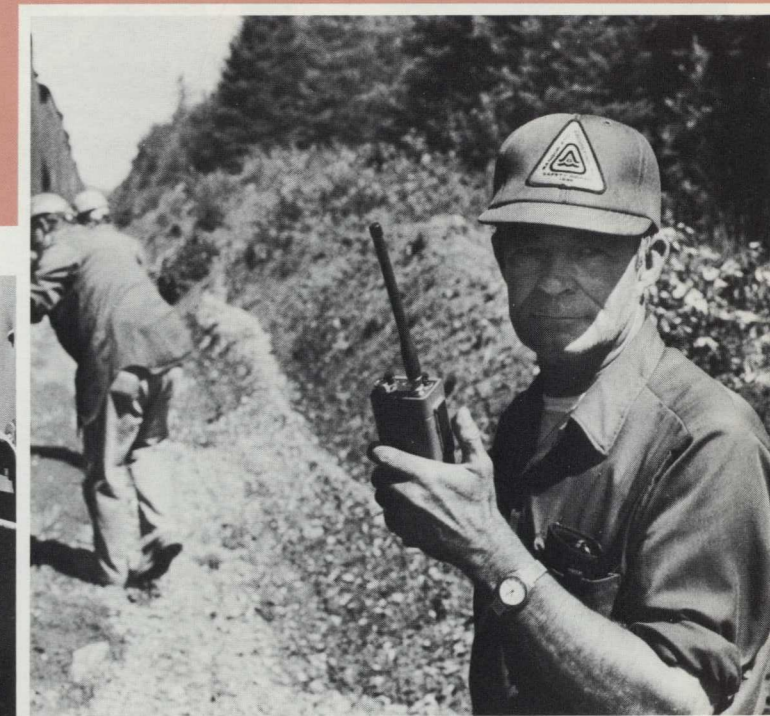
# A DEAL THEY COULDN'T REFUSE



Acting Roadmaster Bob Huston pitches in as the Ballast Crew dumps new rock north of Portage.

we could put in was pretty exciting to roadmasters and foremen."

General Superintendent O. Dale Anthony says the program worked beyond his best expectations. Last year was the first year and BAR crews broke all records by installing 70,800 tons. This year Brian Baker is aiming for 95,000 tons before the season ends.



Trainman John Giberson uses his radio to coordinate train movement with the dumping of ballast.

The chemistry of why it worked so well makes very good sense if one understands what makes Bangor and Aroostook people tick.

Baker puts it this way: "Roadmasters and foremen had spent a long time watching us give the problem areas of our track a lick and a polish. When they had an opportunity to put all the rock they could install to really fix their problem areas it was a powerful incentive. It was a little like the Russian short story about the man who's told he'll be given all the land he can walk around in a day. They found ways to do it."

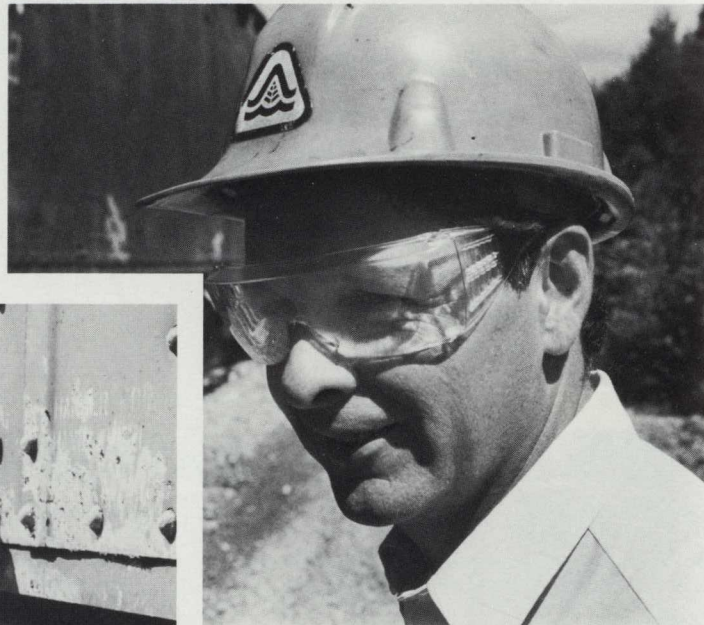
Baker and Wright say the biggest factor in accelerating the ballast program without increasing costs was developing a second source of crushed rock on the south end of the railroad. Until this year, all of BAR's crushed rock ballast came from the Presque Isle area. Rock destined for the south end of the system was a pretty expensive proposition.

The second source of ballast lowered costs and helped increase productivity. Baker says that his ballast crew... a foreman and three trackmen... were able to install 2½ trainloads of rock a week when they were working on the Southern Division. When the ballast crew was on the Limestone branch it was able to dump a 40-car rock train every day.

Surfacing crews working with the ballast crew had completed 30 short lifts ranging from 3 to 6

crew goes over the tracks with a spiker to minimize the number of ties that separate and remain in the ballast when the track is lifted. Ties that separate in the process must be dug out by hand, an expensive and time-consuming process.

Baker's approach to the challenge of getting maximum ballast installed has been to give surfacing



Superintendent of Track Brian Baker thinks that the incentive ballast program could give BAR some of the best main line track in the northeast.



In order to put out the greatly-increased amount of ballast the regular Ballast Crew had to borrow labor from local Section Crews. Trackman Delman Pelletier, Fort Kent, was working just north of Portage when this photograph was made.

inches by mid season, not counting the extensive rock installations on the Limestone branch. Baker thinks his people will do another 20 before the season ends.

The biggest challenge is keeping rock ahead of the two surfacing crews which will level and smooth all BAR track before the snow flies again. The primary purpose of ballast, of course, is to improve drainage and stabilize track. And the ballasting effort, along with BAR's ambitious ditching program, will have very beneficial efforts in providing smooth track and reducing maintenance costs.

Baker said his crews have learned short cuts that make the work go smoother. Before each lift a

crew foremen like Jeff Lawlor and Mel Johnson all the leeway they need to use their own judgment in making day-to-day decisions.

"Everybody likes it," he says, "because fixing the trouble spots means less aggravation for them every spring."

Upgrading BAR's tracks with good ballast, and good ditching, will make for better train operations and long term reduced maintenance costs. That's a considerable achievement. But perhaps the real lesson of the successful ballast program, is what Dale Anthony refers to as the "great work ethic of a motivated work force."

"We call it productivity," he says, "but that's just a fancy word for employees who are motivated and have pride in their work. If our people can perform like this under the cloud of uncertainty in labor negotiations, think what we'll be able to do when we know where we're going."



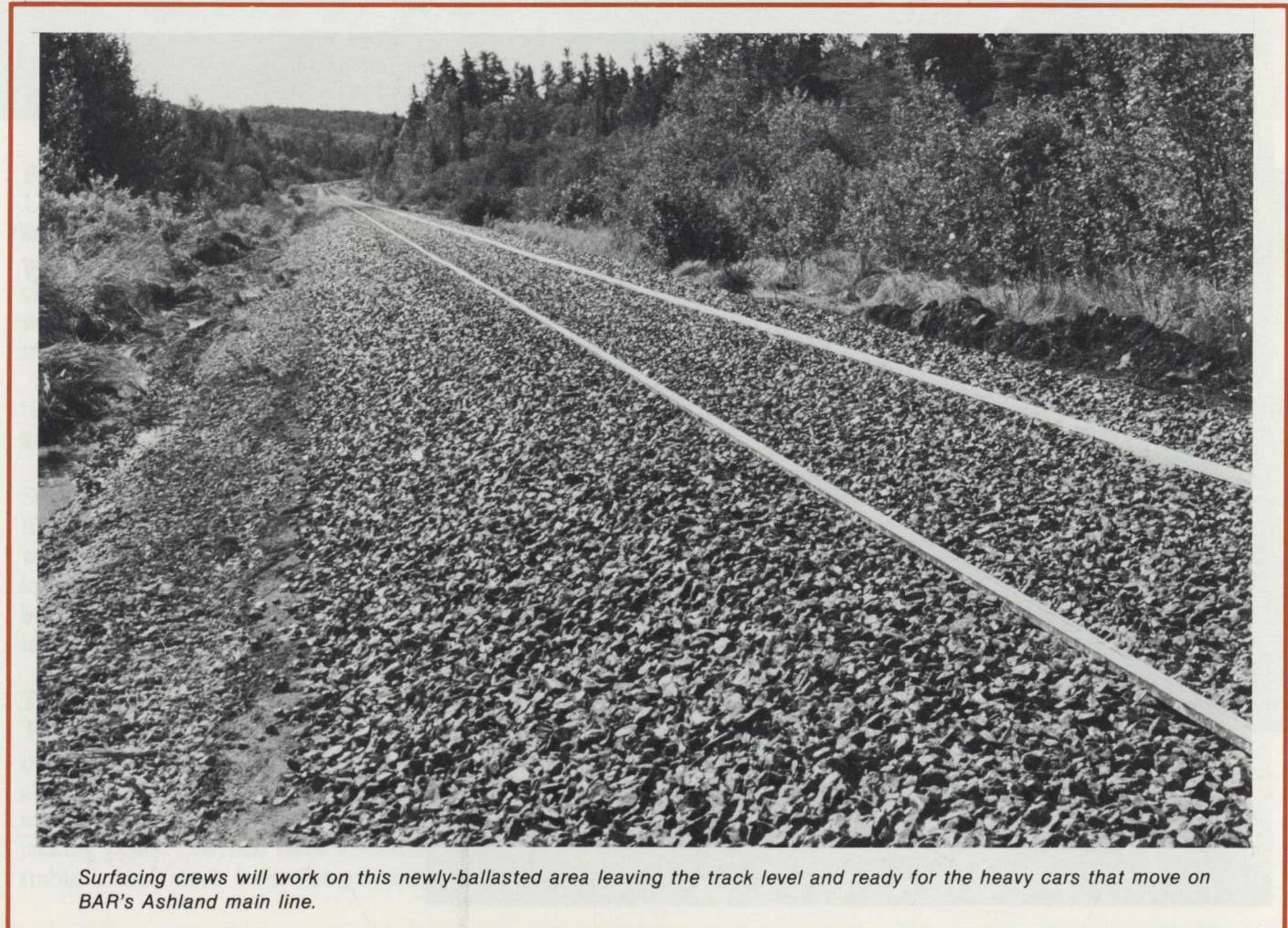
Ballast Foreman Harold Ewings said that the new ballast policy "was like being turned loose in a candy store."



Acting Roadmaster Bob Huston watched with great interest the dumping of new ballast on the problem areas of his district.



General Roadmaster Herman Wright Jr. says that the new ballast program will eliminate at least 70% of the track slow orders next spring and about half of the shimming work.



Surfacing crews will work on this newly-ballasted area leaving the track level and ready for the heavy cars that move on BAR's Ashland main line.

# Gary Dunham's Better Mousetrap



Gary Dunham, a carpenter-plumber in the Derby B&B Crew, designed and built the frame which Supervisor of Maintenance and Structures Aaron Picken called a great help in the project.



The prefabricated steel jacking frame greatly simplified the raising of a Bangor and Aroostook overpass on Union Street in Bangor.



Foreman Eddie Burton, pictured at center, and his crew raised the 60 foot, 124,000 ton bridge in six weeks. The job was made easier with Gary Dunham's "better mousetrap".

Bangor and Aroostook's overpass spanning outer Union Street in Bangor was clearly a problem structure. As trucks got bigger and taller, drivers who failed to heed the posted 12 foot, 4 inch clearance struck it with the tops of their vehicles with monotonous regularity. The impacts had even moved it from its base on several occasions.

This year the Maine Department of Transportation scheduled a joint project between the MDOT and the railroad to raise the structure.

The job fell to Supervisor Maintenance and Structures Aaron Picken. Raising a bridge sounds like your average, straightforward assignment. But when you consider that the structure is 60 feet long and weighs more than 124,000 tons, the task becomes... well, less simple. The principal challenge is to do it (1) safely and (2) efficiently.

Putting new support under the bridge is easy. The challenge is lifting the massive structure. There are two traditional ways to do the job. One is to use short jacks and work in short lifts... about 2 inches... from the bridge aprons 11 feet or so above the ground. The second is to use long jacking posts... which have a tendency to be unstable... and work from the ground.



The frame permitted the use of longer jacks than would otherwise have been possible, enabling crews to raise the bridge in six-inch lifts. Carpenter Bob Thibodeau takes a measurement while the crew on the ground control the jacks.



Fred Brawn places one of the heavy duty car jacks under the jacking frame prior to a lift.

When he was discussing the project with his crews Picken mentioned the jacking choices and Gary Dunham, a carpenter/plumber from Derby, suggested fabricating a heavy steel framework tied together with cross braces that would allow the crew to use large jacks at ground level and move an entire end of the bridge at once. The concept would also allow for six-inch lifts. The tool... a kind of jacking bent... would provide stability and greater safety for Foreman Eddie Burton and his crew.

Picken thought "it was as simple as a safety pin" and gave the go-ahead. Dunham immediately started work on it at Derby Shop. In practice, the device proved to be one of those handy tools that make a job go quicker and smoother. The four-man crew did the job, a cooperative venture between the railroad and Maine Department of Transportation, in six weeks.

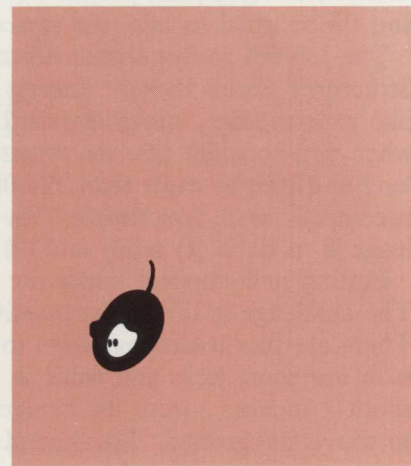
Section forces dumped 25 cars of crushed rock over 1700 feet of the overpass approaches and Burton's crew built sturdy support gillages — supports for the bridge itself — out of steel rail welded into cubes and encased in concrete. The finishing touches on the \$50,000 project were new wingwalls.

"This small crew (Burton, Fred Brawn, Fred Thayer, Robert Thibodeau and occasionally Dunham and Cliff Flemming), did a first-class job," Picken says.

And the Dunham jacking bent worked so well that it will be kept for other bridge jobs.



Fred Thayer fits a grillage — steel rail that's been cut and welded into cubes — under the bridge. The grillage will eventually be encased in concrete and serve as a part of a new bridge support.



## An unce of Prevention

June 18 was one of those cloudless, blue and gold summer days at Millinocket. Paul Shields, Jr., didn't know it when he arose early at Oakfield to make the 53-mile commute to BAR's car repair facility, but it was to be a fateful day for him.

Ironically, it was also the day of a scheduled safety meeting at Millinocket.

At 1 p.m., Shields, a carman, was heating a broken trainline fitting so that he could unscrew it and replace it. The angle-cock had been broken off and corrosion had frozen the rest of the fixture. The problem is a common one at the facility and the use of a torch is standard procedure for freeing stubborn couplings.

The 10-year BAR railroader heated the fitting to a red heat, laid his torch on the ground and picked up the wrench to loosen the fitting. As the metal was cooling and before he had even touched it with his wrench an explosion inside the fitting blew rust, dirt and rubber particles into Shields' face around the eye and nose much like a shotgun blast.

Stunned from the shock, Shields fell backwards. His co-worker Harold Goodall helped him up and he was immediately taken to the emergency room at the Millinocket hospital where doctors cleansed his multiple facial wounds and removed as many of the particles of rust and other debris as they could detect. He also suffered first and second degree burns.

"I lost some hide from my nose and under my left eye," he says, "and the doctor who treated me said I'd probably have been blinded if I hadn't been wearing safety glasses."

The 33-year-old carman lost 10 days as a result of his injuries.

The accident that could have blinded Paul Shields was a freak happening, one that defies any reasonable odds. Gasses from the gasket within the fitting ignited and blew debris from the connection as a shaped charge. No one at the facility had heard of such an incident. Yet it happened and if Shields had not been wearing eye protection he would have been blinded.



Car Repairer Paul Shields, Jr. demonstrates the repair he was making on an air hose coupling using a torch when it ignited. The gasket inside the coupling exploded driving dirt and rust particles into Shields' face. His safety glasses prevented a serious injury.



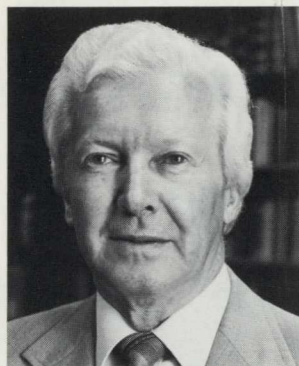
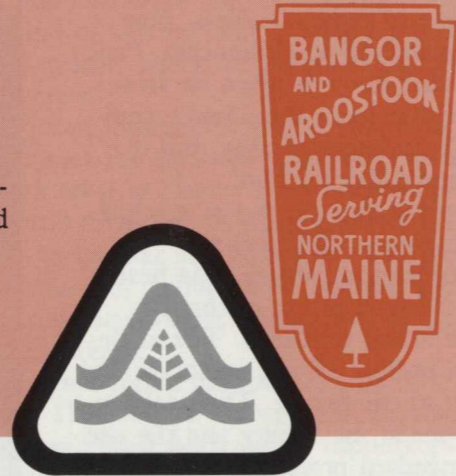
This is the gasket inside the coupling which became volatile and exploded under the heat of Shields' torch. As a result of the accident, workers are required to wear face shields as well as safety glasses. The accident was the first recorded instance of a gasket exploding under heat.

Department safety procedures have been revised as a result of the experience; workers are now required to wear face shields as well as safety glasses when performing the work.

As for Paul Shields, he says he's the most confirmed believer in safety glasses anyone is likely to find.

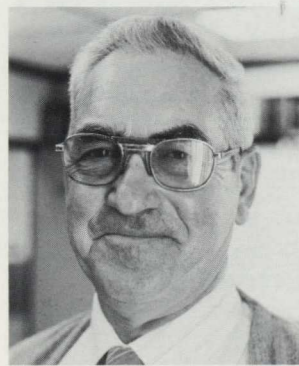
## Ten veteran Bangor and Aroostook managers retire

They are: Harold F. Bell, director purchases and materials; Stanley W. Garland, foreman; Hugh G. Goodness, vice president-traffic; Owen J. Gould, treasurer-controller; Harold W. Hanson, vice president-maintenance; William M. Houston, vice president and general counsel; Thomas A. Mercier, general claim agent; Leigh S. Milton, general superintendent-train service; Paul M. Shields, yardmaster; and Norman J. Tardif, vice president-sales and service.



*Harold F. Bell*

Bell is a native of Mars Hill and joined the railroad after graduating from Husson College in 1949. He has been staff assistant, assistant manager purchases and stores, and manager purchases and stores. He's a member of the National Association of Purchasing Management, Purchasing Management Association of Maine, Northeast Purchasing Association and the New England Railroad Club. Bell served in the U.S. Army during WWII. He is married to the former Ruth Treffery. They have five children.



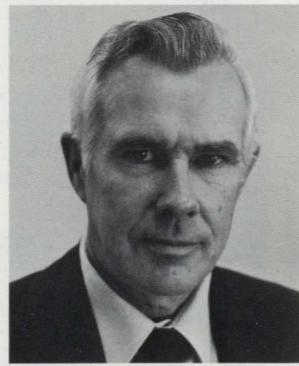
*Stanley W. Garland*

Garland, a native of Carmel, came with the railroad in 1947 as a fireman after WWII service in the U.S. Navy. He later became machinist helper, machinist and relief foreman. He is a member of the Masonic bodies, Anah Temple Shrine and the Bangor-Brewer Shrine Club. Garland is married to the former Paula Sheldon. They have three children.



*Hugh G. Goodness*

Goodness came with the railroad in 1952 as a tariff clerk, subsequently becoming assistant general freight agent, and freight traffic manager. He attended John Bapst High School, the University of Maine, American University and Northwestern University. During WWII he served with the U.S. Army in Europe. Goodness is married to the former Helena Jane Sargent. They have four children.



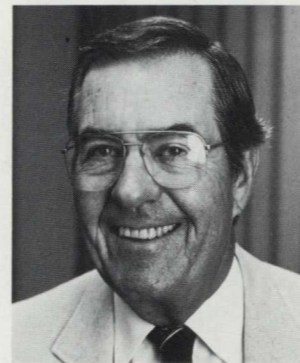
*Harold W. Hanson*

Hanson is a native of Bradford and joined the railroad as assistant engineer in 1953. He has been mechanical engineer, assistant chief mechanical officer, and chief mechanical officer. Hanson attended Higgins Classical Institute and the University of Maine. He served in the U.S. Navy during WWII. He is married to the former Jean Amero. They have four children.



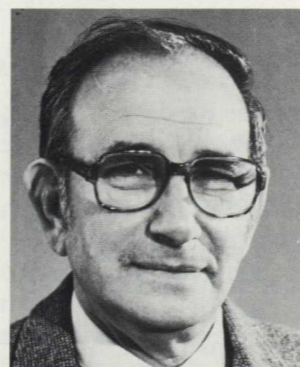
*Owen J. Gould*

Gould is a native of Milo and has been with the railroad since 1952 when he became a clerk. He has been general tax accountant, assistant general auditor and controller. Gould attended Husson College and was graduated from Bentley College. He was married to the late Ellen King. They had six children.



*William M. Houston*

Houston is also a native of Milo and became an attorney for BAR in 1955. He was subsequently assistant general counsel, general counsel, vice president and general counsel and clerk, and chief labor relations officer. Houston attended Maine Maritime Academy, University of Maine, Bowdoin College where he graduated cum laude and Harvard Law School. He is a member of the Maine and Massachusetts bar, Penobscot Valley Country Club, and ICC Practitioners. Houston was a member of the Bangor City Council and mayor, United Way Campaign Chairman in 1966, Fact Finder, Public Labor Dispute, Arbitrator of Labor Disputes, American Arbitration Association and Alternate Chairman of the Maine Labor Relations Board. During WWII Houston served as a captain in the U.S. Army. He is married to the former Ruth Coburn. They have three children.



*Thomas A. Mercier*

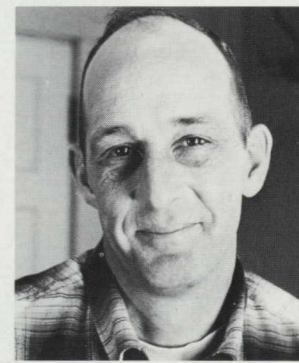
Mercier joined the railroad in 1956 and was subsequently chief clerk and chief claim analyst. Mercier, a native of Biddeford, attended Thornton Academy and New England Business School. He has been chairman of the BAR Advisory Council, President of the Bangor-

Brewer Area Management Club, the Brewer Board of Appeals and the Brewer City Council. He saw service with the U.S. Army in WWII. Mercier is married to the former Pauline Adams. They have one son.



*Leigh S. Milton*

Milton is a native of Caribou and became a brakeman for the railroad in 1944. He returned following U.S. Army service in WWII, became a conductor, traveling conductor, assistant trainmaster, assistant superintendent of transportation and director of transportation. He was educated in Caribou schools. Milton is a member of the Masonic bodies, Shrine, American Square Dance Association and Northeast Callers and Teachers Association. He is married to the former Viola Anderson. They have three children.



*Paul M. Shields*

Shields attended Oakfield schools and became a brakeman for the railroad in 1951. Before his appointment as yardmaster in 1969 he was a conductor. Shields has been a selectman in Oakfield, member of the school board and president of the Oakfield Housing Corporation. During WWII he served in the U.S. Navy. He is married to the former Betty Swallow. They have four children.



*Norman J. Tardif*

Tardif began his railroad career as a clerk in his home town of Van Buren in 1944. He has been an assistant division agent, regional vice president-sales, and vice president intermodal services. He attended Van Buren schools and American University. Tardif is married to the former Margaret Kane. They have four children.



## Preserving A Tradition

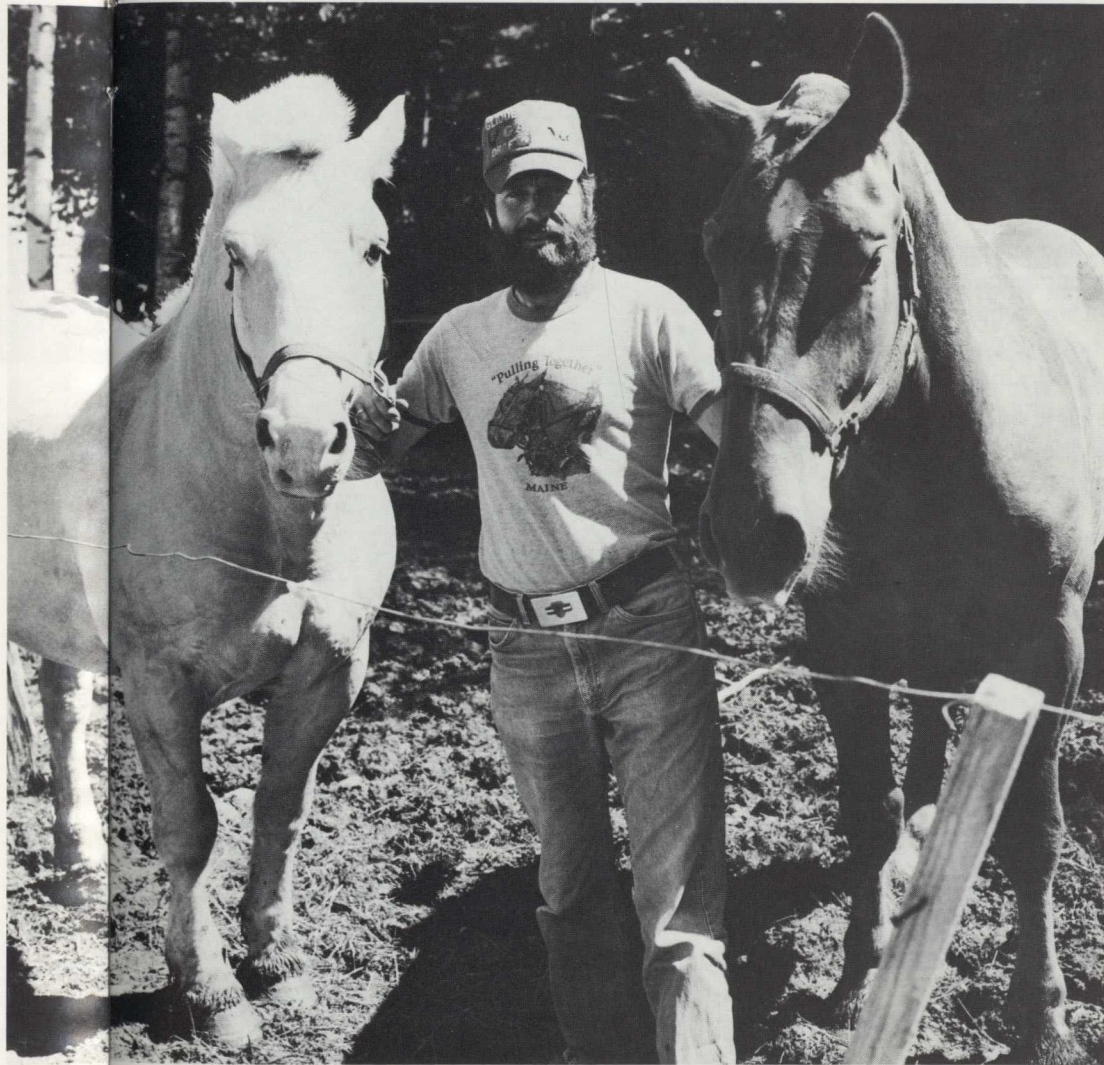
Forty years ago, the work horse was as much a part of the great Maine forests as the wiry lumberjacks. Before the huge timber skidders came to dominate the woods and the economics of wood harvesting, these gentle and intelligent creatures worked quietly with their human companions hardly leaving a mark on the land.

It was common to find one logger working at a chopping, hooking a log to a woods-wise horse which would make its way unattended to a landing where another logger would unhook and cut the log into four-foot lengths. Some of these wonderful beasts became so clever that they could

maneuver a twitch log that had become lodged and free themselves without help.

Economics and the skidder changed all of that and about the only place a woods horse can be seen is on a handful of small woodlots in Maine.

Gary Glidden, a 45-year-old conductor who's foreman on the second switcher at Millinocket, thinks that's a shame and he spends a lot of his free time keeping alive the traditions of the Maine draft horse. With very little urging, Gary Glidden will catalogue all the virtues of draft horses for woods and farm work.



Gary Glidden's 9-year-old son, Enoch, pictured celebrating his ninth birthday with friends, is a frequent companion when his father competes in horse pulls.

(far left) Gary and Kathy Glidden built the log cabin home pictured in the background with their own hands. As Glidden wryly observes, "it took a lot of whittling."

Glidden will drive about 12,000 miles or so during the seven-month horse pull season. He subsidizes his hobby by operating a part-time oats business. The current residents of Glidden's paddock, Buckshot and Jim, are almost like family pets.

"A horse," he explains with evangelical fervor, "hardly packs down the soil at all. But you compare that with a heavy tractor on a farm or a skidder in the woods and a horse has hardly any adverse impact on the land. I have a dream of raising five acres or so of potatoes using horses."

The 17-year Bangor and Aroostook employee comes by his affection for the hulking draft horses naturally. His father, Hillery, who lives just a few miles from his son in the town of Patten, trained horses for woods operators for much of his life. The younger Glidden grew up working with the big animals and has owned horses himself for

much of his adult life.

It wasn't until six years ago that he found his true avocation when he entered a team in his first horse pull. Horse pulling as a sport has been around almost as long as there have been agricultural fairs and there's a whole network of enthusiasts that forms a closeknit group stretching from the Rocky Mountains to the east coast.

There's a subtle feeling by some, far removed from the rural past, that horse pulling is somehow cruel to the animal. A person witnessing the competition for the first time sees these great animals straining and heaving against great loads



and the excited teamster urging them on with shouts and a slap of the reins against broad rumps.

Glidden understands why the uninitiated might think the sport cruel but says nothing could be farther from the truth. The horses love the competition as much as the teamster, he says, and the experienced competitor will immediately unhook when a load is coming really hard. It means the load is too heavy or the horses aren't in condition. When he starts a team, Glidden walks them every day beginning with a couple of miles and increasing the distance each day. He also works them with a drag each day, starting with no load. He thinks pulling horses reach their prime at from age 9 to 12 years.

"You can tell if a horse is going to pull by the way he carries his head," Glidden says. "If a horse is high-headed you know he's got the right mental attitude to pull. These horses are like people; the horse that has the will to win does and often against bigger and stronger horses."

There are, he estimates, something like 400 pulling horses in Maine and he knows most of the owners. In this tight little world the real enthusiasts know who's bought or sold a horse and which team is a hot competitor. Glidden keeps in close touch with the people who make up the Eastern Draft Horse Association, and during the course of the seven-month season he'll drive 12,000 miles or so. To subsidize his intensive hobby, Glidden operates a part-time oats business.

Six years ago when Gary Glidden started competing in horse-pulling contests he picked up 18 second-place ribbons in a busy season and he became thoroughly hooked on the sport. Horses come and go in the paddock next to the two-story log home he built on the Shin Pond Road in Patten. Buckshot and Jim, an even-tempered horse with a lot of heart, are the current residents. The animals are almost family pets.

During a typical season, Glidden and his team may compete in as many as 23 pulls from Springfield, Mass., to Presque Isle. His son, Enoch — named for Glidden's friend, the late Enoch Trafton, will often accompany him. The spunky nine-year-old sees the activity from his wheel chair and is widely known among the contestants. The youngster was born with an open spine and has undergone 23 operations since his birth. His spirit, his father says proudly, is indomitable.

Over the years an intricate set of rules have evolved for conduct of the sport. The formula for



*Glidden says that horses like Pat and Rex, pictured here, love the competition as much as the teamster. An experienced competitor will immediately unhook when a load is coming too hard.*

qualifying, for example, is two pounds of load for a pound of horse. Thus, a team weighing 2800 pounds would qualify by moving 5600 pounds of load. In an elimination pull, teams move a set load... usually 4,000 pounds... six feet against the clock.

A percentage pull is computed by the weight of the horse as a percentage of the weight of the load. In a 2% pull, a 2,000-pound team would be moving a 4,000-pound load. But no matter which class of pull takes place, it's accompanied by great excitement and noise. You don't have to know a lot about horse pulls to enjoy watching. But the knowledgeable observers will take note of such details as how a teamster has matched his horses (even is best), how he has hitched his team and how the teamster hits the load with his team (a little slack is best).

Gary Glidden thinks that the sport is growing. This year, Ashland ran its first pull in 60 years and was able to attract 18 teams. And it's not just the old timers who can remember when horses were used in the woods and on the farms who gather to watch. Young people and kids are discovering the

great chemistry that exists between a powerful pair of horses and a teamster. One caution, though; plan to spend a few hours to see a complete pull. In Ashland this summer, the competition got under way at 11 a.m. and didn't end until 5 p.m.

Glidden will end the season by competing in the last pull of the season at the BIG E... the Springfield, Mass. Exhibition. It helps, he says with a grin, to have an understanding wife. Kathy Monahan, of Presque Isle, and Gary have been married for 20 years and have faced more adversity than most couples. But it seems to have brought them closer together and made them more resilient.

Sometimes when he's working his horse in his woodlot and the temperature is hovering at zero or thereabouts and there are icicles hanging off the freezing breath on Jim's nose he asks himself what he's doing trying to step back into yesterday. Then Jim puts his powerful muscles against the load and the snow squeaks and he has the answer. You probably have to be a horse lover to understand.

If he has one bit of distilled wisdom about man's ancient servant and friend it's that a horse has to know who's boss.

But, he cautions, you have to be sure not to overstate your case.



*Buckshot, pictured with Glidden warming up before a pull, is one of the veteran railroader's favorite horses.*

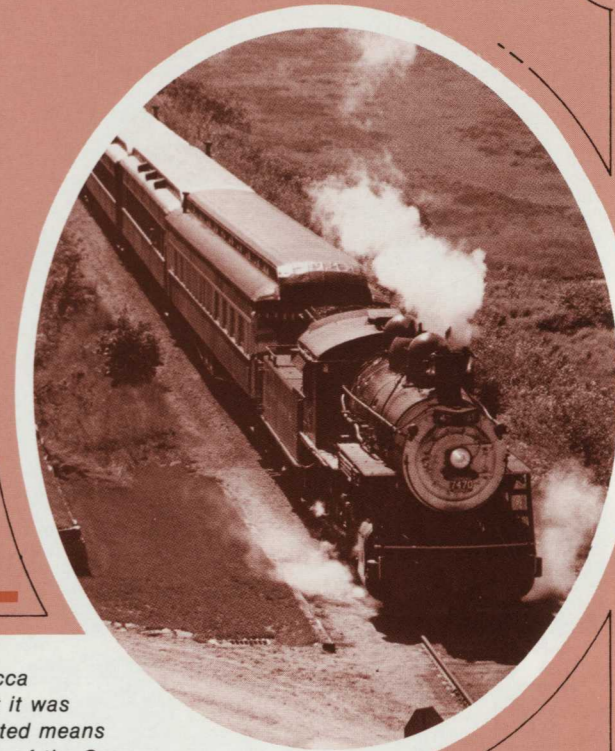


The magnificent Victorian station is a centerpiece for the Conway Scenic Railroad, a highly professional operation that attracts over 100,000 passengers each year.

## CLASSIC BAR CARS

# Live On at CONWAY

by Bruce Owen Nett



The Conway Scenic Railroad in New Hampshire has come to be a mecca for railroad enthusiasts and those of us old enough to remember what it was like when railroad passenger transportation was a gracious and accepted means of transportation in the United States. Bruce Nett captured on film one of the Conway Scenic Railroad's two steam locomotives during a regular passenger run over the 15-mile route.

General Douglas MacArthur made famous the phrase "Old Soldiers never die, they just fade away."

The same might be said for most of the old railroad cars. Certainly most of the engines and rail cars that have outlived their usefulness do fade away...most often to scrap dealers. But there are those cars and locomotives which are spared the scrap yard torches and begin a new life.

Many pieces of old BAR equipment have found their way to a variety of places...a country store to serve as a cold storage...to a lumber yard as a storage site or to a fast food restaurant as an unusual dining area.

Then there are those cars which find their way to a useful life as a summer home or even back to revenue service.

A case in point are the six former BAR cars now to be seen at the Conway Scenic Railroad in New Hampshire.

As most people know the Conway Scenic Railroad, based in North Conway, is a popular railroad serving the tourist trade, and it is a highly professional operation that attracts over 100,000 passengers a year.

The CSR not only operates four 15-mile round trips a day using both steam and diesel power; it also provides storage tracks for many fans who

have their private pieces of rail equipment which have been converted into summer homes...in one case a winter retreat for a Florida resident who likes snow.

Motive power for the Conway Scenic operation consists of two diesel locomotives and two steam engines. The steam power includes a former Canadian National switcher and a larger steam engine formerly owned by the Reader Railroad. The two diesel units are a former MEC unit, a 30 year old 44-ton switcher, and an ALCO S-4, formerly owned by the Portland Terminal Company.

There are two other interesting forms of motive power on the CSR property. A former Boston and Maine F-7, number 4266, completely restored in its B&M livery is matched by Maine Central #501, a steam unit that had for many years been on display at the former Steamtown operation in Vermont. The B&M unit, still owned by the B&M but under lease to the 470 Club of Portland, is fully operational but not being run at the present time.

All of the equipment and everything from the right of way to the Victorian-era station, are in immaculate condition. Passenger cars have come to the CSR from several major railroads...the Lackawanna, Jersey Central, Reading and Maine Central. Joining the list this year as the queen of the



The Aroostook is a reconditioned Bangor and Aroostook car in daily service on the Conway Scenic Railroad as an extra fare vehicle for passengers. The car had a long and illustrious history on Bangor and Aroostook and the old Pennsylvania Railroad.

siding in Masardis. Upon his return home he contacted the BAR's then VP-Operations, Linwood Littlefield, and made known his interest in acquiring the car when it was no longer required by the BAR. Many months later he was directed to make contact with Harold Bell to make arrangements for its purchase.

When he purchased the car he obtained what information BAR had in its files about the car. However, nothing was available prior to 1922. Through the good offices of a business acquaintance in Chicago, Smith was able to discover that the Aroostook along with its running mate the Penobscot (which he acquired some years later) were two very historic examples of superior railroad passenger cars.

In 1897 the Pennsylvania Railroad ordered four train sets of new passenger cars to be run as the Pennsylvania Limited between New York (Jersey City) and Chicago. These trains were to be the latest in luxury and certainly the premier trains between the two cities. The all-Pullman flyer carried America's first sleeper-lounge-observation car on its rear complete with brass railings and canopy.

From their delivery date in 1898 until 1910 the trains hauled the cream of American society. The entire train was a color spectacular . . . with a livery of red, cream and green. Due to the opening of the Hudson River tunnels in 1910 by the PRR, the cars were no longer required as wooden cars were not permitted in the tunnels. They went west to the then new Western Pacific Railroad and then, in 1922, were sold to a Chicago used equipment dealer who then sold them to the BAR.

As now restored the former *Aroostook*, which earlier in its life carried the names *Libertas* and *Marysville*, once again sports its original Pennsylvania colors. The interior has been completely restored down to the beautiful wood paneling which had received multi-coats of paint over its lifetime. The car is in operation each day as the rear end extra-fare vehicle for passengers. The *Penobscot* has been partially used for spare parts for the *Aroostook*.

A BAR refrigerator car has been put to an unusual use on CSR tracks. Viewed from the outside the car looks as it did in BAR service. Inside it's quite another thing. It's a modern condo with all the features one may expect in such a facility . . . sliding screened glass doors . . . a parquet floor . . . a white drop ceiling. A new bedroom at one end is attractive with skylights replacing the ice hatches. At the other end of the car there's a modern kitchen

passenger car fleet is a former Bangor and Aroostook passenger car.

Many retired BAR employees and older customers will remember the wooden observation cars that ran between Bangor and Van Buren as a parlor/cafe car. There were two cars in that service, one the *Aroostook* and the other the *Penobscot*. These cars served the route for sixteen years until they were replaced by more modern air conditioned units and assigned to M of W service.

It's nice to report that the cars are still around some 12 years after they ended service with the BAR. The *Aroostook*, later known as car X-254, was purchased by Mr. and Mrs. Dwight Smith in 1975. Smith is the guiding hand behind the Conway operation. He's a veteran railroader; in 1956 he was appointed general manager of the Springfield Terminal Company, a B&M subsidiary. He then joined the traffic department of the B&M and spent the last 14 years as regional sales manager in Portland.

The Smiths were on a vacation trip through northern Maine when they spotted the X-254 on a



Mr. and Mrs. Ben Merry of Danvers, Massachusetts have restored a 73-year-old BAR caboose, the C-42, and made it into an attractive weekend home.



The car has undergone minor structural changes but has preserved the ambience of the railroad.



Ben Merry is a bonafide railroad enthusiast and his restored C-42 has exhibits of toy trains, on the left in this photo, as well as Ben's own N-gauge operating railroad.

with built-in appliances as well as a complete modern bathroom. The unusual treatment for the car was devised by Mr. and Mrs. Paul Audibert of St. Petersburg, Florida.

Equally impressive is the former BAR caboose C-42, the property of Mr. and Mrs. Ben Merry of Danvers, Mass. Now 73 years old the car has become the very attractive weekend home away from home. Equipped with such comforting items as microwave oven, television and VCR, the car has

undergone very minor structural changes but has a warm, homey atmosphere. The car has been equipped with water and sewage hook-ups. In addition to old photographs and items of BAR memorabilia, there is a wall exhibit of old toy trains and, in Ben's mind, his very own "N" gauge operating model railroad.

The veterans of the Derby Shops would look with pride on the restoration work done by these two owners.

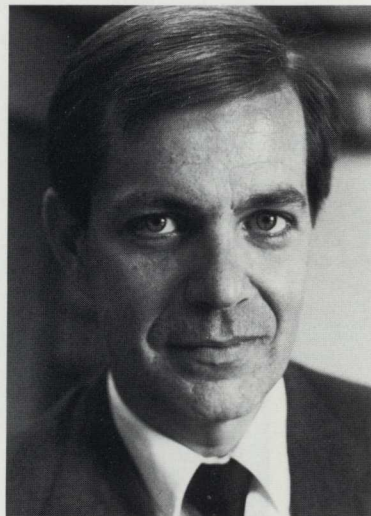
# Moving Up



Earl C. Shields



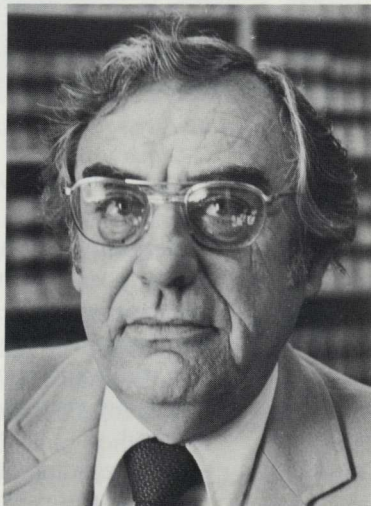
Ronald L. Condon



David C. Kane



David M. Kruschwitz



Harold R. Mountain

The railroad has announced the appointment of 11 supervisors. Earl C. Shields becomes superintendent-train service; Ronald L. Condon becomes treasurer-controller; David C. Kane becomes assistant vice president-marketing and sales; David M. Kruschwitz becomes assistant to the executive vice president; Harold R. Mountain becomes director purchases and materials; William J. Trefethen becomes assistant manager-data processing; Stephen C. Hamlin becomes assistant director purchases and materials; Bruce F. Larlee becomes supervisor sales/service; Allen P. Hearn becomes field supervisor; Robert J. Laffey becomes general claim agent; and Philip F. Kittredge becomes chief dispatcher.

■ Shields entered railroad service as a student operator in 1953. He was later relief agent, dispatcher, assistant chief dispatcher and chief dispatcher.

He is a native of Oakfield and attended local schools. He is married to the former Elizabeth Branscombe and they have two children.

■ Condon was born in Presque Isle and joined BAR in 1963 as disbursements clerk. He was later general tax accountant, general auditor and assistant controller.

He is a graduate of Presque Isle High School and Husson College. He is married to the former Mary Ann Hachey and they have two children.

■ Kane is a native of Pennsylvania and received his BGS degree from the University of Nebraska at Omaha and his MBA degree from Troy State University. He was formerly employed by Kimberly-Clark Corporation and Consolidated Rail Corporation.

He is married to the former Karen E. Connelly and they have two children.

■ Kruschwitz was born in Beverly, Mass. and attended Phillips Exeter Academy, Dartmouth College and the Massachusetts Institute of Technology. He was formerly employed by the Boston and Maine Corporation.

He is married to the former Marie Horton.

■ Mountain is a native of Dexter and entered railroad service in 1960 as accounting clerk. He has also worked as assistant manager purchases and stores, and manager materials and motor vehicles.

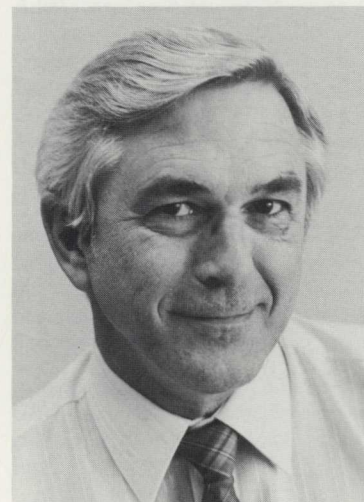
He was educated in local schools and Lowell Technological Institute. Mountain is married to the former Janis Houston and they have three children.



William J. Trefethen



Bruce F. Larlee



Robert J. Laffey



Stephen C. Hamlin



Allen P. Hearn



Philip F. Kittredge

■ Trefethen was born in Bangor and attended local schools and the University of Southern Maine. He was formerly employed by the Maine Central Railroad.

He is married to the former Nancy Libby and they have three children.

■ Hamlin joined BAR in 1965 as night watchman. He was later acetylene cutter, machine operator, clerk, storekeeper and supervisor of stores.

He is a graduate of Milo High School and attended Husson College, the University of Maine and Beal College. He is married to the former Cheryl Bell and they have two children.

■ Larlee was born in Houlton, Maine and attended Oakfield schools, Stearns High School, the University of Maine, and received his B.S. degree from Ricker College. He formerly worked as brakeman and yardmaster.

He is a former mathematics teacher at Washburn, East Millinocket and Millinocket.

Larlee is married to the former Marjorie Wheeler and they have two sons.

■ Hearn is a Milo native and entered railroad service in 1957 as a laborer. He has also been night watchman, acetylene cutter, machine operator, clerk, yard foreman, and acting administrative assistant.

He attended local schools, the Maine Municipal Police School, Maine Criminal Justice Academy.

He is married to the former Althea Thompson.

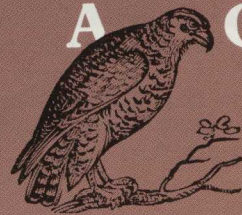
■ Laffey joined BAR in 1966 as a clerk typist. He was later claim analyst and special agent-claims. He is a native of Bangor and attended local schools, American Banking Institute and AAR Claim School.

He is married to the former Barbara Stevens and they have two children.

■ Kittredge is a Milo native and entered railroad service in 1949 as a student operator. He has also served as relief operator, relief agent, operator, spare train dispatcher, regular train dispatcher, and relief chief dispatcher.

He is married to the former Roberta Robertson.

## A Quick Fix



Almost everyone can remember stories about a nesting robin holding up a large construction project. Here's one with a little different slant: seems that an osprey decided BAR's 300-foot communications tower on Sears Island in Penobscot Bay would make a splendid place to build a nest. Ospreys build b-i-i-g nests. It wasn't long before the industrious bird had totally blocked the ladder access used by workers for maintenance.

Now it isn't every day that people climb 300-foot towers and the spectacle of the bird building its big nest elicited little more than mild interest until one of the navigational warning lights at the top of

the tower burned out. That's when it was discovered that the growing nest blocked the ladder to the top of the tower.

A call to the Federal Aviation Administration got temporary dispensation on the burned out light. Removing the nest to climb the ladder was a little more complicated. That little item is covered by regulations of the U.S. Fish and Wildlife Service. Application was made Sept. 15. An officer of the agency inspected the nest (which proved to be inactive) Sept. 29 and gave verbal permission to remove the nest. It was done Sept. 29 and the light replaced.

Given the speed with which bureaucracy normally moves, it was a fast process. One BAR employee who's watched the long procession of years during which various agencies have nit-picked the Sears Island cargo port to a standstill, expressed the hope that the speedy resolution of the fishhawk problem might be an omen for the much-studied project.

## Mileposts

### 10 YEARS

Peter B. Bossie  
Everett H. Boutillier Jr.  
Kenneth R. Brackett  
Douglas D. Cousins  
Elaine B. Davis  
Joseph A. Emery Jr.  
David E. Fisher  
Lomen D. Fournier  
Donald E. Gaudreau  
Audie S. Gould  
Steve W. Johnston  
Mark A. Knapp  
Stanley S. Larson  
James R. Mountain  
G. Anthony Osgood  
Kenneth C. Ouellette  
John S. Randall  
Donald E. Rossignol  
Andrew J. St. Amant  
Dennis L. Scott  
James A. Sholler

Keith T. Strout  
James W. Tinkham  
Thomas L. Verrill  
Harold Voisine  
Robert C. Wishart

### 15 YEARS

Stephen W. Beals

### 20 YEARS

Herman E. Archer  
Richard D. Burton  
Raymond L. Eldridge  
Howard M. Flewelling Jr.  
Reginald Martin  
Kenneth W. McLeod  
Norman L. O'Halloran  
Robert A. Smith

### 25 YEARS

Glenna M. Rines

### 30 YEARS

Gordon S. Duncan  
Allen P. Hearn  
George E. Mossey  
Rodney A. Perry Jr.  
Roland N. Richardson  
Bernard W. Ricker

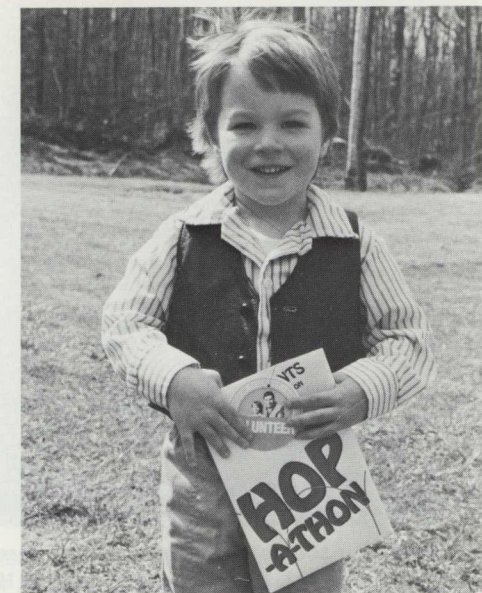
### 35 YEARS

David L. Grant  
Raymond J. Nickerson  
Roland V. Pelletier  
Richard W. Sprague

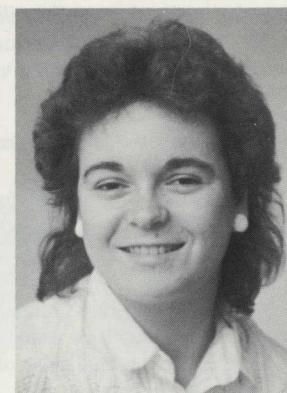
### 40 YEARS

Carl F. Allen  
Edward H. Burton  
Oscar W. Erickson  
Archie M. Swallow

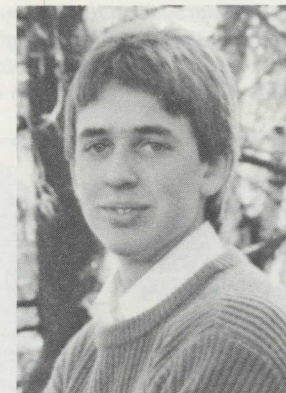
## In the Family



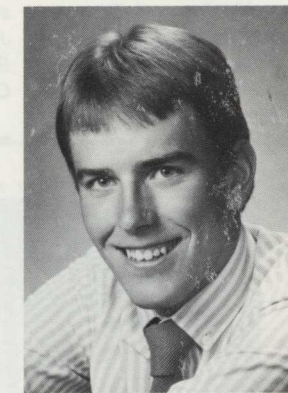
Matthew Travis, son of Mr. and Mrs. Jim Travis of Barre, Vermont and grandson of President and Mrs. Walter Travis, recently participated in a Hop-a-Thon for the Muscular Dystrophy Association. He finished first in his class at Diane's Day Care Center by completing 58 hops and raising \$230 for the association. The three-year-old won a white stuffed rabbit for his efforts.



Cheri Fessenden



Jeffrey Brooks



John Patterson

### Accounting & Data Processing

Administrative Assistant *Margaret Patterson* was installed as Grand Martha of the Grand Chapter of Maine, Order of the Eastern Star, during the Grand Chapter Session which was held in Bangor in May. Several of her BAR friends attended the installation ceremony.

*Cheri Fessenden*, daughter of Lead Clerk and Mrs. *David Fessenden*, was graduated from EMVTI in May with first honors. She received an associate degree in business management and is employed at Sargent, Tyler & West Insurance Agency.

*Jeffrey Brooks*, son of Ledger Clerk *Gloria* and *Bob Brooks* of Brewer, was graduated from Brewer High School in June.

*John Patterson*, son of Administrative Assistant *Margaret Patterson*, was graduated sixth in his class from Central High School of East Corinth in June. He will be furthering his education this fall at the University of Maine-Orono where he will major in mechanical engineering.

*Stacy White*, daughter of Revenue Clerk and Mrs. *Allen J. White*, attended Dirigo Girls State at Husson College during the week of June 21. Stacy will be a senior at Hermon High School this fall.

### Transportation Department

Retired Engineer *Delsie* and *Alma Laferriere* of Fort Kent recently celebrated their 50th anniversary. They were married Nov. 9, 1936 at St. Louis Church, Fort Kent, by the Rev. *George Pelletier*. The couple have five children: *Greta Martin* of Bayonne, N.J.; *Delmont* and *Clayton*, both of Bristol, Conn.; *Jean Seals* of Cranford, N.J. and *Gary* of Terryville, Conn.; 10 grandchildren and three great-grandsons. Approximately 225 friends and relatives attended a reception at the Knights of Columbus Hall. Mrs. Laferriere was a restaurant owner until her retirement in 1972.

Sup. Agent and Mrs. *Fred Armstrong* of Millinocket have announced the engagement of their daughter, *Peggy Janet Armstrong*, and *Christopher Scott Cutliffe*, son of Mr. and Mrs. *Robert*

*Cutliffe* of Millinocket. *Armstrong* is a graduate of Stearns High School, Millinocket and is employed by Norstar Bank, Millinocket. *Cutliffe* is a graduate of Stearns High School and a June 22 graduate of Eastern Maine Vocational-Technical Institute, Bangor. He will be employed by First Investors, Bangor.



Louise Charette

State Agriculture Commissioner *Bernard Shaw* has announced the appointment of *Louise Charette*, daughter of Freight Clerk and Mrs. *Delsie Charette* of Fort Kent, as assistant to the commissioner for public information. She has held her position in an acting capacity since last September. A graduate of the University of Southern Maine, Charette holds a bachelor's degree in political science. She has been with the department for eight years as a research assistant in the research unit and the public information office.



Conductor Robert M. Labonte has retired after 44 years service with Bangor and Aroostook. He joined the railroad in 1943 as a brakeman. He is a native of Edmundston, New Brunswick, and attended local schools. He served in the U.S. Army during WW II. Mr. Labonte is married to the former Lucienne Mosher and they have six children: Barbara Labonte, New Haven, Conn.; Claudette Kane, Greenburg, Penn.; Dora Csehak, Waterbury, Conn.; Guy Labonte, Montreal, Quebec; Carl Labonte, U. S. Navy, Virginia; and Angela Roberts, Naples. Shown presenting Mr. Labonte with his retirement plaque is Superintendent Train Service E. C. Shields, right.



Rail Repairman Helper Donald E. Doherty, right, has retired after 29 years service with BAR. He joined the railroad in 1956 as a trackman and was later an equipment operator and trackliner operator. He was born in Centerville, New Brunswick and attended Mars Hill schools. He is married to the former Priscilla Joslyn and they have one daughter, Myrna Scharbonneau of Bristol, Conn. General Superintendent Track and Structures O. Dale Anthony congratulates Doherty.



Conductor Clarence E. Carroll, left, is congratulated by Superintendent Train Service E. C. Shields on his retirement from the railroad. Carroll entered railroad service as a freight handler in 1943, and also worked as a brakeman. He served in the U.S. Navy during WW II. He is a Bangor native and attended local schools. Carroll is married to the former Winifred Strout and they have one daughter, Linda Smith, of Hermon.



Section Foreman Eldon J. Anderson has retired after 44 years service with BAR. He entered service in 1943 as a trackman and later worked as acting section foreman. He is a native of Stockholm and attended local schools. He is married to the former Joanna Lagassie and they have three children: Joey and Tammie, Van Buren; and Lori, Loring Air Force Base. Roadmaster Herman L. Wright, Jr., right, presents Mr. Anderson with his retirement pin.

Debra Power, daughter of Mr. and Mrs. Vaughn Power of Millinocket and John Porter of Millinocket were married June 12 at the home of Mr. and Mrs. John Porter. Sharon Burtchell, sister of the bride, of Biddeford, was the matron of honor and Clement D'Angelo, Jr. of Millinocket was the best man. The bride is a graduate of Stearns High School and the University of Maine at Farmington. She is employed by Heritage Motor Lodge. The bridegroom is also a graduate of Stearns High School and is employed by Great Northern Paper. The couple spent their honeymoon along the coast of Maine and will reside in Deebith, Minn. where the bridegroom will be employed by Lake Superior Paper Industries.

Retired Engineer Burt E. Webber, Jr., 81, died Dec. 23, 1986, at a Bangor hospital. He was born in Old Town, Dec. 22, 1905, the son of Burt E. and Delicna (Fortier) Webber. He was a member of the First United Methodist Church of Brewer and a life member of the Columbia Doric Lodge AF & AM of Greenville. He was predeceased by his wife of 46 years, Alice (Lawrence) Webber. He is survived by one sister, Marion W. Owens of Plantsville, Conn.; several nieces, nephews and many friends. In keeping with Burt's request there was no funeral service or visiting hours. Burial in Oak Grove Cemetery, Bangor.

Engineer Gary W. Percival, 49, died unexpectedly Jan. 6, 1987 in Millinocket.



Diesel Supervisor Paul F. Lewis, right, congratulates Engine Cleaner George R. Gavard on his retirement after 18 years service with the railroad. Mr. Gavard began his railroad career in 1969 as a laborer. He attended Winterport schools and was formerly employed as a merchant seaman and by Mt. Waldo Granite Corp.

He was born in Princeton Oct. 13, 1937, the son of Ernest L. and Mary (Lawler) Percival. He is survived by his father of Bucksport; one son, Paul R. Percival of Dallas, Tex.; two daughters, Mrs. Max (Kelly) Sittner of Amsterdam, N.Y., and Tracy A. Percival of Round Lake, N.Y.; two brothers, Randy L. Percival of Eddington and David C. Percival of St. Petersburg, Fla.; three sisters, Mrs. Jack (Susanne) Brown of Bangor, Annette C. Percival of St. Petersburg, Fla., and

Mrs. Wayne (Mary) Brower of Oviedo, Fla., two grandchildren, Oscar Max and Joshua Willis Sittner, both of Amsterdam, N.Y.; two aunts, Maple L. Percival of Pittsfield and Mrs. Robert (Priscilla) Severson of Brownville Jct.; three nieces and one nephew. He also will be remembered by his fiance, Regina L. Tayler of Brownville Jct. Private services at the convenience of the family were held at the Lary Funeral Home, Milo.

Retired Engineer Reginal S. Booker, Sr., 85, of the Copeland Road, Holden, died unexpectedly Jan. 9, 1987 at his home. He was born in Chester Aug. 29, 1901, the son of Lindsey and Mabel (Libby) Booker. He was employed many years by the Bangor and Aroostook Railroad and in more recent years had been a well known market gardener. He was a member of the Brotherhood of Railroad Engineers. Surviving besides his wife, Harriet (Hall) Booker of Holden, are one daughter, Mrs. Dean (Donna) Herweg of Brewer; four sons, Reginald S. Booker Jr. of Holden, Paul M. Booker of San Jose, Cal., Earl H. Booker of Salem, Ore., and David L. Booker of Watsonville, Cal.; 14 grandchildren, 18 great grandchildren; one brother, Ivan "Buster" Booker of Holden; two sisters, Nellie Richards of Holden and Stella Browning of Brewer; several nieces and nephews. Funeral services were held at Brookings-Smith, Clark Chapel, Brewer, with the Rev. George Gnade, pastor of the Essex Street Baptist Church of Bangor, officiating. Interment in Hart's Corner Cemetery, Holden.



Mr. and Mrs. Thomas Charette

Julie Ann Muir of Opaloosa, La., daughter of Richard and Mary Muir, became the bride of Thomas A. Charette of Arlington, Texas, son of Freight Clerk and Mrs. Delsie Charette of Fort Kent, at the U.S. Naval Air Station Chapel in Grand Prairie, Texas May 9th. The bride is a graduate of Opaloosa High School. The bridegroom is a graduate of Fort Kent Community High School, has served two years in the U.S. Navy and is stationed in Texas.

Retired Engineer Ray J. White, 84, died Feb. 21, 1987 at a local hospital, Houlton. He was born Oct. 16, 1902, in Monticello, the son of Fred and Linda

(Miller) White. He was employed by the Bangor and Aroostook Railroad for 25 years, until his retirement in 1968. He was a member of the Military St. Baptist Church and treasurer of the Men's Sunday School class. He was a member of Monument Lodge #96 AF and AM and a life member of Fidelity Chapter No. 32 O.E.S. He is survived by his wife, Marion (Currier) White of Houlton; one daughter and son-in-law, Jacqueline and Wendell Brown of Houlton; one sister, Beulah Swimm of Monticello; four grandchildren, Melanie Larson and Sheryl Brown, both of Houlton, Lt. Pamela Brown of Virginia Beach, Va. and ENFN Roger Brown of Little Creek, Va.; three great-grandchildren, Aaron, Erica and John Larson, all of Houlton. Funeral services were conducted at the Dunn Funeral Home, Houlton with the Rev. Foster Williams officiating. Interment in Evergreen Cemetery, Houlton.

Retired Conductor Mahlon T. Adams, 83, died April 21, 1987 at a Bangor hospital. He was born in Linneus, Oct. 23, 1903, the son of William G. and Lela (Bragdon) Adams. He was a lifelong resident of Linneus. He was a graduate of Ricker Classical Institute and served on the Linneus School Board for 20 years. He was a retired railroad conductor and potato farmer. Mr. Adams was a member of the Houlton Methodist Church, Monument Lodge of Masons, Aroostook Chapter #20 Royal Arch Masons, St. Aldemar Commandery, Anah Temple Shrine and the Brotherhood of Railroad Trainmen. He is survived by his wife, Lala (Varney)

Adams; one daughter, Marion A. Tozier of Naples, Fla.; one brother, Dr. Irving Adams of Keene, N.H.; one sister, Jessie A. Roach of Houlton; one stepdaughter, Margaret Woodward of Scarborough; three grandchildren; six great-grandchildren, several nieces, nephews and cousins. He was predeceased by his wife of 54 years, Velma (Murray) Adams; and one son, Robert.

Retired Engineer A. Kenneth Adams, 84, died at his home Presque Isle, April 25, 1987. He was born in Scotts Colony, N.B. Oct. 9, 1902, the son of John E. and Cordie (Cox) Adams. He retired from the Bangor and Aroostook Railroad after 30 years of service. He is survived by his wife, Margaret (Drake) Adams of Presque Isle; one son, Donald G. Adams of Santa Ana, Cal.; three daughters, Mrs. Philip (Iris) Hayden of Presque Isle, Mrs. Ted (Cora) Sweetwood of Pleasant Gap, Pa., and Mrs. Gary (Marilyn) MacDonald of Brewer; six sisters, Mrs. Phoebe Roix of Augusta, Mrs. Cassie Roix, Mrs. Sewell (Hazel) Henderson and Mrs. Ronald (Effie) Grass, all of Presque Isle, Mrs. Verna Wilder and Mrs. Velma Jardine, both of Washburn; 11 grandchildren, several great-grandchildren, nieces and nephews. Funeral services were held at the Graves Funeral Home, Presque Isle with the Rev. Albert Q. Coffey and the Rev. Kenneth Phelps officiating. Interment in the Fairmount Cemetery.

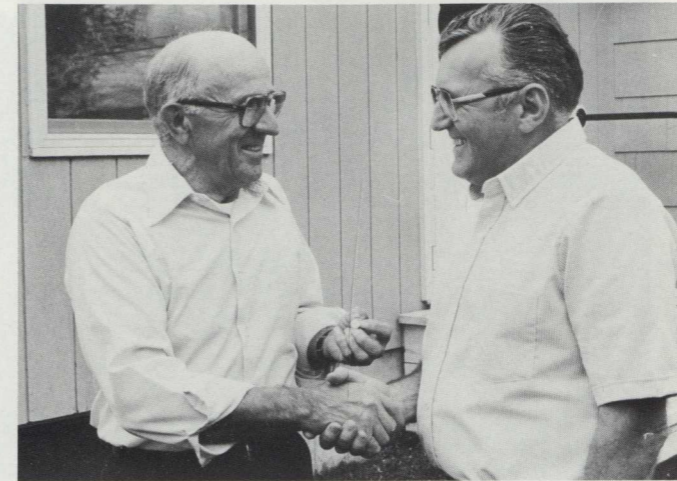
Retired Engineer Miles Goodall, 96, died April 26, 1987 at Rockland after a long illness. He was born in Oakfield, Sept. 9, 1890, the son of Daniel and



Section Foreman Rosaire Deschaine, right, has retired after 42 years service with the railroad. He entered service as a trackman in 1944 and subsequently worked as flangerman and equipment operator. He is a native of Soldier Pond and attended local schools. Deschaine is married to the former Bernadette Madore and they have five children: Thomas Deschaine, Presque Isle; Deborah Beaulieu, Augusta; John Deschaine, West Buxton; Janice Michaud, Fort Kent; and Dawn Deschaine, Portland.



Locomotive Engineer Leroy E. Hersey, center, retired June 18 after 37 years service with the railroad. He entered railroad service in 1950 as a fireman. He served in the U.S. Army during the Korean Conflict. He is a native of Oakfield and attended local schools. He is married to the former Donna Boutillier and they have five sons: Wendell, Travis, Keith, Glenn and Larry. Shown congratulating Mr. Hersey are Manager of Personnel S. R. Strout and Terminal Trainmaster D. W. Morrill.



Carman Clyde C. Johnston (left) accepts his retirement pin from Foreman P. T. Sherman. He joined the railroad in 1950 as a coalman and later worked as car repairer helper. Mr. Johnston was born in Smyrna and attended local schools. He is married to the former Evelyn Burton and they have one son, Danny, of Medway.



Superintendent Train Service E. C. Shields, right, presents Locomotive Engineer Bernard J. Nadeau with a retirement plaque in recognition of his 45 years service with the railroad. Mr. Nadeau joined BAR in 1942 as a fireman. He is a native of St. Francis and attended local schools. He is married to the former Jacqueline Doucette and they have six children: Charles, Presque Isle; Roger, Skowhegan; Roland, Dallas, Texas; Daniel, Boston; and Louise and Robert, both of Fort Kent.

Nancy (Hanks) Goodall. He is survived by four daughters, Sharon Hilt, Eleanor Scudder, Lenora Tucker and Helen Irish; 11 grandchildren, several great-grandchildren; three great-great-grandchildren, several nieces and nephews. Funeral services were held at the Bowers Funeral Home, Sherman Mills with Clifford Bell officiating. Burial in the Crystal Cemetery.

Retired Conductor, Cleon H. Cole, 68, died unexpectedly June 17, 1987, at a Bangor hospital. He was born in Bangor March 6, 1919, the son of Cleon H. and Mary (Shaw) Cole. He was a veteran of World War II, serving as a staff sergeant in the U.S. Army Air Force. He was employed for 34 years by the Bangor and Aroostook Railroad before his retirement. He served as third selectman for two years and as second selectman for three years for the town of Clifton and had served on the Clifton Planning Board. He was a member of the American Legion Post of Stockton Springs, the East Eddington Grange, member and past patron of the Bethany chapter O.E.S., member and past master of the Pownal Masonic Lodge 119 AF&AM of Stockton Springs and was also a member of Anah Temple Shrine of Bangor. He was an active member and past deacon of the Clifton United Baptist Church. He is survived by his wife of 41 years, Doris (Gamm) Cole of Bangor; one daughter, Ethel Ward of Belleview, Fla.; two sons, Earl C. Cole of Summerfield, Fla., and Cleon H. Cole III of Benton, Ky.; five sisters, Arline Brown, Margaret Greywacz, both of Ware, Mass., Althea Goodwin of Milo, Edith McDonough of Fairfield

and Shirley Cole of Mississippi; four brothers, Bernard Dineen, Robert Dineen and Philip Cole all of Ware, Mass., and Calvin Cole of Millinocket, several grandchildren, one great-grandchild, nieces and nephews. Funeral services were held at the Clifton United Baptist Church with the Rev. Craig Crossmon officiating. Interment was in Mount Prospect Cemetery, Stockton Springs.

Ms. Brenda Lee Charette and Michael Bolduc were married May 24 in a double ring ceremony at Holy Cross Church in Lewiston. The Rev. John Audibert officiated.

The bride is the daughter of Clerk and Mrs. Delsie Charette of Fort Kent. Her husband is the son of Lionel Bolduc of Lisbon and the late Theresa Bolduc.

Miss Gail Charette, sister of the bride, was the maid of honor. The bridesmaid was Miss Louise Charette, also a sister of the bride. Miss Jennifer Toussaint, niece of the bride, was the flower girl.

Paul Bolduc, brother of the bridegroom was the best man. Ushers were Bill Jordan, John St. Amant, David Moore and Michael O'Kane. Shawn Toussaint, nephew of the bride, was the ring bearer.

Following the wedding, a reception was held at the Ramada Inn of Lewiston. Mr. and Mrs. Bolduc are residing in Lewiston.

The bride is a 1978 graduate of Fort Kent Community High School. She is employed by Dr. Pierre Lachance, a dermatologist in Lewiston. The bridegroom is a 1978 graduate of Lisbon High School. He is employed by W. E. Cloutier and Co. Inc.

#### Marketing & Traffic

We were saddened to learn of the death of Leo Matheson, former BAR employee, who died June 12th. Leo entered BAR service April 9, 1956 at the freight house, No. Me. Jct., later transferring to Accounting then to Traffic in March 1964. Leo's railroad career was interrupted by personal injury in April 1967.

#### General Office Building

Amanda Michelle Kingery, 4th grandchild and 1st granddaughter of Administrative Assistant Dave Budge, was born July 6

in Tampa, Florida, to Jennifer (Budge) Kingery and Kenneth Kingery II.

Kay Garcelon, wife of Special Agent Harold Garcelon, and Donna Mallett of Searsport are the new owners of "Slender You" Fitness Center located on Main Street in Bucksport, ME.

Molly Powell, daughter of Administrative Assistant Flora Powell, has been accepted into the Master of Fine Arts Program by the Department of Theatre at the University of California in La Jolla, CA. Molly is a member of the class of 1986 of Yale University, graduating with distinction in literature and theatre studies.

Bangor and Aroostook friends have received postcards from Leigh Milton, retired general superintendent-train service, and Tom Mercier, retired general claim agent, both of whom are vacationing in Alaska - Leigh and Viola on an extended RV odyssey and Tom and Pauline on a summer vacation. Leigh writes they've seen a lot of country, he's fishing for salmon and halibut and "can't get used to all the daylight... different to see the sun at midnight." Tom says, "Gonna ride the Alaska Ry. next Tuesday - half fare because I'm a retired RR Claim Agent."

Julie Garrity, daughter of Supervisor Special Projects-Train Service James Garrity and Mrs. Garrity, and Keith Whitten, son of Mr. and Mrs. Everett Whitten of Hampden, were married May 15 at St. Mary's Catholic Church, Bangor, by the Rev. Paul Coughlin. Monica Patterson of Brewer was the matron of honor. Bridesmaids were Donna Treadwell of Veazie, Allison Hartstone and Missy Murray of Bangor and Mimi Murray of Cambridge, MA. Mike Dalton of East Holden was best man. Ushers were Fred Patterson of Brewer, Todd Hillier of Hampden, Jeff Garrity of Bangor, Kent Whitten of Hampden and Kevan Whitten of Portland. Ryan Vigue of Bangor was the ring bearer. The bride is a graduate of Bangor High School and is currently attending the University of Maine. She is employed by Doug's Shop'n Save. The bridegroom is a graduate of Hampden Academy and is employed by Hawkensan Enterprises. The couple spent their honeymoon in Virginia Beach and reside in Bangor.

James Duncan Washburn, 1st grandchild of Manager Communications & Special Projects and Mrs. Gordon Duncan, was born May 2 in Washington, D.C. James is the son of U.S. Coast Guard Lt.(jg) Eric Washburn and Bonnie (Duncan) Washburn who now reside in Virginia Beach, VA.

Benjamin Davidson Travis, 5th grandchild of President and Mrs. Walter Travis, was born June 8 in Saratoga Springs, NY to John and Jean Travis.

Winners in the Bangor and Aroostook Golf Tournament in June were: William Houston, the W. J. Strout Trophy (low gross); Arthur Larlee, the F. C. Dumaine Trophy (low net); Robert Clukey, the R. E. Clukey Trophy (low gross-retired); John McGuff, the J. W. Green Trophy (low net-retired).

In Class "A" the winners were: William Houston, 1st gross; Doug Cousins, 2nd gross; Robert Clukey, 3rd gross; Keith Ashton, 1st net; John McGuff, 2nd net; Paul Lewis, 3rd net.

Class "B" winners were: Arthur Larlee, 1st gross; Dale Anthony, 2nd gross; Hubert Chipman, 3rd gross; Ed Eames, 1st net; Owen Prince Jr., 2nd net; Dick Wyman, 3rd net.

Class "C" winners: Charlie Burgess, 1st gross; Jim Garrity, 2nd gross; Paul Curran, 3rd gross; Stan Larson, 1st net; Ron Morrill, 2nd net; Tim McLaughlin, 3rd net.

Keith Ashton made the longest drive in Class "A", John Cunningham in Class "B" and Jim Garrity in Class "C".

William Houston was nearest to pin (16 ft.).



Mr. and Mrs. Michael Bolduc



Mr. and Mrs. Keith Whitten



Roadmaster Herman Wright presents Trackman Roy G. Brown with a retirement pin in recognition of his 42 years service with the railroad. Brown joined BAR in 1945. He served with the 1st Cavalry Division during the Korean Conflict. He is married to the former Joyce Moreau and they have three children: Stephen, with the U.S. Air Force in New Jersey; and Michael and Paula, both of Mapleton.



General Superintendent-Mechanical Marvin J. McBreairty, right, presents Galen C. Carey with a plaque in recognition of his 37 years service with the railroad. Mr. Carey retired June 8. He entered railroad service in 1950 as a helper and retired as a carman. He is a Milo native and attended local schools. Mr. Carey is married to the former Constance Russell and they have six children: Brenda Karpowicz, Milo; Debbie Johnson, Newburg; Gayle Thompson, Hampden; Susan Dow, Sebec Village; David Carey, Milo; and Diane Carey, Camden.

Catherine Turallo, daughter of Alexandra Turallo, spent a week in early August at Victory Soccer School in Windsor, CT. Catherine is the granddaughter of President and Mrs. Walter Travis.

#### Engineering Department

Congratulations to Mr. and Mrs. Mark Casey, Houlton, on the birth of a son, Jarrett Baxter, on June 4, 1987. Paternal grandparents are Roadmaster Roger Casey and the late Marie Casey of Houlton.

J. Marc Weeks, son of Mr. and Mrs. John Weeks of Caribou, received a bachelor's degree in art from the University of Rochester in May. He was also commissioned an ensign in the U.S. Navy and is now at Newport, Rhode Island. The Weeks' daughter, Stacy, was graduated in June from Caribou High School as salutatorian. She is attending Dartmouth College in the pre-med program. They are the grandchildren of Roadmaster and Mrs. Hermon Wright, Jr. of Sinclair and the great-grandchildren of retired Roadmaster and Mrs. Hermon Wright, Sr. of Caribou.

Mr. and Mrs. Frank Smith have announced the engagement of their daughter, Diane L., of Island Falls to Randy K. Browne, Oakfield, son of Carpenter and Mrs. Ronald Browne of Oakfield.

Both are graduates of Southern Aroostook Community High School. Miss Smith attended the University of Maine at Farmington and Mr. Brown is a graduate of the University of Maine at Presque Isle. Both are employed by Green Valley Association of Island Falls.

Trackman and Mrs. Tom Bell, Milo, are receiving congratulations on the birth of a son, Austin Richard, born March 15, 1987. Paternal grandparents are Retired Director Purchases and Materials and Mrs. Harold Bell of Derby and maternal grandparents, Burro Crane Operator and Mrs. Nelson London, Milo. Retired Section Foreman Elmer C.

Lindsay, LaGrange, died in February at a Lincoln hospital. He was born July 10, 1900, the son of Berton and Kitty (Spaulding) Lindsay in Vanceboro. Lindsay had over thirty years service with the railroad and retired in 1958.

He is survived by three sons, Earl of LaGrange, Frederick of Howland, Edwin of Gorham; one daughter, Mrs. Marjorie Osgood of Brewer; three brothers, Ralph of Brownville Junction, Milton of St. Stephen, New Brunswick and Joseph of Milltown, New Brunswick; two sisters, Mildred Moore of St. Stephen, New Brunswick and Pearl Bell of New Brunswick; seven grandchildren, nine great-grandchildren and five step-great-grandchildren.

Glen Condon, Portage Lake, was one of four boys selected from Aroostook County to be a member of the American Soccer Ambassadors men's teams and participated in a European Soccer Tour, July 27 through August 12, playing in England, Belgium and Netherlands. There were 100 participants. It was a busy schedule but there was time available for sightseeing and good fellowship was enjoyed with host teams after the matches. The other boys selected were Ed Dube, Greg Sponberg, and Frank Berenyl.

Condon is the grandson of Retired Leading Signalman and Mrs. Frederick Lyford, Portage Lake, and the son of John and Mary Condon. John is a supervisor for the Great Northern Paper Company.

#### Mechanical & Stores Departments

Assistant Director Purchases and Materials Stephen C. Hamlin, was recently elected vice president of the Purchasing Management Association of Maine. PMAM is affiliated with the National Association of Purchasing Management. Prior to being elected vice president he served on the Board of Directors.

Congratulations to AAR Car Accountant and Mrs. Kenneth A. Cosman of Veazie on the birth of their grandson, Kenneth Andrew Lozier, born March 10, 1987 to Mr. and Mrs. Carl Lozier of Bucksport. Kenneth was born at Eastern Maine Medical Center in Bangor, weighing in at 9 lbs. 1½ ounces. Paternal grandparents are Mr. & Mrs. Stafford Lozier, Jr. of Bucksport.

Lea Smith, daughter of Dwight and Linda Smith of Dover-Foxcroft, became the bride of Michael Carey, son of Hostler and Mrs. Gerald F. Carey of Derby on March 14, 1987 at the Milo Methodist Church.

The bride is a graduate of Foxcroft Academy and Mansfield Beauty Academy, and is employed by Ames Department Store. The bridegroom is a graduate of Penquis Valley High School, Milo and is employed by Guilford Industries.

The couple is residing in Milo.

Angus H. Mountain of Yarmouth, son of Director Purchases and Materials and Mrs. Harold R. Mountain of Dover-Foxcroft, was recently promoted to the position of principal in the Portland office of the international accounting firm of Arthur Young and Company. Mr. Mountain joined the firm in 1977 upon graduation from the University of Maine. He is president of the Downeast Maine Chapter of the Institute of Internal Auditors.

Our sympathy to Mechanical Superintendent Edwin J. Berry of Brownville, on the death of his wife, Sylvia R.

Berry, on June 2, 1987. She was born in Lubec on March 26, 1939, the daughter of Guy and Viola (Farley) Cook. Among the survivors in addition to her husband are her mother of Pembroke, one son, Steven of Brownville; two daughters, Jo-Ann Berry of Dedham, Mass., and Ellen Berry of Storrs, Connecticut.

We also want to express our sympathy to the families of a number of retirees who have passed away since our last publication. Those that have been reported are Retired Chief Electrician Erwin P. Wiley who died December 28, 1986, and

his wife, Myrtle L. Wiley on March 4, 1987. They are survived by a son, Electrician Erwin T. Wiley of Milo. Also, Retired Car Inspector Eugene K. Brown of Levant who died February 24, 1987; Retired Mechanical Clerk Adelia R. Leonard of Milo on March 5, 1987; Retired Panel Clerk Paul W. Nutter of Milo on March 23, 1987; Retired Car Cleaner Andrew F. Babbirk of Ellsworth on May 31, 1987; and Retired Car Inspector Frank J. Violette of St. Leonard, New Brunswick on July 15, 1987.

## Facts and Figures

	Six Months Ended June 30,	
	1987	1986
Working Capital at January 1st	\$ 3,319,900	\$ 1,192,900
We received dollars from:		
Hauling freight	10,466,900	11,217,800
Earnings from our freight cars moving on other carriers	4,183,100	3,999,800
Net proceeds from sales of scrap and other property	(131,600)	153,000
Proceeds from other sources	1,491,700	1,115,200
Total available dollars	19,330,000	17,678,700
We paid out dollars for:		
Wages to our employees	6,087,000	6,107,400
Benefits to employees	2,533,100	2,407,000
Materials to operate and repair our equipment and roadbed	2,265,400	1,765,900
Improvements to our equipment and right of way	968,500	576,100
*Cost of labor and material to improve our equipment and right of way	(879,400)	(332,700)
Lease of cars and costs for foreign freight cars on line	2,308,600	2,156,900
Reduction of our debt	254,500	214,600
Interest on our debt	291,300	376,200
Federal, state and local taxes	334,500	407,000
Dividends to our owners	179,800	179,800
Costs of other services	1,536,500	1,369,200
Dollars spent on operations and improvements to our property	15,879,800	15,227,400
Working Capital at June 30th	\$ 3,450,200	\$ 2,451,300

\* This figure represents costs already shown above as part of "Wages, Benefits and Materials." The \$879,400 and \$332,700 (shown above) are costs of labor and materials for capital improvements.



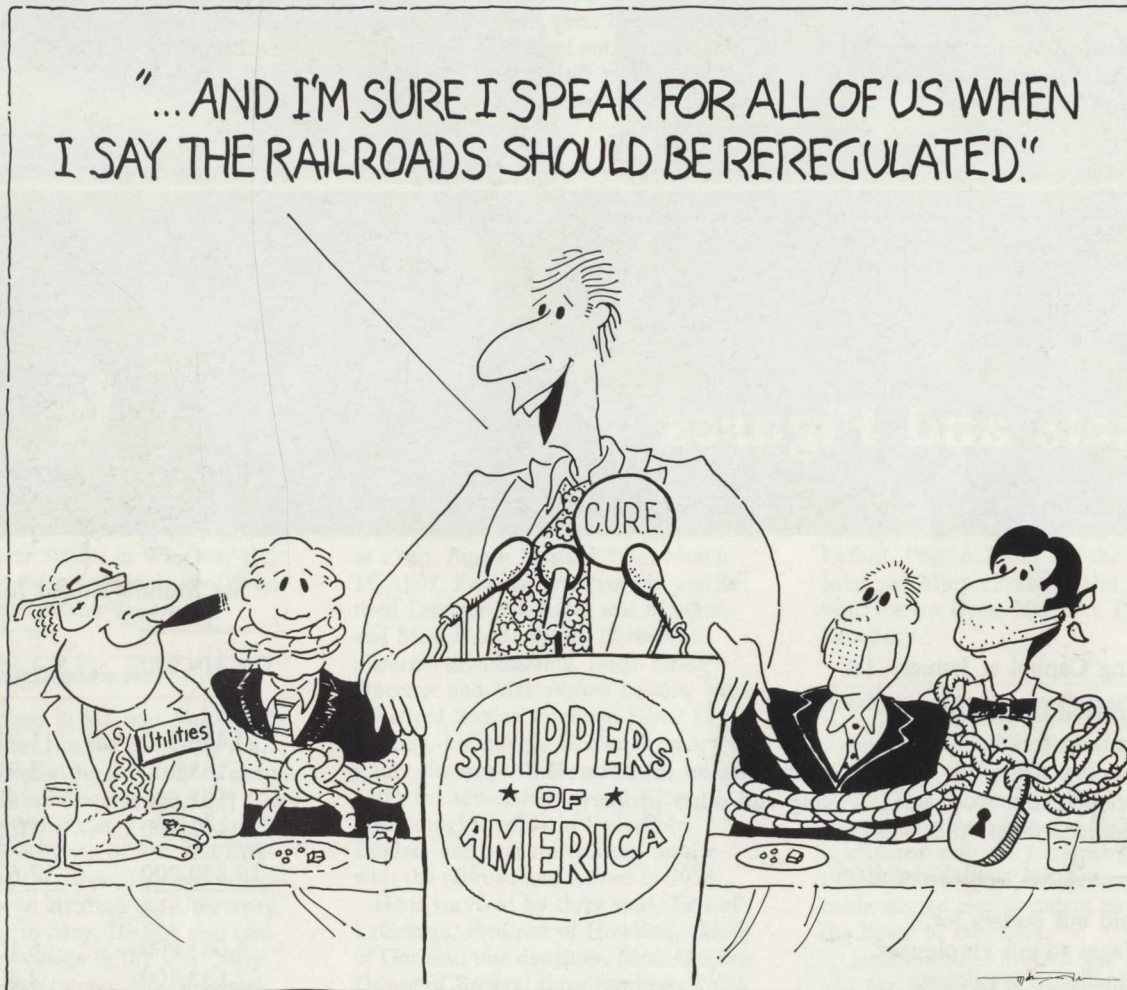
Bangor and Aroostook Railroad  
Northern Maine Junction Park, RR2  
Bangor, Maine / 04401

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Some people who claim to speak for everybody are really speaking for almost nobody.

For example, there's a group in Washington calling itself Consumers United for Rail Equity (C.U.R.E.) that claims to speak for rail shippers. It's a group that is supported principally by the coal and electric utility industries. And it's seeking revisions to the Staggers Rail Act of 1980 which—if they benefit anyone—would primarily benefit the coal and utility industries at the expense of most other rail customers.

Most shippers—87 percent of those surveyed recently—are happy with the improved service and rates brought about by deregulation. They don't want

to see this progress reversed. And they certainly don't want to change a law that has revitalized failing railroads and made it possible for all railroads to become so competitive with each other and with other modes of transportation that rates overall are dropping.

Even the rates paid by C.U.R.E.'s supporters for shipping coal have dropped for the past two years. Down 2 percent in 1985 and down 2.5 percent in 1986. They're now at their lowest level since 1981. In addition, the contracts made possible by the Staggers Act have assured many utilities of low rates in the future.

Nevertheless, C.U.R.E.'s members think they can use

federal and state governments to lower their rates still further.

Maybe. But if they win, most other rail shippers will lose—through higher rates, deteriorating service, and, as railroads decline, perhaps through loss of service altogether.

If you believe a free market is preferable to a system of regulation that would reward the few at the expense of the many, we urge you to speak out in opposition to any legislation that would subject America's freight railroads to the yoke of reregulation.

For more information, write Speak Out, Association of American Railroads, 50 F St., N.W., Washington, D.C. 20001, Dept. 706, or call (202) 639-2550.



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AMERICAN RAILROADS