

Spring 1988

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# MAINE LINE

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



## Talking It Over

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To My Fellow employees:

This will be my last letter to you as president of the railroad and I write with a feeling of both sadness and pride. There is always a certain sadness to see one stage of life end and another begin, particularly one that has been as pleasant for me as my association with all of you.

In the past 15 years we have faced some challenges together and won. We had debt of \$25 million facing us in 1971 that would have caused us severe problems when it came due in 1976. Our owners helped refinance the debt so that it was manageable and then we set about paying it off. Today, as a result of that skill and commitment, we are in the very healthy position of having only \$4.2 million in long-term debt.

During the same period, we lost incentive per diem payment for our boxcar fleet which meant a loss in revenue of \$1.2 million a year. As an originating carrier, maintaining a good fleet of boxcars for our customers is very important. We not only survived that loss; we were able to lease boxcars under favorable terms.

The Staggers Act of 1980 has compressed 50 years worth of change into the past eight years. It changed the way we run our railroad and the way we sell our services. It caused great adjustments

for all of us. Yet, through all the uncertainty and trauma, we managed to build our railroad. We installed 32 miles of welded rail, we have rock ballast on the heartline of the road, we adjusted to the loss of the fresh potato business and we are fighting for . . . and winning . . . new business.

Just during my 17 years with BAR there have been prophets of doom who were ready to bury us and there undoubtedly will be more. Don't listen to them. We have a better railroad than we had 13 years ago. The changes all of us have made and the millions of dollars our owners have allowed us to plow back into the railroad have positioned us to be a very competitive regional railroad in the 90s.

What I really want to tell you is how proud I am of what you have done. It has been a privilege for me to have been part of this great company and to have known and worked with such fine people. With men and women like you this company can only flourish. Thank you for allowing me to share in the wonderful work of the past 17 years. God bless you all.

Sincerely,

Walter E. Travis  
*President*

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### About the Cover...

Railroad photographer Ron Johnson made the dramatic photograph of Engine 42 for our front cover.

## Corps of Engineer Issues Sears Island Permit

In the continuing saga of the State of Maine's efforts to build a \$30 million cargo terminal on Sears Island, the U.S. Army Corps of Engineers has approved construction of the project. The move leaves the federal Environmental Protection Agency as the last major obstacle for the terminal.

The EPA is known to favor the Mack Point site and it can either veto the project or ask that the project be reviewed by the Undersecretary of the Army. If the EPA does exercise its veto power the State would have to file suit against the EPA to move forward.

The cargo terminal project has been stalled at 60% completion since 1984 because of a suit filed by the Maine Group of the Sierra Club. The terminal is projected to handle 116,000 in its base year, increasing to 120,000 tons by the early 1990s. It would employ between 152 and 222 workers.

## Experimental Long-Log Car

BAR has built an experimental car to handle long logs and saw logs, according to Marketing Vice President J. Charles Hickson. The industry trend is away from four-foot pulpwood to tree-length logs. The car, converted by crews at Derby Shops from a 68-foot jumbo pulpwood car, has moved a load of tree-length logs from McDonald to East Millinocket and, on its return trip, loaded saw logs at Oakfield for Skerry. Hickson said the move offers good car utilization at attractive rates. The design was suggested by Supervisor Sales and Service Bruce F. Larlee.

## Fresh Potatoes Again

Since the completion of I-95 to Aroostook County and the bankruptcies of several northeast railroads killed off the rail fresh potato business, knowledgeable observers have not expected to see any kind of rebirth. But an experimental move this spring from Washburn to Searsport may mean just that... on a small scale. Penobscot Frozen Foods of Belfast has begun an experimental move of fresh potatoes from its plant in Washburn to Searsport. The potatoes are moving in BAR mechanical refrigerator cars and are trucked from Searsport to the firm's Belfast plant. There's a potential for a seasonal move of nine months at a rate of seven cars a week. The firm's main product is french fried potato skins and stuffed baked potatoes.

## "Railroad" Bills

The 1988 session of the Maine legislature has produced a spate of railroad bills, many of which appear to have the effect of re-regulating the State's railroads. The bills include proposals to require a permit to operate a railroad, which usurps ICC authority, power to condemn existing rail lines, licensing of certain railroad personnel, permitting exempting certain railroad crossings from requiring school busses and trucks carrying hazardous materials to stop, state track inspectors and a \$25,000 a year fee from railroads carrying certain hazardous materials. Another bill would require the state to collect data on overweight trucks from company records. Our photographer collected some graphic evidence in March on U.S. 2 outside of Bangor (See photograph).

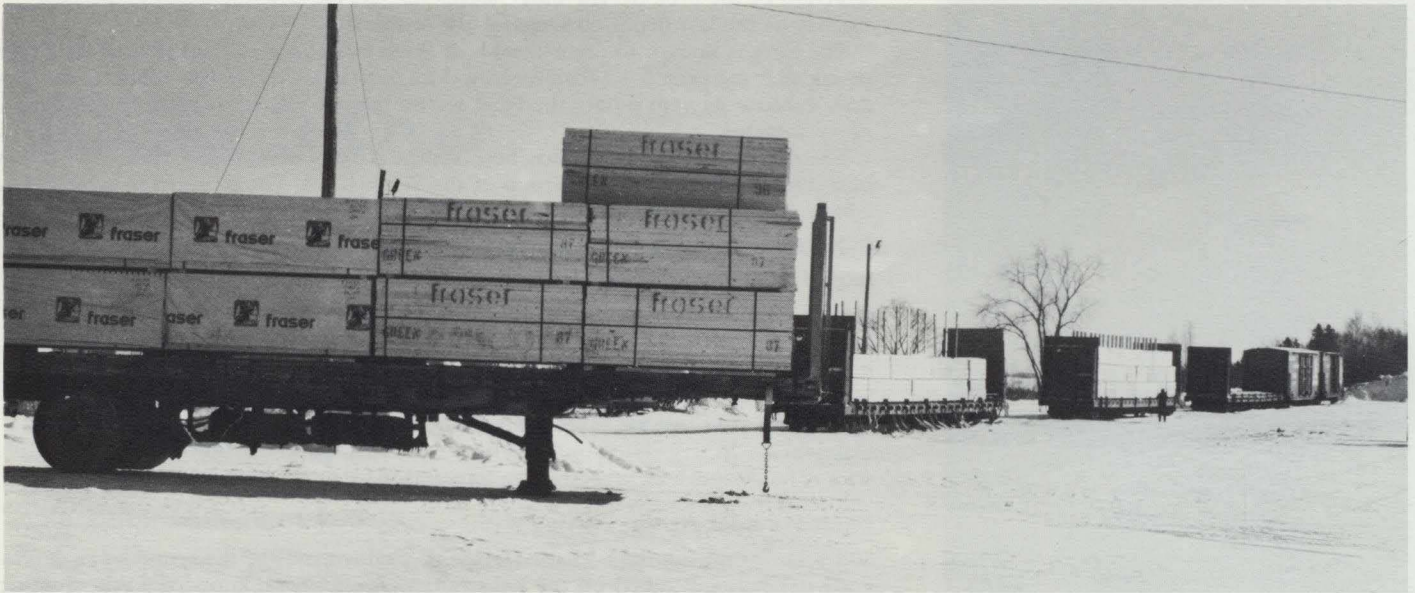


## Bigger RRT Bite

There are some Railroad Retirement Tax changes that have probably gotten your attention this year. The new law increases Railroad Retirement Tier II payroll tax rates to 16% on employers (up from 14.75) and 4.9% on employees (up from 4.25). Maximum amount of salary subject to Tier II tax is \$33,600. The Tier I tax bite of 7.51 on employee's salary of up to \$45,000 remains unchanged.

# MARKETING

## Working Harder and Smarter



A trailer loaded with Fraser lumber awaits transloading at Van Buren. The five-acre reload center is located on land that once held potato houses.

When all the rhetoric about the deregulation of transport is sifted out, the bottom line is simple: the big winners are the buyers of transportation and, ultimately, the consumer.

Railroad people who have survived these past seven years have found it a painful introduction to

a very competitive world. Truckers have had a similar experience.

Railroad and trucking companies are having to work harder . . . often for less revenue . . . to win the same size piece of the pie. The result is survival of the most industrious and the ones who work smartest. Scarcely a week passes without news of a trucking company going out of business or a railroad trimming its operations.

Bangor and Aroostook has been learning some hard lessons in marketing its product in this new world. As an end-of-the-line carrier that originates 90% of the traffic it handles, BAR has had unique problems. Cutbacks in paper production have reduced the total amount of business available. And the potential for uncovering new traffic in northern Maine is very limited.

The job fell to Marketing Vice President J. Charles Hickson, Dave Kane and the marketing staff. It was a challenge, Hickson says, that cried out for non-traditional thinking and was complicated by service changes on other railroads.

Conventional railroad strategy is to sell carload business. That's where the biggest dollars are. It's less complicated to accomplish and everyone knows the system. Hickson, Kane and company knew that BAR was more competitive on long-haul traffic . . .



Workers at the Van Buren Reload Center use a forklift to stack lumber on a specially designed Bangor and Aroostook car.

say, 1,000 miles... than on short-haul... 300 miles... which is very vulnerable to truck competition.

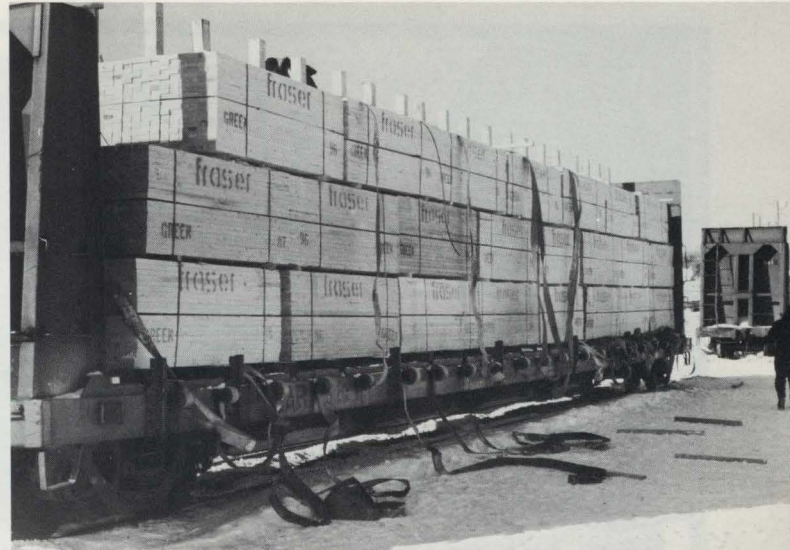
Why not, they asked themselves, concentrate efforts in getting part of the truck movement out of northern Maine and Canada to New England points. The strategy had some good things going for it. New England is BAR's most vulnerable service area. The second strength is that outside truckers don't like to drive the extra 200-350 miles to pick up loads in Aroostook County.

"The hazard was," says Assistant Vice President-Marketing David Kane, "that we would unintentionally divert more-profitable boxcar traffic to the rail-truck concept. That hasn't happened."

The breakthrough came last fall when a long-time effort by Vice President-Sales and Service Norman J. Tardif... now retired... fell into place at Van Buren. BAR acquired land from FHA, demolished old potato houses and built a five-acre reload center. Fraser, Inc. signed a three-year agreement which will more than double the number of cars handled by interchange with CN and provides what BAR's marketing people think is a stable base on which to build.

The Canadian lumber is trucked to the Van Buren reload center, loaded on special lumber flatcars or in boxcars for Northern Maine Junction where it's transferred to truck. The railroad serves the Van Buren facility five days a week.

Since the reload center came on line in November, truck rates have risen making BAR's new service more attractive to customers and truckers alike. A Maine lumber hauler moving 10 carloads... 30 truckloads... a week from the Ashland area is a new customer taking delivery at Northern Maine Junction for truck delivery.

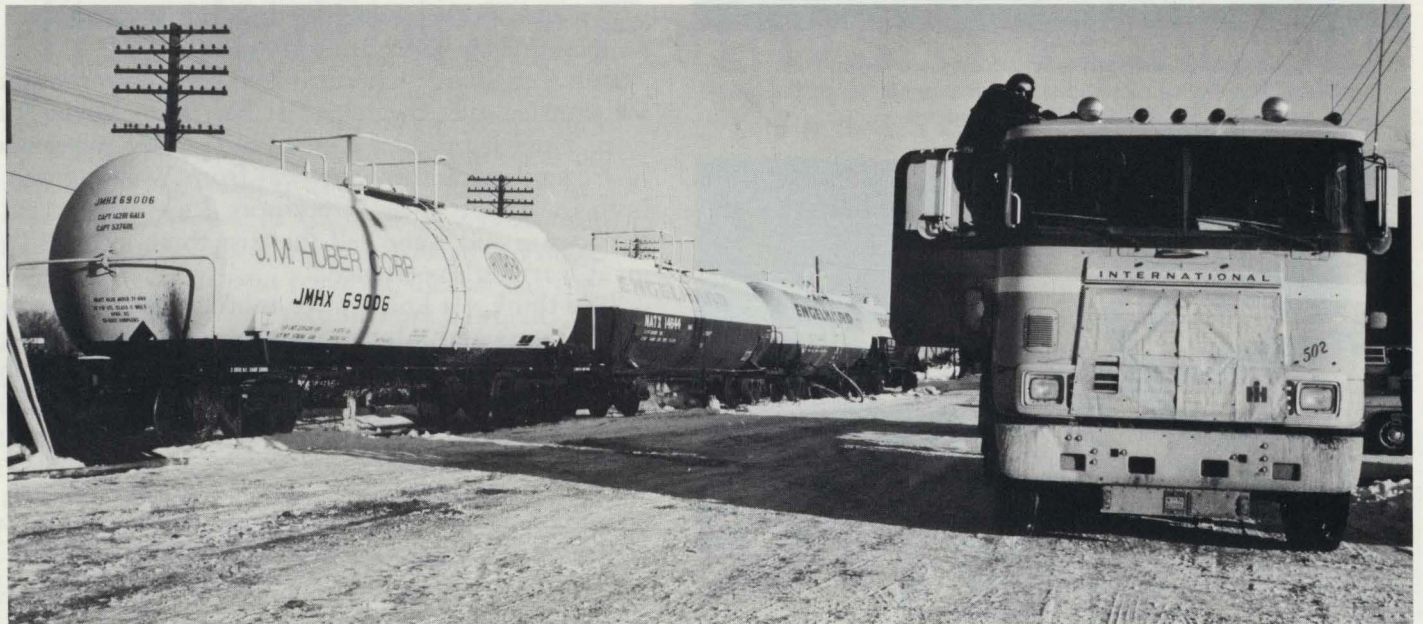


BAR lumber cars which were specifically tailored for the reload business feature center stakes and nylon straps to hold loads in place. The lumber is transferred to truck at Northern Maine Junction.

As Supervisor Sales/Service Bob Engelhardt points out, this traffic is new and comes off the highway.

Paper companies have always been cautious about extra handling of their product because each handling increases the potential for damage. But some BAR customers are moving paper through rail-truck reload operations through the warehouse at Searsport. And the Marketing group believes there is the potential for more.

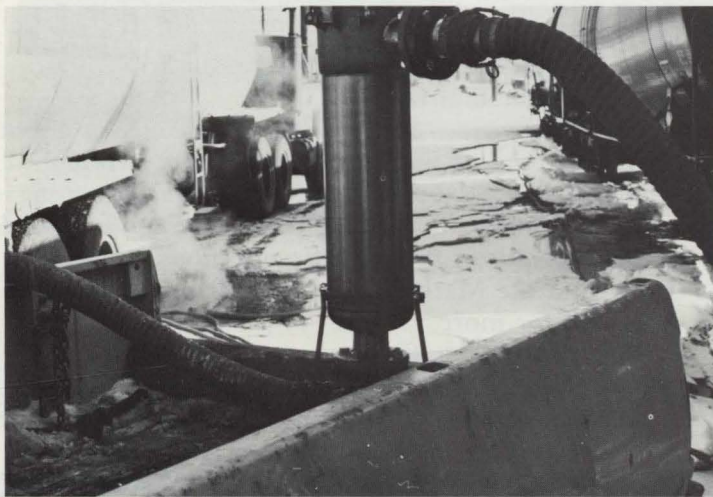
The rail-truck traffic has now grown to the point where BAR is actively studying the possibility of a warehouse operation at Northern Maine Junction. It



At Bangor and Aroostook's Northern Maine Junction liquid bulk transfer facility, a trucker prepares to make a delivery to a Maine paper mill after picking up a load of clay slurry transferred from a rail tank car.



Latex, a coating agent used in the papermaking process, is becoming an important commodity to a new liquid bulk transfer facility. The product moves into Northern Maine by rail and is delivered to Maine mills by Merrill, a Maine-based trucking company. The product originates in Ohio.



Latex is a valuable commodity and great care is required in its handling. The device pictured is a filter through which the product is passed during the transloading process.



Air is introduced into the tank car to unload latex.

would serve an outbound market in paper and lumber and an inbound market of manufacturing materials for the paper industry and, perhaps, the building materials market.

"We don't see ourselves competing with the full-service, long-haul trucker," says Dave Kane. "What a warehouse operation would do is give us flexibility in the New England market and allow BAR to perform a value-added service."

The reload concept got another boost in January when BAR Marketing received inquiries from three Maine paper companies not served by BAR on a transfer operation of clay. Clay slurry is a mixture of clay and water that's used as a coating agent in paper making. The result was a new transfer operation moving the slurry to three mills. The traffic continues to two of three mills with the expectation of a continuing movement.

The clay slurry success led Marketing to go after another important paper-making material... latex which is also a coating agent but a much more valuable product with a higher rate. BAR is now moving 15 cars of latex a month. The rail movement originates in Ohio and is delivered to Maine mills by Merrill, a Maine-based trucking company. The competition is direct truck out of Connecticut which will be a prime target for BAR.

The liquid bulk rail transfer business taught BAR some useful lessons, Hickson says. Mechanical Engineer Steve Holt set up the operation. The startup involved long days for him and the new crew with Wayne Doore, a furloughed BAR carman, as lead man. Field Supervisor Allen P. Hearn took over the day to day operation and refined the routine, even making a device which purges the steam line of water and another which continuously measures temperature on latex and clay cars.

Bob Engelhardt has cultivated other commodities for transfer over the reload at Northern Maine Junction. The list includes a small but steady movement of frozen beef and frozen peas from Washington... both for export over Winterport docks.

Hickson and Kane call the past three months "a great learning experience."

"We think we know a lot more about the trucking business and a lot more about the potential for future reload business," Hickson says. "Down the road I can see us operating a trucking component in this operation."

The railroad's marketing people are confident enough from their first experience to add an extra 1,000 carloads to their 1988 business projection. As Charles Hickson points out, the real significance of reload activity is that BAR is doing a lot of things to get business that would have been laughed at in the regulated era of transportation.

And it's working.



Mary Lou and Adrian LaPointe, pictured here with Kim Dee and their grandchildren James and Jessie LaPointe, are no strangers to tragedy. James is named for the LaPointe's son who was killed in a robbery-murder in Texas three years ago. A year ago the LaPointe's son, Gary, was fatally injured in a motorcycle accident which left him brain dead. In an act of great courage, the family agreed to donate Gary's organs through the New England Organ Bank Donor Program.

## The LaPointe Family's Special Gift

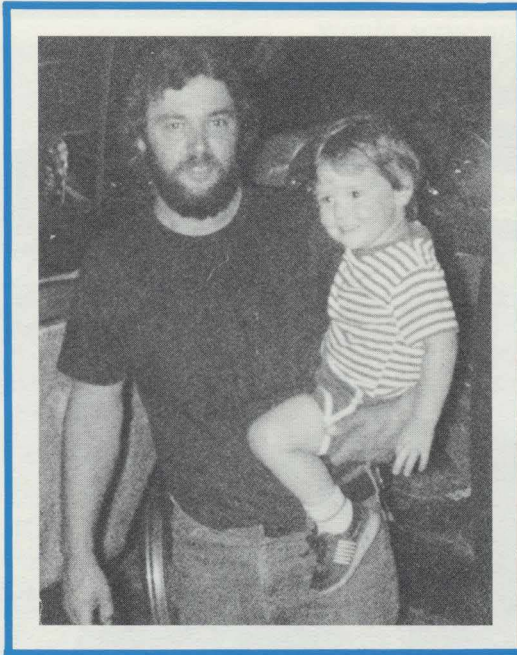
It was a little after 5 p.m. on the afternoon of July 19 when Mary Lou LaPointe brought fresh coffee into the living room of the LaPointe home at 22 MacArthur Avenue in Caribou. It was an ordinary kind of Sunday afternoon for Adrian LaPointe, a BAR trackman, and his wife. There was the Aroostook River raft race in Fort Fairfield. The LaPointe's daughter Lori was there. Her brother, Gary, one of the LaPointe's six sons had also gone to Fort Fairfield. There was no reason to suppose that this particular Sunday would never be forgotten.

No one is ever prepared for the telephone call in the night or the official knock at the door. In the next few moments, the LaPointes' lives would never be the same again. The Maine state trooper rapped on the door just as Mary Lou LaPointe was serving coffee. Knowing that his son and daughter were

both at the raft race, the first thought that flashed through Adrian's mind was that one of them had been drowned.

He doesn't remember his first words to the police officer but he recalls with awful clarity the response: "Your son has been hurt in a motorcycle accident and is brain dead." The medical staff at Cary Medical Center where Gary LaPointe had been taken wanted to talk with the LaPointes and would they come with him to the hospital, the trooper asked.

It wasn't as though Adrian and Mary Lou LaPointe were strangers to tragedy. Three years earlier, Gary's brother, James, had been the victim of a robbery-murder in Dallas, Texas. The two brothers had been very close and Gary had named his son for James. But for the numbed couple, losing two sons in three years seemed almost too much to bear.



Gary LaPointe, pictured holding his son, James, had a reputation as a generous and caring person. His family feels that he would have approved their decision to donate his organs to others in need.

The state trooper who had brought the grim news to the LaPointes drove them and Gary's girlfriend, Kim Dee . . . a receptionist at the medical center . . . to the hospital. Waiting for them were Dr. E. Weiss and Kris Chabre, R.N., organ coordinators for the New England Organ Bank. Would the family consider giving their son's organs through the organization to people who were in desperate need? With sophisticated machinery keeping their son's body functions alive, the LaPointes were told that the brain damage was irreversible; there was no hope. But his kidney and eyes could make life whole . . . even save lives . . . for others.

The family huddled and quickly decided that they would give consent; in life 32-year-old Gary LaPointe was known as a kind and generous person. He had a firewood business in Caribou and his mother recalls the number of elderly poor he carried on his books during the winter months. Those who mourned him knew that he would want them to say yes.

The LaPointe family didn't know it when they consented to the organ donation but Gary was to be the first donor north of Bangor and the first in Cary Medical Center's new program.

As soon as the family said yes chartered jets took off from Boston and Portland carrying a team of six surgeons; the medical crew worked through the night. As soon as an organ was removed the precious cargo was whisked away by jet to a patient

who, a few hours earlier, had been living in darkness or just living from day-to-day on a dialysis machine.

Half a year later, gathered in the LaPointe living room, Adrian, Mary Lou and Kim Dee can talk about Gary and the decision they made as a family with a kind of serenity.

At moments, Mary Lou's eyes fill as she speaks of her son: "In one way what we did made it easier to accept Gary's death. Knowing that he . . . and we by agreeing to allow his organs to be used . . . contributed to preserving or improving the lives of other people makes his death seem less of a waste. For me, it's like a part of him lives on."

Kim Dee speaks regularly at public meetings to encourage people to consider the organ donation program. For her, the public service seems to be an act of keeping faith. The Gary LaPointe Memorial Organ Donor program, she hopes, will help other families express the ultimate gift of love as it has hers.

Somewhere in Maine there's a 55-year-old man whose gift of Gary LaPointe's kidney has made it possible for him to lead a normal life again . . . and a 58-year-old Boston man who's off a dialysis machine for the first time in seven years. There's also someone who can look on a sunrise again. In a curious way these faceless people help this special family live with their loss.



# Richard Carey's Great Idea

It would be interesting to know how much human progress has come about because people doing hard, boring work simply got sick of it and found a better way.

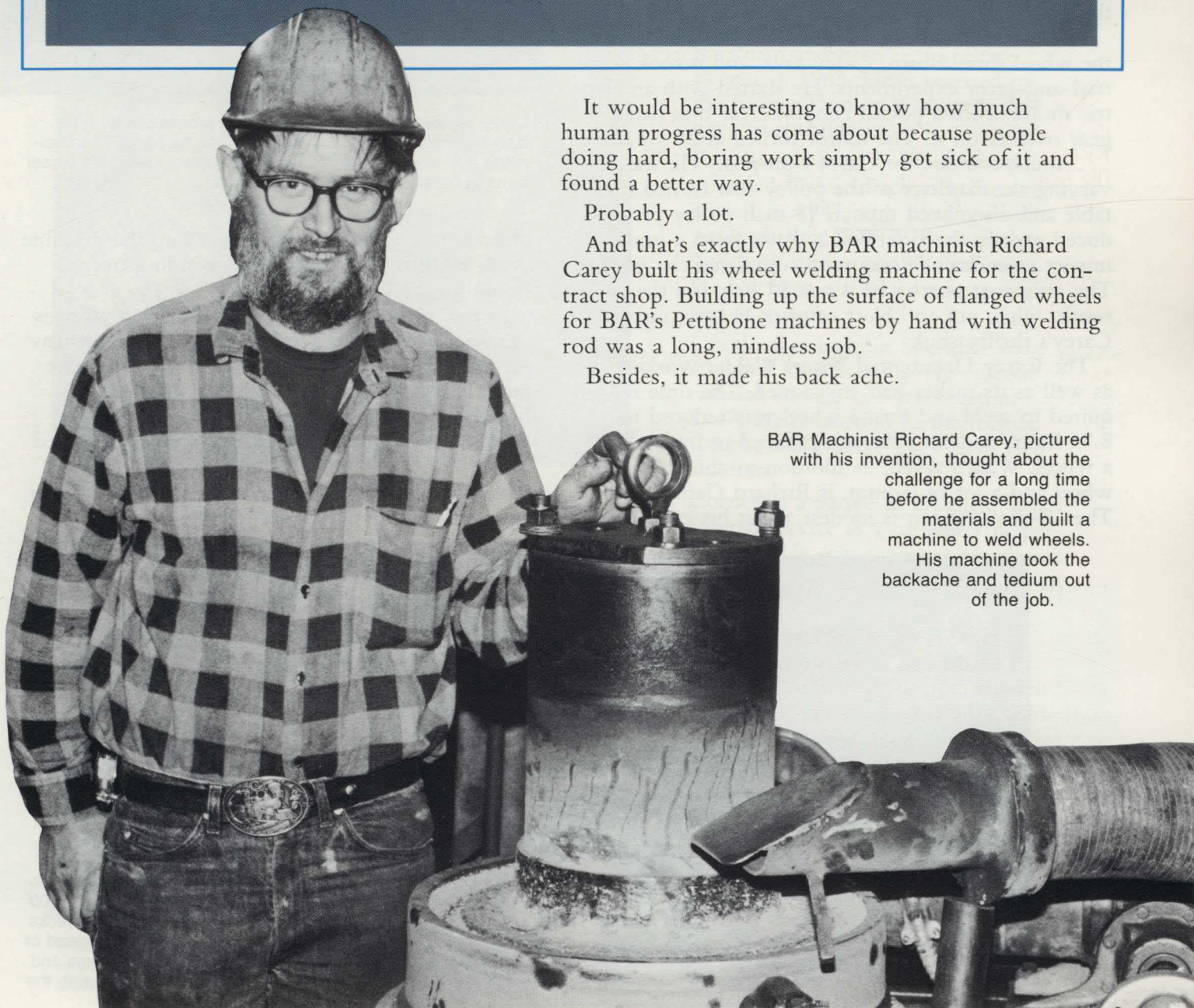
Probably a lot.

And that's exactly why BAR machinist Richard Carey built his wheel welding machine for the contract shop. Building up the surface of flanged wheels for BAR's Pettibone machines by hand with welding rod was a long, mindless job.

Besides, it made his back ache.

BAR Machinist Richard Carey, pictured with his invention, thought about the challenge for a long time before he assembled the materials and built a machine to weld wheels.

His machine took the backache and tedium out of the job.



Now if BAR had a lot of Pettibone wheels to rebuild, the railroad would have probably bought a ready-made machine. Such things exist. But in a busy year, Richard Carey would only weld and turn down 20 wheels. But even slow as it was . . . four man days and a cost of \$960 . . . there was a substantial savings over buying factory-new wheels at \$2300 a pop.

So Carey went on welding, rod-by-rod, but thinking all the time. He'd already built a frame to hold his work. All he needed to do was calculate the rate of speed that the wheel should turn and adapt the welder to use welding wire.

The thinking took a lot longer than the building, Carey admits. But finally he had a good picture of what he wanted and went to Lead Foreman Vic Peavey with the idea. Peavey liked it and gave him the go-ahead.

The biggest challenge was to calculate the speed the wheel should turn, Carey says, and it took some trial-and-error experiments. He started with an electric motor from a potato conveyor car that had a gear reducer on it. The motor turned at 29 r.p.m. . . . much too fast for Carey's purpose. He started varying the diameter of the pulley that turned the table and discovered that an 18-inch pulley produced exactly the right result. Parts from a junked impact wrench and scrap steel completed the welder. The only part purchased was a \$4 belt and the end result, while not an object of great beauty, satisfied Carey's thrifty soul.

The Carey Unpatented Wheel Welder worked as well as its maker had envisioned. The time required to weld and turn a wheel was reduced to 8.75 hours and the cost was reduced to under \$300 a wheel. What's saved, in addition to about \$700 a wheel and a lot of tedium, is Richard Carey's back. The 13-year veteran is modest about his creation



Carey removes slag from the welding process. Before he built his machine, the welding was done by hand. The challenge, he says, was to calculate the correct speed the wheel turns in order to automate the process.

although he admits he likes checking the machine every eight minutes instead of bending over a frame for eight hours a day.

Just to prove that the reward for hard work is more hard work, Richard Carey's innovation has produced more work for the contract shop. We now do work for other railroads and Carey is busier than ever.

But what Richard Carey created out of junked parts, scrap steel and ingenuity is a large part of what a successful company is all about . . . human creativity and initiative and caring.



Carey's ingenuity reduced the hours to complete a wheel to 8-3/4, cutting \$700 a wheel in labor costs. Now he checks his work every eight minutes instead of constantly bending over the frame and building up the wheel by hand with the stick welding process.

# Twelve Honored for 40 years Service

Twelve BAR employees have been honored for 40 years service with the railroad. They are: Engine Cleaner Carl F. Allen, Charleston; B & B Foreman Edward H. Burton, Oakfield; Trackman Rene D. Corbin, Fort Kent; Painter Phillip G. Corneil, Oakfield; Conductor Oscar W. Erickson, New Sweden; Foreman Stanley W. Garland, Bangor; Manager Pricing and Divisions Garrett J. Lovett, Bangor; Engineer Charles R. Smith, Houlton; Yardmaster Gordon E. Somers, Old Town; Carpenter Helper Archie M. Swallow, Oakfield; Conductor Raymond J. Violette, Van Buren; and Painter Clair O. Wilmot, Oakfield.



Engine Cleaner Carl F. Allen and Mrs. Allen accept a 40-year award from Diesel Supervisor Paul F. Lewis.



Trackman Rene Corbin began his railroad career in 1947. Pictured are Mrs. Corbin and Roadmaster Herman Wright, Jr., who made the presentation.

Allen entered service in 1948 as a trackman and became an engine cleaner in 1963. He is married to the former Dorene Woodard; they have four children.

Burton was born in Houlton and attended Oakfield schools, entering service in 1947 after serving in the Army during WW II. Burton also saw duty during the Korean war. He has been a trackman, carpenter and foreman.

Corbin was born in Sheridan and attended local schools. He entered railroad service as a trackman in 1947. He is married to the former Colette Bellavance. They have two children.

Corneil is a native of Oakfield and entered service as a carpenter helper in 1947. He saw action as a sergeant in the Army during the Korean War. Corneil is married to the former Gladys Curtis. They have three children.

Erickson was born in New Sweden and attended local schools and Caribou High School. He entered service as a trackman in 1947 after WW II service in the U.S. Army. He is married to the former Virginia Rasmussen. They have five children.

Garland was born in Carmel and became a fireman in 1947 after WW II service in the U.S. Navy. He was later a machinist and relief foreman. Garland is married to the former Paula Sheldon. They have three children.

**Twelve Honored  
for 40 years Service**

Lovett is a native of Bangor and attended John Bapst High School, University of Maine and Beals College. He entered service as a clerk-stenographer in 1947 and has been rate clerk, chief rate and tariff clerk, assistant general freight agent and general freight agent. He is married to the former Joan Arsenault. They have nine children.

Smith was born at Howe Brook and graduated from Houlton High School. He entered service as a fireman in 1947. Smith is married to the former Aileen Graham. They have six children.

Somers was born in Bangor and attended Hermon schools. His first railroad service was as yard clerk in 1947. He saw service with the Air Force during the Korean war. Somers is married to the former Anne Mace.

Swallow is a native of Oakfield and entered service as a carpenter helper in 1943. He returned to the BAR following WW II service with the U.S. Navy Seabees. Swallow is married to the former Marjorie Sullivan. They have one son.

Violette was born in Van Buren and entered service in 1947. Except for service in the Korean war he has been with the railroad for his entire career. He is married to the former Carmen Dubay. They have three children.

Wilmot entered service as a trackman in 1948. He has been painter foreman and bridge inspector.



Conductor Oscar Erickson is a native of New Sweden and entered BAR service as a trackman in 1947. He and his wife, the former Virginia Rassmussen, accept BAR's 40-year award from Superintendent Train Service Earl Shields.



Painter Phillip G. Corneil shared his 40-year award with his wife. Also pictured is General Superintendent Track and Structures O. Dale Anthony who made the presentation.



Foreman Stanley W. Garland worked 40 years before his retirement. He and his wife were honored with a 40-year bell presented by General Superintendent Mechanical Marvin J. McBreairty.



Manager Pricing and Divisions Garrett J. Lovett and his wife Joan hold the 40-year bell presented by Vice President Marketing J. Charles Hickson.



Trainmaster Jon Lyons presents a 40-year award to Conductor Raymond J. Violette, Van Buren. Except for service during the Korean War, Violette has spent his entire career with the railroad.



Carpenter-Helper Joe Swallow, Oakfield, first worked for the railroad in 1943. Following U.S. Navy service in the Seabees he returned to the railroad and has spent his entire career with BAR. Pictured with him are his wife, Marjorie, and General Superintendent Track and Structures O. Dale Anthony.



Yardmaster Gordon E. Somers and his wife, Anne, are presented a 40-year service award by Superintendent Earl Shields.



Painter Clair Wilmot, Oakfield, entered service in 1948. Pictured with him are his wife and Superintendent O. Dale Anthony.

# The Art of Nelson London



London specializes in waterfowl and believes that the secret of a really authentic product is in the painting. He has spent hundreds of hours watching birds through binoculars and the painting of his birds reflects that painstaking research.

A lot of women can pull partridge and woodcock from the family freezer. But Madeline London is probably the only woman in Piscataquis County who can open the freezer and produce a whole Canada goose, woodcock, partridge, wood duck, teal and maybe even a starling or two . . . all with the feathers on.

That's because her husband, Nelson London, an equipment operator at BAR's Derby Shops, is a world-class carver of game birds. And he freezes specimens of his models in more-or-less natural poses for his hobby. Like many talented artist-naturalists, Nelson is a stickler for accuracy in coloring and anatomy.

The soft-spoken railroader came lately to his calling; he's been carving birds only since 1984. But he thinks the itch to whittle has been latent since a neighbor carved a duck's head and gave it to him when he was 12 years old.

The long Maine winters may have had something to do with rekindling his interest in woodcarving, too. Madeline Burton London . . . who also comes from a long line of BAR railroaders . . . is a knitter and whittling seemed to Nelson a companionable way to pass the evenings.

Nelson London is not a man to let a lot of time elapse between thinking of an idea and putting it into action. So he bought himself an X-acto knife, found a piece of basswood and set out to carve a

wood duck. It proved to be the beginning of a passionate interest.

There's an old saw that says carving a duck is simple; you simply take a block of wood and whittle away anything that doesn't look like a duck. It's a little more complicated than that, Nelson says.

He likes to mount his work on weathered pieces of driftwood . . . sometimes with wing ruffed into a preening position, or a neck bent into a natural pose. That often means carving wings and other



BAR Equipment Operator Nelson London doesn't have any problem with long winter evenings. He spends most of them at his work bench with a carving knife, creating works of art out of tupela gumwood.

parts separately and mating them together in the finished work. He's currently working on a female wood duck that will eventually be mounted on just the right piece of weathered driftwood with a male, and their bills will be touching.

But the folk instruction is right; you do start with a block of wood. Nelson's favorite wood is tupela gumwood which he buys in Louisiana. It's a light, strong wood with a fine grain. He makes a pattern and transfers it to the wood cutting it out with a bandsaw. When the wood is shaped he starts working painstakingly with a small drawshave and then his knife. He makes small shavings and uses his calipers frequently.

The hallmark of a London carving is in the incredible anatomical detail. All of the fine detail is done with the aid of a magnifying glass. He burns the fine details of the feathers in with an electric burning tool. For texturing, he uses a small grinder on a handpiece with a flexible shaft turned by a small motor. And an infinite amount of patience.

"What makes me feel good," he says with a smile, "is when someone sees a carving and asks, 'are those feathers real?'"

He picks up one of the beautifully-crafted ducks with one wing raised as if the bird were oiling its feathers and observes that he had to steam the feathers, carved one at a time, over the teakettle and glue them together to achieve the totally natural attitude.

Nelson lavishes as much attention to the painting of his works as he does on the actual carving.

"You can do a really good job on the whittling . . . I really think of it as sculpting, though . . . but if the colors aren't right, it still looks amateurish," he explains. "I've just learned how to blend colors like an artist does. I mean that kind of shading where one color slides off into one a little different on a duck's feathers. It's called wet-blending and you do it by putting the two colors on and using a blending brush while the paint is still wet. I do it about ten times before it looks the way it's supposed to. I dry it with a hair dryer between coats."

He learned the technique from a book and from talking to other carvers at craft festivals. The people he meets at such affairs are generous in sharing their knowledge, he says.

Artists like Nelson London are different from the rest of us. And it's not just a matter of talent. They see things we don't see and it makes their work come alive. He spends a lot of time watching birds around his feeder. When he's at his lake cottage he's seldom without a pair of binoculars around his neck to watch waterfowl.

"You know if you've ever watched a duck swimming you can look right through its beak?," he observes, as if this were the most common knowledge about ducks. Probably not one person in a



Both Madeline Burton London and her husband, Nelson, come from railroad families. The Londons says that their hobbies . . . hers is knitting . . . make for a companionable way of passing the long winter evenings. London uses a carving knife, an electric burning tool, a small grinder with a flexible shaft for texturing, and a whole lot of patience in his sculpting.

hundred knows that about ducks, but it's important to a naturalist like London and his work reflects this careful observation about his subjects.

The question he's asked most often after someone admires his work is, "how long does it take to carve one?" The answer . . . if you want to know days and hours . . . is that he doesn't know. And, one senses, perhaps he really doesn't want to know.

What he will admit when pressed is that he may start a carving in the winter, work on it regularly . . . read, four to five hours an evening several times a week . . . and put it up for the summer. It'll be finished sometime during the next winter. It won't be hurried but it will be his absolute, best effort. And that's very good indeed.

To understand a man's passion for excellence, it helps to know the road he's walked. Like most of his generation, Nelson spent his obligatory years in the military after he was graduated from Milo High School in 1948. He and Madeline Burton were married in 1955, two years before he became a BAR machinist, following his father George's footsteps. Two years later he was furloughed and went to Great Northern where he stayed until 1961 when the work ran out.

The Londons had one child by then. "I thought to myself, what am I going to do?," he remembers. After the layoffs the Londons decided to try working for themselves. Only days later Nelson loaded his wife and child into his old car and headed for Lewiston and barber's school. He held down a job from 4 p.m. to midnight and went to school days.

He had been working for two years as a barber in



So detailed is Nelson London's work that he sometimes carves individual feathers and joins them with glue to achieve the artistic effect he's looking for. Although he's never sold his work, he says he has so much time invested he probably wouldn't even get minimum wage if it was offered for sale.

Old Town when a night watchman job opened up at the railroad in 1963. For a time Nelson worked his watchman job at night and kept barbering in Old Town during the day.

"I'd get done work at the shops, go home and shower, and then go to Old Town," he laughs.

"After a while I got so tired I had the floats . . . the floor would seem to rise. I quit the regular barbering job but continued to work there Friday nights and Saturdays for 10 years.

People who know him best say that self-discipline and enormous energy are hallmarks of his character. The other side is a deep religious commitment which is reflected in the way he lives his life: Nelson London believes he owes his fellowman a lot of love and caring. Probably the care he lavishes on his artistic work is just an extension of that love.

Lots of people who have seen London's superb work have tried to buy it, but he has refused. "You know," he chuckles, "I have so much time invested I wouldn't even get minimum wage if I started selling."

But he does have plans to start selling his work when he retires from the railroad. In the meantime, each new day is a fresh page for Nelson London, a blank sheet to be filled with work, with beauty and satisfaction. Some people leave great riches, some reputations as scientists, poets, or other great achievements. The work Nelson will leave behind will insure that . . . even a century from now, people will know who Nelson London was.

## Mileposts

### 10 YEARS

Hale F. Armstrong  
Kerry N. Bartlett  
Dana L. Corey

### 15 YEARS

Brian C. Baker  
Michael A. Buzzell  
Richard D. Carr  
Jerry M. Cullen  
Gary D. Glidden  
Ronald R. Morrill  
Victor A. Peavey  
Frederick R. Whitney Sr.  
James G. Wright

### 20 YEARS

Malcolm E. Davis  
Thomas H. Fraser  
Roger L. Frazier  
Danny L. Milton

### 25 YEARS

Herbert E. Buck  
Larry R. Curtis  
Terrence E. Fahey  
James L. Hogan  
Charles E. Larson  
George S. Smith  
Lawrence S. Veysey

### 30 YEARS

O. Dale Anthony  
William E. Estes  
Edwin J. Berry

### 35 YEARS

Charles F. Adams  
Lawrence J. Boucher  
Wilfred J. Deane  
J. Charles Hickson  
Philip E. Howard  
Walter P. Landry  
John A. Lajoie  
Edwin L. Roberts Jr.  
Chester R. Robinson  
Ernest E. Saunders  
Allen J. White  
Harold L. Woodard Jr.

### 40 YEARS

Glenn W. Jones  
Donald P. Rafford Jr.  
Clement A. Ryan  
Charles R. Smith  
Raymond J. Violette  
Gordon E. Somers Jr.

# In the Family

## Accounting & Data Processing

The third annual W. J. McCarty Memorial Cribbage Tournament was held in October with twenty-five employees competing. After five weeks of play, Asst. to the Treasurer, *Cecil C. Porter*, was the winner and will have his name engraved on the trophy which remains on display in the lunch room of the General Office Building. Computer Programmer *Tim McLaughlin* was runner-up.

Retired Clerk *Marion E. Foster*, 79, died unexpectedly Nov. 12, at her home in Bangor. She was employed by the Bangor and Aroostook for twenty-seven years, starting in the Car Service Department and then transferring to the Accounting Department as PBX switchboard operator and clerk-typist. She is survived by two stepchildren, *Patricia Foster* of Atlanta, GA and *Terry Foster* of San Diego, Calif.; a sister, *Carolyn Koppenberger* of Jacksonville, FL; a nephew, *Lawrence Woods* of Holden; a niece, *Linda (Woods) Desjarlais* of Bangor;



Gloria Brooks

and several other nieces and nephews. Services were held at Brookings-Smith, 133 Center Street, Bangor, with the Rev. *Howard Benson* of the First United Methodist Church in Brewer officiating.

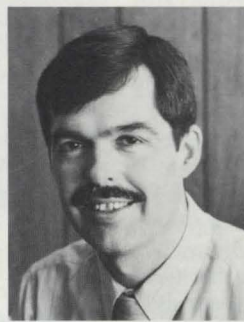
Ledger Clerk *Gloria* and *Bob Brooks* flew to Seattle, Washington in February.

They traveled by car to Olympia, WN where they lived 24 years ago, then down thru beautiful Oregon, Northern California and the wine country of Napa Valley. They spent two days touring San Francisco, then went on to San Jose for two days with friends.

## Moving Up



David M. Kruschwitz



Michael Murphy



Joan Butler

The railroad has announced the promotions of two employees and the appointment of a former Maine Central employee as diesel shop foreman.

David M. Kruschwitz has been named assistant vice president—transportation. The Massachusetts native joined the railroad in 1987 as assistant to the executive vice president.

Kruschwitz came to BAR from the Boston and Maine Railroad where he had been manager of locomotive utilization. He attended Phillips Exeter Academy and holds degrees from Dartmouth College and Massachusetts Institute of Technology.

Michael Murphy succeeds Stanley Garland as

diesel shop foreman. He is a native of Bangor and came to BAR from Maine Central Railroad where he was assistant manager locomotive maintenance. Murphy was graduated from Hampden Academy and spent eight years with Maine Central.

Joan Butler, formerly clerk-stenographer, becomes administrative assistant. She is a native of Houlton and a graduate of Houlton High School. Butler was a legal secretary from 1953 to 1963 when she joined the railroad as a stenographer.

She is a former Loaned Executive for United Way of Penobscot Valley and a member of the Essex Street Baptist Church.





Michael Call

Airman First Class *Michael S. Call*, son of Revenue Clerk and Mrs. *Harold Call*, has completed electronics communications training at Sheppard AFB in Wichita Falls, Texas as an honor graduate. Michael is a 1985 graduate of Central High School of East Corinth and attended EMVTI in Bangor prior to entering the Air Force. He is currently stationed at Kelly AFB, San Antonio, Texas as an electronic maintenance technician with the Air Security Command.

Programmer *Tim McLaughlin* and his wife, *Theresa*, are the proud parents of their second son, *David Allen*, born March 10, at Eastern Maine Medical Center in Bangor. His grandparents are Mr. and Mrs. *Theodore Strong* of Baltimore, Md. and Mr. and Mrs. *Howard McLaughlin* of Hermon.

Retired Ticket Audit Clerk *Ella (Perry) Salisbury* died at a local nursing home on Feb. 8. She was predeceased by her husband *John Salisbury* in 1977. Mr. and Mrs. Salisbury were both long-time employees of the Bangor and Aroostook. A Mass of Christian Burial was celebrated at St. Matthews Catholic Church in Hampden with the Rev. *Frederick Carrigan*, celebrant. Interment was in Mt. Pleasant Cemetery, Bangor.

### Mechanical & Stores Departments

We were saddened recently by the tragic and untimely death of Machinist *Basil L. "Benny" Curtis*, age 34, who died while fighting a house fire in Milo on Feb. 11. He was a volunteer fireman for the Milo Fire Department and Rescue and also served on the railroad's fire department at Derby.

Curtis entered railroad service on Nov. 26, 1979 as a machinists helper

at the Northern Maine Junction Diesel Shop. On July 22, 1982 he assumed a similar position at Derby. He had been attending Eastern Maine Vocational Technical Institute in Bangor. He served in the U.S. Army in Germany, and also was a member of the Army National Guard, and the International Association of Machinists and Aerospace Workers.

Basil leaves his wife, *Sharon (Wiley) Curtis*, one son, *Eric L.* and one daughter, *Erica L.*, all of Milo; his mother, Mrs. *Ethel (Moore) Curtis* of Lakeview; one brother, *Leroy Curtis* of Calais; and two sisters, *Sharon B. Newman* of Milo and *Jeannie D. Tibbets* of Dover-Foxcroft. He was predeceased by his father, *Basil Leroy Curtis* of Lakeview; and a brother, *William Chester Curtis* of Calais.

Basil will be sorely missed on the railroad and in the community. Our sympathy to the family.



Mr. and Mrs. Christopher Tarr

*Suzette Sholler*, daughter of Carman Gangleader and Mrs. *James A. Sholler* of Oakfield, became the bride of *Christopher Tarr*, son of Mr. & Mrs. *Paul Tarr* of Oakfield on Sept. 5 at the Bethel Pentecostal Church of Oakfield.

A reception followed the wedding ceremony at the Island Falls municipal building, with music provided by "Mainely Video."

Following a wedding trip to the Pocono Mountains the couple is at home at Oakfield.

Our sympathy to the families of retirees who have passed away since our last publication:

Carman *Floyd L. Perkins*, 90, of Limington, Maine. Perkins entered service as a laborer on September 9, 1924 and retired on July 2, 1963 as a car repairer, covering a span of 39 years.



Engineer *Ansel G. Snow*, left, has retired. Snow, a native of Masardis, began his railroad service as a fireman in 1951. Presenting him with his service plaque is Superintendent *Earl Shields*.

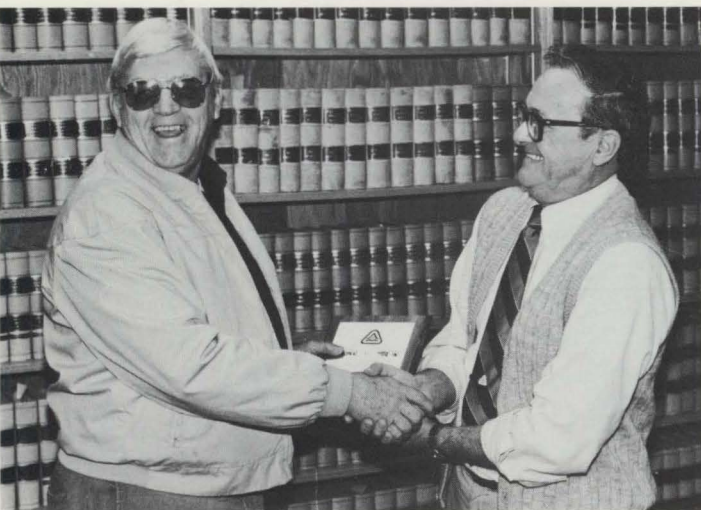
Carman *Lester E. Sanders, Sr.*, 51 of Oakfield. Survivors include his wife, *Wilma (Sulkowski) Sanders* and one son, *Lester Jr.*, both of Oakfield, four daughters, Mrs. *Gail Marshall* and Mrs. *Delora Roberts*, both of Houlton, Mrs. *Shelley Donahue* of Portsmouth, N.H., Miss *Belinda Sanders*, and a foster daughter, *Jessica Lynn*, both of Oakfield. Sanders entered service as a laborer in the Engineering Department on February 24, 1951, later transferring to the Mechanical Department where he worked as a carman until July 18, 1983. He retired on disability February 1, 1985.

Millman *Albert J. Cyr*, 93, of Derby. Cyr was an employee of the railroad for 38 years, having retired on June 18, 1960.

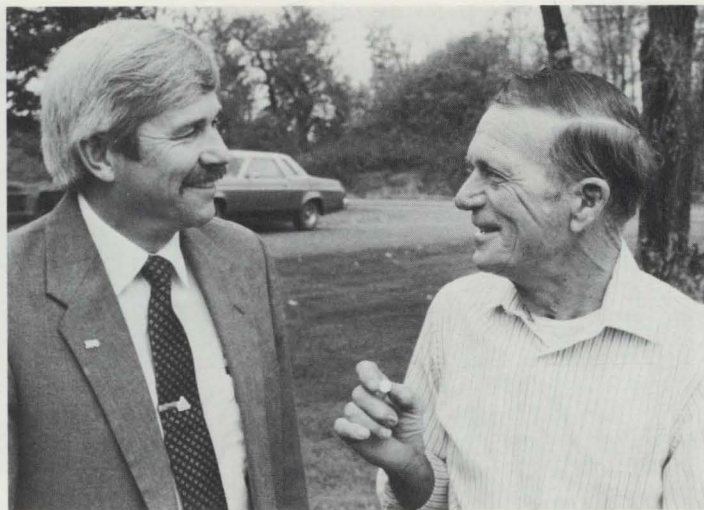
Boilermaker *Lawrence W. Slauenwhite* of St. Petersburg, Florida. Slauenwhite entered service as a boilermaker helper on November 18, 1919, retiring on May 15, 1948.

Carman Helper *Alfred G. Weymouth, Jr.*, 62, of Milo. Survivors include his wife, *Hazel (Van Tassell) Weymouth* of Milo; one daughter *Karen Jessie* of Saco, and one sister, *Barbara Doble* of Milo. Weymouth was an employee of the railroad for 32 years, having retired on disability April 9, 1975.

Clerk *Thomas M. White*, 81, of Newburgh. He is survived by his wife, *Louise (Boyce) White* of Newburgh, two daughters, *Jean Arsenault* of Grand Lake Stream, *Susan Harnish* of Winterport; and two stepsons, *Ervin Huntington* of Bangor, and Carman *Eugene A. Huntington* of Newburgh. White entered service



Engineer John E. MacNair, Houlton, has retired. He entered service as a rodman in 1947 and later became a fireman and locomotive engineer. MacNair served in the U.S. Navy as a signalman in WW II and saw service in the American and Asiatic-Pacific Theatres. He was graduated from Houlton High School. MacNair is married to the former Merial Burnman. They have two children. Presenting MacNair with his service plaque is Superintendent Earl Shields.



Carman Shady Blackwell, a native of Abington, Virginia, has retired. He came to work for Bangor and Aroostook as a laborer in 1970. Blackwell attended schools in Stony Point, Virginia and served in the U.S. Army from 1942 until 1945. He was married to the late Evelyn S. Blackwell. They had eight children. Pictured with Blackwell is General Superintendent Marvin McBreairty.

as a ticket sorter on June 16, 1924 and retired on August 6, 1970 with 46 years service.

Laborer *Reginald V. Johnson*, 82, of Carmel. Survivors include two daughters, Mrs. *Darald (Caroline) Curless* of Thornton, Mrs. *Traverse (Judith) Clark* of Charleston, W.V.; and two sons, *Edward* and *Laurel*, both of Carmel. Johnson was an employee of the railroad for 20 years, retiring on October 24, 1972.

Painter *G. Millard Fogg*, 76 of Guilford. He is survived by his wife, *Donna (Mitchell) Fogg* of Guilford; a son, *Michael* of Farmington, and a sister, *Charlette Bane* of Dexter. Fogg worked for the railroad for 39 years, having begun service as a laborer in the Engineering Department on April 21, 1937. He transferred to the Mechanical Department on October 16, 1950 where he worked until his retirement on June 2, 1976.

Carman *Kenneth L. Ames*, 87, of LaGrange. Survivors include his wife, *Blanche (Moulton) Ames* of LaGrange; a stepson, *Charles Huntley*, also of LaGrange; and a stepdaughter, *Heloise Tilton* of Enfield. Ames entered service October 31, 1950 and retired August 1, 1969.

Pulpwood Loading Inspector and Mrs. *John A. Lajoie* of Van Buren returned on March 1 from a two week vacation in Florida where they enjoyed touring throughout the state.

Pulpwood Inspector and Mrs. *John A. Lajoie* have a new grandson, *Keith Daniel Vaillancourt*. He was born Jan. 28

at Cary Memorial Hospital in Caribou to their daughter, *Kathy*, and *Daniel Vaillancourt* of Van Buren. Keith was baptized March 3 by Father *Roland Lacasse* at St. Remi's Church in Van Buren. Godparents are his aunt and uncle, Mr. & Mrs. *Gary Vaillancourt*.

#### Engineering Department

Our sympathy to Mrs. *Roy Ireland* and daughters. Roy died unexpectedly on October 13 while at work. He was born in Mapleton, April 10, 1928, the son of *Millard* and *Abbie (Archer) Ireland*. He served in the U.S. Navy. Ireland was employed by the railroad for 35 years and was section foreman at Squa Pan at the time of his death.

He is survived by his wife, *Alice (Russell) Ireland*; two daughters, *Laurie* and *Shari Ireland*, both of Mapleton; two brothers, *Dana W.* and *Leland M.*, both of Castle Hill; six sisters, Mrs. *Virginia Bagley*, Mrs. *Nettie Wilcox*, and Mrs. *Sam (Rena) Turner*, all of Mapleton, Mrs. *Leola Carpenter* of Billerica, Mass., Mrs. *Laura St. Peter* of Caribou and Mrs. *Ted (Eva) Jackson* of Presque Isle.

Our sympathy to the families of retired employees who have passed away since the last publication:

Section Foreman *Archie McDonald*, 73, Merrill. Survivors included two sons, *Kenneth* of Dyer Brook and *Lawrence* of Waterville and one daughter, *Adrienne McDonald* of Bucksport. McDonald was an employee of the railroad for 43 years,

receiving a disability in 1972.

Section Foreman *Wesley N. Bell*, 76, Merrill. Survivors included three daughters, Mrs. *Sharon Cain* of Masardis, Mrs. *Brenda Locke* of Meriden, Conn. and Mrs. *Diane Stone* of Maynard, Massachusetts. He started work for the railroad in 1929 and retired as section foreman at Oakfield in 1976.

Trackman *Harley D. Faulkner*, 65, New Limerick. Survivors included four sisters, *Loretta Adams* of New Limerick, *Edna Winham* of Keene, N.H., *Lois Day* of Statesville, N.C., and *Virginia Michaud* of Presque Isle, and one brother, *Donald* of Orient. Faulkner was a trackman with the railroad for 35 years.

Section Foreman *Lionel Pelletier*, 75, Wallagrass. Survivors include two sons, *Dale* of Plaisted and *Delmen* of Wallagrass and one daughter, *Verna Thibodeau* of Medway. He started work as a trackman in 1935, was promoted to section foreman in 1947 and retired in 1974 as section foreman at Fort Kent with 40 years service.

Section Foreman *Louis A. Levesque*, 87, Cumberland, R.I. formerly of Winterville. He was predeceased by his wife, *Antoinette (Cyr) Levesque*. Survivors included five sons, *Dr. Patrick Levesque* of Cumberland, R.I., *Lucien* of West Springfield, Mass., Supervisor Sales/Service *Yvon Levesque* of Houlton, *Norman* of Longmeadow, Mass., and *Richard* of East Islip, Long Island, N.Y. and one daughter, Mrs. *Thelma Guerin* of North Andover, Massachusetts. Levesque went

to work as a trackman for the railroad in 1916, was promoted to a section foreman in 1930 and retired in 1968 after 52 years of service.

Retired Tie Inspector *Guy Jackins*, Houlton, celebrated his 80th birthday on September 11. A surprise dinner was hosted by his son and wife, Painter Foreman and Mrs. *Linwood Jackins*, Milo, at the Country Inn, Linneus, and was attended by his grandsons and wives, Mr. & Mrs. *Ashley Jackins* of Milo, Mr. & Mrs. *Kevin Jackins* of Fort Fairfield, and *Mark Jackins*, Houlton. A birthday cake was served. His granddaughter, *Sherry Whitaker*, daughter of Linwood Jackins, missed the birthday celebration but arrived the last of September for a visit with her grandfather. She and her husband and two sons, *Jason* and *Byran*, returned from a tour of duty in Germany after a three and one-half year absence from the family. Both she and her husband are in the military. Sherry reported to Walter Reed Hospital for duty and her husband, *Joseph*, has been assigned to the Pentagon. They reside in Silver Spring, Maryland.

Retired Roadmaster and Mrs. *Roland Tweedie, Sr.*, Brownville Junction, were honored at an open house on October 10 at the High School Alumni Building on the occasion of their 60th wedding anniversary. Party arrangements were made by their daughter, *Diane Wellington* and granddaughter, *Tammy Wellington*,



Mr. and Mrs. Roland Tweedie

of Bangor. They were married in 1927 by the *Rev. E. B. MacLatchey*, Woodstock, New Brunswick, Canada. The couple have four children, *Roland, Jr.*, and *Thomas* of Vallajo, Cal.; *John* of Bradford and *Diane Wellington* of Bangor, all of whom were present. They have ten grandchildren and three great-grandchildren. The couple received many gifts and cards as well as a money tree from the many family and friends

in attendance. During the weekend, the couple were guests at a family dinner held at the Penobscot Inn in Bangor hosted by their son, Roland.

Roland was self-employed in woods work prior to his railroad employment. His railroad career started as a trackman at Patten in 1929, and he retired as roadmaster in 1973, with 44 years service. The couple are both very active in community affairs, various organizations and clubs, and enjoy many hobbies.

*Amy Delong*, daughter of *Sally Delong* of Hampden, and *Alvin Delong* of Roanoke, Va., and granddaughter of Retired Bridge and Building Supervisor and Mrs. *Garold Wiggins*, Houlton, was one of nine Maine high school seniors to win four year scholarships given to highest scorers on Maine Educational Assessment tests.

For the second year in a row, University of Maine System Chancellor *Robert L. Woodbury* offered the high-achieving students full-tuition, four year scholarships to attend classes at any campus of the University of Maine system.

The nine students scored in the 99th percentile in state examinations in reading, writing and mathematics. The nine, six boys and three girls, had the highest scores among 15,682 juniors who took the state examinations. Amy attends Hampden Academy. She is the granddaughter of *Dorothy Delong* and niece of



Station Agent Herman E. Roy, Madawaska, has retired. He first began working for the Bangor and Aroostook in June of 1942 as a student operator in Frenchville. Following WW II service with the U.S. Army, he came back to the railroad and has held various positions on the northern division. Roy has been active in veterans organizations including the Veterans of Foreign Wars and the American Legion, the Knights of Columbus and served as treasurer of the Town of Grand Isle from 1955 through 1988. He is married to the former Leona M. Albert. They have four children. Presenting Roy with his retirement pin is Superintendent Train Service Earl Shields.



Station Agent Everett J. Gerard, pictured second from right, has retired after more than 43 years with the Bangor and Aroostook. Gerard, a native of Madawaska, entered railroad service in 1946 as a student telegrapher. He held various positions on the northern division before becoming agent at Northern Maine Junction. Gerard served with the U.S. Army Air Corps in WW II after graduating from Madawaska High School. He is married to the former Vera M. Labbe. They have seven children. Pictured with him are Retired BAR Vice President Norman Tardif, Vice President-Marketing J. C. Hickson and Retired Supervisory Agent Harold Labbe, Gerard's brother in law.



Conductor Kenneth A. Adams, Presque Isle, left, receives his service plaque from Trainmaster R. W. Stanhope. When he retired Adams had 43 years of service with the railroad. He served in a railway transportation unit during WW II. He is married to the former Sara Anne McKinnon.



Engine Cleaner Carl F. Allen, Charleston, receives his service plaque from Manager of Personnel Shirley R. Strout. Allen came with the railroad as a trackman in 1948 and has been an engine cleaner since 1963. He is married to the former Dorene M. Woodard. They have four children.

Conductor *Walter DeLong*, both of Monticello.

Amy was recognized for this achievement by the Hampden Town Council and presented with a plaque by Mayor *Kathy Walker* during an official proclamation.

#### General Offices

*Dustin Michael Grinnell*, fourth grandchild of Administrative Assistant and Mrs. *Harold Grinnell*, was born February 13 at Eastern Maine Medical Center. He is the son of *Michael* and *Linda Grinnell* of Milo, Maine.



Mr. and Mrs. James Budge

*James Budge*, son of Administrative Assistant *Dave Budge* and *Linda Budge* of Weaverville, CA, and *Sharre Ann Bennett*, daughter of Mr. and Mrs. *Douglas Bennett, Sr.* of Weaverville were married at the Trinity Congregational Church, Weaverville, February 27. The ceremony was performed by the *Rev. Nancy Miller*. The maid of honor was *Brenda Rigney* and best man was *Douglas Bennett, Jr.*, brother of the bride. A reception was held at the Weaverville Recreation Center. Attending from Bangor were *Dave Budge*, his son *Jeff*, and daughter *Becky* and fiancé *Ernie Churchill*. *Sharre* attends Humboldt State University and *James* attends the College of the Redwoods. They reside in Eureka, CA.

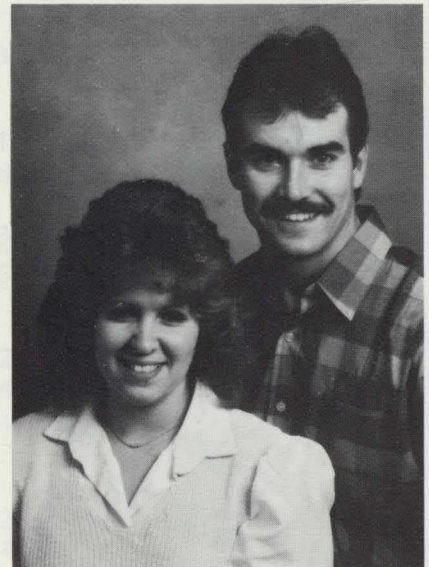
Manager Communications & Special Projects *Gordon Duncan* and *Mrs. Duncan* were recent guests of Lt. and Mrs. *Eric (Bonnie Duncan) Washburn* and their son, *Jamie*, in Virginia Beach, VA. Lt. *Washburn* is assigned to the Coast Guard in Norfolk, VA.

Administrative Assistant *Flora Powell* recently flew to California where she visited her daughter *Molly* at the University of California at San Diego.

*Catherine Turallo*, granddaughter of President and Mrs. *Walter Travis*, was recently honored by the Hampden American Legion for placing second in this year's Voice of Democracy script-writing contest. The topic was "American Liberty, Our Heritage."

In April, *Catherine* will be travelling to Washington, D.C. for leadership training prior to being a junior counselor at an international camp in Austria

as a part of Children's International Summer Villages next July. *Catherine* is the daughter of *Alexandra Turallo* of Hampden.



Budge/Churchill

*Dave Budge* has announced the engagement of his daughter, *Rebecca E. Budge*, and *Ernest W. Churchill*, son of Mr. and Mrs. *James Jewell* of Bangor. *Becky* is also the daughter of *Linda Budge* of Weaverville, CA. She is a graduate of Hermon High School and Southeastern Travel Academy of Kissimmee, FL. She is employed by Bar Harbor Airlines, Bangor. *Ernie* is a graduate of Bangor High School and is employed by Edwards Tire, Brewer. The couple plan a May wedding.

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# It's time for you to forget about America's freight railroads.

Don't you wish you could?

If you've been in business for awhile, you have gone through the bad times in the 1970s when railroad service was a constant question mark . . . when some trains couldn't travel faster than 10 miles per hour because the track was in such bad shape . . . when one railroad after another seemed to be sliding into bankruptcy . . . and, at the same time, double-digit inflation pushed rates higher and higher.

Then came the Staggers Rail Act of 1980 . . . along with an easing of inflation . . . and, suddenly, railroad service wasn't such a problem anymore . . . railroads were gaining financial strength . . . and were using the freedoms provided in the Staggers Act to offer marketing and equipment innovations, long-term contracts with service incentives, and attractive, competitive rates.

Freed from much of the economic regulation that had held them back – and spurred by intense competition among themselves and from unregulated trucks and barges – railroads held rate increases down to the point that they have fallen in inflation-adjusted dollars . . . for commodities like grain as much as 43 percent.

It looked like you could stop worrying about the railroads' problems.

## Was it too good to be true?

Maybe so. Because – just when you thought it was safe to forget about the railroads – here comes a group called Consumers United for Rail Equity (C.U.R.E.) with a plan to plunge the railroads – and their customers – right back into the dark days of the 70s.

Believe it or not, C.U.R.E. wants to reregulate the railroads.

Why would they do that? Are they crazy? Not really. But be sure about one thing, what they are doing could hurt most railroad customers.

THIS AMAZING REMEDY, FOLKS, ACTUALLY  
PREVENTS COLDS, GROWS HAIR, HEALS BROKEN BONES  
AND LOWERS RAIL RATES.

