

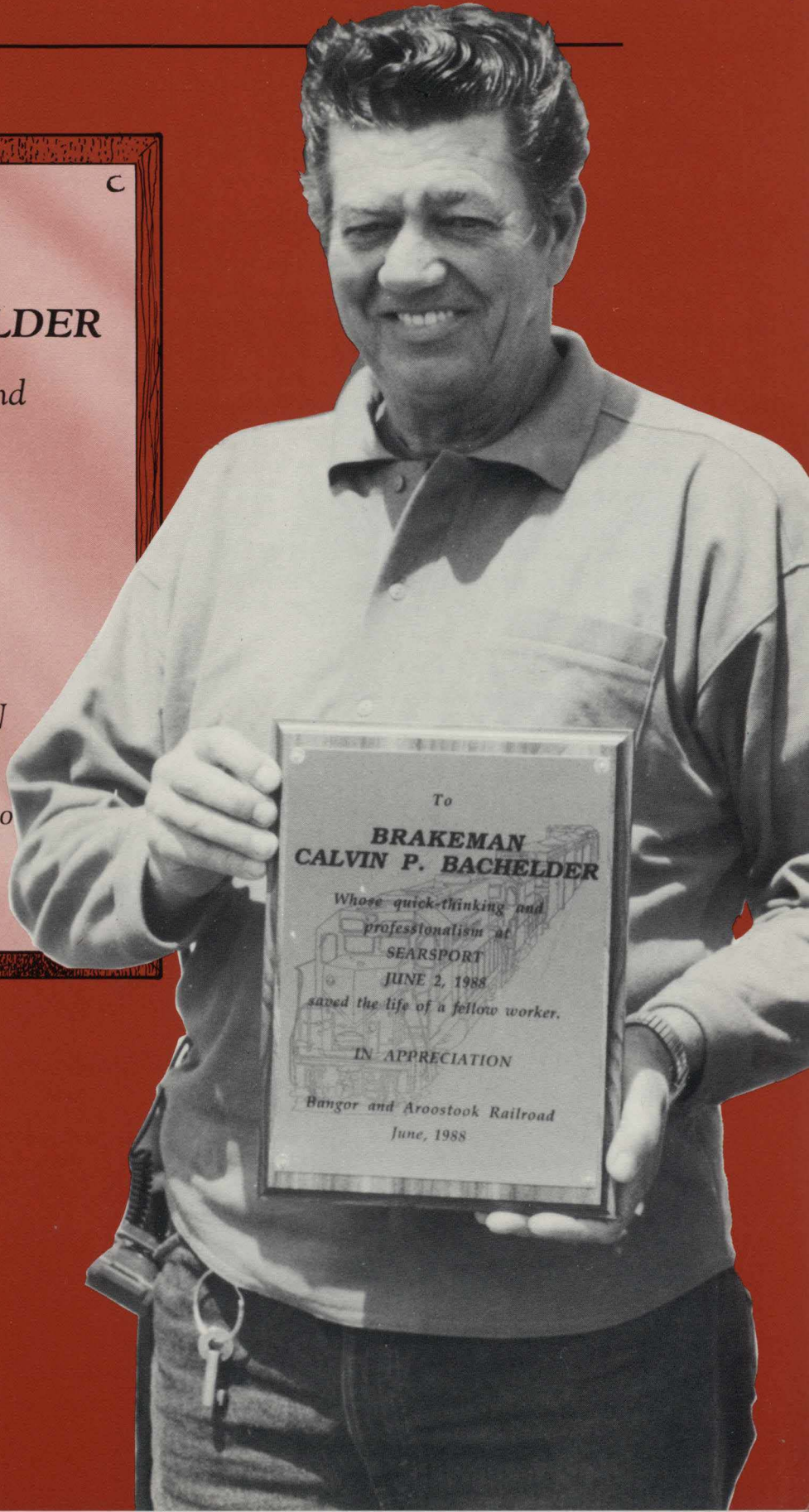
# MAINE LINE

To  
**BRAKEMAN  
CALVIN P. BACHELDER**

*whose quick thinking and  
professionalism at  
SEARSPORT  
JUNE 2, 1988  
saved the life  
of a fellow worker*

**IN APPRECIATION**

*Bangor and Aroostook Railro  
June, 1988*



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# Talking it over

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To My Fellow Employees,

As America has done what it had to do to meet tough global competition in making and selling its products, we have all been caught up in a kind of let's-find-someone-to-blame binge. Mostly, we've blamed each other. Labor blames management and vice versa. Democrats blame Republicans and ditto. And everyone blames Congress. Deep down, I think we all know the tough competition is no one's "fault." But it creates an environment that doesn't make very fertile ground for partnerships. For BAR, the seemingly unending nature of our labor negotiations adds to the sense of frustration.

I ask you to be patient during this difficult time because I believe that we can all share the goals I see for BAR. We have a reputation for paying good wages and benefits. I want to continue to do that. I understand the hardships that part-time employment and uncertain employment creates for employees and their families. So it's my goal that all our employees be full-time employees. I want us to emphasize quality in our business, from our service to our customers to our treatment of each other. And I want BAR to be the best transportation company...not just the best railroad...in New England.

The goals are ambitious but they lie within our reach.

We are quite new to one another but I have been with BAR long enough to have learned respect for its employees; probably I know you better than you know me. And, rather than telling you the kind of person I am, I'd rather you watch me and decide for yourselves. But, while we're going through this getting-acquainted period, I hope we can suspend judgement of one another and turn our attention to caring for our customers, our fellow workers, and to building a single-minded company that customers think and speak well of.

You and I have seen change take place at a dizzying rate and we have learned some hard lessons in coping with it. We have traveled far enough on this road together to know that we are capable of guiding it if we have the will. We will have to use all our resources...our land, our people, our reputation and our knowledge of customers...to bring us successfully into the 21st century. To accomplish that, we must question the way we have always done our work; we can never again be satisfied with a business-as-usual approach.

I look forward to our future together.

Sincerely,

A handwritten signature in cursive script that reads "David Hughes". The signature is written in dark ink and is positioned above the printed name and title.

David J. Hughes  
President



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**About the cover**

Brakeman Cal Bachelder holds the commendation he received from the railroad for saving the life of a fellow worker. (See Story Page 4).

# News Briefs

**BAR Names New President**

David J. Hughes, has been named Bangor and Aroostook Railroad Company's 10th president. Hughes, a native of Kansas City, MO, began his railroad service as a civil engineer with Southern Pacific Transportation Co. in 1961. He earned a bachelor's degree in civil engineering from the University of Texas at El Paso and a master's degree in business from the Harvard Graduate School of Business.

After holding various engineering positions with Southern Pacific, Hughes moved to the Boston and Maine Corp where he served as vice president in charge of engineering and vice president with the executive department. He also was president of Panderol, Inc., a manufacturer of proprietary metal products.

Hughes came to BAR as executive vice president in 1985. He was named executive vice president and chief operating officer of the railroad in 1987.

Especially interested in regional railroads, Hughes is chairman of Regional Railroads of America. He also serves as a director of the Association of American Railroads.

**Presque Isle Sales Office Closed**

BAR's Presque Isle sales office was closed permanently June 30. Sales representatives Bruce Larlee and Yvon Levesque are working out of their homes. Elaine Davis is sales/service representative and has moved to Northern Maine Junction Park.

**Quality Program Launched**

A team from TQ Group, a Chicago-based company specializing in helping transportation companies establish quality programs, have conducted focus-discovery meetings with employees at Madawaska, Squa Pan, Millinocket, Derby and Northern Maine Junction. The discovery process explores employee concerns and problems. Employees have been given an opportunity to complete an employee opinion survey that will become part of the base for its quality program.

**Fire Damages Millinocket Station**

BAR's Millinocket station suffered extensive damage in an Aug. 15 fire caused by a faulty electrical outlet. No one was injured in the afternoon blaze, but the second floor was severely damaged from the fire while the ground floor had mostly water damage. Yard and station operations are being carried out using two trailers until it's decided whether to rebuild the old station or construct a new building. The station was built in 1899, burned in 1946 and was rebuilt again in 1957 with a yard office added.

**Locomotive Fleet Augmented**

BAR's locomotive fleet is being beefed up with the addition of four GP-38 locomotives. The power was acquired from Helm Financial Corp. through an exchange of 161 BAR mechanical refrigerator cars that have been stored for several years. The units, to be numbered 95-98, were previously on MoPac and are being reconditioned for BAR service in Kentucky and Kansas.

**Scholarship Winners**

Richard A. Martin, chairman of the Brotherhood of Railway Carmen, has announced the winners of the annual BAR Labor Chairmen's Group scholarships. Each winner received a \$200 scholarship.

Joan M. Laffey, who attends Husson College, is the daughter of General Claim Agent and Mrs. Robert J. Laffey of Bangor.

Wayne Strout of Portland is the son of Manager of Personnel Shirley R. Strout and Myron Strout of Bangor. He is attending the University of Southern Maine.

Robert P. Nadeau, Fort Kent, is the son of Retired Locomotive Engineer and Mrs. Bernard J. Nadeau. He is a student at the University of Maine at Fort Kent.

David M. Fitzgerald, the son of Logomotive Engineer and Mrs. Dean Fitzgerald of Millinocket, attends the University of Maine at Farmington.



# A Fateful Encounter



Assistant Vice President Transportation David M. Kruschwitz told Brakeman Calvin Bachelder, "you have shown that you truly are your brother's keeper," as he presented the quick-thinking railroader an award for saving the life of Trackman Tony Osgood, third from the left. Bachelder, riding on the front of the locomotive during a switching move, reached out to knock Osgood out of the way when he did not see the oncoming train.

Brakeman Cal Bachelder doesn't look like a hero. He looks like a rugged, 6 ft. 1 in. trainman who knows his job and is liked and respected by his co-workers. But, then, no one really knows what a hero looks like.

No one who worked with Cal Bachelder gave it much thought until June 2 when Cal was part of the crew of the Searsport local; he was just one of many who did his job quietly and well.

On that day the local had just arrived at Searsport and was switching cars at the north end of the yard. It was 10:45 a.m. Strangely, Bachelder

# at Searsport . . .

*Tony Osgood was thinking about other things June 2 at Searsport when he stepped across the tracks and looked up to see the switcher bearing down on him. With the trackman frozen, Bachelder, who rarely rides on the front of the unit, leaped onto the locomotive's plow and knocked Osgood out of the way. Osgood landed on his shoulder and suffered only minor bruises.*

was riding on the front of the locomotive; it was not his custom to ride there during switching moves. But his whim that day was a factor that would save the life of 31-year-old Trackman Tony Osgood who, at that moment, was making his way across the tracks where Conductor Harold Woodard and his crew were switching cars.

Afterward, Tony Osgood told Superintendent of Track Brian Baker that he knew Woodard's crew was switching in the area because he could hear the sounds. But Tony Osgood had his mind on other things that morning. He'd just found some material that he and Foreman Kirby Robertson needed for their trackliner. In his own words, he was "elated at finding the posts" as he started back across the tracks toward the trackliner.

What happened next is a blur in Osgood's memory. He stepped across the tracks, still intent on his find, and looked up to see the train bearing down on him.

"I couldn't believe the train was there. I didn't know if it was going to hit me or miss me....then Cal hit me and knocked me off the track."

But the action wasn't a blur for Cal Bachelder. None of the others in the crew were in a position to see the action unfolding. But Bachelder watched in horror as Osgood stepped across the rail, looked up at the approaching engine and froze.



"My heart felt like it had stopped," he remembers, reliving those long moments. "I scrambled onto the engine's snowplow and reached out over the rail to shove him out of the way. If that unit hadn't had a plow I'd never been able to reach him."

Cal Bachelder is the kind of muscular guy you'd like to have at your side if you were in trouble. His strength and the adrenaline surging through his system helped him toss the trackman out of the way like a rag doll.

Tony Osgood landed on the shoulder of the track and suffered only minor bruises. For a few seconds he lay there, stunned, then got to his feet.

The entire incident was over in

seconds but Cal Bachelder says it seemed to take place in slow motion and he felt as if he'd just run a hard race. "My heart pounded for a long time," he says, "and I couldn't seem to get enough air."

There is no doubt in the mind of anyone who was there that Cal Bachelder's quick thinking and action saved Tony Osgood's life. "You have shown that you truly are your brother's keeper," David Kruschwitz told Bachelder in a ceremony honoring the soft-spoken trainman.

A busy railroad yard is an unforgiving environment and there aren't many who get a second chance. Tony Osgood knows that, but for Cal Bachelder's coolness, he'd be just a statistic in the accident records.



# AROOSTOOK POTATOES in RAILCARS again

*Ingenuity, both in marketing and in operations, was the key component in getting some fresh potato business back on the rails. At right, BAR's "big hook" places the first of two modified boxcars which serve as a transfer facility for fresh potatoes from Aroostook destined for Penobscot Frozen Foods in nearby Belfast.*



*Mechanical personnel hoist a salvaged portion of steel flooring which was used to join the warehouse/transfer cars. The transfer facility was placed on track panels, like those used in repairing derailment damage, so that potatoes can be unloaded into the cars from mechanical refrigerators.*



*The two, joined cars provided enough space for a fork lift to work unloading potatoes from one of several dedicated mechanical refrigerator cars. The product can either be trans-loaded directly through the cars to a truck or stored temporarily.*



It's been 20 years and more since the long freights bored through the winter nights, pulling mile-long strings of cars loaded with fresh potatoes. If you lived in Aroostook County in those salad years the thunder of those trains was a comforting, dynamic sound if you awakened to it. Sometimes it took as long as five minutes to fade into silence.

Bangor and Aroostook is back in the fresh potato business again. No one can expect to hear the sweet sound of the long potato freights anytime soon. It's a modest piece of business...nine cars a week. But for the railroaders who have smarted at the injustice at public policy which diverted potatoes from rail to highway, it was a symbolic victory.

The railroad's customer is Penobscot Frozen Foods Company of Belfast, a firm that's carved out a unique niche for itself in the national market. Penobscot pioneered in the marketing of frozen potato skins at a time when the skin was considered in the trade to be hog feed. The company also produces more traditional forms of frozen, processed potato products like frozen stuffed baked potatoes.

About 97% of the fresh potatoes used by Penobscot come from Aroostook County. The company owns a warehousing facility in Washburn and it was trucking the potatoes to the Belfast plant. The deal BAR proposed to Penobscot was a 36-month contract that offered significant cost savings in exchange for a guarantee of at least 20 cars a month. BAR also promised two-day transit time from Washburn to Searsport or there would be no charge for the shipment.

Switching to rail meant that Penobscot would have to truck the product from Searsport to the Belfast plant and that the railroad would have to provide a facility to load the potatoes through. Two boxcars welded



*Workers at Penobscot Frozen Foods (top photo) package the company's unique products at the Belfast plant using potatoes from Aroostook County. BAR captured the business from the highway by providing savings for the shipper and writing a performance guarantee into the contract. Below, a Penobscot truck takes on a load of potatoes from the transfer facility at Searsport yard.*

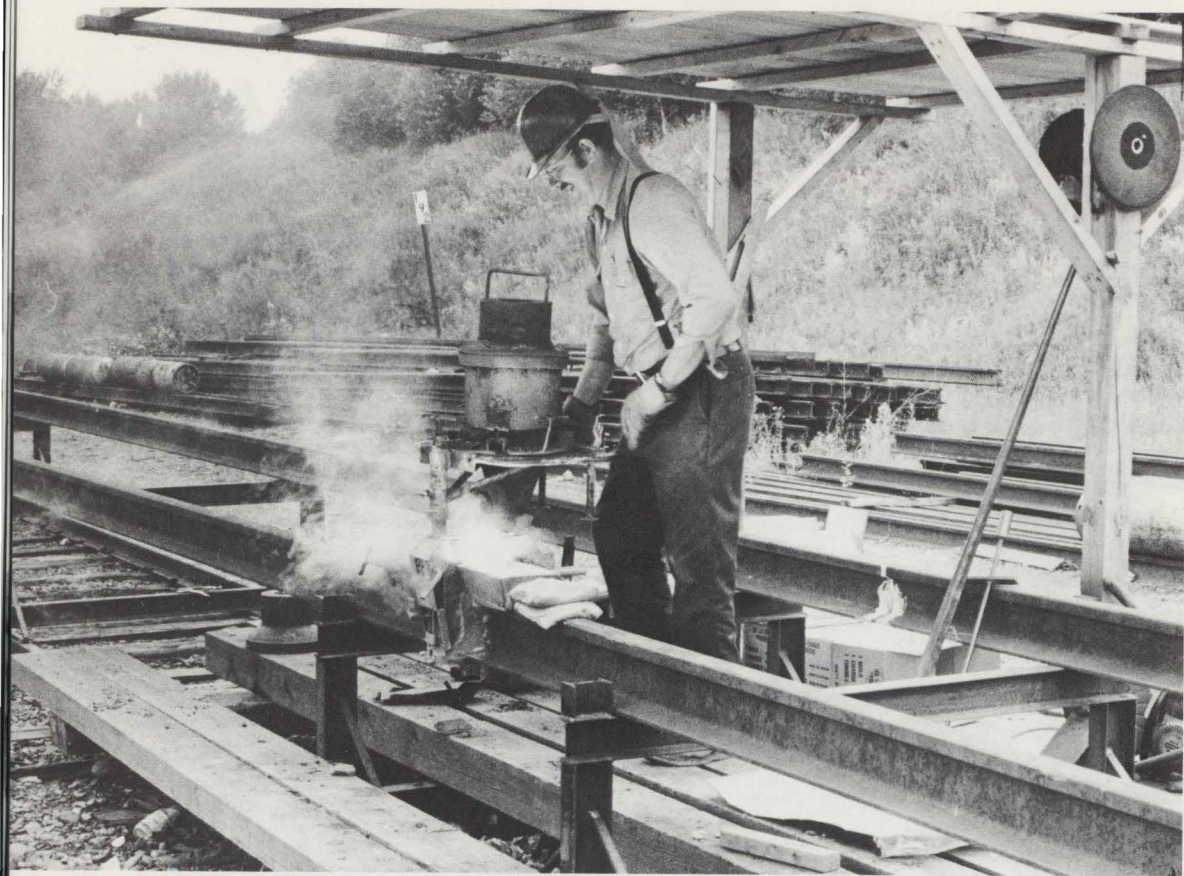
together allowed enough room for a fork lift to operate efficiently. The railroad and Penobscot tested several carloads, confirmed that the concept worked and signed an agreement.

By the end of the test period it was obvious that the concept was going to work and that it benefited both the railroad and Penobscot Frozen

Foods. It was convenient for the customer and saved money; and it was essentially new business for BAR that utilized some of its stored mechanical refrigerator car fleet.

No one expects BAR to be back in the fresh potato business in a big way soon. But, like riding a bicycle for the first time since you were a kid, it's nice to know you can still do it.





Welding Foreman Rick Mayberry fires a thermit weld at Ashland where a welding crew processed 2.8 miles of 112-pound rail into 76-foot sections. Suggestions from the crew streamlined the process so that the crew turned out as many as 14 76-foot sections a day.



Mayberry and Section Foreman Paul Michaud (left) prepare a sand mold which will hold a mixture of iron oxide and aluminum that's fired to produce welding heat. The thermit weld is normally a procedure that's confined to field use but the amount of rail to be welded was not large enough to bring in a contract welding operation.

For most of July and part of the hottest August anyone can remember, the sun beat down on the small welding crew at Ashland. But the five-man welding crew paid little attention to the weather. Despite an environment that did little to enhance efficiency and a welding process that's slow and complicated, Welding Foreman Richard Bossie and his crew produced up to 14 76-foot rails a day using a thermit weld process.

Dale Anthony, general superintendent track and structures, thinks the reason the clumsy process worked is because the people involved made it work.

"Welding rail outdoors using a field-welding technique isn't exactly an efficiency expert's dream," he says. "But the people doing the work made suggestions and innovations and the result was a production process that worked better than we had any reason to expect."

When the decision was made to weld 2.28 miles of rail for the 1988

season it was clear that it wouldn't be cost efficient to move in a contract welding operation; the amount of rail to be welded was too small. That left the alternative of doing the work ourselves utilizing field thermit welds.

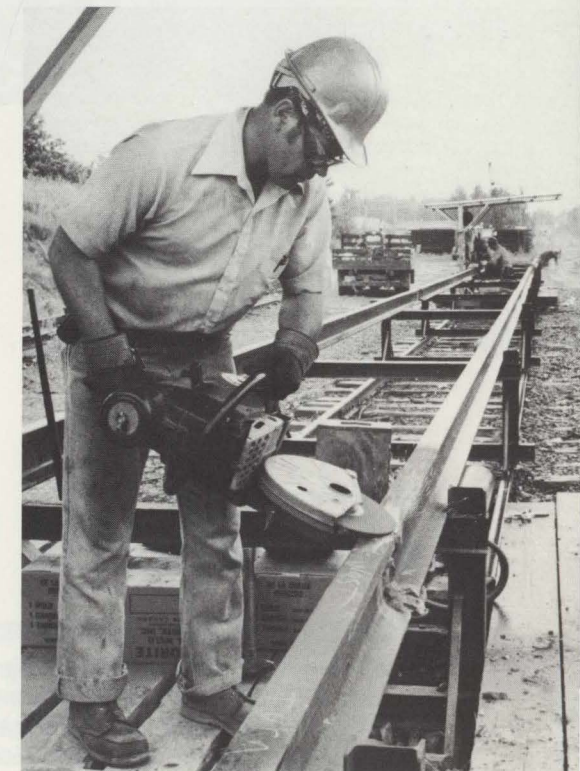
There's an old definition of a camel that says it's really a racehorse put together by a committee. The Ashland welding operation could have turned out to be a camel because so many people contributed to it. But the experience and skills of the crew... Rick Mayberry, Wayne Lunn, R.O. Bossie, Jerry Cullen, and Lomen Fournier...make it pure racehorse.

Section Foreman Dennis Burpee spent several days at Derby Shops designing and building frames which hold the rails at waist height. Bossie designed covered work platforms that protect welders and the work from the hot sun and frequent summer showers. He also suggested a cutting wheel for the rail saws that lasts longer and reduces wheel-

# Making it Work



Wayne Lunn (left) and Lomen Fournier use rail saws to crop the ends of relay rail prior to the welding. Extra holes are drilled in the welded 76-foot rail so that six-hole joint bars can be used when the rail is laid. The result is steel that's nearly as strong as the "ribbon rail" which BAR has installed.



Welding Foreman Richard O. Bossie grinds a completed rail to the correct profile as another team (background) works on a new weld. Bossie designed the covered work locations which allowed crews to work out of the weather. He also suggested a cutting wheel for rail saws which was longer lasting and reduced wheel changing time.

changing time. Jerry Cullen and Welding Foreman Rick Mayberry experimented with cutting the edge off the welds at different temperatures, reducing time by 15 minutes per weld. Other crew members suggested leveling the track on which the frames were to be placed, then welding the frames to the track for a stable, precise work platform.

The thermit weld process uses a mixture of iron oxide and aluminum that's fired in a sand mold to produce the intense heat required; it's labor intensive and workers must think ahead and develop a rhythm in working together.

It works like this: two workers cut a foot from each of two used 112-pound rails and the two sections are joined to form a 76-foot rail. Extra holes are drilled so that when the rails are placed in the track six-hole joint bars can be used for extra strength. Pettibone machines place the cropped rails on the welding stands. After the rails are joined the weld is ground

to correct profile and stacked on a railcar for distribution.

The result is steel that has almost the strength of the welded "ribbon rail" which BAR has installed in recent years but without the expansion problems of CWR.

"The big advantage of the CWR is that it eliminates the rock-and-roll phenomenon and related track deterioration that 39-foot rail produces at certain train speeds," Anthony says. "We're finding that the 76-foot rail with six-hole joint bars does just as well."

"With its advantages of lowering track maintenance costs and eliminating rock-and-roll derailments, BAR is committed to a long-range program of welded rail. But it's quite possible that we might not have had a program in 1988 without the active involvement of the workers in the decision-making process. Their participation is certainly one definition of what quality means to a company."

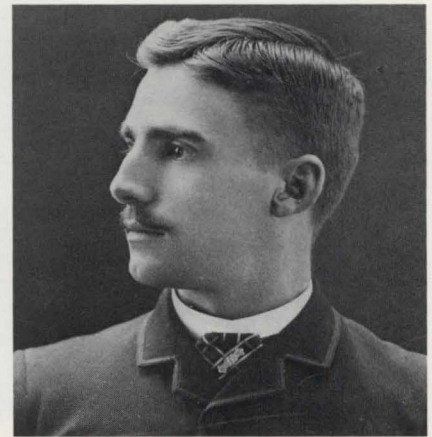




Winthrop L. Fay and Bert Call were photographed after a hunting trip in a 1902 Stanley Steamer. Call, a keen outdoorsman and for many years official photographer for BAR's *IN THE MAINE WOODS* publication, chronicled life in the north woods. His collection of negatives has been preserved by the Dexter Historical Society.



Call photographed a group of Boy Scouts (top right) at Little Wilson Pond in 1926. Bert Call's bread and butter was portrait work but his passion was outdoor Maine and he left a remarkable record of the wilderness when the 20th century was new. As a young man (below) he apprenticed himself to Dexter photographer A.G. Fassett, paying Fassett \$25 to learn the photographer's craft.



# Images from the PAST

Unless you're a student of photography or unless you live in Dexter, you've probably never heard of Albert Lincoln Call. But this remarkable man, born a year after the man he was named for was shot in Ford's Theatre, had his feet firmly planted in both the nineteenth and twentieth centuries.

He lived from 1866 until 1965 and left behind a photographic record of the Maine woods and rural Maine. He also left a legacy of humor and kindness. Those who knew him remember that he was always first with a comforting word in times of trouble.

From 1915 until 1931 Bert Call was the Bangor and Aroostook's official photographer for its *IN THE MAINE WOODS* annual, a publication to promote the railroad's passenger business.

Bert Call was much more than just a village photographer. There is an element of Ansel Adams in his landscapes—a blending of light and shadow that's almost luminous in his aging prints. But his documentary work on the Maine wilderness could also have been mistaken for the work of the peripatetic Matthew Brady.

Bert Call's photographic signature was usually a human figure placed strategically in the picture. He

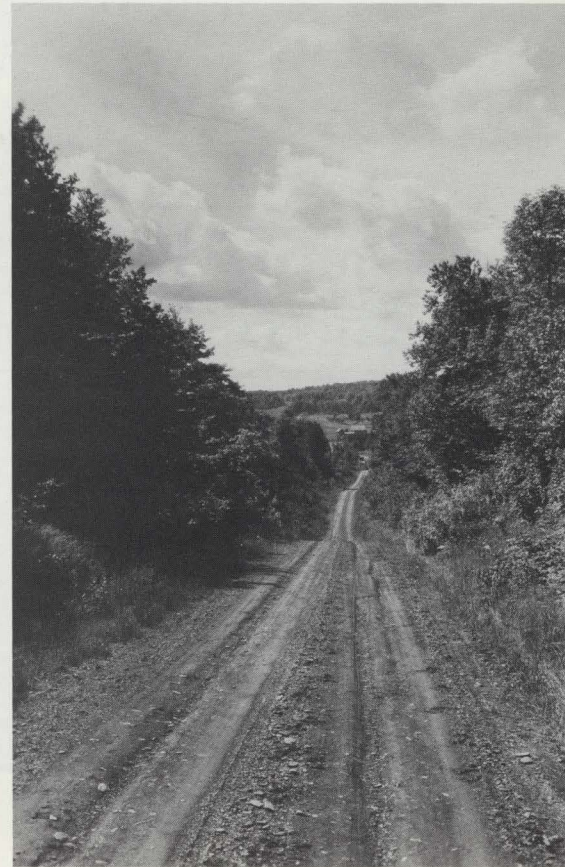
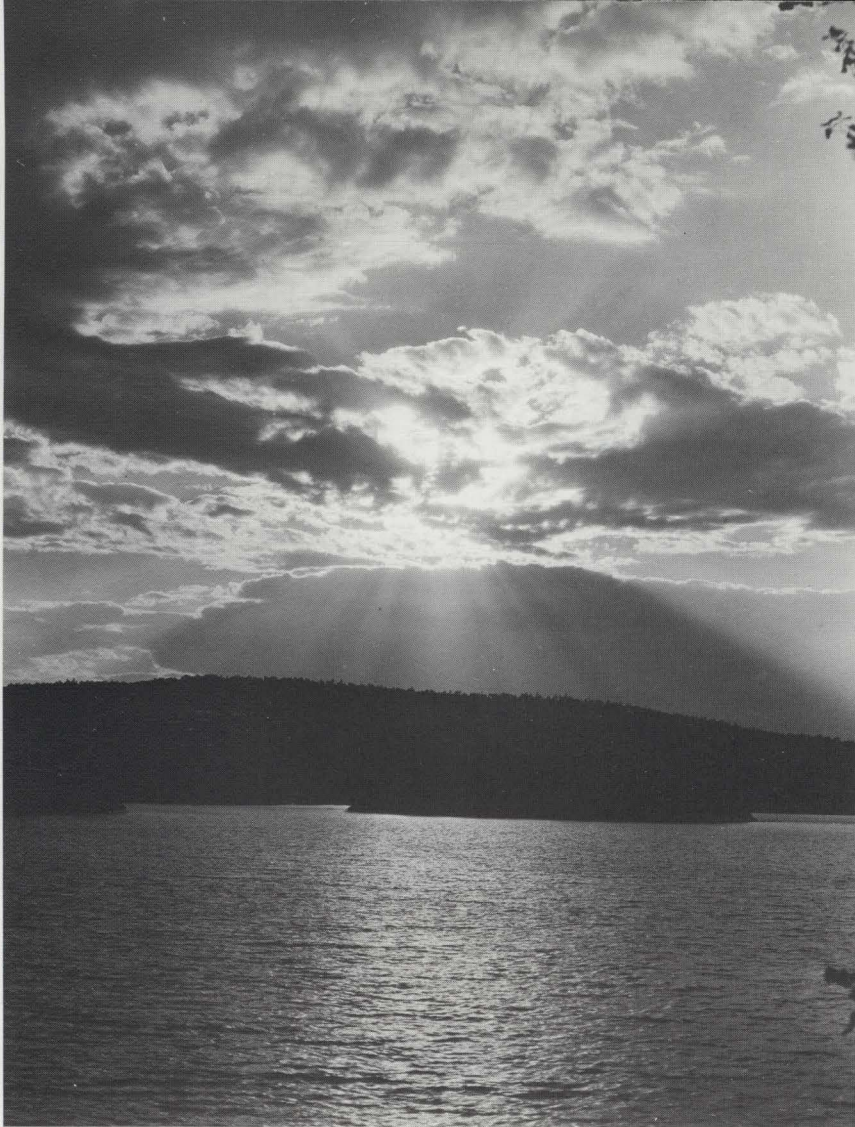
had a special love for Katahdin and photographed the mountain in all its different moods. When he was 99 years old, still bright and alert, he was interviewed and taped by the Dexter Historical Society. In this interview he speaks of engaging pack horses at Staceyville early in the century for a photographic trip up the east side of the mountain. His bread and butter was portraiture but his passion was outdoor Maine and particularly what writer Addison Powell described as "camping and trailing."

The record he left of a unique time and place is valuable for students of history. But it's possible that Albert Lincoln Call may well be remembered more for his artistry than for documenting an interesting period in Maine's history."

Bert Call's life was marked by the same optimism and enterprise that sparked America's western migration. He was born and grew up on a farm in East Exeter doing the chores that farm boys were expected to do and spending the scarce leisure time hunting and fishing with his brothers. It was in this unspoiled culture that he acquired a love of the outdoors that was to last his lifetime.

At 20, Bert Call was looking for a direction in his





*The Call study of Togue Pond at sunset (left) is reminiscent of the works of the great American landscape photographers of the early 20th century. Route 11, now a heavily used truck route, was photographed by Call north of Portage on the road to Fort Kent. Both photographs are from BAR archives.*

life and apprenticed himself to Dexter photographer A.G. Fassett. The agreement called for Bert to serve for three months and pay Bert Fassett \$25. But the photographer was so pleased with the young man's work that he would not accept the \$25 and instead paid Call \$8 a week. By November of '86, the older man had decided to sell his business to his young apprentice. It was the beginning of a love affair with nature and photography that lasted for nearly 80 years.

Bert Call was one of those fortunate men who were able to combine an avocation...Maine's wilderness...with his career. His tutelage in photography may have included something beyond the technical skills of the craft. But looking at his half-century-old prints it's evident that Bert Call possessed an artist's sense of light and composition. The French photographer Henri Cartier-Bresson, whose work dealt with people interacting, wrote of the "decisive moment" in photography. For Bert Call, the decisive moment for photographing a mountain or a forest glade was just as precise; it was that instant when the light and shadow combined to produce the kind of photographic print that caught the attention of George

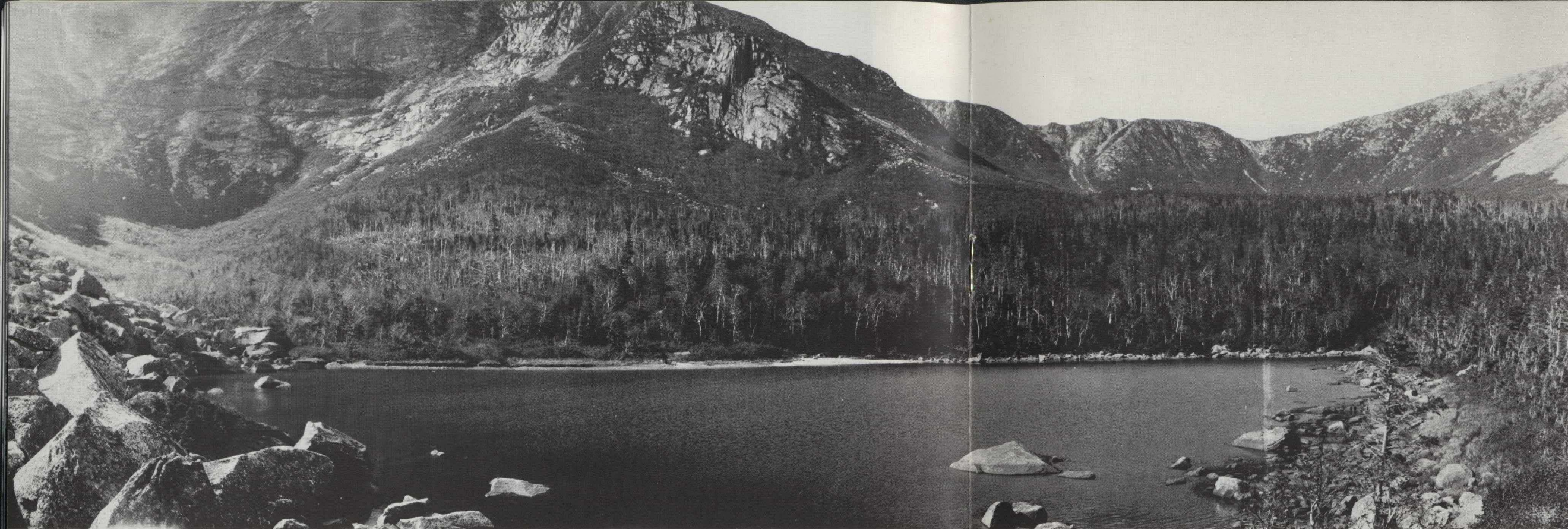
Houghton, general passenger traffic manager of Bangor and Aroostook Railroad.

It was 1915 when Bangor and Aroostook first bought Bert Call's photographs for *IN THE MAINE WOODS* and it was the beginning of a relationship that lasted until WW II canceled publication of the popular magazine. During the long association Bert Call would make 16 extensive wilderness trips for the railroad including one on the famed Allagash at a time when it was a real wilderness.

The prints that survive include spectacular views from Mt. Katahdin and sweeping panoramas of forest and lake. There are campfire scenes using natural light that are most untypical of the era, and photographs of hunters and fishermen made by a man who understood the appeal.

Bert Call's work might well have languished and been lost had it not been for the friendship of a young New Yorker who came to Dexter to work at a boys camp at the age of 18. Frank Spizuoco fell in love with Maine and its people and, after earning a degree at the University of Maine in 1961, came back to Dexter to make a life for himself. It was then that he came to know Bert Call. The 24-year-old school-





*Bert Call was not just an artist with the camera; he was also a skilled woodsman and that knowledge is reflected in his work. The photograph of the canoeist portaging his canoe on the carry from First to Second Debsconeag was made in 1921.*

teacher spent many hours with a tape recorder in his lap talking with the old gentleman.

There was a 75-year age gap between the young man and the veteran photographer but a warm friendship grew between the two men.

"I was in my twenties when I met Bert," Spizuoco says, "and I learned a lot of Dexter history listening to him; he was a natural storyteller. You could say he had a kind of serenity about him, too. His life was marked by personal tragedy but his attitude always was: it's God's way and I'm going to have to live with it. He had a wisdom and a strength I admired."

After Bert Call's death in 1965, Frank Spizuoco was instrumental in starting the Dexter Historical Society and served as its president for the next 15 years. Not surprisingly, the photographic record of Dexter's principal photographer became a major focus of the group.

A fire in 1924 destroyed his studio and much of Bert Call's early work. But nearly 2,000 negatives have been preserved by the Dexter Historical

Society. Through Frank Spizuoco's efforts and those of the Society, the unique collection will be catalogued and preserved by the University of Maine.

Frank Spizuoco believes that Bert Call never realized the value of his own work. The picture that emerges from the tapes, from the remarkable photographs and from the recollections of the people who knew him is of a man who was part poet, part philosopher and not much concerned about commerce and the accumulation of wealth. He never sent bills to his customers. They'll pay when they can, he'd say. Perhaps that kind of serenity helped him focus on his art.

Frank Spizuoco is now research assistant in the University of Maine's department of geology and a forestry consultant. That's his vocation. But his avocation is making sure that the man who had such a profound influence on his life receives the recognition Spizuoco thinks he deserves.

When you think about it, that kind of remembrance is a lot closer than most of us get to immortality.

*The panoramic camera was much in vogue with photographers for the first half of the century and Bert Call used the clumsy apparatus to make the striking study (top) of Chimney Pond on Katahdin in the 20s. In tape recordings made by former dairy farmer Frank Spizuoco in the 60s Bert Call reminisced about pack trips up the mountain.*

*Human figures in a landscape were a Bert Call trademark as evidenced by the photograph made on Katahdin's Hunt Trail when he first became associated with the railroad in 1915. Call photographs show a deft handling of light and shadow, separating Bert Call from the typical village photographer.*





# PILGRIM

# in the DREAM business



When Sharrlyn Parsons received the Outstanding Young Women of America Award before a session of the Maine legislature last spring the ceremony was a kind of milepost in a humanitarian journey that began in 1984. That was when Sharrlyn Parsons, then a 30-year-old mother of two little girls and a substitute teacher in the Carmel area, got into the wish-fulfillment business.

It's not a for-profit, entrepreneurial kind of business. Her clients are all children with life-threatening illnesses. And her avocation in the words of an old country song is to "make the world go away" and help them forget, even for a few days, the trauma of hospitals and suffering.

It all started when Parsons, daughter of BAR Con-

*Sharrlyn Parsons, pictured with her forest ranger husband Jerry, was instrumental in launching Maine Operation Liftoff in 1985. The all-volunteer organization helps fulfill the wishes of critically ill children. As volunteer executive director, Parsons helps raise about \$50,000 a year as well as administering the program with a volunteer staff of six.*

ductor and Mrs. E.L. Roberts Jr. and granddaughter of retired Chief Clerk Disbursements and Mrs. E.L. Roberts Sr., heard her brother talking about a four-year old little girl from Brewer who was suffering from a rare form of bone cancer. The conversation was to change her life.

"He was almost obsessed by the tragedy of it," she remembers, "and it broke my heart to think of that child, just the age of my own daughter, being so ill."

Parsons started writing to all the wish-fulfillment programs she could find and soon the responses were coming back. But it was a discouraging prospect. The little girl's prognosis wasn't good. And there was little reason to believe there was much time left to do anything for her. Many programs had a six-month waiting period. And the financial reporting forms and red-tape were mind-boggling.

"Finally," she says, "I reached the wife of Operation Liftoff founder Ernest Bischoff and explained the plight of the family and the urgency of the situation."

The cancer had spread and little Jody Whitcomb had lost a leg. It was now November and Sharrlyn Parsons had asked for an answer by Christmas. The next day she received a call from Ernest Bischoff who said "tell them they're going."

Her eyes fill as she remembers the moment. "I got off the phone and wept."

Jody Whitcomb got her wish of a trip to Disney World and she and her family spent a week there all arranged and paid for by Operation Liftoff. When Parsons tried to express her gratitude she was told "remember us if you do any fund raising."

The Whitcombs went to Florida in January. Jody

Lynn Whitcomb died in March, just nine days after her fifth birthday.

The experience affected Sharrlyn Parsons deeply. "After Jody's death her mother said 'you made Jody's last days the happiest of her life.' I'll remember that as long as I live."

It also changed her. "When I discovered that I had made a difference in that child's life it made me want to do more."

So Operation Liftoff of Maine was incorporated that March and a line on the information brochure of the chapter bears the legend "...in loving memory of Jody Lynn Whitcomb....1980-1985."

The Parsons family's lives would never be the same again. Bangor *DAILY NEWS* reporter T.J. Tremble had written about Operation Liftoff and Jody Whitcomb's dream trip to Disney World and the phone in the Parsons' home rang for a week.

Sharrlyn Parsons is the unpaid executive director of Operation Liftoff of Maine and it's a full-time job. The staff numbers six and, like Parsons, all are volunteers. Her "new" 1986 auto has 71,000 miles on it and she estimates at least 60,000 are Operation Liftoff miles.

*Operation Liftoff takes large chunks of time for the Parsons family but Sharrlyn, also a substitute school teacher, and her husband, Jerry, make sure there's family time for their children, Jennifer and Jaime. "The best reason for the great expenditure of time and energy, she says, is to put a smile on those young faces."*





Early this year Sharryn Parsons was honored as an Outstanding Young Woman of America and received the award from Governor John McKernan. Pictured with the Governor, the Parsons and their children are Conductor and Mrs. E.L. Roberts, Jr. and Rep. Donald Strout.



In the past three years the organization has made it possible for nearly 50 critically ill Maine youngsters to fulfill a dream. It may be a family trip or, when the children are too ill to travel, something as simple as a television and VCR. "The children are always given alternatives. Most choose a trip but we had one youngster who just wanted to have lunch with author Stephen King. That was a great success."

Disneyland is a great favorite but one Milo youngster's dream was to go skiing in Wyoming. "We were able to send him and his family on the trip. Illness affects the entire family so it's important that the trip involve the whole family unit."

The Maine chapter spends about \$50,000 a year helping critically ill youngsters and their families. Health status of the children is carefully monitored before and during a trip. Each child is treated on a personal basis; the relationship between Operation Liftoff and the family is one-on-one. And, in many cases, the trip results in an improvement in the child's health.

Funds for the good work that Operation Liftoff of Maine is doing come mostly from employee groups, companies and organizations.

We run an annual yard sale and a couple of events during the year," Parsons says, "but most of our dollars are from donations from people and groups who know of our work."

Although she's reluctant to talk about it, her work with the program makes a considerable dent in the Parsons' family budget. Not only do the volunteers give their time, they also pay their own expenses. And it has a substantial impact on a single income

family. When five-year-old Jaime Parsons spent most of last January and February in and out of hospitals after major surgery it was hard to explain to the child why she couldn't go to Disney World too.

Parsons' forest ranger husband, Jerry, (son of retired Freight Trucker and Mrs. Alton J. Parsons) has been very supportive, frequently taking vacation time to travel with her on Operation Liftoff business... "and the children know as much about the program as we do. It's a family enterprise."

The satisfactions for Parsons and her fellow Operation Liftoff volunteers are many. But they quickly learned to rotate jobs because the emotional burnout rate among those who work with the children and their families is so high. "In the beginning I got close to the families and I found it was so emotionally draining I couldn't handle it and do justice to the work. Now we have a screening committee which works with the families and makes arrangements. We also have family support groups all over the state."

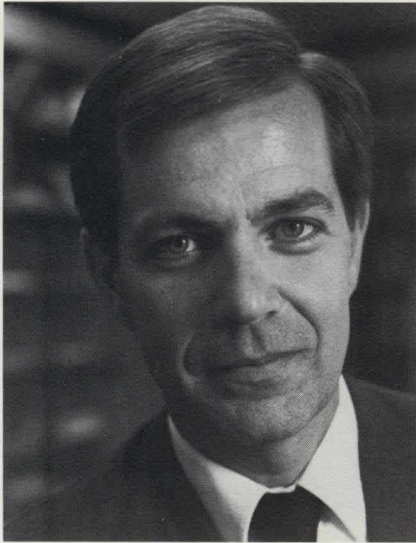
Parsons says there are a lot of reasons why Liftoff volunteers are willing to take so much time away from their own families for the work and why they're willing to spend their own money for expenses. "But the best reason is to put a smile on those young faces even for just a few days."

"The past three years have enriched my life; the work has brought us closer as a family and it has taught me that one person can make a difference."

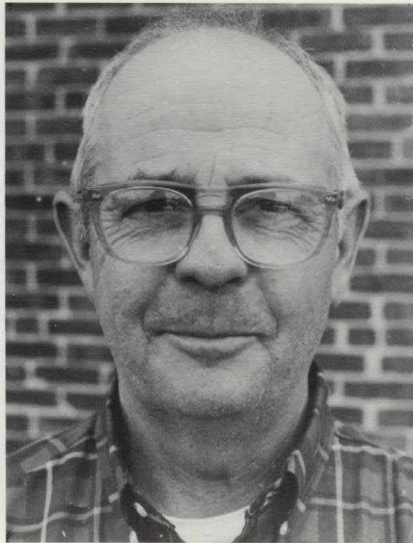
Someone once wrote that public service is a disease.

And it's probably incurable.





David C. Kane



Edwin J. Berry



George E. Deshane

## Moving Up

The railroad has announced nine new appointments. David C. Kane becomes vice president-marketing and sales; George E. Deshane becomes manager-marketing and pricing; Christopher M. Caldwell becomes assistant manager-marketing and pricing; Steven P. Holt becomes project manager-marketing; Edwin J. Berry becomes assistant general superintendent-mechanical; John P. Withee becomes general car foreman-system; Gary L. Dunham becomes mechanical supervisor-special projects; James E. Young, Jr. becomes yardmaster; and Elaine B. Davis becomes sales/service representative.

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 the Kimberly-Clark Corporation and Consolidated Rail Corporation.

Kane joined the railroad as assistant vice president-marketing and sales in 1987.

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

Deshane was born in East Millinocket and joined the railroad in 1956 as billing clerk (LCL program). He

was later waybill revision clerk, senior waybill revision clerk, rate and division clerk, rate clerk, staff assistant to the general freight traffic manager, assistant general freight agent and assistant manager-pricing and divisions.

He attended Old Town schools and the Railroad Management Institute of American University. He is married to the former Ruth Brooks and they have four children.

Caldwell is a native of Manhasset, N.Y., and comes to the BAR from Guilford Transportation Industries where he was market manager-pulp, paper and forest products. From 1981 to 1985 he was assistant traffic manager for Boise Cascade Corp. in Boise, Idaho.

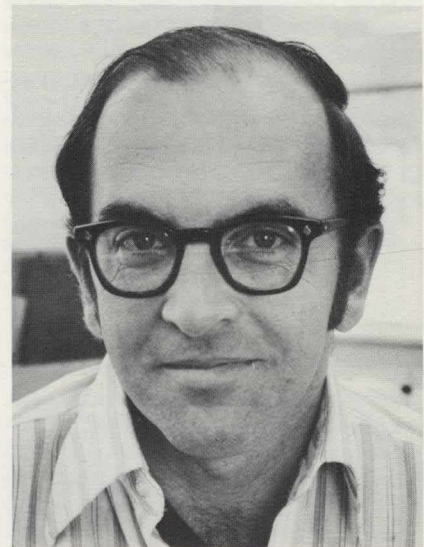
He is a graduate of Syracuse University.

Caldwell is married to the former Marie Andren and they have one child.

Holt joined the railroad in 1980 as a mechanical engineer. He was born in St. Charles, Illinois and is a graduate of the University of Maine at Orono.

Holt is also a registered professional forester.

Berry has been assistant mechanical engineer, machine shop foreman and shop superintendent



John P. Withee



Christopher M. Caldwell





Holt



Young



Dunham



Davis

since joining the railroad in 1958. He was formerly employed by J. W. Greer in Wilmington, Mass.

He was born in St. Stephen, New Brunswick and attended the University of Maine at Orono.

Berry is married to the former Margaret Patterson, administrative assistant at BAR, and he has three children.

Withee entered railroad service as a carman apprentice in 1960 and has also been carman, car inspector, gang leader, relief foreman, and car foreman.

He was born in Bangor and at-

tended Levant and Hermon schools.

He is married to the former Thelma Estabrook and they have three children.

Dunham is a native of Milo and attended local schools, the University of Maine at Farmington and Eastern Maine Vocational Technical Institute.

He joined BAR in 1973 as a helper and was also laborer at Derby Car Shop, carpenter and carpenter/plumber.

Dunham is married to the former Deborah Ashley and they have two children.

Young is a native of Brewer and joined the railroad in 1976 as a brakeman. He has also been conductor and acting yardmaster. He attended Brewer schools and was a member of the Maine Air National Guard from 1970 to 1976.

He is married to the former Cheryl Cote and they have two children.

Davis joined the railroad in 1977 as chief clerk at the Presque Isle sales office. She was born in Perham and is a graduate of Houlton High School.

She was married to the late Robert Davis and they had six children.

## Mileposts

### 40 YEARS

Joseph J. Mitchell  
John A. Rowe

### 35 YEARS

Sidney D. Andrews  
Ronald G. Browne  
Richard E. Daigle  
Herbert J. Labbe  
Daniel W. Morrill  
Gordon A. Morton

### 25 YEARS

Arnold M. Byers  
Ronald L. Condon  
Rodney J. Cyr  
Dean Fitzgerald  
Carl Francis  
Nelson E. London  
Glen O. McMannus  
Lorin C. Strout  
David V. Towne

### 20 YEARS

Clifford H. Fleming  
Paul E. Gentle, Jr.  
James A. Porter  
Donald J. Savoy

### 15 YEARS

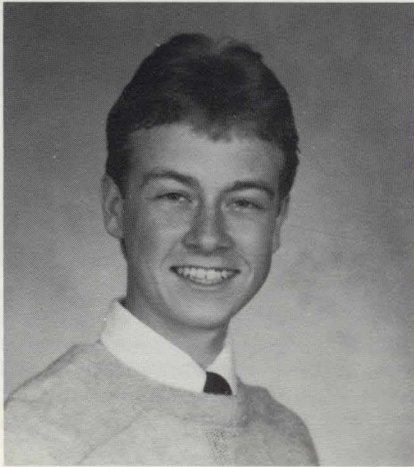
Gloria J. Brooks  
Gary L. Dunham  
Marvin J. McBreairty  
Michael P. Ouellette  
James W. Phinney

### 10 YEARS

Edward A. Eames  
Paul N. Hartley, Jr.  
George Labonte  
Galen J. Nickerson  
David E. Parady, Jr.  
David D. Stevens



# In the Family

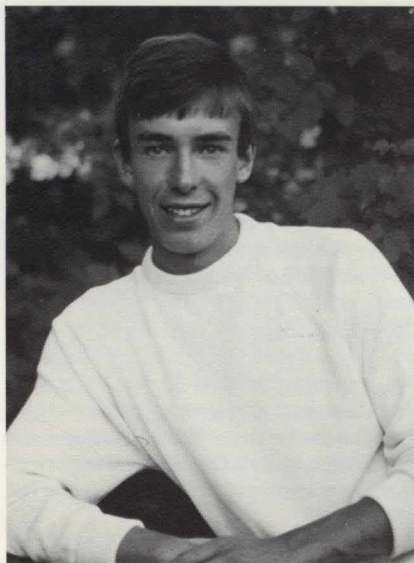


John Fessenden

## Accounting & Data Processing

Data Technician *Brenda Tarr* and her husband, *Kenneth*, are the parents of a son, *Ryan James*, born on Apr. 10, 1988. Ryan weighed 7 lbs. 4 oz. at birth.

*John Fessenden*, son of Lead Clerk and Mrs. *David Fessenden* graduated from Bangor High School in June. John graduated with second honors and was ranked 33rd in a class of 317. He received scholarships from the Bangor-Brewer Bowling Lanes and from Webber Oil Company. He will be attending EMVTI in the Business Management Associate Degree Program in the fall. John was also a member of the state champion bowling team, senior division, junior league. They won the championship at Oxford Hills Bowling Lanes in South Paris, Maine. The team represented the Bangor-Brewer Bowling Lanes.



Paul Laffey

*Paul A. Laffey*, son of General Claim Agent and Mrs. *Robert Laffey*, was graduated in June from Bangor High School. Paul earned his varsity letters as a guard on the basketball team and as a member of the school golf team. He was awarded the Fellowship Cup last summer while at the YMCA Leaders School. He plans to attend Wentworth Institute of Technology in Boston this fall studying architectural engineering.

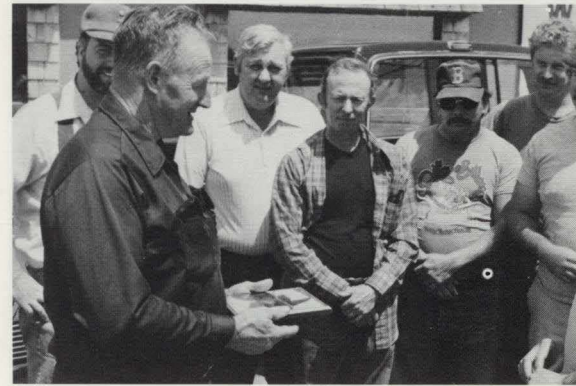
*Stacy White*, daughter of Revenue Clerk and Mrs. *Allen J. White*, was graduated third in her class from Hermon High School in June. She spent three weeks of this summer touring western Europe with the Maine Community Winds and will attend the University of Maine-Orono, where she will be majoring in child development.



Mr. and Mrs. Richard Houp

*Adm. Assistant Margaret (Girvan) Patterson* and *Edwin J. Berry*, asst. general superintendent-mechanical were married July 2, 1988, in Hudson, with their children as attendants. Following a reception dinner at Pilot's Grill in Bangor, they toured New Brunswick, Nova Scotia and Cape Breton Island. The couple are residing in Hudson.

*Susan Brooks*, daughter of Ledger Clerk *Gloria Brooks* and *Robert Brooks* of Brewer, and *Richard Houp*, son of Mrs. *Donald Houp* of Holden, were married July 23 at the First Methodist Church in Brewer. *Cindy Brooks*, sister of the bride, was maid of honor. Bridesmaids were *Jane Hill* of Brewer, *Wendy Glaster* of Brewer and *Ann Trask* of Brewer. Best man was *Robert Houp* of Portland, brother of the bridegroom. Ushers were *David Votour* of Holden, *Craig Tracy* of Holden and



Patrol Foreman *H. Gordon Cole*, foreground, was recently honored by friends and co-workers at a retirement luncheon. Cole is a native of Dover-Foxcroft and attended local schools. He joined the railroad in 1944 as a trackman and has also worked as section foreman, machine operator, plowman, and trackliner foreman. Served in the U.S. Navy during WW II. He is a member of the Masonic Order, the Piscataquis Sheriff's, the Veterans of Foreign Wars and the American Legion. Cole is married to the former *Barbara Rollins* and they have three children: *Rodney*, *Atkinson*; *Judith*, *Waldoboro*; and *Kristy*, *Dover-Foxcroft*.

*Jeffrey Brooks*, brother of the bride, of Brewer. A reception was held at the Brewer Eagles Club. The bride is a graduate of Brewer High School and a senior at the University of Maine-Orono in the pre-med program. She is employed part-time at Eastern Fine Paper in Brewer. The bridegroom is a graduate of Brewer High School and attended EMVTI. He is employed by Sears, Roebuck and Co. in Bangor.

## Engineering Department

Retired Roadmaster *Roland H. Tweedie*, Brownville, died Mar. 25, 1988. He was born in Moro, April 19, 1908, the son of *Charles* and *Addie (Smart) Tweedie*. He was a member of the Pleasant River Lodge No. 163 AF & AM; past patron and member of the Echo Chapter No. 98 OES; Onawa Chapter of OES No. 130; the Ebeeme Snowmobile Club; the Mount Katahdin Senior Citizens; and a communicant of St. John's Episcopal Church of Brownville Junction. Mr. Tweedie had 44 years service with the railroad in various capacities retiring May 1, 1973.

Besides his wife of 60 years, he is survived by three sons, *Roland Jr.* and *Thomas*, both of Vallejo, CA., and *John* of Bradford; one daughter, *Diana Wellington* of Bangor; five





Equipment Operator *Herbert J. (Pete) Labbe*, left, has retired after 35 years of railroad service. He joined the railroad in 1953 as a laborer and also worked as trackman. He is married to the former *Therese White*. They have four children. Pictured with Labbe is Roadmaster *Herman L. Wright, Jr.*



Carpenter *Archie M. (Joe) Swallow*, right, is congratulated by Supervisor, Maintenance and Structures, *A.R. Picken* on his retirement from the railroad. Swallow entered railroad service as a helper in 1947. He is a native of Oakfield and attended local schools. He is married to the former *Marjorie Sullivan*. They have one son, *Rodney*.

brothers, *Ray* of Pittsfield, *Herbert* of Ware, MA., *Arnold* of Patten, *Ernest* of Parkman and *Delmont* of Virginia; 15 grandchildren and three great-grandchildren, several nieces and nephews.

*Amy Hubert*, daughter of Mr. and Mrs. *Jeffery Hubert*, Littleton, and granddaughter of Retired S&C Superintendent and Mrs. *Hiram Childers*, Hampden, was one of the high school juniors recognized and chosen to receive the University of Maine Academic Achievement Award. The program, sponsored by President *Dale W. Lick*, enables the University of Maine to identify students of exceptional intellectual talent and to publicly acknowledge their scholastic achievements.

Our sympathy to the family of *Charles E. Hand*, Ashland, who died May 29, 1988. He was born in Mapleton, Oct. 26, 1924, the son of *James* and *Opal (Elliott) Hand*. He graduated from Mapleton High School, Class of 1942. He was employed by the BAR for 35 years, retiring in Nov. 1986.

He is survived by a brother, Trackman *Elwood "Butch" Hand* of Ashland; a sister, *Irene Quinn* of Pennsylvania, several nieces and nephews.

The First Baptist Church of Houlton hosted a birthday dinner in Mar. as part of their 125th Anniversary celebration celebrating the signing of the church charter on Mar. 25, 1863, in the home of Rev. and Mrs. *R.C. Spaulding*. The special guests were members of the church with over 60 years membership. Those present were *Bernice Bailey*, retired stenographer and past associate editor of the *MAINE LINE*, *Beatrice Bates*, *William Cumming*, and *Jasper Hardy*. Each guest spoke warmly of their life in the church, shared special memories and acknowledged the positive influence the church had on their lives. Unable to attend but sending greetings were: *Lois Vose*, *Floyd Haskell*, *Leslie Rhoda*, *Malcolm York*, *Claudia Grant*, *Frances Hurd* and *Lois Hall*. *William Cumming* was the oldest member present at age 95 with a membership of 84 years. A huge birthday cake was served by the young people. This was followed by a slide presentation of the late *Harold Hughes'* slides of the church and its people over a period of many years. The evening closed with a prayer of rededication by Pastor *Robert Farnsworth*.

*Signalman* and Mrs. *Donald Morton Sr.*, were guests of honor on May 14 at Oxbow Lodge when Masardis Pentecostal Church held an open house in honor and appreciation of their 25 years of service to the church. Rev. and Mrs. Morton began their pastorate at the church on May 5, 1963. They were presented with gifts of money, a plant, and plaque with a picture of the church and words of appreciation.

The couple have five children; *Donald Jr.* married to *Cindy Beaulieu*; *Linda*, married to *Daniel Sharp*; *Karen*, married to *Gene Mac-*



*Stacy White*



Trackman *Roland V. Pelletier*, left, has retired after 32 years service with the railroad. He is a native of Keegan and attended local schools. He is married to the former *Claudette Lausier* and they have five children. Congratulating Mr. Pelletier is Acting Roadmaster *R.P. Huston*.



Carpenter *Ernest E. Saunders* has retired after 35 years service with BAR. He is a native of Houlton and attended local schools. He entered railroad service in 1953 as a fireman and has also been a carpenter helper. He is married to the former *Annie Snell* and they have three children. General Superintendent Track and Structures *O. Dale Anthony* presents Mr. Saunders with his retirement pin.

*Donald*; *Kevin*, married to *Peggy Libby*; and *David*, still at home.

Retired Section Foreman *Cecil A. Richards*, Medway, died June 5, 1988. He was born in Dover-Foxcroft, Dec. 7, 1908, the son of *Anson* and *Minnie (Ordway) Richards*. He was an active member of the Snow-Rovers Club of Medway. Richards started work for the railroad part-time as a trackman in 1925 and was awarded a disability annuity in Dec. 1971. He served two terms as president of the B.M.W.E. Lodge No. 1379.

Surviving are four sons, *Cecil R.* of Lowell, Mass., *Harold A.* of Houlton, *Austin "Spike"* and *John W.*, both of Mattawamkeag; five



daughters, *Jeanette Erikson* of New Sweden, *Priscilla Hardsgrove* of Perham, *Doris Coon* and *Dale Naaykens*, both of Medway, and *Evelyn "Tootsie" Markie* of Mattawamkeag; 42 grandchildren, numerous great-grandchildren, several nieces and nephews. He was predeceased by his wife, *Clara (Grondin) Richards* in 1983, and a son, *George*.

Our sympathy to Track Foreman and Mrs. *Melvin S. Johnson* and family, Mapleton, on the death of his mother, *Arlene S. Johnson*, Castle Hill, who died July 29. She was born in Ashland, June 5, 1922, the daughter of the late Retired Section Foreman and Mrs. *Alton W. Simpson*.

She is survived by her husband, *Melvin R. Johnson*; one son, *Melvin S. Johnson* of Mapleton; two daughters, Mrs. *Artie (Diane) Coffin*, and *Helen E. Fields*, both of Presque Isle; one brother, Retired Trackman *Alton Simpson* of Mapleton; three grandchildren and one great-granddaughter.



Vice President-Marketing *J. Charles Hickson* pictured with President *David J. Hughes* has retired after 35 years service with the railroad. He entered service in 1953 as apprentice car service agent and later worked as traveling car service agent, inspector perishable freight traffic, sales supervisor, assistant vice president-sales and assistant vice president-marketing. He is a native of Bangor and attended Maine Maritime Academy and the University of Maine. He served in the U.S. Merchant Marines and the U.S. Navy. He is a member of the Maine Traffic Club, Traffic Club of New England, Maine Port Council, Action Committee of 50, Searsport Port Council, Economic Development Council of Maine and the Maine Transportation Capital Improvement Planning Commission. He is married to the former *Donna Healy*. They have four daughters: *Mary Bertrand*, Bangor; *Elizabeth Keane*, Missoula, MT; *Johannah Johansen*, Bangor; and *Hilary Hickson*, Portland. President *David J. Hughes*, right, presents Mr. Hickson with a retirement gift.

## Mechanical & Stores Departments

Our sympathy to Mechanical Foreman *Philip T. Sherman* and family in the death of his brother, *William G. Sherman*, 52, who died in April following a long illness. He is survived by his parents, *Ralph* and *Mae (Parker) Sherman* of Oakfield, three brothers, *Robert* of Island Falls, *Carl* of Southington, Conn. and *Phil* of Smyrna Mills, and one sister, *Connie Bartlett* of Oakfield.

We want to express our sympathy to the families of two retirees whose deaths have come to our attention since our last publication.

Car Inspector *Elgin E. Stevenson*, age 74, of Hermon who died May 27. *Stevenson* entered service as a car repairer on Jan. 1, 1952 and retired July 14, 1975. He is survived by his wife, *Velma (Pomeroy) Stevenson* of Hermon, two daughters, *Judith M. Blanchard* of Old Town and *Carole J. Wasson* of Orrington, one stepdaughter, *Maxine Keeler* of Bangor, two stepsons, *Edward* and *LeRoy Nowell*, both of Hermon, two brothers, *Kenneth Stevenson* of Newport and *Oscar Stevenson* of Brewer.

Car Repairer Helper *Clayton A. Redmond*, age 66, of Bangor who died Feb. 4. *Redmond* entered service with the railroad on Jan. 10, 1950 and retired on disability July 6, 1978.

## Transportation Department

Mr. and Mrs. *Gilbert O'Clair* of Sheridan have announced the engagement of their daughter *Carol Anne O'Clair* to *Danny Kevin Cote*, of Portage, son of Retired Agent and Mrs. *Rayno Cote* of Portage.

Miss *O'Clair* is a 1982 graduate of Ashland Community High School and a 1984 graduate of Northern Maine Vocational Technical Institute. She is employed by WAGM-TV.

Mr. *Cote* is a 1982 graduate of Ashland Community High School and attended the University of Maine at Presque Isle. He is employed by Levesque Lumber Co.

The couple plan an Aug. 5 wedding.

The anniversary of 50 years of marriage was celebrated on July 2 by Retired Conductor *Chester* and *June Bragg* of Milo. An open house was held at their summer residence at Schoodic Lake in Lake View. *Chester Bragg* was the eldest of two sons born to *Arthur* and *Kathryn Bragg* of Sherman. After attending Sherman schools, *Bragg* worked as a truck driver for *Ernest Ladd* in Brownville. He worked for several years for the WPA, working on the building of the Millinocket Road. He served as brakeman for the CPR in Brownville Junction before becoming a conductor for the Bangor and Aroostook Railroad, the position from which he retired in 1976, after a career of 33 years. *June Lancaster* was the second of five children born to *Reuben* and *Elizabeth Lancaster* of Maxfield. She attended Brownville schools and worked for Lewis Industries in Brownville for 10 years before her marriage to



Trackman *Rene D. Corbin* has retired after 41 years with the railroad. He joined Bangor and Aroostook in 1947 as a trackman. He is a native of Sheridan and attended local schools. He is married to the former *Colette Bellavance* and they have two children. Roadmaster *H.L. Wright*, right, presents Mr. Corbin with his retirement pin.



Trainmaster *R.W. Stanhope*, right, congratulates Locomotive Engineer *Charles R. Smith* on his retirement after 41 years service with the railroad. Mr. *Smith* began his railroad career in 1947 as a fireman. He is a native of Howe Brook and attended local schools. He is married to the former *Aileen D. Graham* and they have six children.

*Bragg*. The couple met while working in Brownville. They were married July 3, 1938, at the parsonage of the Brownville Community Church, by the Rev. *Alexander Loudon*.

Retired Chief Clerk *Irene L. Long*, 81, died April 25, 1988 at a Van Buren nursing home. He was born in Clair, N.B., Canada, Jan. 23, 1907, the son of *Thomas P.* and *Claudia (Morneault) Long*. He was employed as freight agent and chief clerk for the Bangor and Aroostook Railroad Co. for more than 40 years.

Retired Station Agent *William Durepo*, 86, of Ft. Fairfield, died June 4, 1988, at a Syracuse, N.Y. hospital. He was born at





Yardmaster *Leon W. Larlee*, left, is congratulated on his retirement by Trainmaster *R.W. Stanhope*. He entered railroad service in 1963 as a brakeman and later worked as freight foreman and relief yardmaster. He was born in Caribou and is a graduate of Oakfield High School. Larlee served in the Air Force from 1950 to 1953. He is married to the former *Sylvia Lamson*. They have nine children: *Bill, Linda, David, Mike, Dan* and *Steve*, all of Lincoln; and *Tammy, Lynn* and *Cathy*, all of Portland.



Relief Agent/Operator *Raymond J. Nickerson*, left, is congratulated on his retirement by Trainmaster *R.W. Stanhope*. He entered railroad service in 1952 as a freight clerk and later worked as operator, freight house foreman and station agent. He was born in Houlton and attended local schools. He is married to the former *Barbara Hoyt* and they have seven children.

Caribou, Oct. 8, 1901, the son of *Adam* and *Mary Jane (Colpits) Durepo*. He was a resident of Ft. Fairfield for the past 50 years and was a graduate of Ft. Fairfield High School, class of 1922. He was married to *Maude Barnes* on Aug. 4, 1928. He was employed for 21 years by the Bangor and Aroostook Railroad, serving as station agent in many Northern Aroostook communities.

A lovely wedding took place on July 23, 1988, at the Wilson United Church, Margaree Centre, Nova Scotia, Canada, when *Benjamin J. Edwards II* and *Paula Phillips*, daughter of Mr. and Mrs. *Winburn Phillips* of Margaree Centre, were united in marriage.

Benjamin is the son of Chief Clerk (retired) *Benjamin* and *Isabel Edwards*, formerly of Bangor and Houlton.

Benjamin II is field supervisor for North Inverness Forest Management situated in North East Margaree, N.S.

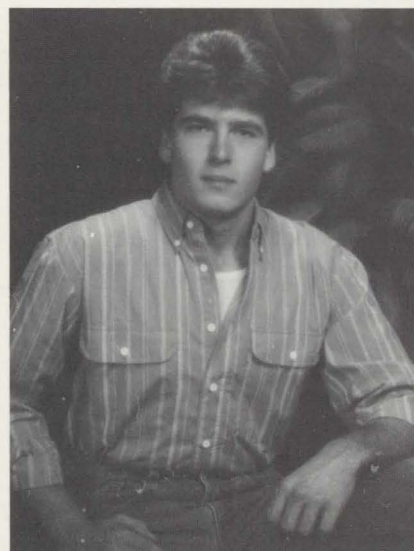
*Raymond Hanscom* of Southwest Harbor and Mrs. *Alice Fox Hanscom* of Trenton are announcing the engagement of their daughter *Patricia* to *William L. Howard*, son of Dispatcher *Phillip L. Howard* of Holden and Mrs. *Vera Butler* of Houlton.

The bride-elect is a graduate of Mt. Desert Island High School, class of 1979, and is employed as a loan clerk at Bar Harbor Banking and Trust.

Her fiancée attended Houlton and Brewer schools and is a 1979 graduate of Houlton High School. He is employed with Chase Plumbing and Heating. An Aug. 27 wedding is being planned.

Retired Engineer *James Arnold Rafford*, 69, died July 31, 1988 at a Presque Isle hospital. He was born in Ashland, July 23, 1919, the son of *Ralph* and *Esther (Howes) Rafford*. He was a graduate of Ashland High School. He was an Army veteran of World War II, and was a member of the VFW Leblanc-Junkins Post No. 9699 of Ashland and the American Legion Henry B. Pratt Post No. 15 of Caribou. Mr. Rafford was also a member of the Ashland Area Senior Citizen's Club, the Pioneer Masonic Lodge of Ashland, and the Anah Temple Shrine of Bangor.

He is survived by one son, *Michael Rafford* of San Antonio, Texas; two daughters, *Lisa Searles* of Caribou and *Gladys Rafford* of Bangor; three brothers, *Roger Rafford* of Gardiner, *C. Dwinal Rafford* of Palestine, Texas, and *Richard Rafford* of Des Plaines, Ill.; two grandchildren, *Rebecca* and *Adam Searles*, both of Caribou; several nieces and nephews. He was predeceased by a son, *James Arnold Rafford Jr.*, who died in 1976.



*Travis Hersey*



Lead Clerk *Donald F. Breen* is congratulated by Manager of Personnel *Shirley R. Strout* on his retirement from the railroad. Breen, a native of Au Sable Forks, New York, joined the railroad in 1956 as disbursements clerk. He is married to the former *Phyllis Gaudette* and they have three children.



*Mike Hamlin*

Funeral services were held at the Union Congregational Church of Ashland, with the Rev. *Thomas L. Caton*, pastor, officiating. Masonic services followed. Committal services and interment in Ashland Municipal Cemetery.

*Travis Jay Hersey*, son of Retired Engineer and Mrs. *LeRoy E. Hersey*, is a June graduate of Southern Aroostook Community High School. He will attend Northern Maine Vocational Technical Institute this fall in the drafting program.

#### General Office Building

Our sympathy to Administrative Assistant *Joan Butler* on the death of her Mother, *Alice Butler*, of Houlton. Mrs. Butler passed away on June 22 at Gardiner Nursing Home in Houlton. In



addition to Joan, she leaves two sons, *Owen* of Bangor and *Kenneth* of Houlton, three daughters, *Sally Swett* of Houlton, *Carole Hovis* of Douglassville, PA, and *Virginia Gray* of Hermon, and several grandchildren.

*Mike Hamlin*, son of Assistant Director Purchases and Materials *Steve* and *Cheryl Hamlin*, graduated from Hermon High School in June. Mike was active in basketball, baseball, and the golf team. He was recognized as one of the top ten golfers in his division in the State. Mike plans to attend Eastern Maine Vocational Technical Institute in Bangor this fall where he will be enrolled in the building construction program. Mike is the grandson of retired Director of Purchases and Materials *Harold* and *Ruth Bell*.

Manager, Pricing and Divisions *Garrett J. Lovett* and Administrative Assistant *Flora I. Powell* retired June 30. Lovett entered service in 1947 as steno and miscellaneous clerk. He was subsequently tariff clerk, rate clerk and assistant general freight agent. He is a native of Bangor and attended John Bapst High School, the University of Maine and Beal College. He is married to the former *Joan Arsenault*. They have 11 children.

*Powell* joined BAR in 1959 as a stenographer in the Engineering Department at Houlton and was later administrative secretary. She is a native of Linneus and attended local schools and Hickox Secretarial School in Boston. She has five children.



## Facts and Figures

	Seven Months Ended	
	1988	1987
Working Capital at January 1	\$ 3,775,000	\$ 3,319,900
We received dollars from:		
Hauling freight	13,532,000	12,101,500
Earnings from our freight cars moving on other carriers	5,438,800	4,843,800
Net proceeds from sales of scrap and other property	164,600	(131,900)
Proceeds from other sources	1,886,700	1,652,100
Total available dollars	<u>24,797,100</u>	<u>21,785,400</u>
We paid out dollars for:		
Wages to our employees	6,913,500	7,201,500
Benefits to employees	3,115,000	2,998,200
Materials to operate and repair our equipment and roadbed	2,538,200	2,841,900
Improvements to our equipment and right of way	1,644,200	1,531,100
*Cost of labor and material to improve our equipment and right of way	(890,400)	(1,275,000)
Lease of cars and costs for foreign freight cars on line	3,057,800	2,683,100
Reduction of our debt	271,200	276,500
Interest on our debt	304,400	336,800
Federal, state and local taxes	855,000	300,600
Dividends to our owners	366,400	179,800
Costs of other services	1,864,300	1,811,300
Dollars spent on operations and improvements to our property	<u>20,039,600</u>	<u>18,885,800</u>
Working Capital at July 31	<u>\$ 4,757,500</u>	<u>\$ 2,899,600</u>

\*This figure represents costs already shown above as part of "Wages, Benefits and Materials." The \$890,400 and \$1,275,000 (shown above) are costs of labor and materials for capital improvements.

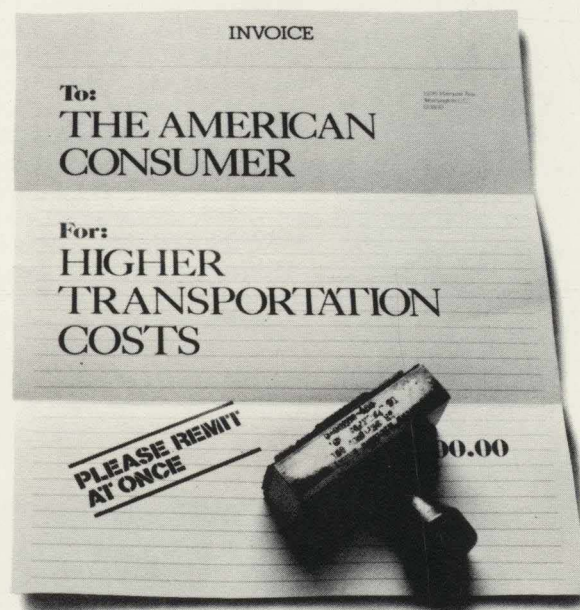
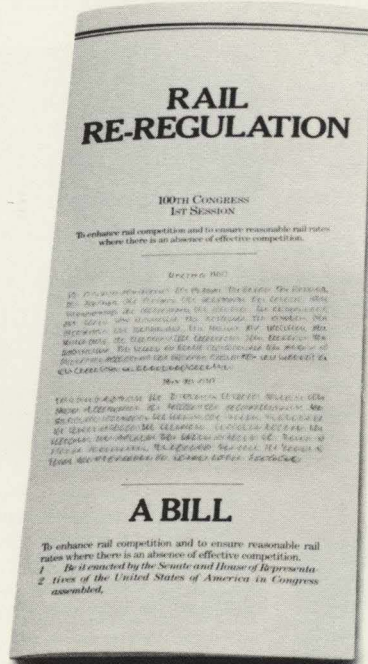


Bangor and Aroostook Railroad  
Northern Maine Junction Park, RR2  
Bangor, Maine / 04401

Address Correction Requested

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Pass  
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bill... and you'll  
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If you like bankruptcies, massive subsidies and government bailouts, there's a bill before Congress that you'll just love. It has a clear, but unstated, objective: to wipe out the beneficial effects of the Staggers Rail Act of 1980.

That 1980 law has been called one of the most successful transportation laws ever. It helped revitalize a railroad industry that had been in financial decline for decades. It worked by freeing railroads from much of the regulation that had kept them from operating effectively in today's highly competitive transportation market.

Today, the railroads' physical plant is in top condition. Service is good. Innovation has become the rule instead of an unattainable dream. And there was unexpected positive fallout for customers, brought on by today's intense competition: freight transportation costs have gone down, in real terms.

So who wants to change this law? And why? A narrow interest group, mainly representing the electric utilities industry, which has earnings three times as great as the railroads, wants to drive rates down even further, below

market levels. If that happens, our national transportation "bill" will go up. As railroads begin to decline and fail again, Congress will be called upon to fix the problem—again. The repair job next time around could cost tens of billions of dollars.

Railroad customers know this. That's why the Committee Against Revising Staggers (CARS) was formed by concerned railroad customers ranging from huge companies like Procter and Gamble and Standard Oil to small grain elevators and retail stores. CARS has more than 450 members now, and it's still growing. Those customers know a good deal when they see it—and they don't want the Staggers Act tinkered with in any way.

Along with CARS, organizations as diverse as The Friends of The Earth and The National Taxpayers Union are on record as opposing re-regulation. Don't let a small interest group derail our railroads. Re-regulation is a bill America can't afford. For more information, write: Association of American Railroads, 50 F Street, N.W., Washington, D.C. 20001, Dept. 806 or call (202) 639-2550.



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