
MAINE LINE

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



Talking It Over



To My Fellow Employees,

This issue of *MAINE LINE* concludes an illustrious 38-year life; it's a long history for any industrial publication as all of you who read other railroad publications know. There are two principal reasons for ending this excellent publication. The first is the retirement of the editor, Richard Sprague, whose hand and pen have shaped its journey since 1960 when he assumed the editorship from the late Kenneth S. Ludden. The other is that, as a communications tool, magazines are not timely enough for today's needs.

None of the foregoing is meant to suggest that *MAINE LINE* is anything but a superb publication. The fact that it has won 14 international awards for excellence....two of them for the best overall publication in the industry....speak eloquently for its quality. The fact that it mirrors the career and unique abilities of one editor would make it very difficult to continue it and I am unwilling to risk reader disappointment by continuing it without having Richard Sprague at the press.

This publication has been successful because it celebrated the hope, aspirations and successes of Bangor and Aroostook employees. Reading 30-year-old issues one finds stories about men like Foreman Sandy Cleaves who surprised a bobcat taking shelter in a shim shack.

The "Railroading Beupre Family" of Grand Isle told the story of John Beupre and his seven sons, all of whom worked for BAR.

"Uncommon Men" celebrated the professionalism and discipline of two men who were contemporaries — Section Foreman Ralph Linell of Milo and Engineer Edgar Carr of Millinocket. Ralph Linell started his career on Section 24 at Schoodic, where his grandfather helped lay the steel, at a time when there were no roads and going to town was a once-a-week trip to Brownville on the motorcar for supplies. "The hardest words I remember," he said, "was when the doctor told me there'd be no more railroading. It's my whole life and I wanted to make 50 years." So good was Edgar Carr's reputation as an engineer that a telegram from hard-boiled Superintendent J.H. Curtis to the agent at Millinocket dated May 16, 1936 read: "Put Engr. Carr on Extra tonight. Have got to have somebody who will haul tonnage on this train."

MAINE LINE readers have seen by-lines of authors like the late Sid Sharpe, a bona-fide Maine original and well-known raconteur, and Herb Cleaves, a former BAR employee and well-known Maine journalist.

It was stories like these published in *MAINE LINE* that made Bangor and Aroostook somewhat larger than life in the railroad industry. From the beginning, the magazine was about people and the human face of the business.

After the magazine won the best-of-the-industry award for editorial excellence in 1973, Editor Richard Sprague wrote: "Like every company magazine, *MAINE LINE* presents a particular point of view. This doesn't mean that we believe there's only one side to a question. Or that we think we're always right. But in the confusing welter of voices in today's communications-oriented world, a viewpoint is very necessary.

"Our credo is simple: even when it hurts we try to tell the truth; when we're wrong, we hope we're big enough to admit it; we try to take into account the welfare of all our people when we present our viewpoint. All of this isn't just a matter of personal philosophy. It's company policy. Sometimes we fall short of the goals we set for ourselves. That's because railroads are run by people who are subject to the same shortcomings that editors and engineers are.

"Editing any magazine is a very personal commitment and I hope this magazine reflects the essential integrity I know to be at the very heart of this railroad. More than that, I hope it reflects the pride I feel in the men and women who are the great strengths of this company. I have an abiding respect for the hard streak of grit that runs through their character.

I also have a deep affection for them and I hope that's evident, too."

I can't think of a better benediction for an institution that has served us so well. We will miss *MAINE LINE* and Richard Sprague.

Sincerely,

David Hughes

David J. Hughes
President

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Volume 36, Number 2

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About the Cover

Bruce Owen Nett, nationally-known railroad photographer, made the photograph of the Houlton Local passing the restored Oakfield station. The restoration project (see "A Labor of Love" page 7) is a monument to the perseverance and vision of the Oakfield Historical Society and the handful of men and women who refused to believe it couldn't be accomplished. The station, now a museum, is scheduled to open for BAR's 100th birthday next spring.

News Briefs

ICC Rules Against BAR

The Interstate Commerce Commission has voted to deny BAR continuation of its exemption of boxcar rules that became effective in 1986. The vote is expected to cost BAR over \$700,000 a year.

At issue was Bangor and Aroostook's claim that its unique geographic location, revenues, and operations made it more like a class II railroad than a class II and that BAR should have the same protection as class II carriers.

Class II railroads were granted lifetime protection from new boxcar rules that became effective in 1986. Exemption for class II carriers was extended to 1990. While the ICC's Office of Compliance and Consumer Assistance agreed with BAR, that was not enough to sway members of the Commission.

Burned-Off Journal Responsible for Brownville Derailment

A burned-off journal was responsible for the derailment at Brownville of The Northern Maine Turnaround shortly after midnight October 19. Both main line and No. 1 track were damaged for about 500 feet and there was extensive damage from High Street crossing for about 800 feet south. A second derailment occurred the next day as the Turnaround was heading south by way of a temporary runaround track. Three loaded cars were derailed.

McKernan and Martin Press for Mining Regulations

Governor John McKernan and House Speaker John Martin told a mining symposium at the University of Maine in Presque Isle that it was their highest priority to have mining regulations in effect by Feb. 1, 1991.

BAR traffic from the proposed Bald Mountain project could amount to 20 cars a week of ore concentrate from Portage to Searsport. That level of traffic would provide revenues of from \$500,000 to \$750,000 by 1995.

Employees Score Safety Breathrough

Bangor and Aroostook employees made a significant safety production breakthrough at midnight July 31 by completing two consecutive months without an accident. It marked the first time since BAR has been keeping records that this has been accomplished. It's only the third time when there have been two accident-free months in any single year.

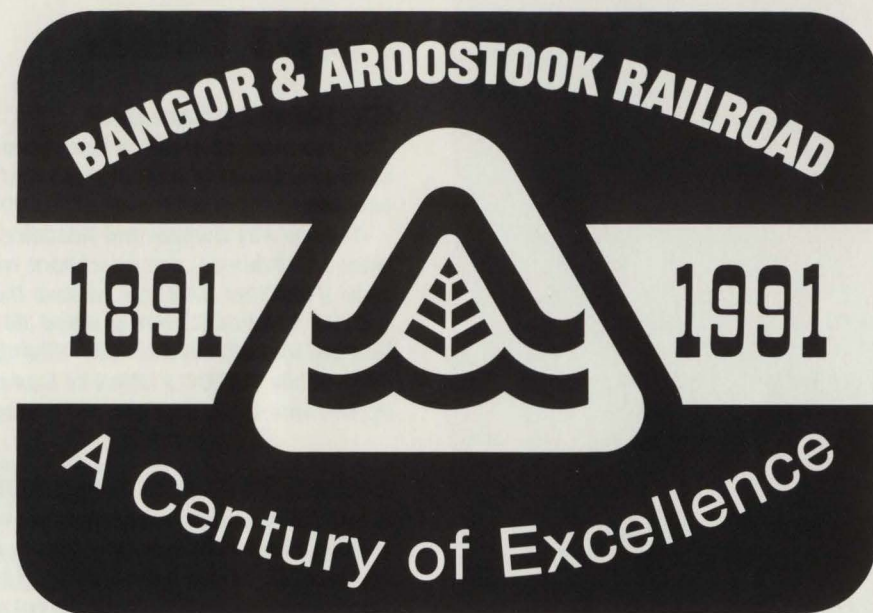
Dedicated M of W Radio Channel

Maintenance of Way employees now have their own radio channel. Communications from field employees to M of W headquarters no longer involves finding a telephone or using the dispatching channel. Department managers say that the new system will save time and dollars.

Retirees Dinners Draw Record Numbers

The 27th Retirees Dinner was split between two locations this year. The first luncheon was held in Houlton and 30 people attended for the first time. The Bangor dinner was held October with a good turnout.

The Centennial logo, right, was designed by artist Normand Martin, the same man who designed BAR's 75th anniversary logo and did much of the design work on the museum cars and other exhibits. Below, school children were fascinated by the opportunity to sit at the controls of a diesel locomotive. In the photograph at center, right, BAR President W. Jerome Strout and a visitor review the official program for the exhibition train. School children wait to go through the train at Northern Maine Junction. Railroad employees pictured in the foreground are the late Cecil Garcelon and Mel Walls, a trainmaster.



BAR PLANS 100TH BIRTHDAY

By Richard W. Sprague

Fred L. Putnam, a long-time BAR director and booster of all things related to the welfare of Houlton and Aroostook County, once related to me his memory of the arrival of the Bangor and Aroostook railroad in Houlton on Dec. 16, 1893. Contemporary newspaper accounts describe the train coming into the town on track where ties and steel had been laid on top of snow and frozen ground. According to one newspaper story, an appropriate hymn was sung, "Blessed Be the Ties That Bind."

But through the eyes of a 14-year-old boy, the excitement of the day etched the scene in his mind so that it was still vivid to him 75 years later. He spoke of the locomotive's whistle as it crossed the new bridge over the Meduxnekeag in a blinding snowstorm and the booming of the village cannon. General Manager Franklin W. Cram was at the throttle of the Locomotive No. 16. The entire town had turned out to witness the culmination of an idea that, in one form or another, had been 50 years in the making.

But Albert Burleigh's bold plan to acquire the lines of the Bangor and Piscataquis Railroad and extend them from Brownville to Aroostook County caught the imagination of the people who needed a way to transport their products and financiers who were weary of rival plans by various Aroostook towns. Burleigh's plan called for town and villages along the route to underwrite the railroad's construction.

The direct line from Aroostook to American markets was to soon open up the vast Aroostook forest and agricultural potential to markets.

Nothing would ever be the same for the hardy Aroostook loggers and farmers.

In his eminently readable history of Aroostook logging, "A Century of Logging In Northern Maine," Richard W. Judd writes: "The railroad played an important role in diversifying the wood products of the region. In addition to outlets for long and short lumber, the B & A provided access to markets for a variety of previously neglected forest resources. The B & A itself and other northeastern railroads absorbed a tremendous harvest of cedar ties..... the railroad advertised the resources the region, encouraged small mills and other industries along the right-of-way, and adjusted rates to give new business competitive advantages in markets of the Northeast.The effect of the B & A was apparent in the increased valuation in Aroostook County after 1893. Island Falls, for example, increased four-fold in population between 1894 and 1900 and gained a tannery, a steam sawmill, four mercantile establishments, a hall, a drugstore, a blacksmith shop, a meat market, two hotels, a Congregational Church, two boarding houses, two woodworking shops, a jail and an entire business block."

Between 1890 and 1910 the county's population increased from 45,000 to 75,000 and its

valuation from \$11 million to \$37 million. Both increases were the result of the coming of the Bangor and Aroostook. By 1896 lumber rates to Boston had been lowered to about 58% of the cost of shipping over the New Brunswick lines. Professor Judd writes, "This difference revolutionized the lumber industry in the County.

Of course, it wasn't just the lumber industry that blossomed with the coming of the railroad. Aroostook fledgling potato industry, with access to national markets, began to flourish.

Next February 13, Bangor and Aroostook will mark the beginning of its 100th year. As BAR President W. Jerome Strout pointed out in the 75th anniversary magazine published in 1966, it is a proud history that parallels the growth and development of northern Maine itself. To remember and pay tribute to the hardy breed who built and operated Bangor and Aroostook for a century, Bangor and Aroostook will mark its 100th birthday with weekend excursion trains during July and August of 1991, with a gala open house and the opening for the Centennial year of a BAR museum to be housed in the station building at Northern Maine Junction.

Other Centennial year projects include the renovation of Engine 42, a classic F-3 locomotive, the production of a Centennial video and the publication of a Bangor and Aroostook history by Professor Richard W. Judd of the University of Maine.





A visitor, top left photo, examines a display of historic photographs in the museum car. A young mother and her children, center, are fascinated by a scale replica of a BAR steam locomotive in the same display car. Armand Duplessis, a supervisor at the Northern Maine Sales Office in Presque Isle, lower photo, escorts a teacher and her students through the exhibition train.

A Centennial Steering Committee is coordinating the planning and organizing of the Centennial effort. Treasurer and Controller Ronald L. Condon, coordinator of the steering committee, describes the Centennial celebration "an ambitious project that will require the energy and creative ideas of many volunteers." F.C. "Buck" Dumaine is honorary chairman of the Centennial Celebration Committee.

Besides BAR staffers Condon, Dale Anthony, Gordon Duncan, Marvin McBreairty, Faye Albert, and Steve Hamlin, the committee also includes Jerry Angier and Arthur Collier, representing railfans and friends of BAR, retired Senior Vice President Linwood W. Littlefield, retired Locomotive Engineer Wayne Duplisea, and Retired BAR President Walter E. Travis.

Condon said volunteers are being sought for the locomotive restoration project, the museum project and the historic video project.

"We're hoping that both active and retired employees will want to work on the Centennial celebration," Condon said. "We're going to need people with all kinds of railroad skills and we have begun the work now. We're also asking that anyone who may have movie footage from the railroad's past get in contact with us so that it may be considered for the video project. We're also looking for historic photographs and railroad artifacts that we may borrow for the museum project."

Shirley R. Strout, director of personnel, is coordinating manpower for the Centennial and anyone wishing to participate can contact her at the General Office at Northern Maine Junction Park.

"The steering committee did a lot of soul searching before we recommended such an ambitious centennial program to the directors," Condon says. "We concluded the BAR's 100th birthday is as much a commitment to our future and it is a celebration of our past. It's written that those who forget the lessons of history are doomed to repeat them. We believe that a company that has survived the financial hard times, the wars and the technological change of the last century has a lot to recommend it as an institution. We believe that BAR is still an important economic partner with northern Maine and that by celebrating 100 years of excellence we can remind our customers and friends of that vital fact."



The restoration of BAR's historic Oakfield station by the Oakfield Historical Society and its acceptance by the National Register of Historic Places has to rank as a monument to human persistence in the face of obstacles. The restored structure will be a museum for the Society and is expected to open in time for BAR's Centennial celebration. The Houlton Local, right, highballs past the gleaming structure.

A LABOR OF LOVE

In 1910, when Bangor and Aroostook's Oakfield station was built, the town of Oakfield was a bustling community perched on the edge of what was then a virtually roadless forest that marched northward toward Quebec. Nearby Smyrna Mills boasted one of the largest department stores (Tarbell's) in the state, and supply teams for the woods camps were constantly coming or going.

The B & A reached Oakfield just 17 years before the present station was built, and in 1910 the classic building was a hub to the vigor and activity of the community. Oakfield had become a major rail division point, and with the building of the Fish River Railroad (later to become the Ashland branch) in 1895 and 1902, the green gold of the northern forests began to move like a great tide down the new railroad.

The railroad presence grew in Oakfield with shops, a round house, bunkhouse and sundry other structures. Hardly a family in the community didn't have a relative working for the railroad. When the big potato trains of the 40s and 50s came through Oakfield, they made the town reverberate with their energy.

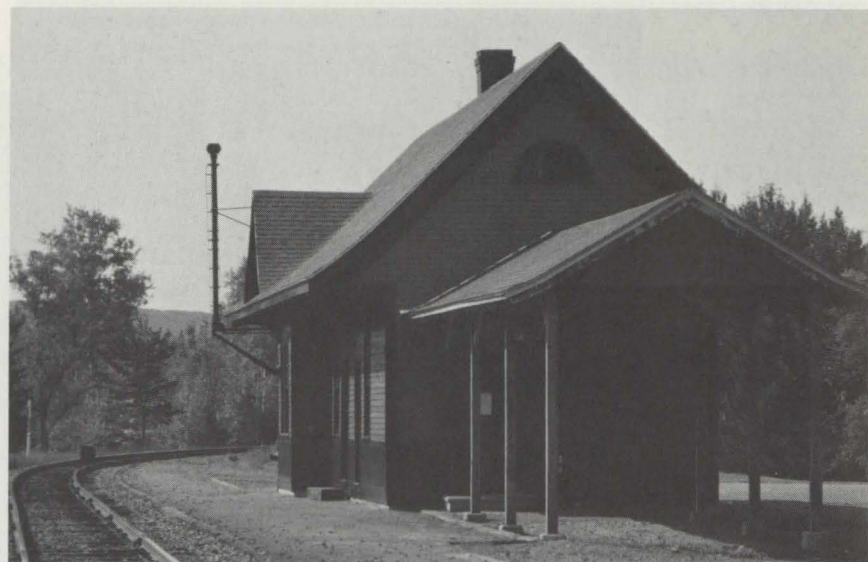
By the mid-sixties, the potato traffic was eroding to the growing highway system, and the

level of activity in the sprawling rail yards lessened.

By the 1980s, the extension of the Interstate highway into Aroostook, the move toward a deregulated transportation industry, and changing traffic patterns caused the railroad to move its operations out of Oakfield to Millinocket. The station sat as a forlorn reminder of the town's days of glory as a railroad town where B & A once even owned and operated a thriving inn.

A 1979 letter from a *Bangor Daily News* editor, Herb Cleaves, then researching a B & A history, expressed the hope that the classic structure could be preserved. At the same time, Cleaves, a former BAR employee, spoke with Arthur Collier, a Bangor businessman and Oakfield native, who was also interested in seeing the building restored and preserved.

In 1986, the railroad told Collier and Cleaves that the building would be razed but that the management would prefer that the building be restored and preserved. If any organization would make that commitment, the B & A would sell the station for one dollar and an agreement to maintain the property. From this tenuous beginning, the Oakfield Historical Society was born.



The open baggage area, above, has a new roof and was raised 20 inches from its sagged position when the Historical Society took over the station. Most of the work has been accomplished with volunteer labor. At right, volunteers John Brannen and Jack Lilley work on the station roof in May of 1889. Volunteers who have worked long hours on the 76-year-old structure say they are doing it to preserve an important part of the town's heritage.



Arthur Collier, who once worked for the B & A as a carpenter helper and cook in the 50s, is the kind of human dynamo often found behind successful organizations. For the past four years, the feisty insurance man has been a catalyst for the group. After the normal amount of apathy facing any ambitious start-up project, a working nucleus emerged and the organizational meeting of the Oakfield Historical Society was held in the vestry of the Oakfield Baptist Church May 8, 1986. Natalie McGraw was elected the first president.

The major task facing the society was the restoration of the 76-year-old structure. The building needed painting, roof renewal, inside restoration including restoring of turn-of-the-century metal walls and ceiling, a new foundation under the baggage shed and electrical work.

The next small victory was the acceptance of the station by the National Register of Historic Places. That left the door open to apply for a grant from the Maine Historic Preservation Commission to help with the renovation work.

Natalie McGraw wryly recalls that after the Society received the \$7,000 grant, they nearly voted to send it back to the State because of the strings attached to its use.

"We lost nearly a year on the renovation work," Collier says, "because everything we did had to be sent out for bid. But after the State

people got used to us and we got used to them, it worked out."

Most of the restoration work has been done with volunteer labor. One large exception was the removal of the asbestos shingles from the roof which was performed by a contractor from Caribou and cost \$3,000.

Membership in the Society has now grown to 110 with the major effort being divided between energetic fund-raising activity and actual work on the station. Retired BAR Hostler Clyde Boutilier estimates that he has one man-year of labor invested in hands-on restoration projects. It's a rare morning when he, or other volunteers, can't be found working on the building.

The progress the Society has made on the renovation is dramatic. The depot is resplendent in a coat of dark green paint. There's a new foundation under the baggage shed. The roof has been replaced and the roof over the baggage area has been straightened up and raised 20 inches. When the Houlton Local roars past on its northbound run, one expects to see the agent rush to the platform with a train order hoop raised.

The people working on the project have learned a lot about restoration. Representatives of the Maine Historic Preservation Commission have set high standards on authenticity. So when it came time to replace the wood paneling with the elaborately-patterned metal walls and



ceilings, there was the challenge of finding a supplier who still made the stuff. With the help of the state architect, a supplier was located and the walls are being replaced with a pattern like the original.

When it came to replacing doors, the challenge of duplicating the original millwork was greater and Clyde Boutilier duplicated the original in his work shop. The station order board was also a custom job since one can't purchase wooden originals.

The board... Art Collier, Natalie McGraw, Patricia Boutilier, Clyde, (chairman) Bill McGraw, Gene Lawlor, Kevin Brannen, Donald Sanders, Robert Sherman, B.J. Hallett and Jean Sawyer... are encouraged by the progress. Considering the challenges, they say, the learning curve was short and they are confident of meeting their goal of opening the museum for the B & A's Centennial year in May of 1991.

The cost of the renovation project now stands at \$14,150. About \$7,000 of that figure was state grant money. The rest came from sales of the Society's historical calendar and other fundraisers.

"People have been very generous with their dollars," Art Collier says. "Some buy as many as 20 calendars from us. Almost anyone we ask is willing to help now that we've shown that we're doing something."



A centerpiece of the museum will be the locomotive weathervane that topped the watertower until that structure was demolished in 1982. It's believed to date from 1906. At left, Clyde Boutilier applies the elaborately-patterned metal panels that replicates the original walls of the station. Pictured in front of the restored station are Directors Patricia Boutilier, Bill McGraw, Chairman Clyde Boutilier, Natalie McGraw, and Arthur Collier. The three men are all former BAR employees.

BAR has sponsored a page in the calendar every year and will sponsor the color cover for the Centennial year. The railroad's contribution to the museum is a unique railroad artifact...the locomotive weathervane that topped the water tower until that structure was demolished in 1982. There is no record when it was placed there, but the late Frank Baker said that the weathervane was there when he came to Oakfield in 1906. Collier says that it will be displayed prominently when the station/museum opens next year.

When these persistent volunteers are asked why they are willing to work so hard to preserve a fragment of the town's past, they say that the station is the only thing left of our generation in Oakfield.

Patricia Boutilier, secretary-treasurer of the Society, has two brothers, Tim and Mike Ryan, who worked for BAR as well as an uncle and her husband Clyde.

"This is the people's heart," she says gesturing toward the station.

But her husband Clyde, with his wry sense of humor, puts it most succinctly.

"Someone asked me why we were going to so much trouble to save the old station," he says. "I told him it's because it was too far away for a parking lot, and it wasn't big enough for a shopping center."

CARROLL WITHAM'S

Eight months ago, Yard Foreman Carroll Witham (Derby) says that he was a man on a collision course with big trouble. Witham, a 26-year BAR veteran, was 45 years old and carried a weight of 213 pounds on his six-foot frame. There's a history of heart disease in his family; two of his brothers have had by-pass surgery. His job kept him pretty much behind a desk, and he'd just been through a traumatic personal experience.

A blood pressure and cholesterol screening conducted by Nikki Higgins of Wel-Con showed high blood pressure and greatly elevated cholesterol levels. His family doctor confirmed the findings.

"After she gave me the results of the screening, she talked to me like a Dutch uncle," he says. "She told me that I had to lose weight, eat healthier and exercise. Every time I'd see her on the job she'd ask me if I was doing what I should. Finally, I did. I believe that when the B & A contracted for service from Wel-Con, they saved my life."

Carroll Witham started the long journey back to good health early this year. And over the next three months he dieted with a single-minded intensity. Breakfast was an English muffin or toast and a glass of grapefruit juice. Snacks consisted of fresh fruit. Lunch was half a sandwich and fruit. Dinner was fish or chicken and vegetables.

"Dieting isn't like quitting smoking," he says. "Smoking isn't something you need to do every day to live. But eating is. Sometimes it's a lot easier to go cold turkey than to taper off. Dieting is all tapering off and it was hard. The hardest thing for me was giving up cheese and dairy products and eggs."

Yard Foreman Carroll Witham, now weighing a trim 178 pounds, says he was headed for big health problems less than a year ago. A health screening by Nikki Higgins of Wel-Con showed high blood pressure and high cholesterol levels in the 45-year-old employee. In less than a year he has lost 35 pounds and, with exercise and diet, has dropped his blood pressure and cholesterol into the normal range. When he can't walk outdoors he uses a treadmill at a neighbor's home.

JOURNEY BACK

At the same time he was dieting, Carroll Witham started doing something about exercise. January in Milo, Maine, isn't the greatest environment for after-work outdoor exercise. But Witham had a neighbor who owned a treadmill and he worked out an arrangement to use it for 45 minutes every day after work.

It was slow going at first....all hunger and pain is the way Carroll remembers that period....but gradually the pounds began to slip away and the 45 minutes on the treadmill began to be less of an ordeal.

Ninety days later, Carroll Witham was down 35 pounds; his cholesterol was nearly normal and his blood pressure was well in the normal range. His doctor said the change was amazing.

"It's been 10 years since I felt this good," Carroll says. "I can tie my shoes without wheezing. I can touch the floor. I used to have heartburn all the time. Now I don't have it at all. My energy level is up."

Carroll has been on what he calls maintenance for the for the past five months and his weight remains a constant 178. He's wearing clothes that he hasn't been able to wear for five years. He still walks...outside now...for 30 minutes after work three times a week. And he plays golf whenever he can.

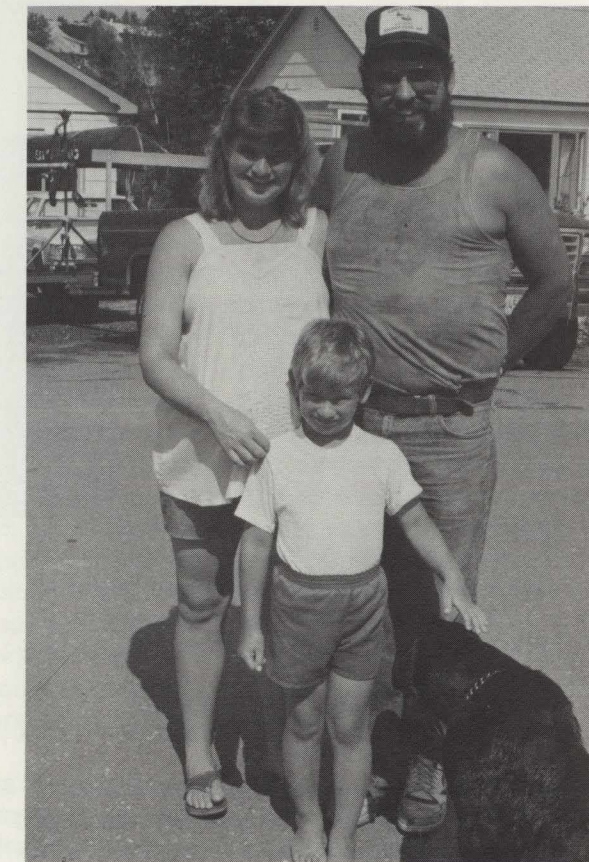
"If there's someone out there like me," he says reflectively, "I hope they'll consider doing this. It changed how I felt about myself. Really, it changed the whole quality of my life."



Diet is important in any health program, Carroll Witham says, but no less important than exercise. Walking is the centerpiece of his exercise program and he prefers to do it as part of something he enjoys...like golf. Finding reasons to walk is part of his life now just like new eating habits. "It's been 10 years since I felt this good," he says. He also urges any other employees who might find themselves overweight and generally feeling sluggish to look at the benefits of diet and exercise.



Equipment Operator Bob Wishart, Soldier Pond, combines a full-time railroad career with a very unusual part-time business, Canoes-R-Us. The canoe rental business, operated by the effervescent Wishart and his wife, Dayna, was born when they set out to buy a canoe for themselves to use on the Fish River which flows past their back yard. They discovered they could get a real deal if they'd buy six canoes and, suddenly, they found themselves in business. Wishart uses his truck and carrier to deliver canoes to customers at Umsaskis Lake and picks them up at Michaud Farm or Allagash after they've canoed the waterway. The Wisharts, bottom photo, and their five-year-old son, Ryan, still find time to use their own canoe for family recreation. The family, at right with their faithful Lab, find that their business takes up most of their time during the season. It won't ever take the place of his railroad job, he says, but it provides mad money for the family.



MAKING IT AS AN ENTREPRENEUR

No one really knows what an entrepreneur looks like. Take Bob Wishart, for instance. Big, broad-shouldered, full, curly beard and a grin that splits his face. You'd take Bob Wishart for a lumberjack, or maybe for what he is...a rail-roader...but not for a hustling entrepreneur.

But Bob Wishart qualifies, even though he kind of backed into the independent businessman thing. The Wisharts, Bob, his wife Dayna and his five-year-old son Ryan, live on the Fish River at Soldier Pond; it's a short cast from his deck to the water. Bob and Dayna bought the river front property in 1987 when he moved there from Presque Isle to be closer to his work.

In 1988, the Wisharts decided that because they lived near the water that it would be nice to have a canoe. When they made the trip to the Old Town factory that spring, they discovered they could get a real deal on six canoes, but not much of a break on one.

So what do you do if you've just bought six canoes? Why you rent them out. Probably there are family fortunes that have had such casual origins. But neither Bob nor his wife Dayna

could have pictured how quickly their fledgling business would take root and grow.

Canoes-R-Us is located just 10 miles up the Fish River from Fort Kent. And, unless it's early in the season and the river's high, the water is class 1 and class 2 with just enough white water to keep the pulse rate up. There's one falls to portage around. One customer miscalculated once and went over the falls, but with no ill effects except for a thorough dunking. A lot of Wishart's customers take the whole day to cover what's normally a 3½ hour trip on a lazy summer day, picnicking and swimming.

The end of the trip is the Fort Kent block-house at the the confluence of Fish and St. John rivers. A phone call will summon to pick up both canoes and customers. Wishart charges a modest \$5 for that service. Fifteen dollars a day rents one of his 17-foot ABS Old Town canoes.

If that sounds like a great bargain in the world where \$250-a-night big-city hotel rooms are not uncommon, Wishart's customers tend to agree. He gets a lot of repeat business and the new customer list grows every year. Few of his

customers reserve canoes but stop after seeing his conspicuous advertising on Route 161. A young Swiss couple spent what they described as an enchanting day on the Fish River after seeing a Canoes-R-Us sign and stopping by to rent.

"A lot of our customers have never been in a canoe when they stop here," he says, "so we give them a quick lesson. But we've never had any problems and we've never had any-one hurt."

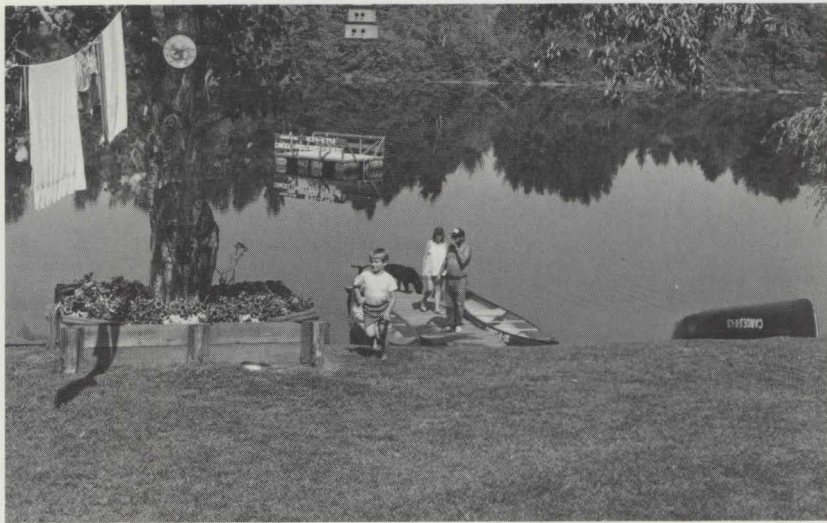
One of the highlights of the season is the Fish River canoe race. The event cleans him out of rentals and has been responsible for a lot of repeat business. Wishart acts as a sweep to rescue spilled canoeists or their craft at the tag end of the race. Another highlight is the Project Graduation to keep graduating high school seniors out of automobiles on graduation weekend. It's a lot safer for them on the river, he says.

Occasionally, the larger outfitters will rent canoes from him to run the Allagash. When that happens, Wishart delivers the canoes to



MOVING UP

Bob Wishart moved to Soldier Pond in 1987 and bought his house because it was right on the Fish River. It's the best of both worlds, he says, a home and a camp on one piece of property. He plans to expand his business with the purchase of two 20-foot canoes next year. Bob Wishart describes himself as a man who likes people and part of the fun of his business to meeting people and making friends. But it helps to have a sense of humor, he adds.



Umsaskis Lake and picks them up at Michaud farm or Allagash. With an eye toward more of that business, Wishart plans to buy two 20-foot Old Towns next year.

Humor is an essential element in Bob Wishart's personality and it's been a useful tool in his enterprise.

"I've met a lot of people and made a lot of friends in this business," he says with his broad grin. "Some of 'em leave here loving each other and come back shouting. For some couples, canoeing is like hanging paper together."

On balance, Wishart likes being in business for himself. It won't ever take the place of his railroad job as an equipment operator, he says. But it provides some mad money the couple doesn't have to feel guilty about spending. The only drawback, Wishart says, is that they have

to stay home every weekend during the brief northern summer.

"Of course," he grins at his wife, "it doesn't make any difference this year. We're pregnant." This earns him a sharp poke in the ribs.

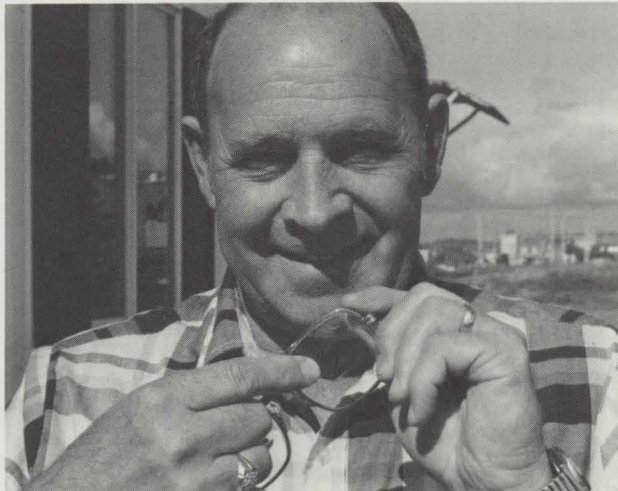
Bob Wishart talks with characteristic candor about his philosophy: "I'm like most Americans. I want too much. Everything I see. And I spend all my time trying to get it."

But a moment later the mischief returns to his face and he observes, "If it wasn't for the B & A, I wouldn't be able to live here and enjoy all this," gesturing toward the tranquil river and his neat lawn.

"I've really got the best of both worlds, a home and a camp in one property." He has a professional comic's fine sense of timing and there's just a beat of hesitation: "And, in the summer, all the blackflies anyone could want."

JEB THERRIAULT'S CONVERSION

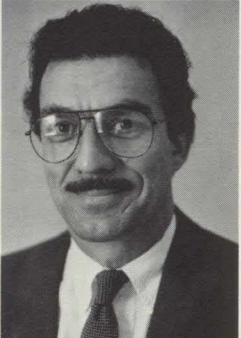
Patrol Foreman Jeb Therriault holds the safety glasses that he believes saved his eye in an incident which occurred while he was patrolling track recently. He'd spotted a loose spike and had stopped to hammer it back into the tie. At the first blow of the hammer Jeb felt an impact on his glasses of such force that it moved his head. When he examined the spike he found that the blow had broken a piece out of the head of the spike which struck his glasses with enough force to leave a small crater. Jeb is convinced that his safety glasses saved his eye. Before that incident, he says, I regarded safety glasses as a pain but this sure made a believer out of me.



Arnold M. Byers



Christopher M. Caldwell



Ronald S. Cote



Jose E. Garcia



Robert P. Huston



Thomas J. Pancsofar



Aaron R. Picken



Shirley R. Strout

The railroad has announced eight new appointments. Arnold M. Byers becomes diesel shop foreman; Christopher M. Caldwell becomes manager, marketing and pricing; Ronald S. Cote becomes director of marketing; Jose E. Garcia becomes sales and service representative; Robert P. Huston becomes roadmaster, District #3; Thomas J. Pancsofar becomes programmer/documenter; Aaron R. Picken becomes superintendent-bridges and buildings; and Shirley R. Strout becomes director of personnel-administration.

Byers is a native of Hermon and attended local schools. He joined the railroad in 1963 as an electrician. He was formerly employed by Great Northern Paper Company. Byers is married to the former Alice Gagnon and they have two children.

Caldwell joined BAR in 1988 as assistant manager-marketing and pricing. He is a native of Manhasset, New York and attended Syracuse University. He was formerly employed by Boise Cascade Corp. and Guilford Transportation. He is married to the former Marie Andren. They have two children.

Cote joined the railroad in June. He is a native of Westbrook and attended local schools. He received his BA degree from the University of Maine at Portland/Gorham and MS and MBA degrees from the University of Massachusetts. He

was formerly employed by Quadra Scientific, Inotech Biosystems International Schleicher & Schuell and Holyoke Community College. He is married to the former Cheryl Francis and they have two sons.

Garcia was appointed sales and service representative in April. He attended Pace University where he received a BBA degree in Marketing and an associate degree in International Marketing. He was formerly employed by IBM. Garcia is married to the former Debra Ferrari and they have one child.

Huston is a 32-year veteran of the railroad and has worked as clerk, machine operator, trackman, flangerman, patrolman and acting roadmaster. He is a native of Caribou and attended local schools and Washburn High School. Huston was formerly employed by Maine Sugar Industries. He is married to the former Sanae Kanazawa. They have two sons.

Pancsofar joined the railroad in February. He is a native of Presque Isle and attended local schools, Husson College and Northern Maine Vocational Technical Institute. Pancsofar was formerly employed by the Presque Isle Nursing Home. He is married to the former Alice Thompson. They have three children.

Picken is a native of Hartland and joined BAR in 1967 as an assistant engineer. He has also

been superintendent, maintenance and structures. He attended local schools, Maine Central Institute and the University of Maine. Picken is married to the former Hazel Brooks. They have two children.

Strout is a native of Hudson and attended Old Town schools. She was employed by the railroad in 1969, and has also been employed by the Internal Revenue Service, Diamond Inter-

national, University of Maine, Department of the Army and Department of the Air Force. She lives in Bangor with her husband Myron. They have two children.

Mileposts

10 YEARS

Frederic R. Lancaster
Leroy I. Lunt

15 YEARS

Ricky J. Plourde
Kim B. Thompson

20 YEARS

Norman J. Babin
Dennis D. Burpee
Charles S. Decker
Willis A. Green
Donald W. Hogan
E. George Lovejoy
Murdo A. MacDonald Jr.
Delman J. Pelletier
Fred J. Rolfe

25 YEARS

Keith B. Ashton
Myron N. Bates
Richard O. Bossie
Ronald E. Brewer
Ray E. Burpee
Joan H. Butler
James N. Decker
Roland F. Faunce
David R. Finley
Morris L. Fitzgerald
Richard B. Gray
Stephen C. Hamlin
Boyd C. Rockwell
Philip B. Sherman
Kenneth J. Wehrle
Philip R. Winchester

30 YEARS

Harold H. Ewings
Roland O. Lyford
Malcolm L. Treadwell
P. Carl Williams
John P. Withee

35 YEARS

John A. Brannen
Roger S. Casey
Donald H. Thompson
Margaret A. Berry
Rodney W. Stanhope

40 YEARS

Herbert R. Carey
Delsie N. Charette
Neil A. Mayo
Harold I. Grinnell

45 YEARS

Norman D. Clark

RUBY PAGE, SENIOR BAR RETIREE, CELEBRATES HER 99TH

Ruby Page, Bangor and Aroostook's senior retiree, celebrated her 99th birthday Sept. 17. She is in a Portland convalescent home. Ruby Page was born in 1891, just eight months after BAR was incorporated. She came to work as a clerk on the railroad Aug. 7, 1910 and retired as a timekeeper in 1956.

Her employment record shows that she, along with other BAR employees, agreed to a 10% wage reduction in 1932 as a Depression measure. It was restored in 1935 when economic conditions

improved for the railroad. But even though wages were cut during the Depression, railroad employees were considered among the more fortunate of Americans.

The employment records include a cover sheet with a blank: "Reason for Leaving"; the response was "Resigned. Pension." Another blank evaluated the employee's performance: "Satisfaction: was completed with the laconic "good."

That's the way people still remember Ruby Page.

IN THE FAMILY



Carman Gangleader George A. Hodge has retired. He entered railroad service in 1965 as a laborer and also worked as carman. He was born in Searsport and attended Bangor schools. Hodge was formerly employed by Bath Iron Works and Roberge Roofing Co. He served in the U.S. Army during WWII. He is married to the former Helen Bryant. They have five children.

Transportation Department

Retired Yardmaster **Frank A. Stark**, 80, died March 3 at his home in Winterport. He was born June 19, 1909 in Londonderry, N.H., the son of **Harriet** and **Alden Stark**. He attended the University of Vermont. He was employed by the Bangor and Aroostook Railroad for 27 years, retiring in 1973. Mr. Stark was a deacon at the Hammond Street Congregational Church and served as president of their Men's Club. He volunteered 50 hours at the Eastern Maine Medical Center and was a past treasurer and president of the AARP in Bangor. Mr. Stark was predeceased by his wife **Ruth Bowley Stark**; a son **Alden** and a daughter **Thelma**. He is survived by three daughters, Mrs. **Jane Havey** of Winterport, Mrs. **Theda Turner** of Stephenville, Texas and Mrs. **Susan Swan** of Newport, N.H. and three sons, **Stanley** of Las Vegas, Nev., **Norman** of Green River, Wyo., and **Alfred** of Craig, Colo.; 10 grandchildren, three great-grandchildren; three sisters, **Marjorie Chase** and **Dorothy Picknell**, both of Wells River, Vt., and **Edna Werderlin** of Manchester, Conn.; two brothers, **Norman** and **Ralph** both of Newbury, Vt. Funeral services were held at the Winterport Church with the Rev. **Robert Murchie** officiating. Interment in the Oak Hill Cemetery, Winterport.



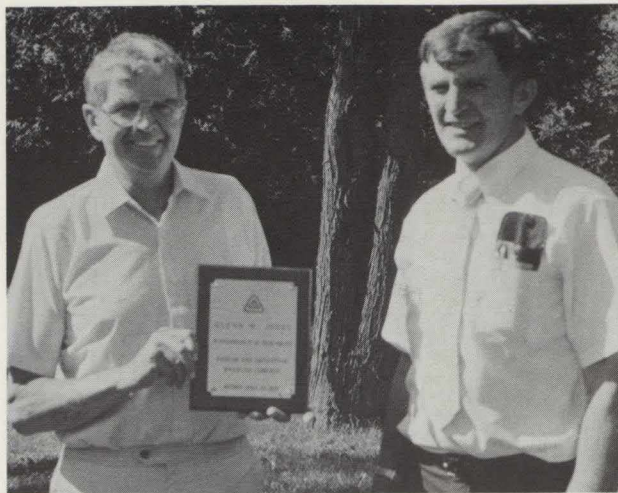
Roadmaster Herman L. Wright, Jr. has retired after 46 years of service with BAR. He joined the railroad in 1944 as a trackman and also worked as flangerman, equipment operator, ditcher foreman, liner foreman, section foreman, patrol foreman and general roadmaster. He was born in Perham and attended local schools. He is married to the former Jo Ann Culberson. They have four children.



Mr. and Mrs. Hercules R. Roy proudly display his retirement plaque in recognition of 44 years service with the railroad. Roy joined BAR in 1946 as a clerk and retired as station agent at Madawaska. He was born in Frenchville and attended local schools. He served in the U.S. Army during the Korean War. Mr. and Mrs. Roy have five children.



Locomotive Engineer Clement A. "Tim" Ryan, left in photo above is congratulated by Superintendent Transportation Rod Stanhope on his retirement after 42 years service with BAR. He joined the railroad in 1948 as a fireman. He is a native of Island Falls and attended local schools. Ryan is married to the former Louella MacKenzie. They have three children.



Conductor Glenn W. Jones, left, has retired. He entered railroad service in 1948 as a brakeman. He was born in Lakeville, New Brunswick and attended local schools. He is married to the former Barbara Torrey.



CMO Marvin J. McBreaity, left, presents a retirement pin to Machinist Lauris M. Hodsdon who has retired after 31 years service with BAR. He was born in Carmel and attended local schools and John Bapst High School. He served in the U.S. Army from 1952-55. He is married to the former June Duplissa.

Retired Engineer **Frederick D. Parent**, 85, husband of the late **Pauline (Crandlemire) Parent**, died April 19 at a Bangor hospital. He was born in Douglas, N.B. May 8, 1904, the son of **Charles** and **Maria (Hallett) Parent**. He was employed by the Bangor and Aroostook Railroad for 45 years. Mr. Parent was general chairman of the Brotherhood of Locomotive Engineers for 25 years until his retirement in 1969. He was a lifelong member of the Essex Street Baptist Church and a deacon for many years. He was a member of Tuscan Chapter No. 148 OES and a member for 60 years of the Rising Virtue Lodge No.

10 AF & AM of Bangor; Mount Mariah Chapter RAM; St. John's Commandery No. 3 and Anah Temple Shrine. Surviving are one daughter Mrs. **Richard L. (Mary) Smith** of Hampden; six grandchildren, **Debra J. Sleight** of Winterport; **David L. Smith** of Hampden; **Christopher D. Parent**, **Timothy S. Parent**, **Daniel J. Parent** and **Katherine M. Parent** all of Omaha, Neb.; eight great-grandchildren; one daughter-in-law, **Lee Parent** of Omaha, Neb.; several nieces and nephews. Mr. Parent was predeceased by a son **Frederick D. Parent Jr.** in 1981. Funeral services were held at Brookings-Smith,

Bangor with the Rev. **Richard A. Reynolds**, pastor of Essex Street Baptist Church, officiating. Interment in Pine Grove Cemetery, Bangor.

Amanda Isobel Edwards, 75, wife of retired Chief Clerk **Benjamin J. Edwards**, Margaree Centre, N.S., died Mar. 20, at Sacred Heart Hospital Cheticamp, N.S. Born in Saint John, N.B., she was the only daughter of the late **Oscar and Lilabel (McKiel) Price**. She was a member of the Wilson United Church, Margaree Centre and a member of the Order of the Eastern Star. She was well-known as an artist, not only in



Section Foreman Bernard W. "Barney" Donahue, right, is congratulated by Chief Engineer Dale Anthony on his retirement after 44 years service with BAR. He joined the railroad in 1946 as a trackman and also worked as operator weed mower, acting section foreman and night foreman. He was born in New Limerick and attended Houlton schools. He served in the U.S. Army from 1952-54. He and his wife, Helen, have one son.



Assistant to Treasurer Cecil C. Porter, right, has retired after 26 years service with the railroad. He joined BAR in 1964 as disbursements clerk. He was born in Greenville and attended Hampden schools and Husson College. Porter served in the U.S. Army during WWII. He is married to the former Elinor Hamel. They have two children. Shown with Porter is Treasurer-Controller Ronald Condon.



Mechanic David L. Grant, right, has retired from the railroad after 38 years of service in the Engineering Department. He joined BAR in 1952 as a carpenter and subsequently worked as carpenter's helper and brakeman. He is a native of Crystal and attended local schools, Baylor University and the Maine Criminal Justice Academy. Prior to his railroad employment he served in the U.S. Air Force. He is married to the former Evelyn Smith. They have two children. Shown presenting Grant with his retirement plaque is Senior Vice President Richard Sprague.



Mechanic Ronald E. Brewer, left, accepts his retirement plaque from Superintendent-Bridges and Buildings Aaron R. Picken. He entered railroad service in 1965. Brewer was born in Houlton and attended local schools. He served in the U.S. Navy during WWII and the Korean War. He is married to the former Wanda McBryne. They have three children.

her community but throughout Cape Breton. She is survived by her husband **Benjamin** and a son **Benjamin Jr.** The funeral was held at the Wilson United Church with the Rev. **David Hann** officiating. Burial was at the Congregational Cemetery, Margaree Centre, N.S.

Chris Carr, son of Yardmaster **Rick** and

Rayna Carr of Millinocket, was selected by a panel of coaches to play on the East Squad of the first annual Maine Shrine Lobster Bowl All-star Football game played July 28. Chris joined a select group of 39 other seniors who were chosen for their superior athletic ability. Proceeds of the game went to children's hospitals which the Shrine

organization funds.

Retired Conductor **George W. Bragg Jr.** died Oct. 9, 1989 at his home in Hampden. He was born in Hampden June 13, 1927, the son of **George W.** and **Edna (Ellis) Bragg**. He attended Hampden schools and was a U.S. Navy veteran of World War II. He had worked for Bangor and Aroostook for 28



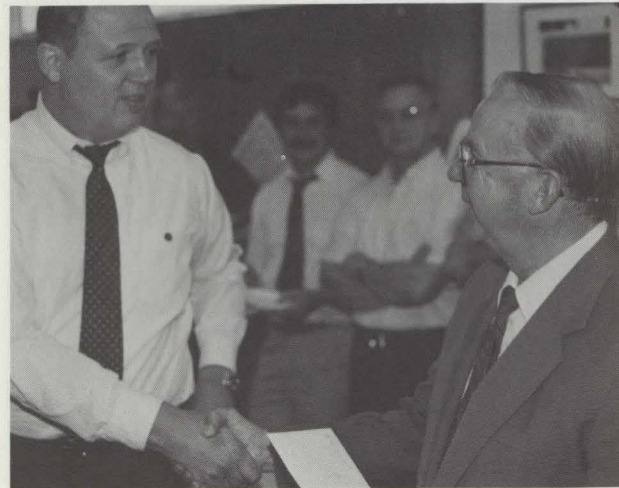
Retired Special Agent Harold C. Garcelon receives his bell for 40 years service from Director of Personnel and Administration Shirley R. Strout. He began working the summers in 1945 for BAR and became a full-time employee in 1949. Garcelon worked as a trackman, chainman, rodman, trainman, painter, B & B helper, timekeeper, mail truck driver and assistant agent. He is a veteran of the Korean War and is a native of Oakfield. He attended Houlton High School and Husson College. Garcelon is married to the former Kathryn Vittum. They have two children.



Revenue Clerk R.P. Shaughnessy, Brewer, has retired after 39 years with BAR. He has served as chief clerk manager car accounting and miscellaneous clerk. Shaughnessy attended St. Mary's school and John Bapst High School and is a member of the Industrial Management Club, Maine League of Railroad Men and Women and the New England Demurrage Commission. He is also a U.S. Army Air Corps veteran of WW II. He is married to the former Charlotte Rider, pictured with him. They have two sons.



Manager Marketing & Pricing George E. Deshane, left, is congratulated by Chris Caldwell on his retirement after 34 years with the railroad. He entered service as a billing clerk in 1956, held various clerical positions before becoming assistant general freight agent and assistant manager pricing and divisions. Deshane attended Old Town schools and is a U.S. Navy veteran. He has been a member of the Eastern Railroad Division Committee, the Old Town Zoning Board of Appeals, a Boy Scout leader and spent 12 years as a Little League coach and manager. He is married to the former Ruth Brooks. They have four children.



BAR President David Hughes congratulates Safety Supervisor George E. Mossey, right, on his retirement after 33 years with the railroad. Mossey is a native of Old Town and attended local schools and Husson College. He held various clerical positions before he was appointed assistant manager Highway Division, Damage prevention agent and assistant to the treasurer. He is married to the former Theresa Lyon. They have one daughter.

years. He is survived by his mother and father of Hermon; his wife of 42 years, **Constance T. (Cormier) Bragg**, two daughters and sons-in-law, **William A. and Susan A. Hall** of Eddington, **William J. and Nancy L. Coyne II** of Londonderry, N.H. and five grandchildren. Funeral services were held October 11 at the Hampden Funeral Home with interment in Lakeview Cemetery, Hampden.



Mr. & Mrs. Dennis Brackett

Engineering Department

Melinda Smallwood, daughter of Mr. and Mrs. **Darryl Smallwood** of Patten, and **Dennis Brackett**, son of Patrolman and Mrs. **Richard Brackett** of Patten, were married June 30, 1990.

Mrs. **Debra Brackett** of Stacyville was matron of honor and best man was **Charles Stubblefield II** of Patten.

The bride is a graduate of Katahdin High School and is employed at the Rest Haven Nursing Home. The bridegroom is a graduate of Katahdin High School and is employed by Sherman Lumber Company. The couple reside in Patten.

Our sympathy to the family of Chief Engineer and Mrs. **Dale Anthony**, Newburg, on the death of his father, **Otis W. Anthony**, Veazie, June 21, 1990. He was born in Beverly, Mass., October 25, 1911, the son of **Otis Augustus** and **Myrtle (Fogg) Anthony**. He graduated from Portland High School in 1929 and the Washington State Normal School in 1935. Anthony taught school for many years in various areas in the State. He retired as a computer programmer for H. E. Sargent, Inc. of Stillwater.

He is survived by his wife **Ruth (Clark) Anthony**, two sons and daughters-in-law, **Otis Dale** and **Lucille**, and **Vaughn C.** and **Joanne** of East Falmouth, Mass.; five grandchildren, **Vicki L. Lindsey**, **Dawn E. Botting**, **Wendy L. Ferrante**, **V. Kevin Anthony** and **Jason C. Anthony**; three great grandchildren, **Amy**, **Chris** and **Tiffini**.



Mr. & Mrs. Wayne Strout

Lori Jean Ryan, daughter of Mr. and Mrs. **Ronald DeCesere** of Casco, became the bride of **Wayne M. Strout**, son of Director of Personnel **Shirley R. Strout** and husband **Myron** on June 30, 1990, at the Columbia Street Baptist Church in Bangor. The double-ring ceremony was performed by **Rev. M. Lester Strout**, uncle of the bridegroom. Following the wedding ceremony, a garden reception was held at the home of the groom's parents in Bangor. Strout is employed as a mathematics teacher at Lubec high school. The couple honeymooned in Bar Harbor and now reside at 8 Bayview Street in Lubec.

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

Section Foreman **Lionel M. Pinette**, 86, Caribou and Fort Kent, died March 3, 1990. He retired from the railroad in 1968 with 43 years of service.

Surviving besides his wife **Mamie (Clavette) Pinette** of Caribou are three sons and daughters-in-law, **James** and **Eilee Pinette** of Caribou, **Donald** and **Susan Pinette** of Fort Walton Beach, Fla., and **Kenneth** and **Sheila Pinette** of Berwick; one daughter and son-in-law, **Carole** and **Edgar Dionne** of Caribou and 11 grandchildren.

Trackman **Fred Fournier**, 73, Caribou, died March 17, 1990. He was a veteran of WWII. Fournier worked 31 years for the railroad and retired in 1977.

He is survived by his wife **Evelyn (Doddy) Fournier** of Caribou, a son and daughter-in-law, **William** and **Toni Fournier** of Caribou; one daughter and son-in-law, **Sharon** and **Bill Landes** of Caribou; two sisters, **Edna Doody** of Caribou and **Annie McLaughlin** of Norwich, Conn. and three grandchildren.

Patrol Foreman **Charles F. Wilson**, 79, Mapleton, died June 24, 1990. Mr. Wilson retired from the railroad in 1974 with 42 years of service. He was a licensed Maine guide for many years.

Besides his wife **Ella (Archer) Wilson**, he is survived by a son and daughter-in-law, **Frederick** and **Adena Wilson** of Presque Isle; three daughters and two sons-in-law, **Lois** and **William Weaver** of Mapleton, **Marilyn** and **Dain Kelly** of Marseilles, Ill., and **Rosemary VanNostrand** of Gloversville, N.Y.; two brothers **George Wilson** of Florida and **Albert Wilson** of Wells; one sister **Annie Hogan** of Plainville, Conn.; 18 grandchildren and 25 great-grandchildren.

Gordon W. Young, 77, retired signalman, Milo, died June 25, 1990. He was a WWII army veteran, a member of the Joseph P. Chaisson American Legion, and a past commander of the VFW. Young retired from the railroad in 1974 after 33 years of service.

In addition to his wife **Maxine (Adams) Young**, he is survived by two daughters, **Roberta Brawn** of Florida and **Elbie Nutter** of Milo; one sister **Susie Wharton** of Milo; five grandchildren and three great-grandchildren. He is also survived by a special friend **Bret Perkins** of Milo.

B&B Carpenter **Charles DeWitt**, 75, Island Falls, died May 26, 1990. He was born July 5, 1914, at Island Falls, the son of **Charles** and **Rachel (Kirkpatrick) DeWitt**. He worked for the railroad for 37 years and retired in 1974. He was a WWII veteran and a 50-year member of the Island Falls Masonic Lodge No. 206. He is survived by his wife **Doris DeWitt**.

Trackman **Onezime Corriveau**, 81, Van Buren, died August 12, 1990. He worked for the railroad for 20 years and was awarded a disability annuity in 1965. Corriveau was predeceased by his wife **Cecile (Durant) Corriveau** who died July 25, 1990.

He is survived by three sons, **Robert** and **Richard** both of Hartford, Conn., and **Michael** of Fayetteville, N.C. and four grandchildren.



Senior Vice President Richard W. Sprague, pictured here with a hunting companion, has retired after 38 years with BAR. He is a former newspaperman and edited MAINE LINE for much of his career. The magazine has received 14 national and international awards for excellence. He has served in various management positions before being named vice president personnel and public relations. He is a past United Way Campaign chairman and president, a former president of both the Railroad Public Relations Association and the Association of Railroad Editors, a former President of Bangor Half Way House and is a member (Accredited) of the Public Relations Society of America. He was graduated from Gould Academy and received a BA degree from the University of Maine. Sprague is married to the former Ann Fox. He has four children.

Sherri Bossie, daughter of Welding Foreman and Mrs. **Richard Bossie**, Caribou, is a junior at Colby College. The first semester of the school year she is participating in a study program at the office of Labor Relations and Collective Bargaining in Washington, D.C. This is a field that her father is very familiar with as he was a Vice General Chairman for the Brotherhood of Maintenance of Way Employees for a number of years.

General Office Building



Michelle Hamlin

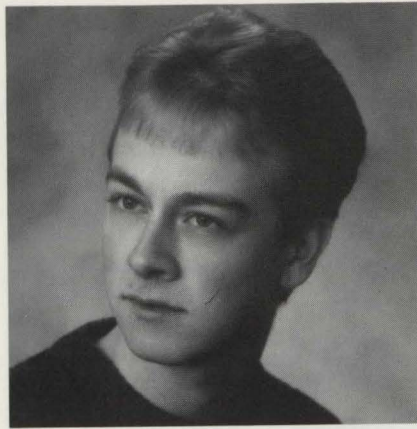
Michelle Hamlin, daughter of Director Purchases and Materials **Steve** and **Cheryl Hamlin**, graduated from Hermon High School on June 9, 1990. Michelle graduated in the top one-third of her class and was a member of the National Honor Society. She also participated in the

following activities while at Hermon: softball, field hockey, C.A.T.C.H. (Chemical Abuse Team Creating Hope), and basketball. Michelle will be attending Husson College in the fall on a full scholarship to play basketball and will be enrolled in the four-year Business Management program.

Our sympathy to Supt. Motive Power **Paul F. Lewis** and family on the death of his step-father, **Frank W. Bailey**, of La Grange on April 15, 1990.

Our sympathy to Accounting Supervisor **Harold C. Moses, Jr.** and family on the death of his mother, **Doris E. Moses**, of Belfast on July 18, 1990.

Retired Personnel Manager **Carl E. Delano** of Bangor died June 29, 1990, at a local hospital. He was born in Bangor, September 13, 1909, the son of **Roscoe H.** and **Laura (Whitten) Delano**. Mr. Delano was employed by the Railroad for 35 years and then went on to become Vice President Personnel of Bangor Punta Corporation of Greenwich, CT, the railroad's parent company at that time. He retired in 1971. Mr. Delano was elected to the Bangor City Council for two terms, serving as Mayor in 1961, and was active in many civic affairs. He was a member of the Hammond Street Congregational Church, serving in various offices for more than 50 years. He is survived by his wife of more than 50 years, **Lillian (Conley) Delano**; one daughter and son-in-law, **Ardene** and **James Scroggy** of Lake George, NY; and one son and daughter-in-law, **Dale** and **Martha Delano** of Ballston Lake, NY; five grandchildren; one great-granddaughter; a niece and several cousins. Services were held at the Hammond Street Congregational Church with the **Rev. Kenneth Fuller**, pastor, officiating.



John Fessenden

John Fessenden, son of Lead Clerk and Mrs. David Fessenden, graduated from Eastern Maine Technical College, receiving a degree in business management. John has transferred his credits to Husson College where he will continue his education majoring in accounting.

Keith Patterson, son of Adm. Assistant Margaret Berry, finished second in the Bangor Daily News Golf Tournament (formerly the Paul Bunyan Tournament) held in June. There were approximately 600 contestants playing in very foggy conditions.

Manager-Marketing & Pricing Chris and Marie Caldwell are the proud parents of Kevin Thomas Caldwell, born March 21, 1990, at Eastern Maine Medical

Center in Bangor. The Caldwell's also have a three and a half year old daughter, Kristina.

William (Bill) Clark, 83, of New Port Ritchie, Florida died Sept. 15 at Apopka, Florida after a long illness. He was born in Mexico, Maine June 12, 1907. He worked for the B & A from 1927 until his retirement in 1970. He was an operator, agent and traveling car agent. He is survived by his wife Velma (McPherson) Clark; two sons, William Jr. and Douglas of Florida; two daughters, Phyllis Casini of Florida and Helen Stevens of Georgia; several grandchildren and great-grandchildren.

Accounting and Data Processing

Retired Clerk Merle E. Spaulding died February 22, 1990, at a Bangor nursing facility. She was born January 10, 1896, at Pittsfield, the daughter of Frank and Maude (Murphy) Spaulding. Merle worked in the freight audit section of the Accounting Department for 48 years, retiring in 1961. She was a member of the First Universalist Church of Bangor and a charter member of the Brotherhood of Railway Clerks. Spring graveside services were held at Mt. Hope Cemetery, Bangor with arrangements by Brookings-Smith, 133 Center Street, Bangor.

Computer Programmer Tim McLaughlin and his wife Theresa are the proud parents of a daughter, Linda Vanna, born April 12, 1990 at Eastern Maine Medical Center in

Bangor. The McLaughlin's have two other children, Jack and David.

Mechanical and Stores Departments

Our sympathy to General Car Foreman P.T. Sherman on the death of his parents, Retired Carman Helper Ralph W. Sherman on April 1, 1990, and Mae N. Sherman on June 15, 1990; Storekeeper Donald R. Sinclair on the death of his sister, Lou Anna Sawyer, of Bangor on May 18, 1990; and Carman Harold J. Badger on the death of his mother, Florence Badger, on July 15, 1990.

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

Air Brake Repairer Everett C. Stearns, 88, of Milo, June 4, 1990. Stearns retired on disability April 14, 1964 with 19 years service. He was predeceased by his wife, Evelyn, and two sons, Leonard and Aaron. Survivors include two sons, Jack of California and Westley of Pennsylvania.

Carman John W. "Jack" Paul, 64, of Milo, July 14, 1990. Paul retired Oct. 4, 1985 after 35 years service. He is survived by his wife, Donna (McSorley) Paul, two daughters, Mrs. James (Susan) Larson and Mrs. Richard (Beth) Melanson, both of Brownville, and six brothers, William of Melbourne, Fla., Allan of Shelby, N.C., Keith of East Lyme, Conn., Philip of Millinocket, Donald "Joe" of Orono, and Brad of Charlottesville, Va.

BROTHERHOOD SCHOLARSHIP WINNERS DRAWN



Chairman of the Labor Group Audie Gould hold container with names while Director of Personnel-Administration Shirley R. Strout draw the first name.

The Labor Chairmen's Group have held the drawing for scholarship winners. Children of all BAR employees who had been accepted at an accredited university or college were eligible.

Winners of the \$300 scholarships were: Shawn P. McBreairty, son of Chief Mechanical Officer Marvis J. McBreairty; John E. Patterson, Hudson, son of Administrative Assistant Margaret Berry; and James H. Hersey, son of Conductor and Mrs. Vern Hersey, Smyrna Mills.

The winners will all attend the University of Maine. The scholarships are funded by vending machine proceeds and the awards have been made since 1980.

Facts and Figures

	Nine Months Ended	
	1990	1989
Working Capital at January 1	\$ 3,485,500	\$ 4,921,500
We received dollars from:		
Hauling freight	17,064,700	19,075,300
Earnings from our freight cars moving on other carriers	5,853,900	6,869,900
Net proceeds from sales of scrap and other property	606,500	192,100
Proceeds from other sources	2,681,700	2,838,900
Total available dollars	29,692,500	33,897,700
We paid out dollars for:		
Wages to our employees	8,601,900	9,007,100
Benefits to employees	4,224,600	4,281,900
Materials to operate and repair our equipment and roadbed	4,249,300	3,775,400
Improvements to our equipment and right of way	2,070,300	3,993,200
* Cost of labor and material to improve our equipment and right of way	(1,414,500)	(715,200)
Lease of cars and costs for foreign freight cars on line	3,400,200	3,493,600
Reduction of our debt	282,600	249,100
Interest on our debt	278,400	319,200
Federal, state and local taxes	(435,500)	556,900
Dividends to our owners	412,400	412,400
Costs of other services	4,222,300	5,310,000
Dollars spent on operations and improvements to our property	25,892,000	30,683,600
Working Capital at September 30	\$ 3,800,500	\$ 3,214,100

*This figure represents costs already shown above as part of "Wages, Benefits and Materials." The \$1,414,500 and \$715,200 (shown above) are costs of labor and materials for capital improvements.

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