



# MAINE LINE



WINTER 1975-76

**BANGOR AND AROOSTOOK RAILROAD**





## Talking It Over

To My Fellow Employees,

There was a time when a railroader was able to take a certain pride in his craft. Most of us still do, even though railroad people have become the oppressed minority of the transportation world. Sometimes, though, it's hard to feel any pride in an industry that's been relegated by government neglect to stand-by status in the shadow of the politically-powerful trucking, waterway and airline interests.

There are some encouraging indications that the pendulum may now be swinging in the opposite direction. Our awareness of the finite limits of our energy reserves is a principal factor. But environmental considerations and land use limitations have also played a role in changing some deep-seated public attitudes toward railroads.

The American railroad system in 1976 is a tragedy...the result of at least a quarter century of federal action that has poured thousands of miles of concrete and billions of dollars into more and better highways, airports and waterways. Not one cent was devoted by the government to helping the rail carriers stay competitive.

But the state of American railroads is also an opportunity in this year of heightened historic consciousness. The domino-like financial collapse of nine eastern railroads, including Penn Central in 1970, has set the stage for the restructuring of the industry. Governor Ella Grasso, of Connecticut, summed it up nicely in her recent testimony before the Senate Commerce Committee:

"Transportation economists and rail experts alike have as yet failed to appreciate the need for a total transportation reformation. We can ill-afford our past practices of casually exploiting and callously exhausting our finite resource base. Energy constraints, environmental concerns and land use limitation all require that rail travel plays a growing rather than a shrinking role in our transportation future. The viability of a comprehensive rail system as the best practical method to transport people and goods is both universally self-evident and universally overlooked. Measured by an energy-efficient yardstick, people and freight can be transported four to five times more economically by rail than by truck, bus or automobile."

The Railroad Revitalization and Regulatory Reform Act of 1975 addresses itself to the railroad problems. It will fund ConRail, the rail system that will take over the wreckage of the bankrupt northeast railroads, make money available at low interest for the rebuilding of certain roads and provide a degree of relief from the rigid regulation of the past.

It's not perfect, but it's a beginning. Besides, it's the only game in town and deserves support.

The danger in these efforts is that we will treat only the symptoms of the problem and not the malady itself. There have been sporadic attempts by the Congress in the past decade to address the "railroad problem" that have been essentially a band-aid approach to what could be a terminal illness.

I would feel less confident than I do about the seeming determination of the Congress and the Administration to start meaningful reform in dealing with railroads if it were not for the announcement of the government's first official transportation policy.

Perhaps the greatest contributory factor in the decline of the railroad industry has been a lack of any coherent federal guidelines toward transportation with the result that those modes with the greatest political muscle—the motor carriers and water carriers—were the beneficiaries of federal dollars while the railroads were literally allowed to deteriorate.

Now Secretary of Transportation William T. Coleman, Jr. has spelled out the broad beginnings of the first official "National Transportation Policy". Among other things, it calls for a balanced transportation system with highways, railroads, airlines, waterways and pipelines functioning competitively but also cooperatively. It also calls for transportation to "be freed from the encumbrances of outmoded regulatory restraints", a matter of great significance to every railroader.

The policy statement emphasizes private ownership of railroad freight service but notes "federal intervention and support are necessary to restore operating and financial viability and modernization of major portions of a vital industry in which nine firms have gone bankrupt in the last ten years and in which the industry-wide rate of return on net investment after taxes has averaged only 3% over the last 11 years."

The Secretary says that the initial policy statement is only a broad statement of principles, a beginning to which refinements can and will be added.

These three things...the widespread public awareness of railroads, the most ambitious railroad legislation to date and an official policy that calls for balance and some logic in the growth of our transportation system...make me believe that we are on the way toward first-class citizenship.

It will be a happy day for all of us.

Sincerely,

*Walter E. Francis*



# NEWS BRIEFS



MAINE LINE  
BANGOR AND AROOSTOOK RAILROAD

## About the Cover

Section Foreman Alton Wardwell and his father, Walter, a retired Bangor and Aroostook section foreman, are both active in a unique youth project called the Aroostook Brigade. See "God Isn't Dead In Stockholm" on page 6.

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## It Looks Like a Busy Year at Derby

President Walter E. Travis told supervisory employees at a Jan. 13 staff meeting that anticipated equipment requirements will mean sustained, high-level production at the road's Derby Shops. He said that, barring unforeseen economic troubles, the work demand will mean a stabilized work force at the shops through 1976 and, possibly, into 1977.

Programs anticipated for the next 12 months include the building of chip cars and modification of pulpwood rack cars as well as re-building of additional boxcars.

## Truckers ... Welcome at Searsport

For the first time in 70 years the railroad is permitting trucks on its pier facilities at Searsport. The railroad has published a tariff of 15 cents per hundredweight for freight moving over the docks to or from trucks. Formerly, the road insisted on a rail move for traffic moving over the docks.

The BAR is building a permanent truck ramp and hopes to attract the smaller shipments that move by truck to other ports. The first traffic to move under the new tariff was a 50-truckload shipment from a New Hampshire paper company. Two Maine common carriers, Sanborn's Express and Fox & Ginn moved the trailers by highway.

Dry Cargo traffic through the port increased 12.2% in 1975, despite severe economic conditions.

## For God, For Motherhood and the Truck Lobby

The Governor's Economic Advisory Committee has suggested in a report to Governor Longley that double bottoms up to 105 feet "should be recognized as a major cost and energy-saving method in a state with Maine's geography." After a generous truck weight increase (to 100,000 pounds) followed a referendum and subsequent repeal by the voters, the Maine legislature yielded and gave the truckers their weight increase anyway. One might, understandably, be a little cynical about the machinations and power of the trucking lobby. One might also infer that these forces are gathering themselves for another assault on the average motorist who does, after all, pay the lion's share of the highway bill.

In a sweeping and clairvoyant judgment, the committee also recommended to the Governor: (1) immediate completion of I 95 to central Aroostook and eventually to the Canadian border; (2) construction of a new east-west highway from Calais to Bangor and westward to the Canadian border and (3) use of the federal pipeline to Loring for civilian oil needs.

That's one way to save a lot of energy all right.



# When You're No. 46 You try a lot Harder

Bangor and Aroostook ranks 46th in total manhours among 103 Class 1 line-haul and terminal and switching railroads in the United States.  
—Ed.

Since childhood, most of us have been taught to believe that big is better and we have learned it well. The idea manifests itself in our attitudes toward the city vs. the small town (what red-blooded, small-town youngster doesn't dream of making it big in Gotham?), farmer compared to the business executive (who wants to be a farmer when he can be president of General Motors?), even commercial entertainment (baseball, anyone?) as opposed to recreation whose only price is ingenuity and effort.

Our attitudes toward big and small have even crept into our language as adjectives, as when we refer to a rural community as a "hick" town. The farmer, who follows an ancient and honorable calling, becomes stereotyped as a dull-witted chap with his feet planted firmly in cow manure.

But these attitudes are changing.

As we pointed out in our last issue, being small is becoming a lot more respectable; it's no longer heresy to suggest that growth isn't always desirable.

Great numbers of people have decided that large cities don't offer much beauty or inner tranquility. And urban excitement is too often synonymous with terror.

Many of them are moving to small communities where the social structure provides stability and security. And others are becoming, of all things, small farmers in a land of agri-giants.

If there is a revolution in this country, it's in the sudden change in the attitudes of large numbers of thinking people. There is, too, a further corollary that if small is respectable in an automobile or a community, then it can also be respectable ... even desirable ... for a business.

Or a public utility like a railroad.

But, as most Bangor and Aroostook people know, being small in the railroad business is having to swim upstream a lot, no matter how well you run your railroad.

One of the most difficult things about being a small railroad is that you don't have much leverage when dealing with the giants. If a large system decides

it's in its best interests to raise rates on, say, frozen foods, there's not a whole lot a Bangor and Aroostook can do about it if it doesn't happen to be in Bangor and Aroostook's best interests.

The giants may need the extra revenue to support its many-layered bureaucracy while a Bangor and Aroostook that's been pared of all except worker bees can make money on the existing rate.

Somewhere in the process of trying to stay afloat, some railroads seem to have lost sight of the reality that a price for service is determined by competition in the marketplace. Current railroad thinking seems to be 'pass the costs along to the shipper no matter what the competition charges.' And bigness seems to encourage this kind of thinking.

The rates on frozen foods have gone up, in fact, with the predictable result that Bangor and Aroostook (and its neighbor roads) is now priced out of much of the frozen foods traffic. It's

significant to Bangor and Aroostook because it has five large frozen foods processors on its lines with a potential of 5,000 cars a year. And while the loss of 5,000 cars may not be significant to a large railroad, its impact on BAR is great.

Something like that happened to the potato traffic over a period of a decade. The rail potential is 28,000 cars that are now going over the highways in private trucks. In fairness, there were other factors involved (growth of the interstate system, financial problems of some carriers and increasing costs) but, essentially, the carriers simply priced themselves out of the business ... and BAR with them.

Certainly, costs go up. And a ton of steel is a ton of steel. In fact, a large railroad can undoubtedly buy it for less than a small one. But many larger roads have simply swallowed increasing costs, one is tempted to say mindlessly, and have passed them along to shippers. Too often the traffic goes to the competition and, as rail volume

decreases, the railroad simply raise prices again as if shippers were still captive to the railroads.

Of course, the case is overstated. But not enough that the national marketing-rate philosophy isn't profoundly disturbing to many smaller roads scrambling for every bit of traffic they can find to build volume.

Part of the problem, of course, is industry-wide wage increases which will amount to 43% between 1975 and 1977. Not that railroad employees are unique in wanting more money, or that their needs are less, but in terms of employee benefits and wages, they are one of the best-compensated groups in the country.

No business, whether railroad or corner grocery, can long pay higher and higher wages and become less and less competitive. But bargaining is done on a national level and, again, is dominated by the giants in the industry with the traffic density and leverage to pay the price. But, one suspects, economics and the reality of the market-

place is catching up to even the industry giants.

There is growing support for labor negotiations on a two-tiered level rather than treating all railroads as though they have the same ability to pay. One group would include the giants and the healthy large roads. Another might include the bankrupts and the small solvents, like Bangor and Aroostook, to whom even the smallest shipment is important.

Small, viable railroads must be preserved if the shipper in Maine—or any other area outside the urban American heartland—is to remain competitive with the shipper served by a ConRail. Small railroads must not be bled ... either by wages they cannot pay or rates that are not market competitive ... in the name of uniformity or bigness. In all the public agonizing over the "Northeast railroad problem" it is never pointed out that the components of this rail system are the *large* bankrupts and the *small* solvents.

And that should tell us something.

Richard Sprague



# God Isn't Dead In Stockholm

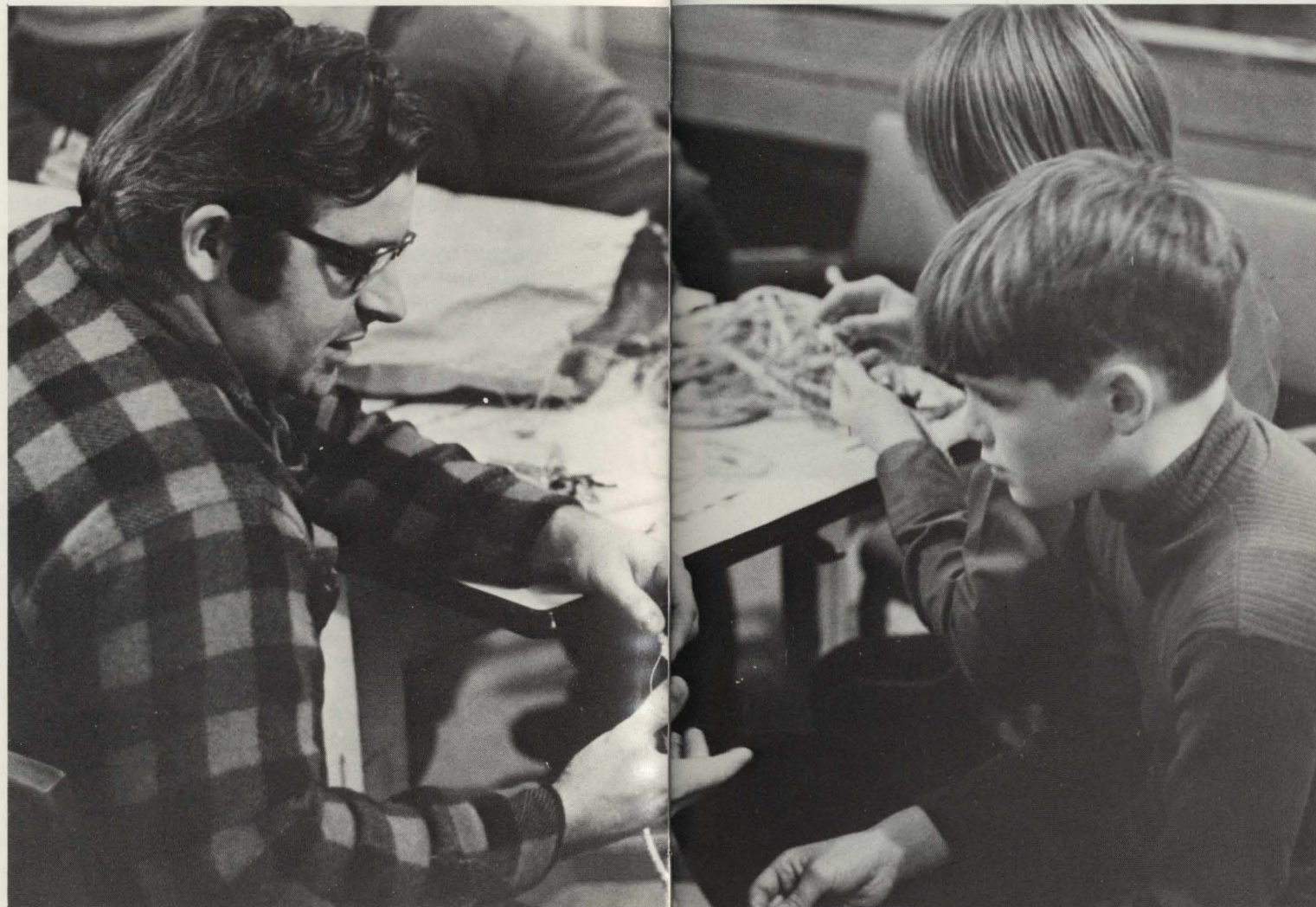
Some good people in Stockholm are busy proving that love, discipline and hard work not only produce good citizens from the young, but that the process can be fun for them. The project is called the Aroostook Brigade Camp and it's the product of a lot of people who care what happens to their young people and to their communities. Section Foreman Alton Wardwell, a spare 52-year-old career railroader is one of the founders of the Aroostook Brigade Camp and the leader of its wilderness program.

The Brigade, a local organization that's part of the national Christian Service Brigade, was started by the men's brotherhood of two local Baptist churches in 1964 to provide a meaningful activity for the young people of the rural communities of Stockholm, New Sweden and Westmanland.

"I liked the balance of the program," Alton Wardwell explains. "Religion, learning and vigorous outdoor activities where every boy participates. We stress learning and encourage the boys to excell in school. In short, we try to show them that to have the very best life possible, it must be a spiritual life as well."

Two years after the Brigade was organized, Alton Wardwell and his friends built a lodge large enough to accommodate 150 people on 18½ acres of land on the Madawaska River at Axel Siding near the Bangor and Aroostook track at Stockholm. It was built with volunteer labor and donations from those who believed in what the men were doing.

The vigorous railroader lives up to the ideal of physical activity, too, leading the five-mile runs that are part of the routine whenever the Battalion goes on expedition.



*Bruce Nelson, left, a charter member of the Aroostook Brigade and a first sergeant in the organization when he was just a boy, helps Scott Zeigler, of Stockholm, with some knots. After spending four years in the Navy as an electronics expert, Nelson is now with a Presque Isle radio station.*

The campground is a separate non-profit corporation with six directors of each of the churches and is available to all groups in the three communities. Dinners in this hospitable Swedish settlement are very non-commercial and spontaneous affairs that feature donated dishes from local kitchens with a reputation to maintain.

"We've only charged for one dinner since we built the lodge," Wardwell explains with a note of pride.

The Brigade includes two groups of boys, those in the 8-to-12 age group called the Stockade, and the 12-to-18 age group called the Battalion. The Stockade activity is based on pioneer life and the Battalion is patterned after a military organization.

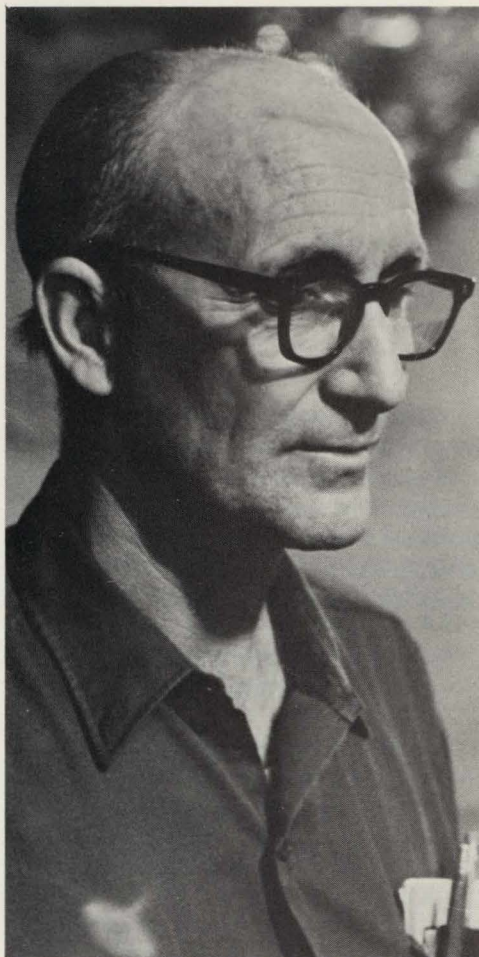
The uniqueness of the Aroostook Brigade and the campground is not, perhaps, the actual work with the youngsters but the extraordinary commitment and participation of the community.

"For every adult leader you see," Wardwell emphasizes, "there are a dozen others working just as hard in the background."

And, although the Brigade is in no way associated with the railroad, railroaders play an important role in it. Besides Alton Wardwell, there's his father, retired Section Foreman Walter Wardwell, 78, who frequently drives the group and Conductor Stacey Meister who accompanies the expeditions. Several others support the group financially.

The Brigade program includes weekly meetings with adult leaders during the winter months at which the boys learn crafts, participate in non-denominational religious devotion and are taught skills like photography, electricity, and mechan-





Section Foreman Alton Wardwell, far left, listens intently as one of the Brigade officers conducts a training session. Top, page 8, a young sergeant works with a class of younger boys in woodcraft. Right, Alton McDougal, treasurer of the Campground, works with David Rossignol, son of Trackman and Mrs. Alex Rossignol, Stockholm, in Bible class. Below, a sergeant reports as the Aroostook Brigade stands in formation at the Campground lodge. Christian Service Brigade workers from other parts of the country often observe at the Aroostook Brigade. Above, Alton Wardwell explains Pert chart for achievements to Ken Carlson of Worcester, Mass.

ics. A woodworking shop, darkroom and small machine shop are under construction at the lodge.

But it's probably the wilderness expeditions that provide the glamour and appeal that keep youngsters coming back. And wilderness isn't just a euphemism for tame camping either. Last year Alton Wardwell and his adult leaders led their young charges in the Battalion to Mistassini, Quebec, 350 miles north of the St. Lawrence River and only 200 miles from James Bay for a week of wilderness canoeing and fishing. The summer before there was a week's trip on the St. John, Maine's most spectacular wilderness river and another week hiking and climbing in New Hampshire's White Mountains. They've also been 132 miles up the Manicouagan River on the north shore of the St. Lawrence, to Waco, Quebec, on the Quebec North Shore & Labrador Railroad, the Allagash and Katahdin. The Allagash has been repeated several times as has the Katahdin-Baxter hike and climb.

The boys pay \$17.50 each for the week in the wilderness. The modest amount covers their insurance and food. And if there's a spare seat, a youngster outside the Brigade is invited to go. "We don't think it's right to go with an empty seat," Wardwell says.

Wardwell, who spends his vacations each year guiding the Battalion on their wilderness treks, explains that the "boys learn to cook, to use axes and handle canoes." The fun activities are interspersed with regular devotions, craft lessons and the learning experiences that come simply from a cooperative effort with 28-30 other people in a wilderness situation.

To be an effective leader in such wilderness treks as the Brigade makes requires the wisdom to know when firmness is needed, the ability to recognize a situation demanding sympathy and understanding, and that unobtrusive self-confidence of an accomplished woodsman. Only part of the expedition goal is to teach skills. An equally important goal is to help the boys in learning how to get along with others.

"The boys all know they can talk over a problem with an adult leader after lights out," Wardwell says. "There's always banana bread and a pot of tea warming over the campfire."

For every trip the Battalion makes, there are months of planning and an on-the-scene scouting expedition by the adult leaders. One man in the group, Carl McNeil, owns an airplane and flies Wardwell and the other leaders into the inaccessible places that hold such a challenge

for both adults and youngsters. At the lodge a visitor can pore through eight years of photographic albums that chronicle the activities of the Aroostook Brigade, including some spectacular air views made on the pre-trip scouting expeditions.

Considering the tremendous amount of effort involved in getting a week-long expedition for

28 or 30 boys off the ground and the awesome responsibility of it, one may be curious why men would do it.

Alton Wardwell smiles in a way that suggests the question had been put to him many times.

"Why do I do it," he repeated the question to himself. "I guess I do it because I'm selfish. I enjoy it and that's the truth. The trips are an education. They excite me and you can imagine the reaction of a 15-year-old boy. My boy grew up with the Battalion and it was an experience for both of us."

"I guess, though, the real reward," he muses, shifting his gaze towards the hills across the Madawaska River that march into the distance to Quebec, "comes from remembering the kids who have gone through the program and really shaped up and done something with their lives."

"I'm not thinking about the ones who would have done all right on their own, but the ones who found a challenge in the woods, in the fellowship of the group and the training. I think there are at least a hundred that fit into that category."

Alton Wardwell and the other men who give their time and energies to the concept of the Aroostook Brigade wouldn't understand the jaded notion that "God is Dead." To these men and their hundreds of supporters in the three little Swedish communities God is personal and very much alive. Their work with the young of their villages is an expression of that belief.

Alton Wardwell expresses the spirit that's the life force behind the Aroostook Brigade:

"There are an awful lot of wonderful people in the world. You wouldn't think it from reading the papers, but I've seen an awful lot of them in this work."

No. God Isn't Dead.  
Not in Stockholm.

## Mileposts

### 30 YEARS SERVICE

Chester J. Bragg  
Stanley L. Brookins  
Roy G. Brown  
Alfred J. Bushway  
Willard H. Buxton  
Hamel R. Caron  
Freeman R. Case  
Harold G. Cole  
Roy W. Doak  
Lester G. Drew

Donald E. Henderson  
Hanley A. Higgins  
Joel F. Mills  
Harold T. Parker  
John W. Paul  
Weldon W. Simpson  
Joseph J. Stubbs

### 25 YEARS SERVICE

Frank L. Boutilier  
Gloria F. Cyr

Armand J. Duplessis  
William P. Flemming  
G. Millard Fogg  
Stanley W. Garland  
Harold I. Grinnell  
Linwood G. Jackins  
James A. Johnston  
Mervyn H. Johnston  
Hartley F. MacLeod  
Neil A. Mayo

*Continued on Page 18*





Aroostook County has been called Maine's Big Sky country. The early-morning view from Albert Snow's hy-rail truck on the BAR's Limestone Branch shows why. Bangor and Aroostook roadmasters are accustomed to lonely inspections in country like this.

Contrary to what you non-railroad people may think, a roadmaster isn't an automobile. It isn't a desert bird, either. And it isn't a South American reptile.

In railroad parlance, a roadmaster just may be the most important person around when it comes to the business of keeping the tracks in shape. At least that's the impression you get if you listen to the traffic on the dispatch radio in the morning when several section foremen are talking with the Bangor and Aroostook's three roadmasters about the day's work between Fort Kent and Searsport.

There are other men who have more people reporting to them but there probably isn't anyone on the railroad who personally supervises as many people as each of the three roadmasters. And there probably isn't anyone who influences so many people by what the social scientists like to call "interpersonal relationships".

Hank McMannus, a 38-year railroad veteran, would get a chuckle out of the notion that he has great influence because of interpersonal relationships. The fact is that Hank and the other two roadmasters, Leo Russell, a 40-year veteran, and J. Albert Snow, a 34-year man, talk with most of their people every day. And for the foremen and trackmen the roadmaster is a more important

source of information about his job and the railroad than the chief engineer, the vice president-operations or the president.

It's a people-oriented job and the men who don't understand that rarely last. Being a good roadmaster, says Chief Engineer Vinal J. Welch, requires the persuasive powers of a first-class evangelist, the skill of a high-wire performer, the patience of a labor negotiator, the hide of an elephant and the endurance of a mountain goat. He laughs when he ticks off the qualities but the comparison isn't all that far-fetched.

There are a good many winter weekends, for example, when Albert Snow, who's headquartered in Fort Kent, works straight through a stormy weekend when his crews are trying to stay ahead of a January blizzard. On that rare week when everything goes well, he'll leave Aroostook County on a Friday afternoon, drive the 200 miles or so to his home in Bangor and be back in Fort Kent Sunday night.

"The hardest part of the job," Leo Russell agrees, "is being away from home. But then, I've been away from home since I started railroading on an outfit in Van Buren in 1936. It helps to have a self-sufficient wife, too."

The days are long for the three men who are so directly responsible for the railroad's track. There isn't one of them who has less than 124 miles of track in his care. And Hank McMannus, who has 124, has all of the large yards except Oakfield. Leo Russell is charged with caring for 180 miles of track with four foremen and 29 men. Albert Snow has four crews with a minimum of 26 men.

# A Roadmaster's Life

Russell, who's headquartered in Houlton, habitually begins his day by wading into his paperwork at 5:15 a.m. By 8 he may be in Presque Isle or Ashland. If there's no emergency, he'll be "home" again at 4.

"I like railroading," he grins, "but this is the loneliest job I ever had. You're alone except when you meet your crews."

A man would have to like it to work that hard, says Graden Swett, who's superintendent of track and was a roadmaster himself. There's no such thing as regular hours but there's lots of responsibility. And there's almost nobody else on the railroad who has that kind of autonomy, he adds.

One reason for the autonomy is that there's no one who knows quite as much about his district as the roadmaster. He knows where every sag is, where there's a chance of slides and where the snow is likely to fill a cut in a northeast storm. His job is to see that the track is clear of snow and ice, that it's shimmed in the winter and to campaign like a politician for the materials and manpower he wants for summer maintenance work.

All of the men have come up through the ranks starting as trackmen. McMannus, the senior roadmaster, started railroading as a trackman under his father-in-law, Orville Armstrong, in Oakfield. Before he was appointed roadmaster in 1951, he was steam shovel operator, flangerman, extra foreman and section foreman.

Leo Russell's father, Charles S. Russell, was a section foreman and his son learned the craft at his side as a youngster. When he was 16, Leo Russell discovered a broken rail at a crossing in Medford and reported it to the Section Foreman, Elmer Pease. A week later the mail brought a letter of appreciation from Chief Engineer P.C. Newbegin and a \$5 check. The date was March 11, 1932.

The die was cast. Leo Russell, just turned 16, would never be anything but a railroad man.

He went to work on an outfit in Van Buren in 1936 earning 25 cents an hour for a ten-hour day. He and the rest of the crew boarded themselves in a converted boxcar and furnished their own wood.



Roadmaster J. Albert Snow contacts one of his crews from his hy-rail truck to alert them to a defect he's discovered.

Albert Snow's father died when he was 12. By the time he was 15, he was helping support his family as a swamper in a lumber camp in the Fish Lake country of Aroostook County. The pay was 35 cents an hour. He started working for the railroad as a trackman in 1942. He was also a brakeman and bus driver before returning to the Engineering Department in 1950.

The kind of skills and knowledge the three men possess were won in the time-honored tradition of apprenticeship. They learned their skills by the seat of their pants working side-by-side with master rail craftsmen. It's probably the only way they could hold the respect of the men they supervise. And the mutual respect between roadmaster and trackmen is a rare thing when compared to any business.

The regard these men have for their crews shows itself in subtle ways. Leo Russell, for example, says he depends on his men for knowledge as well as information: "They're always talking about their work and you're always learning something from them even though you might have spent a lifetime in the business yourself."

Hank McMannus and Albert Snow both think they have "a lot of good men."

"A lot of them have grown up with the railroad," Snow says, "They have a sense of humor and they need it. The average young man we get just needs experience."

Russell ticks off the qualities of a good trackman on his fingers: "...he needs a good head on.





Hank McMannus, BAR's senior roadmaster, pictured above, is a 38-year veteran and has 124 miles of track under his supervision.



Roadmaster Albert Snow stops to check the progress of Fireman Elden Wilcox and his crew — Sterling Gamblin, Eddie Plourde and Ed Wing — who are shimming track on the Limestone Branch.



Hank McMannus, pictured on a plow-train at Millinocket, has the BAR's three largest yards in his district. Snow removal, a major task in the winter, keeps him busy. Roadmaster Leo Russell, below, left, is the son of a BAR section foreman. His workday begins at 5:15 a.m. and he drives thousands of miles every year covering the 180 miles of track in his care.



his shoulders; he's got to be a willing, knowing worker. And we're blessed with a lot of them."

All three roadmasters have witnessed great technological changes in railroading. They saw steam disappear and the diesel arrive. They saw Buck Rogers machines take over the work of whole crews.

The roadmaster now rides in a hy-rail truck equipped with a radio that'll put him in communication with any point on the system and a constant-monitoring cross-level device to check his track. He has machinery at his beck that was unheard of a decade ago.

But when it comes to doing the job, as Albert Snow says, it comes back to those hard-won skills: "What you go by are your ear and your eye."

Russell checks one of his crews cleaning a crossing on U.S. Route 11 at Squa Pan. Pictured with him are Charles E. Hand, left, and Merrill F. Pendexter.







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# Russell Holt Peters 1899 - 1975

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Russell H. Peters, former assistant to the president of the Bangor and Aroostook, died Oct. 10. He was 76 and a native of Omaha, Nebraska. He became assistant to former President Curtis M. Hutchins after a long newspaper career that included the managing editor posts of the Omaha BEE NEWS and the Seattle POST INTELLIGENCER. He was also co-publisher of the Bangor EVENING COMMERCIAL.

It was under his supervision that Bangor and Aroostook began hiring a new group of young management trainees in the early 50s which was a break with the traditional apprenticeship system. Many of the people who began railroading under the program are now senior officers of the road.

He was later associated with St. Croix Paper Company, Bangor and Aroostook Corporation and Bangor Punta Corporation. Mr. Peters was graduated from Cornell University in 1920 and was a Rhodes Scholar at Oxford from 1921 to 1923. He served in the U.S. Navy in both World War I and II and was discharged a lieutenant commander in 1946.

Russell Peters would have been amused to hear himself described as a teacher because he was not a patient man nor did he have that quality of tolerance that makes a teacher. Yet he taught many young men and women, myself included, the craft of newsgathering and writing. He had a keen mind, a sharp wit and a fund of compassion which he tried his best to disguise with a laconic manner.

He was as contemptuous of phoniness and pretense in every aspect of life as he was of "flapdoodle" in language; he was a polished writer and believed that the purity of language should not be tampered with in pursuit of new buzz words.

He exuded an intellectual vitality that was an example to those who worked with and for him and gave his time and resources generously to such organizations as the Bangor Symphony, United Way, Bangor Counseling Center and the Bangor Half-Way House.

Russell Peters left the railroad a legacy of human resources and the world he lived in an example of grace and style in personal conduct.

He leaves his wife Gretchen Dishong Peters.

— Richard Sprague



*"Life is the flash of a firefly in the night. It is the breath of a buffalo in the winter. It is the little shadow which runs across the grass and loses itself in the sunset."*

—Crowfoot  
A Blackfoot Indian who died in 1890

# Roy Doak Pays His Dues



Roy Doak, Caribou, a 36-year Bangor and Aroostook employee, decided 16 years ago that he wasn't doing anything for society, so he created a whole new lifestyle for himself.

Life ... depending on what one means by that nebulous term ... is said to "begin at 40." By the time one reaches that age one understands that it is also fleeting. Understanding that the phrase creates the pleasant illusion the bottle is still half full rather than half empty, the 40th birthday is still an ominous warning to get on with it if one wishes to do anything significant with those fleeting years.

When Clerk Roy Doak, Caribou, hit the big four-oh in 1959, he experienced the normal pangs most mortals feel on reaching that significant milestone. Roy, who had been born into a railroad family, (his father, Vern, was a 36-year Bangor and Aroostook employee) married in his late 20s then went to work for the railroad himself. A dozen years later he had settled into that comfortable pattern of middle-class life that so often lulls talented people into complacency.

"When I reached 40, I said to myself, 'what in hell are you doing for yourself or anybody else?'" he reflects. "I was going to work, coming home. Mowing the lawn. Planting the garden. The answer was I wasn't doing much of anything.

"I'm not overcharged in the religious sense, but I consider

myself a practicing Christian. And if one is to follow the teachings of Christ, then you must serve others. So I decided to do something with the rest of my life."

Since that day, railroader Roy Doak changed his life. He started participating in the church, in the affairs of the town and discovered, to his surprise, that he also had a fascination and talent for politics.

In the past 16 years this busy man has created a whole new life for himself. His interest, he decided, lay in working with the young people of the community and he plunged into youth activities with a vengeance.

He has been a PTA president, district president, chairman of the Caribou Recreation Commission and has held every post in the American Legion except state commander. He worked in the Legion, he explains, because of its excellent youth programs like Dirigo Girls and Boys State. He has also been chairman of the Caribou Day Care Center, the Caribou Music Parents Association, Dollars For Scholars and the Aroostook USO Committee.

In politics, he became chairman of the Caribou Democratic Committee. He still serves as a member of the committee and is a member of the Aroostook

County Democratic Committee.

Roy Doak came to be known as a man who could be counted when there was a job to be done. So it wasn't surprising when a Caribou citizen came to his home one evening in the fall of 1968 with a petition bearing the signatures of more than 500 Caribou citizens urging him to be a candidate for the Maine Legislature.

"There were as many Republicans as there were Democrats on that petition," he grins at the memory, "but I refused. I still had children to educate and I couldn't afford the expense of a campaign and to be away from my job."

But the next year, he did make his first bid for elective office and was elected to the Caribou Board of Education. Caribou is one of the few communities in Maine without a School Administrative District. As Doak emphasizes, "we go it alone." It means more financial accountability and a greater latitude for local decisionmaking in educating the young of the town. It also means more responsibility for the men and women who make those decisions.

Since 1956 his three daughters have all graduated from Caribou schools. When his term expired in 1975 he decided he'd done

his part, and simply didn't take out nomination papers. Retirement was not to be and, again, completed papers were brought to him and he was urged to stand for election.

He consented to run for another term and was recently elected with the largest vote of any of the four candidates in the race. He's now chairman of the board and shares the responsibility for overseeing a \$3½ million budget.

He's cut back his activities, he says ... not quite convincingly ... to the presidency of Region I State School Boards of Education, a board seat on the Caribou Historical Society, the Hotel Caribou, the Aroostook County Health Planning Service and being lay leader in the Gray Memorial Methodist Church.

Roy Doak's roots are deep in the Aroostook County soil. His paternal ancestors were original settlers of what was then Eaton Plantation (now Caribou) in 1826. He traces his ancestry to a signer of the Mayflower Compact, Edward Doty, all of which contribute to his strong sense of commitment to service in the community.

As one of his fellow railroaders put it: "Roy Doak has paid his dues."



# Veterans See Brighter Rail Outlook



Above, Retired Station Agent Fred McDonald, center, Retired Engineer Perley Duplisea, right and Retired Painter Foreman Charles Page, back to camera, swap railroad stories at the 12th Retirees Banquet at Millinocket. Liston F. Lewis, left, chats with Harry Bell, Dover-Foxcroft, one of the senior retirees to attend the dinner.

Retired railroaders gathered at Millinocket for the 12th retirees banquet Oct. 20 and it turned out to be the largest and liveliest evening since that first gathering in 1963. Nearly 140 veterans attended the dinner. They came from as far away as Searsport and Fort Kent and the mood of the gathering was different.

Not that there was any less nostalgia in reliving yesterday's adventures among the veterans. But there was also a sense of tomorrow that has been missing in other years. If the underlying current of optimism is an indication, then 1976 may just be the "year of the railroads" that some observers are predicting.

As one grizzled retired engineer put it, "We've had 25 years of being at the bottom of the heap in the transportation world and there's just no place to go but up." Perhaps it was less a sense of striking bottom and rebounding than it was a growing consciousness among railroad people and the public of the Congress' concern for the future of railroads. The Railroad Revitalization Act, which will fund ConRail and provide regulatory reform and some loan guarantees is seen as an indication that things are going to get better.

At far right, Mildred White, Gladys Goodwin and Florence McBeth, share a joke after the dinner. Retired Conductor Sam Beattie displays a railroad tie clip he won as a door prize.



Above, Bernice Bailey (center) and Alice Russell, left, chat with Chief Engineer Vinal J. Welch at dinner. Pictured at right with Retired Conductor Joe Howard (center) are Retired Engineer Glen Newcomb, left, and Retired Conductor Frank Duffy, right.





# Moving Up

A former Houlton man has been named assistant vice president, operations-transportation by the Bangor and Aroostook Railroad. Robert P. Groves, formerly assistant vice president-operations, succeeds Herschel P. Lee, superintendent transportation. A Caribou native, Leigh S. Milton, was named director of transportation.

In his new position Groves will be responsible for the operation of the railroad's transportation department and will retain his responsibilities in the operating department. He is a native of Dover-Foxcroft and entered Bangor and Aroostook service in 1946 as an operator and later became an agent, dispatcher, assistant chief dispatcher and assistant superintendent transportation. He attended Hartford, Conn. schools and has studied at the University of Maine and Northeastern University.

Groves served in the U.S. Navy during WW II. He is married and has three children.

As director of transportation Milton will be responsible for

train, yard and station force operations in the transportation department. He was educated in Caribou schools and entered service as a brakeman in 1944. He has been a conductor, traveling conductor, assistant trainmaster and trainmaster. Milton serviced in the U.S. Army during WW II. He is married and has two children.

Garrett J. Lovett has been named general freight agent for the Bangor and Aroostook Railroad. Lovett, 49, has been with the railroad since 1947 and succeeds Earle F. Kimball who has retired.

His railroad service has been with the BAR freight claim, operating and traffic departments where he has been a stenographer, rate and tariff clerk, chief clerk and assistant general freight agent. The Bangor native attended John Bapst High School, the University of Maine and Beals Business College. He is a past president of the Bangor Toastmasters Club.

Lovett is married and has nine children.



Robert P. Groves



Leigh S. Milton



Garrett J. Lovett

## MILEPOSTS (Continued)

### 25 YEARS SERVICE (continued from page 9)

Frederick W. Rhoda, Jr.  
Ward L. Shaw  
Philip C. Speed

Edward J. Whitney, Jr.

### 20 YEARS SERVICE

Paul L. Flemming  
Dale K. Greenlaw  
Ralph B. Higgins  
John E. McGuff  
Margaret A. Patterson  
Paul L. Pratt  
Robert H. Spencer  
Rodney W. Stanhope  
Donald H. Thompson

### 15 YEARS SERVICE

Harold R. Mountain  
Malcolm L. Treadwell  
John P. Withee

### 10 YEARS SERVICE

Myron N. Bates  
Morris L. Fitzgerald  
Melvin S. Johnson  
Philip B. Sherman  
Kenneth J. Wehrle  
Philip R. Winchester





*Signalmen Clarence W. Worster, Leighton Shields and Maurice Littlefield accept a special National Safety Council Award from Supt. Signals and Communications Hiram Childers for S and C employees who worked five years without a disabling injury.*

## BAR Honored For Safety, Maine Line

The Bangor and Aroostook has won a major safety award and the Distinguished Achievement Award of the Association of Railroad Editors for MAINE LINE. Employees of the signals and communications section have also won a special safety commendation.

The railroad was one of six line-haul and two switching and terminal companies to win the National Safety Council's 48th annual Railroad Employees National Safety Award.

The awards are given annually to railroads with the lowest employee injury frequency rates in their respective categories.

Other line-haul roads receiving

awards were the Santa Fe, Missouri Pacific, St. Louis Southwestern, and Delaware and Hudson and the Missouri-Illinois Railroad.

MAINE LINE received one of six Distinguished Achievement Awards at the Association of Railroad Editors conference in Guadalajara, Mexico, Oct. 15. The Award was given for individual excellence in railway journalism.

The magazine received an award for excellence in feature writing from the Association in 1960, an award for excellence in 1965 and distinguished achievement awards in 1967, 1971 and 1973. In 1973 MAINE LINE was

awarded the distinguished achievement for overall excellence in all phases of railway journalism. MAINE LINE has been published for customers, employees and friends of the railroad since 1952.

The Association of Railroad Editors, one of the oldest American industrial editors associations, includes 52 U.S., Canadian and Mexican railroads.

Signals and Communications employees were also awarded a special National Safety Council Commendation for completing more than five years—164,118 man-hours—without a disabling injury.



# In the Family

## Transportation Department

Ass't. Agent and Mrs. N. W. Cote and family, Presque Isle, spent the Thanksgiving Holidays with Mrs. Cote's folks in Montreal, Quebec.

Eugene Labbe, son of Supv. Agent and Mrs. H. A. Labbe, Presque Isle, his wife, Ann, and children, Carla and Scotty, have moved back to live in Mars Hill. He is manager of the new Value House store in Presque Isle.

Supv. Agt. H. A. Labbe spent four days hunting at Spectacle Lake, in back of Ashland, with friends from Mars Hill, New Jersey and New York. It rained all four days and no one got a deer.

Miss Rhonda Lynn Logie, daughter of Clerk and Mrs. John H. Logie, Linneus, and William Herbert Lorum, son of Mr. and Mrs. Cecil Lorum, Sr., Littleton, were married August 29. The double ring ceremony was performed by the Rev. John Ruth at the New Limerick Baptist Church.

Sandy Brennen presided at the organ and accompanied Cheryl Logie who sang "If" and "The Wedding Song".

The bride, given in marriage by her father, wore a wedding gown fashioned by her mother.

Peggy Bither was bridesmaid, Rodney Lorum was the bridegroom's attendant. Craig Lorum and Carl Logie served as ushers.

A reception followed at the Roosevelt School with the decorations in pink, maroon and white, featuring small bells.

The bride was graduated from Hodgdon High School in 1975 and is employed as a Bee Line Stylist.

The bridegroom attended Houlton High School.

William F. and Ruth Howard celebrated their 70th wedding anniversary on Oct. 5 at their home in Easton, Maine. All the family was assembled.

The Howards have two children, five grandchildren and 16 great grandchildren.

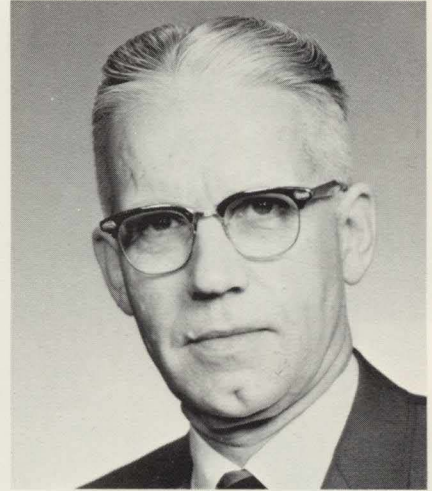
William Howard spent 48 years as Bangor and Aroostook Railroad station agent at Easton, Maine while Mrs. Howard held the same position for 35 years at Fairmount.

Clayton G. MacMillan, 79, retired conductor, died Sept. 3, in Sun City, Arizona, after a long illness. A long time resident of Bangor, he was born in Greenville. He was employed by the BAR from Jan. 25, 1916 until his retirement June 30, 1961. After retirement from the BAR he was associated with Cortell-Segal, Bangor until 1971. He was a member of the United Transportation Union-Brotherhood of Railroad Trainmen.

He is survived by one son, Robert, of Phoenix, Arizona; two sisters and two brothers.

A memorial service was held at Grace United Methodist Church.

Gerald W. Trafton, 75, retired conductor, died Sept. 12 at a Bangor hospital after a short illness. He was born at



Herschel P. Lee, Houlton, superintendent transportation for the railroad since 1966, retired Dec. 12 after 46 years with the railroad.

He is the son of a Bangor and Aroostook conductor, the late Richard Z. Lee, of Houlton, and entered railroad service as a telegraph operator in 1929. For 10 years, Lee worked in various stations on the railroad's Northern Division. He was made relief dispatcher in 1941 and a dispatcher in 1944. He became chief dispatcher in 1955 and assistant superintendent of transportation in 1956.

Lee was born in Dyer Brook, Maine, and was graduated from Merrill High School and Houlton Business College. He is married to the former Dorothy Thibodeau, of Caribou. They have two daughters, Mrs. George (Nancy) Ehlert, Brunswick, Maine; and Mrs. Robert (Mary) Kirk, West Acton, Mass.

Vanceboro April 11, 1900, son of Enoch and Hepsibeth (Gallison) Trafton. He attended schools at Oakfield and Millinocket and was a member of the Brotherhood of Railroad Trainmen, and a member of Mollesemic Masonic Lodge of Millinocket.

For many years he was postmaster at Lambert Lake. He was employed by the BAR from August 22, 1919 until his retirement April 20, 1965. He had resided in Brewer for the past 17 years.

He is survived by his wife Marion (Grass) Trafton of Brewer; one son, Ralph, Brewer; two daughters, Mrs. Geraldine Jellison, Old Town, and Miss Jeanne Trafton of Brewer; two brothers, Enoch, Brewer, and Bruce, Millinocket; five grandchildren; and several nieces, nephews and cousins.

Funeral services were held at the Vanceboro Methodist Church.



Station Agents William and Ruth Howard



*Ray L. Rafford*, 80, retired supervisory agent at Presque Isle, died Sept. 18 at a local hospital. He was born in Ashland Nov. 11, 1894, the son of Charles and Addie (Brown) Rafford. He was a member and past deacon of the Presque Isle Congregational Church, a 50-year member of Pioneer Masonic Lodge of Ashland and a former member of the Presque Isle Rotary Club. He was also a member of the senior citizens in Mapleton and Presque Isle and was past president of the Presque Isle group.

He was employed by the BAR from Nov. 28, 1913 until Nov. 30, 1959 serving as agent in Ashland and Supervisory Agent in Fort Kent and Presque Isle.

He is survived by one son, *Dwight* of Saginaw, Mich.; two daughters, Mrs. *Dorothy Winslow*, Presque Isle, and Mrs. *Charles (Dawne) Moore*, Rockville, Md.; one sister, Mrs. *Herbert (Alvina) Burleigh*, Millinocket; seven grandchildren; seven great-grandchildren; several nieces and nephews.

A Masonic memorial service was held at Graves Funeral Home, Presque Isle, conducted by the officers and members of Pioneer Lodge of Ashland and funeral services were held at the Presque Isle Congregational Church with the Rev. *John Karrer*, pastor, officiating. Burial was in the Ashland Cemetery.

*Dana Keith Lilley*, 69, retired supt. of transportation, died Oct. 1 at a Bangor Hospital. He made his residence at 8 Fairmount Park East, Bangor. He was born at Eagle Lake Dec. 16, 1906, the son of *Guy R.* and *Vivian Jones Lilley*. He was a member of St. Mary's Catholic Church, American Railroads Superintendent Association, former member of the Houlton Rotary Club and for many years a member of the Houlton Elks Club.

He was employed by the BAR from Jan. 1, 1934 until his retirement Feb. 28, 1966.

He is survived by his wife *Doris Davis Lilley* of Bangor; one son, *Daniel G. Lilley*, Cumberland Foreside; one sister, Mrs. *J. Ione Sheehan* of Bangor; one half-sister, Mrs. *Alice Glass*, Mars Hill, two grandchildren, several nieces and nephews.

Funeral services were held at St. Mary's Catholic Church, Bangor.

*Frederick Dwyer*, 88, retired locomotive engineer, died Nov. 16 at a Bangor hospital after a long illness. He was born Feb. 2, 1887 at Amherst N. S., the son of *Angus B.* and *Jessie (Nickerson) Dwyer* and had been a resident of Bangor most of his life. He was employed as an engineer for the BAR from Dec. 6, 1908 until his retirement Feb. 24, 1955.

He was a member of St. John's Catholic Church and the Brotherhood of Railway Engineers.

Surviving are his wife, Mrs. *Inez M. (Canning) Dwyer* of Bangor; four sons, *Carl F.*, Middletown, N. Y.; *Angus B.*, Santa Maria, Calif.; *Donald J.*, Forge Village, Mass.; and *Patrick A.*, Bangor; five daughters, Mrs. *Kenneth (Doris) Flinchum*, Macon, Ga., Mrs. *Earl (Margaret)*

*Coffin*, Wiscasset; Mrs. *Walter (Colleen) McNulty*, Hartford, Conn.; and Mrs. *Richard (Teresa) Brown* and Mrs. *Kenneth (Kathleen) Brown*, Bangor; 22 grandchildren; 9 great-grandchildren.

Funeral services were held at St. John's Catholic Church with a Mass of Christian Burial.

Our sympathy to *Winn Kelley*, retired conductor, and family on the loss of his brother, *Howard Kelley*, of Calgary, Alberta, Canada, who died Oct. 31, 1975. He was retired supt. of Winnipeg Yards, CPR.

Mr. and Mrs. *Charles Nadeau* were married Aug. 22 at St. Louis Church in Fort Kent. The bride is the former *Margaret Ann Audibert*, daughter of Mr. and Mrs. *Leopold J. Audibert* of Fort Kent.

She was graduated from Fort Kent Community High School and studied at the University of Maine at Fort Kent. She is presently working at Northern Maine Medical Center as an E.K.G. Technician.

The bridegroom is the son of Mr. and Mrs. *Bernard J. Nadeau* also of Fort Kent. He was graduated from St. Joseph High School Seminary in Bucksport and is a recent graduate of the University of Maine at Fort Kent. He is presently employed as assistant manager at Paradis IGA.

The chief celebrant was the Rev. *John Audibert*, brother of the bride. Con-celebrants were the Rev. *Ron Haley*, the Rev. *Norman Carpenter* and the Rev. *Roger Bolduc*. Maid of Honor was *Carol Ambrose*. The best man was *Roger Nadeau*. Bridesmaids were *Suzelle* and *Michelle Audibert*, sisters of the bride. Ushers were *Roland* and *Daniel Nadeau*, brothers of the groom. Ring bearer was *Robert Nadeau*.

The couple honeymooned on Prince Edward Island and are now residing at 160 West Main Street, Fort Kent.

## Mechanical Department

Retired Machinist and Mrs. *Elmer Johnson* were honored at an open house Oct. 12 at the Legion Hall in Milo in honor of their 50th wedding anniversary.

Mr. Johnson has been retired since 1960. At the time of his retirement he was a machinist at Derby.

The event was hosted by their son-in-law and daughter, Mr. and Mrs. *Vinal Jackson*, York, and was attended by about 50 guests.

Mr. and Mrs. Johnson were married in Dover-Foxcroft, Dec. 10, 1925, by the Rev. *J. R. Jowse*.

We were sorry to hear of the death of retired Passenger Car Foreman *Arthur E. Ellis* of Milo. He was born in Garland, April 11, 1896, the son of *Horatio* and *Vesta Jepson Ellis*.

He had been retired from the Railroad since April 11, 1961. He had worked for the Railroad 39 years.

Mr. Ellis was a veteran of World War I, a member of the Park Street Methodist Church, a member of the Milo American Legion, Veterans of WWI Association, the



Mr. and Mrs. Charles Nadeau

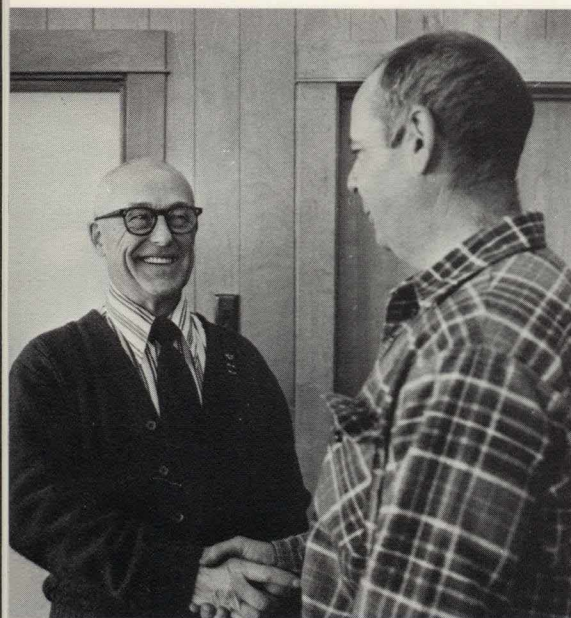


Engineer *Forest G. Bunker* has retired after 33 years service. He attended Bangor schools and served in the Army during WW II. He has one son, *Martin*, of Boston. Pictured with him is *Leigh S. Milton*, left.



Engineer *Theodore E. Clements* has retired after 30 years service. A native of Newburg, he is married to the former *Grace Knowles*. They have four children.





**Maurice E. Richardson**, Derby, has retired after 46 years service. Mr. Richardson is a member of the Masonic bodies. He is married and lives in Milo.

Pleasant River Grange, Pomona Grange, Milo Senior Citizens, and the Old Town Masonic Lodge.

He is survived by his wife, *Elnora Ellis*, Milo; two daughters, Mrs. *Thane (Beryl) Roberts*, LaComb, Oregon; Mrs. *Charles (Vesta) LeBretton*, Milo; one sister, Mrs. *Alice Green*, Monson, as well as several grandchildren, nieces and nephews.

We were sorry to hear of the death of Mrs. *Mona M. Wark*, Nov. 10, at a local hospital following a brief illness. She was born at Patten, July 27, 1912, daughter of *Robert and Linnie (Terrio) Mullin*.

She attended Caribou Schools and was a member of the United Baptist Church of Caribou.

She is survived by two sons, *Foreman Vern T. Wark*, Millinocket and *Lloyd*, Plainville, Conn.; two sisters, Mrs. *Walter (Pauline) Modarelli*, Union City, N. J.; Mrs. *Harry (Edith) Garcelon* of Caribou, and several grandchildren.

### Accounting Department

Navy Dentalman *Caralee Barrett*, daughter of Clerk and Mrs. *Lee Barrett* of Sandy Point, recently graduated from Dental Technician Class A School in San Diego, California. She completed her 12 weeks course, being second in a class of 46 people. Dental Technician Barrett enlisted in the Navy in 1974 and has served in Norfolk, Va. prior to schooling in California. She is currently stationed at the Dental Clinic, Naval Air Station, Brunswick.

Clerk and Mrs. *Richard E. Thompson*, of Brewer, have announced the engagement of their daughter, *Lynne Marie*, to *Roy E. Burk*, son of Mr. and Mrs. *Walter B. Burk*, also of Brewer. Miss Thompson

will graduate in June from Brewer High School. She is employed at King's Department Store. Her fiancé was graduated from the same school and is employed at *C. H. Rice*. An August wedding is planned.

Best Wishes and a quick recovery to *Seth Gilman*, Clerk in Revenue Section, who has been out since Oct. 24.

Clerks *Mervyn and Pearl Johnston* spent their vacation touring some of the southern New England states and the city of Philadelphia, Pa. They visited Independence Hall and other historic places and noted many buildings being restored in preparation for the Bicentennial. They toured the Hershey chocolate plant in Hershey, Pa. and enjoyed their visit to Lancaster County, witnessing how the Amish people live in their timeless way.

Mr. and Mrs. *Douglas Williams*, of Seabrook, N.H., are receiving congratulations on the birth of a son, *Jason Douglas*, born October 5, 1975, at Hale Hospital in Haverhill, Mass. Mrs. Williams is the former *Constance Shaw*, daughter of Clerk and Mrs. *Ward Shaw* of Bangor.

*Roberta and Liston Lewis* vacationed recently in Florida where they were guests of their son, *Gary* and family, in Tampa. While in Florida, they visited *Hazel Hopper* in St. Petersburg and *Vernon and Edith Perry* in Nakomis. Mrs. Hopper retired from Purchases & Stores and Mr. Perry from Mechanical Department.



**Marc Sawyer**, 15, son of *B. A. Sawyer*, freight claim agent, was awarded an engraved Revere bowl for overall third place in sailboat racing at Phillips lake for the 1974 season during a recent party of the Lucerne-in-Maine Yachting Union.

The 16'4" *TANZER* built in Montreal was skippered by Marc and crewed by his father or a neighbor friend, *Jim Samway, Jr.* He is also shown with two first place blue ribbons for individual races won. Marc and his father successfully completed the U. S. Coast Guard course in sailing.



General Freight Agent **Earle F. Kimball** retired Oct. 31. He had been with the road for 38 years.

Kimball is a native of Wakefield, New Hampshire, and began his railroad career as a rate clerk in 1937. He was subsequently traveling freight agent, chief clerk and assistant general freight agent.

He was educated at public schools in Dover, New Hampshire, and attended the College of Advanced Traffic in New York. During WW II, Kimball served in the U.S. Coast Guard.

Kimball is married to the former *Helene Lewis*. They have a daughter, *Sigrid D. Rainoff*, York Harbor; and a son, *John F.*, of San Francisco.

Assistant Manager of Data Processing *Helen Brissette* and her husband, *Ed*, visited their daughter and family, Dr. and Mrs. *Robert Gerow, Steven and Michelle*, in Lebanon, N. H. recently.

### Engineering Department

Retired B&B Shop Foreman, *John H. Swallow*, 77, died Sept. 9 at his residence at Oakfield. He started work for the railroad as a carpenter in a construction crew and was promoted to carpenter foreman in May, 1945. He became Shop Foreman in 1950, a position he held until his retirement in 1963. He is survived by a daughter, Mrs. *Duane (Marilyn) Giles*, Bangor; two sisters, Mrs. *Evelyn Nickerson*, Smyrna Mills, and Mrs. *Edna Lord*, Oakfield; two grandchildren and two great grandchildren.

Congratulations to Carpenter Helper and Mrs. *Richard Wilmot*, Houlton, on the birth of a son, *John Tracy*, Oct. 17 at the Houlton Regional Hospital. Paternal grandparents are Painter and Mrs. *Clair Wilmot*, Oakfield, and maternal grandparents Mr. and Mrs. *Merle Tracy*, Houlton.



Theresa Lynn Casey, daughter of Equipment Operator and Mrs. Roger Casey, Houlton, recently became the bride of Gregory Joseph Fitzpatrick, son of Mr. and Mrs. Lewis Fitzpatrick of Houlton. The double ring ceremony was performed by the Rev. John E. Bellefontaine assisted by the Rev. Ignatius Harding, OFM, of Bolivia, S. A., at St. Mary's Church, Houlton.

Ruth Belyea was the maid of honor and bridesmaids were Brenda Fitzpatrick, Nancy Fitzpatrick, Jollen Fitzpatrick and

Karen White. Mark Fitzpatrick was the best man. The bride is a 1974 graduate of Houlton High School. The bridegroom is a 1969 graduate of Houlton High School and a Ricker College graduate. He is employed at Fogg's in Houlton. The couple are at home at 77 Court Street.

Brian O. Wilmot, son of Painter and Mrs. Clair Wilmot, Oakfield, joined the Air Force recently and is receiving basic military training at Lackland AFB, Texas. He is a 1975 graduate of Oakfield High School.

Percy Martin, Caribou, retired trackman, died Sept. 29 at the Cary Memorial Hospital after a brief illness. He is survived by one brother and five sisters. He retired from the railroad in 1971 with more than 30 years service as a trackman in the track construction crews. Our sincere sympathy to the family.

Retired Carpenter and Mrs. Charles B. Dewitt, Hudson, celebrated their 27th wedding anniversary Nov. 20 at their home.

## Facts and Figures

	NOVEMBER		ELEVEN MONTHS ENDED 11/30	
	1975	1974	1975	1974
We received from:				
Hauling freight	\$1,401,904	\$1,245,410	\$13,141,285	\$13,811,846
Carrying passengers & express on our buses	21,934	17,776	294,599	292,533
Other transportation services	29,365	9,736	348,021	242,167
Net rental from freight cars and other equipment	271,329	397,295	3,396,816	4,208,867
A total of	\$1,724,532	\$1,670,217	\$17,180,721	\$18,555,413
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	346,598	419,076	3,617,606	4,172,539
Keeping locomotives, cars and other equipment in repair	362,851	443,574	4,677,176	4,992,917
Running trains, station and yard expenses	440,483	443,933	4,900,321	4,956,035
Pricing and sales of our services	33,473	30,719	321,745	318,834
Managing the business and keeping records	137,729	97,335	1,188,075	988,458
Payroll taxes	120,036	124,974	1,326,731	1,378,911
State and local taxes	12,817	25,826	242,074	313,605
Interest on borrowed money	86,429	113,322	1,023,100	1,291,040
Other miscellaneous charges—net	(11,900)	(45,563)	(263,481)	(398,953)
A total of	\$1,528,516	\$1,653,196	\$17,033,347	\$18,013,386
Pre-Tax Net Income Reported to ICC	\$ 196,016	\$ 17,021	\$ 147,374	\$ 542,027

More than 800 cars of fresh potatoes have been exported over the railroad's Searsport pier in the past 3 months. It is the largest export of potatoes since the early 60s, says Vice President-Marketing Howard L. Cousins, Jr., and is the result of a short crop of potatoes on the European market. Optimistic Agricultural observers believe there is a potential export market in potatoes of nearly 2,000 cars.



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