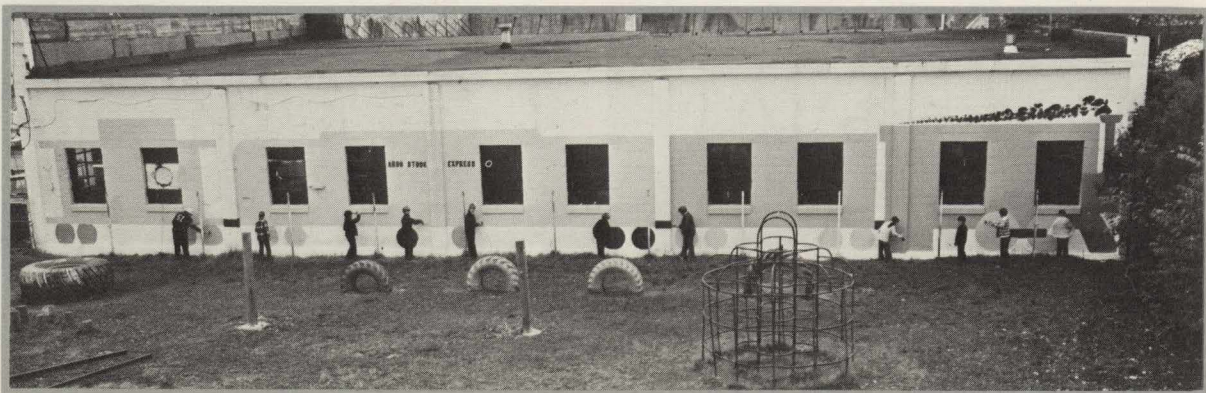
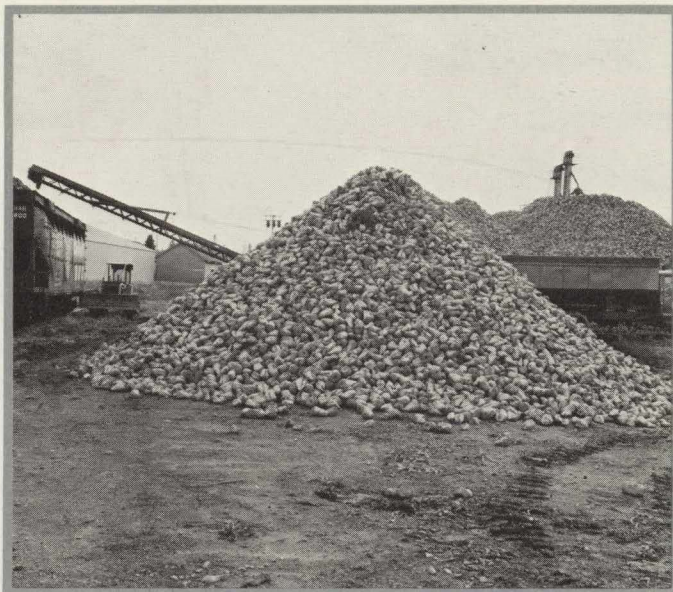
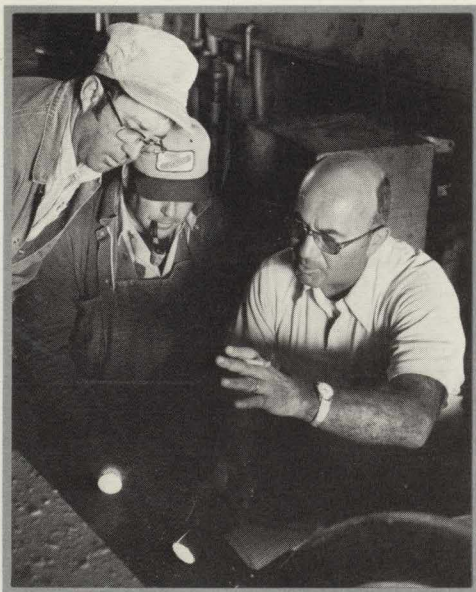


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD • FALL 1976





Talking It Over

To My Fellow Employees,

You may have noticed news stories about deregulation in the transportation industry. It signals, I think, the further weakening — by government fiat — of the American system of common carriage. Put simply, a common carrier...either rail or truck...is one who has an obligation to serve and to maintain rates and service under the watchful eye of the Interstate Commerce Commission and other regulatory agencies. In theory at least, the common carrier then has some protection in the for-hire transportation market within strict regulatory sanctions.

Of course, it doesn't always work that way.

Various industries, including the huge American agricultural enterprise, have been effectively deregulated to permit unregulated, for-hire carriage which, for practical purposes, is answerable to no one. There are also contract carriers who can swoop into certain markets, skim off the cream and leave the common carrier to perform the inconvenient and unprofitable transportation jobs.

While the railroads are the only segment of the transportation industry that's 100% common carriage, the common carrier truckers face the same problems with deregulation as the railroads. The common carrier trucker must serve the small businesses which comprise 97% of all business enterprises and 43% of the gross national product as well as the large businesses with their lucrative traffic.

Common carriage came about as a result of the chaos created by a non-regulated transportation system in the closing years of the 19th century. After the Interstate Commerce Commission was created to regulate the railroads it later assumed the role of protector to the fledgling trucking industry. The I.C.C. saw its job as that of protecting weaker modes from the strong in addition to its public interest function. Thus the Commission severely restricted railroads during the growth of the highway carriers creating in the process what many see as an imbalance in favor of the highway mode. Now, some activists in DOT favor scrapping many of the protective provisions rail and truck common carriers have received in return for maintaining rates and service to the public. The new philosophy would permit unregulated carriers to raid the traffic common carriers count on to pay for the costs of serving the small customer.

The theory is that by creating more competition, the public will pay less for transportation. In practice, however, the picture is far different; for when England deregulated trucking, truckload rates dropped 10% while less than truckload rates rose 40%. The irony is that if common carriers themselves... both rail and truck...are permitted to deregulate, their efficiency and financial strength will probably permit them to survive in the jungle that would be created. The loser would be the small business and the small community that is

inconvenient for a carrier to serve. And that's one reason why the regulatory commissions were created in the first place.

A case in point is the Maine potato industry which once shipped heavily by rail. About six years ago it switched to unregulated truck. The railroad, however, continued to hold a ceiling on truck rates and kept its fleet of RS cars so the industry had assurance that the common carrier was there to fall back on.

Last January an export market sorely needed by the potato industry opened up and the railroad was virtually the only way to get potatoes on ships. We dug cars out of the snow at great expense and moved them with all the dispatch we were capable of; we had that obligation as a common carrier. But more than that, we made an extraordinary effort, cranking up transportation machinery that hadn't been used for six years and working our people long hours.

This season, unpredictably, brought an even greater export movement over our Searsport docks. Despite our best efforts, however, we are exhorted to greater effort (and expense) by an industry that has used private carriage for the past six years under the umbrella of common carrier rates and service. A Maine potato industry spokesman was recently quoted in the BANGOR DAILY NEWS as saying that "the Bangor and Aroostook has to be impressed with the importance of making enough equipment available." At that time, 319 cars of potatoes were in place for unloading at Searsport or nearby and another 116 cars were being loaded in Aroostook County.

We are now placing cars in service at the rate of 55 a week and expect to have 700 in service in December. Since the capacity over the docks into ships is between 50 to 75 cars a day, the needs of the shippers appear to be filled adequately. What might help, though, is some shipper-planning in the scheduling of ships and loading of cars.

But the attitude expressed is hardly an unusual one. Shippers are accustomed to the responsiveness of common carriers. And common carriers shouldn't expect gratitude for doing what they're paid to do. But the impatience of an industry that has not used common carriage for a very long time provides a glimpse at what might happen had that common carrier not been there at all.

Private carriage has already weakened the rail common carriers. And common carriers should be strengthened, not weakened. The principal beneficiaries will be the consumers.

Sincerely,

Walter E. Francis

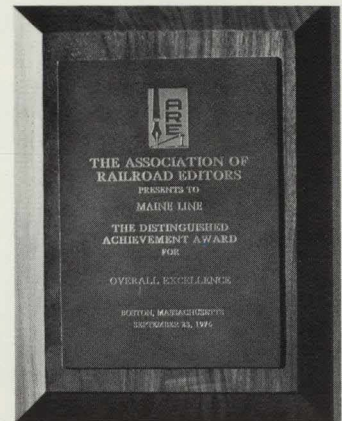


NEWS BRIEFS

Maine Line Wins Top ARE Award

MAINE LINE won top honors among American, Canadian and Mexican railroad publications at the 54th annual conference of the Association of Railroad Editors in Boston Sept. 24.

MAINE LINE won the Association's Distinguished Achievement Award for "overall excellence in all phases of railway journalism," an award it had also received in 1973. Richard W. Sprague, MAINE LINE editor, was also elected president of the editors association, the nation's oldest organization of industrial editors.



About the Cover

The photographs on the cover are representative of the developments taking place with the railroad and its people. They include such diverse activities as a training program for locomotive engineers (p. 6) and a school project in Millinocket (p. 9). The youngsters pictured are Andy MacDonald and his sister Susanne. The railroader is Conductor Cleon Cole (p. 14).

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Other award winners included Canadian National Railways, the National Railways of Mexico, the Association of American Railroads, *Labor* newspaper, the Brotherhood of Railroad Signalmen, the Texas Railroad Association, the Chessie System, Pullman Standard and Union Pacific Railroad.

Railroad Pays Dividend

Directors of the Bangor and Aroostook have declared a dividend of \$2.00 a share payable on Dec. 21, 1976, to stockholders of record as of Dec. 7, 1976. It is the first dividend paid by the road since June 21, 1974.

The company also reported 10-month net income of \$630,922. The figure compares with \$52,785 for the same period of 1975.

During that period, the road handled 67,557 carloads of freight compared with 62,636 for the first 10 months of 1975.

The company reported operating revenues of \$16,075,329 for 10 months of 1976. During the same period of 1975, the road had operating revenues of \$12,330,702.

The company reported operating expenses of \$15,472,115 for the 10-month period of 1976 compared to \$13,383,789 for the same period of 1975.

First IP Chip Cars Roll

The first of 120 woodchip cars being converted from boxcars for use in supplying fibre to International Paper's expanded plant at Jay came off the line at Derby Shops Dec. 3. The program will cost \$840,000 and will be run through April of 1977. The IP plant expansion is expected to increase BAR's wood and fibre traffic by about 6,000 cars in 1977.

Welch Heads New England RR Club

Vinal J. Welch, chief engineer for the BAR, has been elected president of the New England Railroad Club. He is the ninth Bangor and Aroostook executive to hold the post since the organization was founded in 1883.

Welch, 50, began his railroad career with the Erie Railroad in 1950 after receiving his degree in civil engineering from the University of Maine. He came with BAR as assistant engineer in 1957 and was made chief engineer in 1966. He is also a past president of the Maine Association of Engineers.



Car Repairer Ernest Hand restencils an RS car after inspection and repair at the Northern Maine Junction Car Repair facility. The car will be used to move potatoes from Aroostook County to Searsport for export. The railroad expects to have 700 of its RS cars out of mothballs and in service by Jan. 1. At far right, export shipments of logs and lumber wait for loading at Searsport.

Some Thoughts on Common Carriage

Frozen fish, lumber, logs, paper... and potatoes... have made up the varied export fare out of Searsport since the dock began to hum in September. But it was not always thus. In most seasons the railroad's deep water facilities move to the beat of a much more leisurely drum. But this year, a severe drought in Europe created a demand for Maine potatoes that defied the pattern of the one-year-in-12 potato export which occurred last season when the railroad moved 3,200 carloads of export potatoes over the dock.

The potential of the increased activity is promising. Best estimates of potato shipments between the first export of potatoes Sept. 17 and the end of the year is in the area of 2,700 carloads. The railroad's marketing people believe that total potato shipments for the season will total 6,000 carloads. That kind of

volume would add about \$1.5 million to the railroad's total freight revenues.

There's so much potato export business, in fact, that the railroad can't handle all that's being offered. With best utilization of the dock and loading facilities, 50-70 cars is about the most that can be loaded on ships in any 24-hour period. And the vagaries of the wind and tide make the scheduling of ships an approximate business at best. Since there are at least seven rival firms exporting potatoes, there is no coordination in the ordering of rail cars and the loading of ships. Frequently cars will be waiting at Searsport for a ship not due in for a week, while one already loading at the dock is waiting for cars.

By law, the railroad itself cannot control the ordering of cars or the scheduling of ships except to offer its service in a manner

fair to all. The result has been like trying to pour a great volume of water through a small funnel.

Mechanical Department crews are removing RS refrigerator cars from storage and conditioning them for cold weather service at the rate of about 50 a week. By December 1, they expect to have 525 cars in potato service with a final goal of 700 by Jan. 1. Last year's potato movement began when mid-winter snow had already buried the stored cars and they were placed in service at great expense. Despite the accelerated pace of placing cars in service during the current season, costs are less than last season when they were literally dug out of the snow and inspected. All of this could mean a healthy contribution from potatoes to the railroad's earnings.

The sudden bulge in rail traffic through Searsport, though welcome, does not mean a dramatic

shift in the traditional pattern of traffic of the port which is 80% oil and 20% dry cargo. And while potato exporters anxious to exploit the temporary demand in the world market are vocal in demands for added capacity, there's little prospect that the demand will be long range enough to warrant the cost of improvements.

Aroostook potato shippers have always been vocal in demands for equipment and services but reluctant to impose any degree of planning discipline on themselves. The backups of ships and cars at the port are largely the result of uncoordinated ordering of ships and railcars.

To facilitate the flow of potatoes, the railroad has abandoned its once rigid rule of prohibiting trucks on its pier and permits trucks to load onto ships for a 17 cents per hundredweight through put charge.

The rail export of potatoes during the 1975-76 shipping season has been credited by knowledgeable observers with raising the domestic price of potatoes by \$2 per hundredweight. The resulting activity at Searsport also pumped needed dollars into the local economy.

Benefits to the railroad, however, were marred by the high cost of moving the product during the bitter winter, poor utilization of equipment by shippers and the difficulty of collecting freight bills. The Maine potato industry essentially abandoned the railroad as a mover of potatoes in 1969-70 during the peak of the northeast rail crisis; the railroad subsequently mothballed its fleet of RS refrigerator cars used for potatoes. Despite financial pressures, it did not scrap the cars at a time when



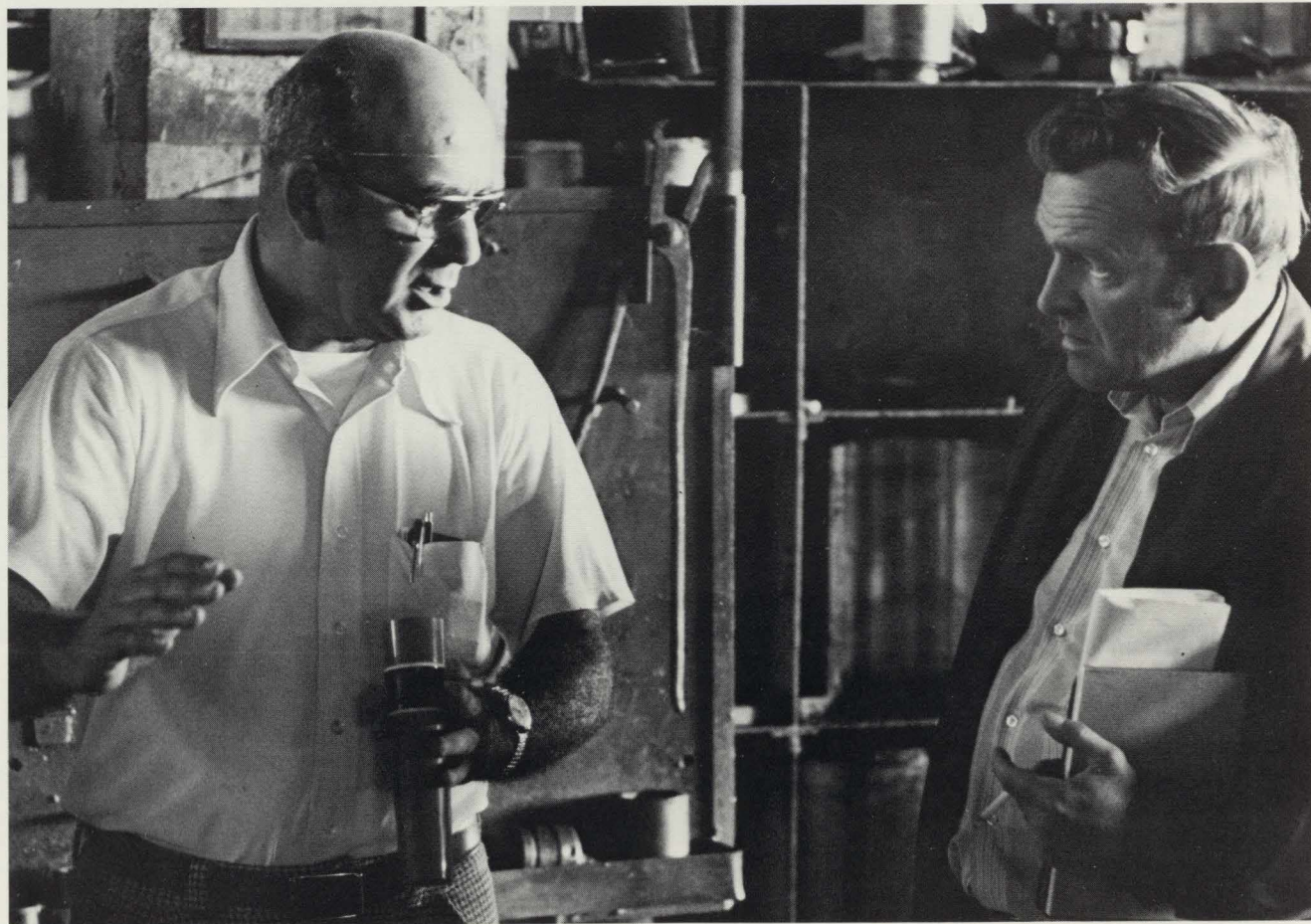
such a move would have meant adding \$1,800,000 to its cash reserves. Yet, when the potato industry needed the rail transportation and facilities after six years of truck transportation, the railroad was able to crank up its operation from stop to full tilt and perform a valuable service to the industry.

The calls for increased car and

dock capacity from shippers who use rail facilities once in six years underscore the problem of standby status of rail transportation of potatoes. A more reaching implication is the long-range impact of private carriage on the common carrier system.

There may be a lesson here for those who set great store on private carriage.

The Making of A Locomotive Engineer



Tim Ryan, road foreman of engines and assistant trainmaster, explains a point of diesel maintenance to trainee Billy Dow, above. The engineer training program gives each candidate an opportunity to examine the inner working of the diesel locomotive under the tutelage of experts. At left Dow and Don Barrett get some expert instruction from electrician Erwin Pike at the Northern Maine Junction Diesel Shop.

In a society where "over 30" is often considered over the hill, the class gathered at the Northern Maine Junction Diesel Shop one warm morning in September was unusual. Their average age was a venerable 39 and most had at least 15 years of railroad service.

Rejects?

Not on your life.

The six men were the latest Bangor and Aroostook people to be enrolled in a training school for locomotive engineers. And, contrary to some youth-oriented notions, their railroad experience and their maturity are considered valuable assets in the intensive training program.

"You can't take people off the streets," explains Assistant Vice President-Operations Robert P. Groves, "and make engineers out of them in six months. We selected these candidates from our own employees; they're valuable people. They know the operating rules, they know the road and they have the skills of railroading. We can help them learn the rest of the technical skills required to qualify as a locomotive engineer in something like three months."

Not everyone, of course, has the aptitude to sit at the controls of six diesels pulling, say, a 150-car train that might weigh 8,000 tons. A locomotive engineer requires that extra measure of finesse that separates professional drivers from garden variety drivers or professional pilots from amateurs. It's not for every-



The concept of the engineer training program is a combination of classroom instruction, apprenticeship with a veteran engineer and the kind of hand-on training pictured above at the Diesel Shop. Pictured are: Gary Percival, Herbert Buck, Tim Ryan, Billy Dow, Jack MacLeod, Don Barrett and Vern Jacobs. At left, Herb Buck listens reflectively while Ryan explains the fine points of traction motors.

body and not everyone offered the chance to train accepted it. The man responsible for the program is Road Foreman of Engines and Assistant Train-

master Tim Ryan, himself a former engineer and 28-year Bangor and Aroostook veteran. Attitude, he says, is the most important general ingredient of



Pictured with Tim Ryan (center, with flashlight) are Gary Percival, Herbert Buck, Billy Dow, Jack MacLeod, Don Barrett and Vern Jacobs. Once a man became an engineer by shoveling a lot of coal and spending a lot of time on the left side of the cab. Technology and time have changed that and these engineer trainees spend a lot of time in the classroom as well as under the supervision of an experienced engineer.

the engineer candidate; if a candidate wants to learn, if he "thinks safety," then there's a good chance that he'll make a competent engineer. After attitude comes mechanical skills, a feel for electricity, and, of course, that indefinable combination of coordination and judgment that makes good pilots and good professional drivers.

Traditionally, a man became an engineer by shoveling a lot of coal and spending a long time on the left side of the cab. He might work for years before he'd even have the opportunity to sit at the controls. Tim Ryan's cram course for locomotive engineers combines the best elements of the traditional apprenticeship method and classroom approach together with hand-on training when the candidate operates equipment under skilled supervision.

Besides the classroom work, the candidates get some intensive instruction from men like Electrician Irwin Pike in the diesel's complex electrical circuits, trouble-shooting from Tim Ryan, safety indoctrination from Alvin DeLong and numerous training aids.

"These men don't just work an eight-hour day," Ryan emphasizes. "They're working six days a week ... sometimes 12-hour days ... in train service. They have classroom work and they study on their own probably another eight hours a week. By the end of three months most of them will be ready to sit on the right-hand side of the cab."

One of the most important phases of the engineers' training comes from their work with the regular engineers. A candidate spends a large portion of his

training actually operating the locomotive under the tutelage of a veteran locomotive engineer. Both Groves and Ryan consider this phase one of the most important elements of the candidate's training.

If all this sounds like a lot of emphasis for what once might have been considered a pretty straightforward job, it is. But once, the machinery itself was simple, and the train small. Today's diesels are complex and the trains heavy. A locomotive engineer with his hand on the throttle controlling several diesels moving a 100-car train is responsible for at least a couple of million dollars worth of equipment and lading, not to mention the safety of the train crew. He's not just an operator; he's also a skilled technician.

Tim Ryan thinks all that training is worthwhile.

A Matter of Caring

People do care. At least Bangor and Aroostook operating department officials are convinced that they do. In the past three months three persons, two of whom were not railroad employees, have prevented what could have been a derailment and the loss by fire of an expensive piece of machinery. And a railroad employee's quick action prevented an extra gang crew from possible injury. On Sept. 8 Maurice J. Levesque, Jr., was working in Millinocket yard when he saw two loaded cars separate from a string being moved by the switcher and move south on a track where a crew was working. He caught up with the cars and braked them to a stop. On Oct. 27, Mike Morrison, a deputy sheriff of Piscataquis County, spotted a blazing hotbox on Train S01 and radioed the dispatcher preventing a possible derailment. It was the second time he had spotted a hotbox and called the railroad. And two days later, Mrs. Frances McGrath spotted an unoccupied front end loader on fire at Billings siding and called Derby. The fire department was called and an expensive piece of equipment was saved.



David Bulley, foreground, and his schoolmates at the Aroostook Avenue School in Millinocket were part of a work force that created a sprightly train scene from the wall of a drab cinderblock garage adjacent to the school's playground. The project involved the students, their parents and the faculty of the school.

More Than Bricks and Mortar

The Aroostook Avenue School in Millinocket is one of those massive brick buildings, so cherished by school builders early in the century, whose halls have echoed to the footsteps of several generations of students. There are still buildings like it in scores of Maine towns, sturdy edifices that have survived both the educational zealots and developers. They have, somehow, an integrity and strength about them that the sprawling complexes for mass education never quite achieve. To see it and to smell the varnished floors and chalk dust is, for those over 35, to experience the bitter-sweet tug of nostalgia for those years of learning and widening horizons.

It's not that the Aroostook Avenue school (grades K thru 5) is unattractive. It isn't. But it's more venerable than some of the community's schools, a circumstance that's sparked a stubborn pride among faculty, students and parents whose youngsters attend the aging facility.

There's an indefinable spirit at the Aroostook Avenue that's carefully nurtured by Principal Richard McLaughlin and his faculty. Mascot of the school is a huge tiger named, appropriately, AROO, and his off-spring, STOOK. If this doesn't excite you, it may be because you aren't in the fifth grade. But the feeling of pride is present.

One manifestation of it is a recently completed project involving the back of an industrial building adjacent to the school's playground. It's a low cinderblock building whose paint was peeling and presented, the staff thought, a drab view from the bright playground. The obvious solution was to paint the building. But even in new paint it would still be the back of David Gonya's garage. Someone suggested that if a train mural were painted along the back of the structure the windows could be used as part of the design.

David Gonya thought the project was a good idea and agreed to furnish the paint. First the old paint had to be scraped and the

building painted white. Teachers and fathers worked during the evening hours in the fall of 1975. Mothers worked during the day. After the background was painted white, elementary art supervisor Michele O'Keefe sketched the outline for the train.

By this time the fall rains had halted the project. And the spring was so busy that it languished until September of 1976 when the K thru 5 grades under the new art supervisor Johnna Furbush completed the project in a burst of energy.

The Aroo-Stook Express, starting with its pink caboose and lime green wheels, trails smoke across a field of startling white. You know when you see it in the environment of the comfortable school building that something creative is happening here. And something good.

Of course, it may be an accident of window placement but the railroad people who drive past the Aroostook school would rather believe that a Bangor and Aroostook train somehow fits into the scheme of things there than almost anything else.

Hollis Clark Says Goodbye

Hollis Clark said goodby Oct. 22 after 41 years with the railroad. Hollis was a carpenter at the railroad's Derby Shops. His parting wasn't any splashy affair. Just some friends and fellow workers who gathered after work to tell him, with irreverent jokes, how much they like him and how much they'll miss him. But when people like Hollis Clark go and there are many like him they leave an empty place against the sky.

His was a railroad family. His father helped build the Ashland Branch. And Hollis and all four of his brothers worked for the railroad. As Hollis points out in his letter, he still has relatives scattered all over the railroad.

His family connection is remarkable. But there are many BAR people who are second and third generation railroad. The attitude reflected in his letter, however, is more remarkable, not because it is rare but because Hollis put it into words. It's a nice contrast to the stereotype of labor as self-seeking and disinterested in anything except the next paycheck.

Hollis began his railroad career as a car repairer helper at Oakfield, his home town, in 1935. In the ensuing 41 years he did most of the jobs in the mechanical department....laborer, car cleaner, car inspector, carman gangleader, car repairer, air brake repairer, resident inspector, freight car foreman and carpenter. He did them as he has lived his life....competently and without ostentation.

Hollis Clark isn't unique because he liked his job and worked hard at it; he isn't even part of a vanishing breed. But if it hadn't been for the Hollis Clarks over the years, the Bangor and Aroostook might well have left its bones bleaching in the sun.

Milo, Me.

Mr. Richard Sprague
Dear Dick:

First let me thank you for coming up to My Retirement. Beyond that I wish to thank the Bangor and Aroostook for 41 Years PLUS.

You have given Myself and My Wife a very good livelihood.

I have been very fortunate. In almost 42 years I have only lost about 11 Months. And I appreciate every Day Month and Year I have worked for B&A.

I feel I have worked with the best people that exists in the State of Maine or any state in the Union. And Dick you know I have been in 3 different States As Resident Inspector. I can only say God Bless Maine and the People who live in it Because, we have it made.

My Dad Stanley R. Clark Hauled his first Crop of Potatoes to Houlton Via CP He also worked to help ^{Build} the Ashland Branch.

Since Then My Father, S. R. Clark, and all of his Boys have worked for the Bangor and Aroostook RR. Five of them.

I have nephews and cousins running all over the road.

All I Can Say is GOD BLESS THE BANGOR AND AROOSTOOK RR and Keep it forever.

Dick:

This is written most sincerely, I would be very happy to have Mr. Travis and Mr. Littlefield Read this as I am very Proud of my Family Record with the Bangor and Aroostook RR

Bangor and Aroostook R. R. Co.
Bangor, Maine
OCT 27 1976

*My 7 Sons
and Very Best Wishes
Hollis E. Clark*

Hollis Clark's letter, reproduced above, reflects the spirit of the people who have helped the railroad survive the fate of many other northeastern roads. Two of his brothers, Stanley and Merle, still work for the railroad. Below, Shop Superintendent Ed Berry, left, shares an anecdote with Hollis at his retirement gathering at Derby shops.



Si Powell's 3,300-mile Odyssey

If you were asked what you did to celebrate America's 200th birthday, what would you say?

Maybe you could respond that you watched the Tall Ships on the Fourth of July and felt the communion of 200 million of your fellow Americans.

Or perhaps you were part of your community's Bicentennial committee. Maybe you painted some of those marvelous fire hydrants that have sprouted across the land like colorful mushrooms.

But you probably didn't do anything as adventurous as Si Powell, a former Bangor and Aroostook employee and son of BAR legal secretary Flora Ivey Powell, who marked the country's 200th year as a republic a bit differently. He rode his bicycle 3,300 miles from Reedsport, Oregon, to Marion, Kentucky as part of an observance called Bikecentennial.

Approximately 4,000 other cyclists ... mostly Americans but including many Europeans ... did the same thing. So Si Powell doesn't, in his own words, consider his odyssey "any big deal." What he doesn't add, however, is that he's had arthritis since he was 19 and, at 30, is afflicted to such an extent that he can raise his arms only slightly above shoulder height. In that perspective, young Powell's journey becomes something more than a summer lark.

His passion for bicycling is a long-standing avocation and he's one of those unique people who has never owned a car. In Berkeley, Cal., where he's lived for the past seven years, he rides his bicycle every day. For just plain transportation and, sometimes, just for fun. It's a 16-year-old, third-hand Italian job on which he lavishes great care and affection.

When he heard of the Bikecentennial idea, with inns and accommodations scattered across the land, it seemed a wonderfully intimate way to see one's native land. So he invested \$70 with the people who were planning it to pay for maps and listing of accommodations and spent nearly two months planning the journey.

The sky was overcast and threatening rain when he left Reedsport, Oregon, Sunday, May 16. During the next 72 days he would ride the sturdy, well-cared for machine through snow in the Santiam Pass in Oregon and the Big-Hole Basin of Montana, wind in Wyoming that dehydrated his spare body, high humidity and 95 degree heat in Missouri and driving rainstorms that occurred on both sides of the continental divide which he crossed nine times.



Josiah Powell, a former BAR employee now living in Berkeley, Cal., and son of Flora Powell, BAR secretary, rode 3,300 miles across the continent this summer on this 16-year-old, third-hand Italian-made bicycle. About 4,000 other cyclists did, too, but Si Powell is probably the only one who accomplished it despite the obstacle of arthritis.

At night, he'd stop at a Bikecentennial recommended lodging. Sometimes it was the basement of a church, sometimes a high school gym floor. And on rare and welcome occasions it was an out-of-the-way hotel that welcomes the off-season business. At those times, he'd sometimes have the luxury of a room to himself. Once, in Kansas, darkness found him far from the shelter he'd hoped to reach and a family took him into their home. The average lodging cost \$2.50 a night.

Food becomes a very important element for a cyclist who's pushing his bike with 30 pounds of gear a hundred miles or so every day. And for Powell, whose 6 ft., 1 in. frame couldn't afford less than the 130 pounds that's his normal weight, it assumed even greater significance.

"Your food is your fuel," he explains, "and I ate all kinds of high calorie things. Apple pie. It got to be a big thing for me. I ate honey and peanut butter. I always had a couple of bananas and chocolate bars in my pack. I carried a glucose solution in my water bottle. It's pretty good stuff. Keeps you from getting cramps.

"Eating was a great pleasure on this trip. I usually don't like to spend a lot of money in a restaurant but when you're on tour like this, you tell yourself, 'well, you can eat what you want.' The first thousand miles I spent twice as much money as I should have until I learned to eat more out of grocery stores."

Of the hazards normally experienced by bicyclists ... automobiles and dogs ... traffic was the greatest problem.

"I had one or two run-ins with dogs but nothing serious," he says. "Now the traffic is another thing. There are some dangerous sections on the route that I wouldn't go over again. Some cyclists were killed."

Even mechanical problems were minimal. In 3,300 miles he experienced only one broken spoke and nine flat tires.

One of the great pleasures, though, were his fellow cyclists. They came in all shapes and sizes, of course, but with the same stamp of friendliness. They also, he notes, exuded an aura of good health which he ascribes to the biking.

"Lots of older people made the trip," he says, "people in their 50s and 60s. Men and women both. There was one man who was 84. The older Europeans I met on the trail were impressive; they were so physically tough. They'd wear short pants in cold weather and they were very steady cyclists. They'd hold a steady cadence for long periods of time."

Si Powell's typical day began early but was punctuated with frequent rest stops because he liked to stop every 25 miles or so and have coffee. Being able to take breaks as your body needs them is one of the advantages of cycling solo, he maintains.

Sifting the experiences of the two-month journey, Powell thinks it was an intimate way to see his country on its 200th birthday. Cycling, he says, is total involvement with the land and the people. The cyclist may be preoccupied with the cadence of his pedaling, with the physical obstacles to his machine but he does this without the tin shell that makes travel by automobile so anonymous. And isolated. The isolation of the biker is real. But it is the isolation of space, not that of a vacuum.

When you've felt the bite of mountain cold on your fingers, the buffeting of the desert winds, the sting of the rain on your face, the tug of muscles against the slopes of the Rockies, you have an awareness of your heritage that has probably not existed since the westward immigrants crossed the same route a century and more ago.

But Si Powell quickly discovered that the 12-20 miles or so of city cycling he did in Berkeley every day was no conditioner for the rigors of cross-country cycle touring. Even the struggle to ride again after the car struck him as he was riding his bike on a Berkeley street, breaking his hip, hadn't prepared him for the day-after-day cadence.

"The first five days were tough for me," he says. "I couldn't sleep at night; my daily mileage was low. Finally on the fifth day I put in 92 miles. Then I felt good. I had got into the rhythm of the thing."

During the tour, only 45 of the 72 days were actually cycling days and Powell's average daily mileage was 72.5 miles. Rest days, and the visits with relatives in Montana, he discovered, cut into his endurance and made it harder to get back into the rhythm of cycling. His best day was 112 miles and there were lots of days when he rode a 10 and 12-hour day.

Si Powell made the cross country trek as an "independent" as distinguished from a group biker. One reason was money. You could have \$1,000 invested in the tour before you even left home as a member of a group. Another reason for the solo, he says, he preferred to set his own pace. A group might average only 50 miles or so a day to a lone biker at between 75 to 100. However, he was often among cyclists on the move and at nightly stops.

The most punishing day, he remembers, was in Wyoming when he rode 10 hours in the fierce desert winds and traveled only 50 miles.

"I'll never do that again," he vows. "If I run into a day like that I'll just stop where I am and not ride because it's no fun. Fighting the wind is the worst problem. Rain. You can ride in the rain. Even the cold rain."

In the nine states through which he passed, the young biker experienced all the varied terrain of this diverse land ... mountains, plains, forest and desert. Oregon, he describes as

"fantastic." Montana and Colorado were beautiful and there were stretches of trail in the western states where for 50 miles there would be nothing ... no human habitation, just sagebrush and sand and sky. Kansas and the heartland of the country are etched in his memory as the friendliest of all the states.

By the time he reached Missouri, spring had crossed it and the heat and humidity of early summer hung over the hills and valleys.

"I think I began to get worn down in Missouri," he observes. "It was up and down, the Ozark Highlands in Missouri ... and you'd just go up and down all day long. It was hot. I rode all afternoon when the temperature was 95 degrees plus. Sleeping in a different place every night, not knowing where you're going to stay at the end of the day when you're tired. That gets to you after 72 days."

After the good and the bad, with the closeness with the land and its people behind him, Josiah Powell feels good about his journey and his people. He'll do it again. Differently, perhaps, but with the same kind of eagerness. He's thought a lot about some of the other implications of what he and 4,000 other bicyclists did on America's birthday. Like the tough Europeans who have ridden from childhood and who shrug off discomfort that would make most Americans blanch. And the highway crew in Oregon that gave him warmth and shelter in a mountain blizzard.

He believes we care about each other in a way that's not reflected in crime statistics or the horrors of the six o'clock news. It may be something to remember as we mark the 200th birthday of the Republic.

"It's a remarkable thing that I could cross a continent safely," he says thoughtfully. "People were there with services. People would take care of you if you got into trouble. The people in pickups would stop and help a cyclist who broke down. The fact that a cyclist, who is so very alone, can ride that far with safety in all kinds of weather and terrain says something for the level of civilization we have."

What he did and his understated attitude says a lot about the kind of man Josiah Powell is, too.

"I saw a man with one leg riding a bicycle in heavy traffic in downtown Oakland," he says quietly. "He had his crutch attached to his bike and one leg. That man is pretty exceptional. I don't think I'm too exceptional because it happens that my limitation dovetails perfectly with bicycling. You don't need to raise your arms."

As Si Powell says, you can have a very stiff back and ride a bike. And it probably helps.

—Richard Sprague



The tools and equipment spread out on the sofa (top photo) weighed about 30 pounds and were carried by young Powell every day. He was lucky with repairs, he says, and experienced only nine flat tires and one broken spoke. Powell photographed these snow-capped western mountains (center photo) with his bicycle in the foreground. Below, a party of cyclists passes Si Powell while he takes a breather.

Conductor Cole Makes a New Friend

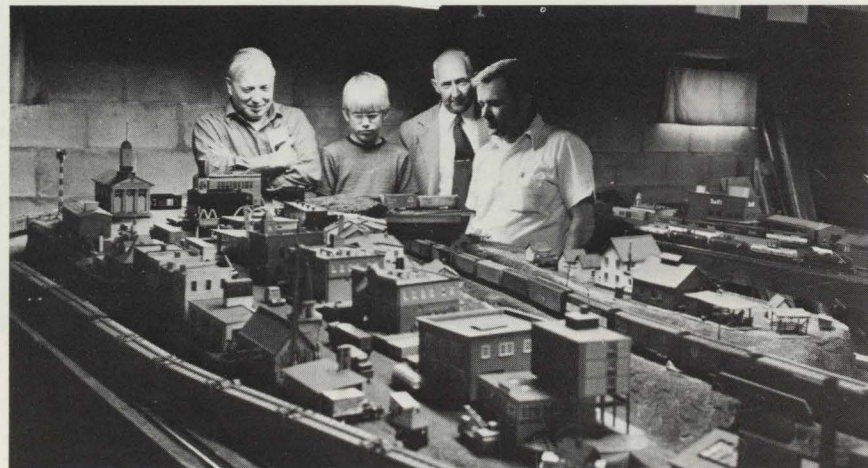


Conductor Cleon Cole is one of those unique men who likes what he does and does it well and quietly. You could almost say that this unassuming, competent man is one of those people often characterized "as not having an enemy in the world." Cleon Cole, not surprisingly, likes people, stray dogs and kids.

That's how he came to meet Andy MacDonald, age 11, who's both a kid and proprietor of his own railroad. For a couple of years Cleon has worked the Searsport job, reporting at Northern Maine Junction, making the run to Searsport and tying up at Northern Maine.

When the train made the Cold Brook Road crossing, Cleon started noticing a tow-headed youngster who was waiting every afternoon to wave at the crew and watch them while they made preparations to put the caboose away. Kids are like dogs; they know when a grownup is disposed to like them and it wasn't long before Cleon Cole, veteran 30-year professional railroad man, and Andy MacDonald, an 11-year-old with railroad ambitions, became the kind of friends who wave in passing.

It got so that when the Searsport Local blew for the Cold Brook Road crossing, 50 yards or so from Andy's house, and the slight blond figure wasn't standing by the crossing waving with an ear-to-ear grin on his face, Cleon felt vaguely uneasy.



Conductor Cleon Cole, who usually works the Searsport local, (top photo) had been waving at the tow-headed youngster at the Cold Brook Road crossing daily before the two became friends. It turned out that Andy MacDonald and his dad (center photo with Engineer Wayne Duplisea and Cleon Cole) are railroaders, too. Their elaborate HO layout occupies virtually all of their basement and Andy (bottom photo) has his own system adjacent to his dad's. All of the equipment, including the elaborate consoles, were made by the pair.

Finally, there came a day when Andy and Conductor Cole met face-to-face instead of just waving at the crossing. Andy had watched the train pass and slow. When it stopped he walked over to where the crew was preparing to drop the caboose. Well, it was just natural that the wide-eyed youngster and the kindly conductor should fall into conversation and just as natural that Andy should tell his new friend about his own railroad.

Out of the conversation came a promise by Conductor Cole that he'd come look at the "MacDonald Railroad" on his first rest day. On the appointed day, Cleon and Engineer Wayne Duplisea knocked on the door of the MacDonald bungalow expecting to see a garden variety model train layout. What they saw, instead, was an HO layout modeled after sections of the Bangor and Aroostook, complete with authentic replicas of existing BAR equipment. Even the numbers were correct, Andy pointed out to his guests.

The Bangor and Aroostook layout, which occupies virtually all of the basement of the MacDonald home, is the product of a father-son effort and the result of 10 years of building. It's probably more the result of Neil MacDonald's passion for railroads than his son's train-watching but the two spend a lot of time building equipment

from kits and refining their system.

The elder MacDonald admits that the railroad interest is probably a matter of genes; his father, Edward, was a station agent for the Canadian National at Sussex, N.B. On the day that Cleon Cole and Wayne Duplisea visited the MacDonald Railroad it included 400 pieces of rolling stock, 85 switches and enough track, if straightened, to span a football field. Of the 30 locomotives, 23 are authentic replicas of existing BAR equipment right down to the last detail. Unlike its real-life counterpart, the MacDonald Railroad includes passenger service with 21 BAR cars, nine CP cars and two NYC cars. MacDonald quips that his passenger service is "probably as close as we'll come to passenger trains in this state."

Now, when the school bus is on time and when the train makes the stop at the Cold Brook Road, the greeting between the conductor and the boy is that of a couple of professionals. All of which reinforces what a lot of people already know: Railroad people are generous in sharing their knowledge and skills. And men like Cleon Cole make lots of friends for the railroad.

Which is a pretty good thing because kids grow up to be voters.

And, sometimes, railroad people.



Railroading at the MacDonalds is a family affair. Andy and his older sister, Jeannine, paint pieces of a model car before assembling it. The MacDonalds have 400 pieces of rolling stock in their system, including 21 BAR passenger cars. The system has been 10 years in the building.



BAR Rail Veterans Meet



Byron Ryan (top photo), Paul Wheeler, Earl Ingerson and Charlie Higgins share experiences at the BAR retirees banquet at Millinocket Oct. 5. Alice Russell, Houlton, (above) chats with a former colleague during the social hours that preceded the dinner.

More than 150 Bangor and Aroostook retirees gathered at Millinocket Oct. 5 for the 13th annual dinner. It was the largest gathering since the annual banquet was started in 1963.

After the traditional family-style, home-cooked meal, guests heard President Walter E. Travis talk about the outlook for the railroad. He spoke of the potato export movement, the increased employment on the road due to expanded car rebuild programs and the traffic prospects for the year ahead. Travis also focused on the growing government involvement with railroads and the problems that involvement imposes on small railroads like BAR. He also told the veterans that the railroad owes its fortunes to the high caliber of people who have worked on it.

But the veterans didn't come

to hear speeches even short ones. They came to visit and renew old friendships. They came from Fort Kent to Searsport on the system and from as far away as Nova Scotia, Canada.

The social hour that preceded the dinner was like a scene from an early Technicolor extravaganza. There was laughter as forgotten escapades were retold and much talk of the way it used to be. And there was that unique kind of camaraderie that binds railroad people together.

But the focus wasn't on yesterday; it was very much on today's railroad. And when Walter Travis told the veterans that they represented a source of strength and vitality, not only for the railroad, but for the whole Maine community, it was clear that he was telling them something they already knew.

The crowd at the banquet was the largest in the 13 years that the affair has been held. Ben Edwards (at left in photo at right) traveled the farthest (from Nova Scotia) to attend the dinner. Pictured with him are Thelma Kelley and Waverley Alexander. Below, retired conductor Bob Ewer chats with former Agent Ray Sweeney of Fredericton, N.B.



Mileposts

35 YEARS SERVICE

Perley J. Barrow
Malcolm R. Davis
A. Neil Decker
Donald E. Helstrom
Albert J. Lebel
George H. Morrill

30 YEARS SERVICE

Richard K. Brackett
Merle S. Burpee
Bernal E. Clark
Joseph R. Corbin
Fred Fournier
Sterling J. Gamblin
Oden G. Gradie
Donald W. Morrison
Hercules R. Roy

Alton W. Simpson
Whitmore A. Stairs

25 YEARS SERVICE

Virginia S. Bubar
Albert J. Burke
Carleton A. Cameron
Nelson L. Chadbourne
Delsie N. Charette
George N. Clark
Normand J. Daigle
Ray A. DeLong
Gordon Glew, Jr.
Carl C. Grant
Lloyd R. Littlefield
Keith B. Pelkey
Paul M. Shields
Ansel G. Snow

Tyler V. Stevenson
20 YEARS SERVICE

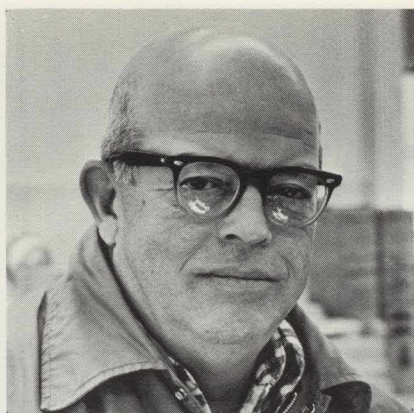
Robert L. Adams
Nelson J. Bouchard
Kenneth G. Cosman
John H. Giberson
Vernon L. Jacobs
Vernon B. Libby, Jr.
Gary B. Pettengill
Carroll A. Robinson, Jr.

10 YEARS SERVICE

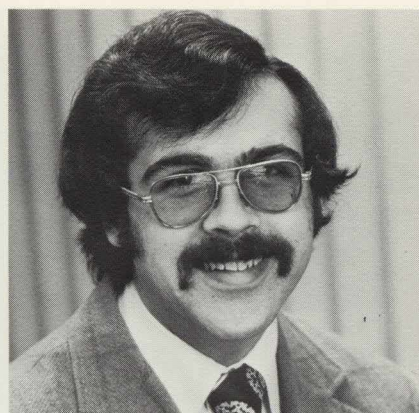
Harry C. Briggs, II
Dana R. Jewell
Robert J. Laffey
Edward D. Luchetti
Harold C. Moses, Jr.
Errol J. Swett



Flora I. Powell



Lloyd R. Littlefield



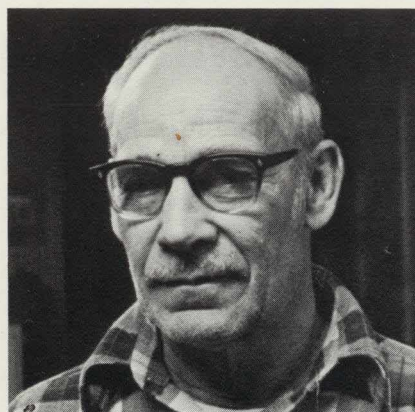
James Carey



Owen P. Goodine



Bernard W. Ricker



Alton D. Moore

Moving Up

The railroad has announced one appointment and five promotions. James Carey has been appointed programmer-analyst at Northern Maine Junction. Lloyd R. Littlefield, Owen P. Goodine, Alton D. Moore, and Bernard W. Ricker have been named to new posts in the Mechanical Department. And Flora I. Powell has been named secretary, administrative department.

Carey, a native of Augusta, attended Beal and Husson Colleges in Bangor. He also served in the Army in Vietnam. He is married and has three children.

Littlefield has been named car foreman at the Northern Maine Junction Car Department. A veteran employee, he has been a car repairer, car inspector, carman gangleader, air brake repairer and foreman since he came with the railroad in 1951. He is a native of Hermon and attended local schools. During WW II he served in the U.S. Army. He is a member of the Maine legislature, Masonic orders and the IOOF. He is married and has two foster children.

Moore has been named foreman at the Northern Maine Junction Diesel Shop. He entered service at Oakfield in 1947 as boilermaker helper and came to Northern Maine Junction as a

machinist in 1952. Moore is a native of Hersey and attended Oakfield schools. He is married and has two children.

Goodine becomes machine shop foreman at Derby. He entered service as carpenter helper in 1964 and has been blacksmith, relief foreman and foreman. He is a native of Milo and was educated in Atkinson schools and at Higgins Classical Institute. He is a member of the board of selectmen in Atkinson. Goodine is married and has two children.

Mrs. Powell entered service as a stenographer in the engineering department at Houlton in 1959. She is a native of Linneus and was educated at Ricker Classical Institute and Ricker Junior College at Houlton and Hickox Secretarial School in Boston. Prior to her railroad experience she was employed by Massachusetts Institute of Technology, and Dead River L.P. Gas. She has five children.

Ricker becomes car foreman at Derby. He's a Milo native and entered service in 1957 as a B & B painter. He's also been a car repairer, machinist, resident inspector and relief foreman. He is an Army veteran and a graduate of Milo High School. Ricker is married and has two daughters.

In the Family

Transportation Department

The last week in October Retired Sup. Agent and Mrs. *R.T. Clark, Sr.*, Fort Fairfield, Retired Ass't Agent and Mrs. *R.G. Clark*, Ft. Fairfield, and Retired Dispatcher and Mrs. *T.B. Carleton*, Houlton, left to spend the winter in Florida. Retired Engineer and Mrs. *J.T. West*, Houlton, also left to spend the winter in Washington, D.C.

Chief Clerk and Mrs. *Louis Larsson* of Presque Isle spent part of their vacation during July representing The New Sweden Historical Society as guests of the Royal Consulate of Sweden at Portland, Maine July 10 through July 12. The events included welcoming ceremonies for the crew and cadets of the Swedish training ship *Alvenabben*, a lobster cook-out on Cushings Island sponsored by Consul *Martin R. Johnson* of Portland, visits with the Swedish men aboard the ship, and attendance at the Sunday morning worship service conducted by the ship's chaplain, Pastor *Osten Nilsson*, in the Swedish language.

The Larssons remained in the Maine coastal area spending a few days in company with his brother and wife, Mr. and Mrs. *John Larsson* of Manchester, Conn. On July 16th they joined other members of their immediate family at the marriage of their daughter *Norma* to Mr. *Barry Wherren* in Waterville, Maine.

Conductor and Mrs. *Donald P. Rafford, Jr.*, Ashland, have announced the engagement of their daughter, *Theresa*



Engineer *E.E. "Buster" Duplisea*, pictured with Assistant Vice President-Operations *Robert P. Groves*, has retired after 32 years with the railroad. He is a native of Crystal and was educated in Island Falls schools. Prior to his BAR service he was employed by Maine Central Railroad. He is married and has five children: *Robert* and *Glenn*, Springfield, Mass.; *Marlene*, Hermon; *Melvin*, Jacksonville, Fla.; and *Bernard*, El Paso, Texas.

Eleanor, to *Sim Daigle*, son of Mr. and Mrs. *Bennie Daigle* of North Anson.

Miss Rafford is a senior at Ashland Community High School. Daigle, a 1973

graduate of Carrabec High School, is a graduate of the University of Maine at Orono. He is employed by the Great Northern Paper Company, Ashland.



Second Foreman *Herman E. Grant*, Patten, retired at Millinocket Nov. 5 after 30 years with the railroad. He entered service as a trackman in 1946 and was later weed sprayer foreman. He is married and has four children: *Kathleen Hunter*, Patten; *Robert*, Argyle; *Michael*, Denver, Col.; and *Brian*, Bangor. Pictured with him are roadmaster *L.D. McMannus*, left, and the crew at Millinocket.



Mr. and Mrs. Barry L. Wherren

Chief Clerk and Mrs. Louis P. Larsson, Presque Isle announce the marriage of their daughter *Norma Elizabeth* to *Barry L. Wherren*, son of Mr. and Mrs. *David C. Wherren* of Eliot, Maine, Friday, July 16th. The ceremony was held in the Chapel of the Pleasant Street United Methodist Church, Waterville, by the Rev. *H. Travers Smith*.

Norma earned her B.S. degree from the University of Maine, Presque Isle, in 1970 and completed her education in dental hygiene last May at the Bangor Community College of the University of Maine at Orono. She is serving as dental hygienist at Dr. Vermette's dental office in Skowhegan.

The bridegroom received his B.S. degree from the University of Maine, Portland-Gorham and his M.S. degree at Clarion State College in Clarion, Pa. He is employed as the Director of the Area Resource Center of the Waterville-Fairfield-Winslow School District.

The couple are residing in Winslow.

Retired Conductor *Alvah C. Welch*, 92, died July 22 at a Brewer nursing home after a long illness. He was born in Lee Aug. 14, 1883, son of *John* and *Francilla (Crandlemire) Welch*. He was employed as a conductor for the Bangor and Aroostook Railroad. He was a member of the Brotherhood of Railway Trainmen.

He is survived by his wife, *Mildred A. Welch* of Bangor; three sons, *Alvah M.* of Wilbraham, Mass., *Robert F.* of Manchester, N.H., and *Faye Welch* of Everett, Mass.; two daughters, *Mrs. Allen (Harriet) Sargent* of Bangor and *Mrs. Shirley Dyer* of Portland; a brother, *Floyd Welch* of Mattawamkeag; a sister, *Mrs. Olive Glaser* of Bangor; several grandchildren, great grandchildren, nieces and nephews.

Funeral services were held at Brookings-Smith funeral home in Bangor with the Rev. *Cary E. Smith*, pastor of the First Universalist Church, officiating.

J. Claude Chasse, 65, of Diesel Road, Hermon, died Aug. 5 at a Bangor Hospital. He was born in Upper Frenchville July 2, 1910 the son of *Fortunata* and *Adeline (Dionne) Chasse*, and was a member of St. Matthew's Catholic Church, Hampden.

He was employed as an operator and station agent for the Bangor and Aroostook Railroad from Dec. 1, 1933 until his retirement July 6, 1974.

He is survived by his wife, *Neola (McCorrison Russell) Chasse* of Hermon, a daughter, *Eileen Castle* of Newark, Delaware, a step-daughter, *Carolyn Kerndl* of Hudson, N.H., a step-son, *Ronald Russell* of Carmel; 5 sisters, *Sister Fortunata* of Ontario, Canada, *Sister Claire Chasse* of Upper Frenchville, *Sister Theresa* of Islip, N.Y., Mrs. *Ann Marie Parenteau*, Mrs. *Lucille Morin*, both of New Britain, Conn; two brothers, *Emile* and *Albert*, both of Castle Creek, N.Y.

A mass of Christian Burial was celebrated at St. Matthew's Catholic Church, Hampden, with the Rev. *Joseph Holland* officiating. Burial was in Evergreen Cemetery, Milo.

Purchases and Stores Department

Machine Operator and Mrs. *Nelson London* have a new grandson, *Timothy Blake London*, born Oct. 31 weighing 9 lb. 3 oz.

Miss *Joan Lorraine Sheerin*, daughter of Mr. and Mrs. *Harry Sheerin* of West Milford, N.J., became the bride of *Paul Edwin Rhoda* of Camden, Maine. He is the son of Night Watchman and Janitor and Mrs. *Earl Rhoda* of Milo.

The Rev. *Thomas Edge* performed the double-ring, candlelight ceremony at the Christ the King Lutheran Church at Ringwood on Oct. 10.

Jean Sheerin of West Milford was maid of honor for her sister. *Daniel Priestman* of Philadelphia, Pa. was best man.



Mrs. Gary Edwin Page

Kathleen McQuade, Oakdale, N.Y., another sister, and *Cynthia Sessions*, Norway, Maine, also attended the bride. *Stephen Rhoda* of Milo and *Stephen Arnett*, Hewitt, N.Y., seated the guests.

After a reception at the West Milford Elks Club, the couple camped in the White Mountains. They will make their home at Camden.

The bride is a 1971 graduate of West Milford Township High School and in 1975 graduated from the University of Maine at Orono with a major in mathematics. She was a computer programmer at the U.S. Department of Defense, Ft. Meade, Md., prior to her marriage.

The bridegroom, a 1971 graduate of Penquis High School, Milo, and a 1975



Car Repairer welder *Cecil R. Bartlett* has retired after 23 years with the railroad. He is a native of Brewer and a World War II veteran. Mr. Bartlett entered service in 1953 as a car repairer. Prior to his BAR service, he was employed by Merchants Despatch Transportation. He attended Brewer schools and Hampden Academy. Mr. Bartlett is married and lives in Glenburn. He has a stepson, *Roderick Douglass*, Pease AFB, New Hampshire. Pictured with him is Assistant Chief Mechanical Officer *Owen Allen*.

chemical engineering graduate of UMO, is employed as a chemical project engineer at Marine Colloids, Inc., Rockland, Maine.

Miss *Debora Lee London*, the daughter of Machine Operator and Mrs. *Nelson London* of Milo, became the bride of *Gary Edwin Page*, son of Mr. and Mrs. *Levi Page*, Brownville, July 2. The wedding was held at the United Baptist Church, Milo, with *Dr. George M. Gray* of New York officiating. Maid of honor was *Lorrie Ellen Woodard* of Derby, and bridesmaids were *Laurie London*, *Janet London*, sisters of the bride, and *Pam Ricker*, all of Milo. *Peter Gerrish* of Brownville was best man. A reception followed at the Milo Town Hall. Both are graduates of Penquis Valley High School, and the bridegroom attended Eastern Maine Vocational Technical Institute. He is employed at the Dexter Shoe Shop at Milo.

Accounting Department

Lynne Marie Thompson, daughter of Rate and Division Clerk and Mrs. *Richard E. Thompson, Sr.* of Brewer, and *Roy E. Burk*, son of Mr. and Mrs. *Walter B. Burk*, also of Brewer, were married August 7 at the First United Methodist Church, Brewer, with the *Rev. Lynn Josselyn* officiating. *Clara Libby* of Eddington was maid of honor and *Elizabeth J. Thompson* of Brewer, sister of the bride, and *Beverly Hobbs* of Orrington were bridesmaids. Best man was *Joseph Burk*, brother of the bridegroom, and ushers were *Richard E. Thompson, Jr.*, brother of the bride, and *Richard Bernardini*, all of Brewer. The flower girl was *Lori Thompson* of Holden, cousin of the bride.

After a reception at the church, the couple left for a honeymoon in Old Orchard Beach. Both were graduated from Brewer High School. The bride is

employed at King's Department Store in Bangor and the groom is employed at Jordan Meats in Bangor. They make their home in Veazie.

Clerks *Mervyn* and *Pearl Johnston* of the Accounting Department recently enjoyed a motor trip to Little Rock, Arkansas to visit their son who is serving in the USAF. A highlight of their trip was a visit in Washington, D.C. during the Bicentennial celebration.

Our best wishes are extended to Mrs. *Frankie Brown*, Data Technician in the Computer Section, who has been out sick since July.

Traffic Department

Lee Anne White, daughter of Tariff Clerk *Allen* and *Shirley White*, and *Richard Small*, son of Mrs. *Mona Small* of Hermon and the late *Russell Small*, were married at the First Baptist Church of Bangor. Miss *Terry Leigh Ruby* of Waterville was the maid of honor and the best man was *Jay Turner* of Bangor. Following the reception in the Regency Room of the Twin City Motel, the couple left for a honeymoon to Quebec City, Canada. Both are attending the University of Maine at Orono and reside in Hermon.

On Aug. 14 Rate Clerk *Jim Garrity* of the Traffic Department and *Roger Richards*, professor at the University of Maine at Presque Isle, climbed Mt. Katahdin. They departed from Roaring Brook campground at 7:00 A.M., hiked into Chimney Pond, climbed Cathedral Trail to Baxter Peak, walked across Knife's Edge to Parnola Peak then down Helen Taylor Trail and arrived back at Roaring Brook at 2:00 P.M.

Engineering Department

Our sympathy to the family of Trackman *Alexis Rossignol*, Stockholm, who



Garrity at Katahdin Summit

died July 21 after a lingering illness. He was born Oct. 11, 1925, the son of *Willie* and *Edith (Dubois) Rossignol*. Mr. Rossignol was employed by the railroad for thirty years.

He is survived by his wife, *Lucille (Bechard) Rossignol*; five sons, *Joseph* of Ft. Campbell, Ky., *Edmond* of Portland, and *Claude, John* and *David*, all of Stockholm; one daughter, *Mrs. Dale (Marie) Anderson* of New Sweden; two brothers, five sisters and eleven grandchildren.

Trackman and Mrs. *Stuart McMannus*, Smyrna Mills, have announced the engagement of their daughter, *Nancy Lee*, to *Glen L. Hersey*, son of Mr. and Mrs. *LeRoy Hersey* of Oakfield.

Miss McMannus is a 1975 graduate of Southern Aroostook Community High School and attended the Northern Maine Vocational Technical Institute in Presque Isle. Mr. Hersey was graduated from Southern Aroostook Community High School in the class of 1974 and is a 1976 graduate of the Northern Maine Vocational Technical Institute, Presque Isle. He is employed at Hagan Manufacturing, Houlton.

Retired Section Foreman and Mrs. *Arnold L. Dyer*, Presque Isle, are announcing the marriage of their daughters. Their oldest daughter, *Judy*, was married to *Ralph Collier* of Hermon February 14. Their youngest daughter, *Gail*, became the bride of *Allen Cormier* of Bangor August 14. The Colliers reside in Hermon, and the Cormiers reside in South Brewer.

We were sorry to learn of the death of several of our retirees and offer our sympathy to their families.

Retired Carpenter *Aubrey S. Eichel*, Milo, died August 1 at a Bangor Hospital. He was born in Pine Grove, N.S. September 3, 1898, son of *Nathan* and *Rosina Eichel*. *Aubrey* retired from the railroad in 1955 due to ill health after 28 years service.

Section Foreman *Byron M. Allen*, Monson, died September 12. He was born March 7, 1894 in Shirley Mills the son of *Clarence B.* and *Flora (Marble) Allen*. Mr. Allen began work with the railroad as a trackman, later promoted



Mr. and Mrs. Richard Small



Shop Superintendent *Edwin Berry*, left, presents retirement pin to Machine Shop Foreman *Henry D. Williams*.

to section foreman and worked for more than 40 years, retiring in 1961.

Trackman *Emery D. Rossignol*, Caribou, died at his residence August 24. He was born January 30, 1900, son of *Frank and Mary (Pelletier) Rossignol*. He was married to the late *Jennie Wilcox*. Emery started his railroad career as a trackman in 1974 and retired in 1966.

Mr. and Mrs. *Raymond L. Cunliffe* of Houlton have announced the engagement of their daughter, *Joanne Frances*, to *James H. Swallow* of Oakfield, son of Carpenter *Paul Swallow*, Oakfield, and Mrs. *Leila Damm* of Houlton.

Miss Cunliffe is a 1972 graduate of Houlton High School and is employed at Houlton Ready-Mix, Inc. Mr. Swallow is a 1971 graduate of Oakfield Community High School. He is employed by Guy Friel and Sons, Inc. of Smyrna Mills.

Mechanical Department

Airman *Eric L. Degerstrom*, son of Machinist and Mrs. *Theodore E. Degerstrom* of Derby, has been assigned to Sheppard AFB, Texas, after completing Air Force basic training.

Airman Degerstrom will now receive specialized training in the medical service field. He is a 1969 graduate of Penquis Valley High School in Milo. He is married to the former *Mary Gilliland* of Panama City Beach, Florida.

Miss *Julie I. Shepardson* and *Marc E. Gaucher* were married September 18 at St. Anne's Church, Gorham. The Rev. *Anthony Rottuno* performed the service.

The bride is the daughter of Asst. Mechanical Engineer (Ret.) and Mrs. *Arno Shepardson*.

The bridegroom is the son of Mrs. *Evelyn Gaucher* of Nashua, N.H.

Sally Shepardson-Zamboni of Bangor was matron of honor for her sister, *Nancy Aldrich* of Gorham was bridesmaid. Best man was *Dennis Gaucher* of Montreal, Quebec. *Lew Hinds* of Portland was usher.

After a reception at Crescent Beach Inn, the couple vacationed in the White

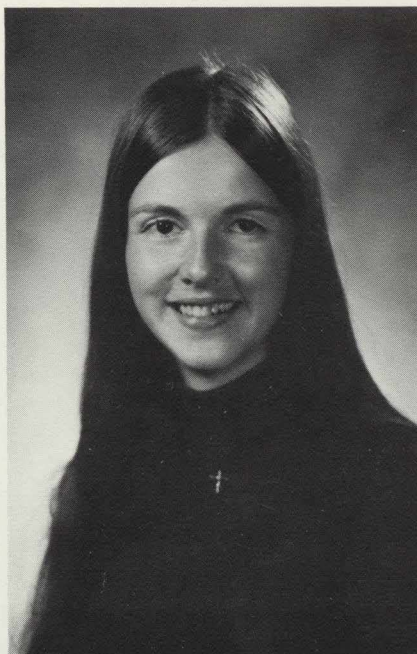
Mountains. They reside at 15 Dennis Dr., Salem, N.H.

The bride, a graduate of Milo High School and West Virginia Wesleyan with a B.S. in medical technology, is employed at St. John's Hospital, Lowell, Mass. The bridegroom, a graduate of Nashua High School (N.H.) and the University of N.H., is employed at Fisher Scientific Co., Boston.

We were sorry to hear of the death of retired Foreman *Wallace J. Russell* of Milo, who died August 11 at a Millinocket Nursing Home. He was born in Fort Fairfield July 26, 1897, the son of *James and Hattie (Watts) Russell*. He was a member of St. Paul's Catholic Church of Milo. He had been retired since July 26, 1962 as general foreman of the locomotive department at Derby.

He is survived by his widow, *Laura (Dumond) Russell* of Milo; four sons, *James* of Kensington, Conn., *Roy* of Bangor, who is Asst. Diesel Supervisor at Northern Maine Junction, *Charles* and *Richard*, both of Milo; five daughters, *Mrs. Sheldon (Pearl) Poole* of Miami, Fla., *Mrs. Mildred Ray* of San Diego, Calif., *Mrs. Patrick (Lucille) Pinette* of Fort Kent, *Mrs. John (Eva) Cobb* of Brownville Jct., *Mrs. Galen (Constance) Carey* of Milo; one brother, *John*, of Augusta; two sisters, *Mrs. Fred (Claire) Keyte* of Dexter and *Mrs. Frank (Elizabeth) McCousland* of Farmington, N.H., as well as many grandchildren and great-grandchildren.

Timothy G. Morrill, son of Electrician and Mrs. *George Morrill* of Derby, Maine, was recently selected for promotion to Chief Petty Officer Aviation Anti-sub-



Susan Lajoie, daughter of Pulpwood Inspector and Mrs. *J.A. Lajoie*, Van Buren, has entered the University of Maine at Presque Isle as a journalism major. She was graduated from Van Buren High School in June. Their son, *Brian*, is a senior at the University of Maine at Fort Kent majoring in French.

marine Warfare Equipment Operator.

A twelve-year Navy veteran, he is presently serving with Patrol Squadron Eight, Naval Air Station, Brunswick, Maine.

Machine Shop Foreman, *Henry D. Williams*, Derby, resigned September 24, 1976 to take his pension. He was born September 25, 1916 at Bradford, Maine. He attended Milo High School.

Henry started work for the Railroad, June 1, 1937 in the Stores Department as a laborer, and then came to the Mechanical Department as a laborer, machinist, blacksmith helper, boilermaker helper, boilermaker, welder, car repairer, car repairer welder, car foreman, painter and machine shop foreman.

He is a member of the State Snowmobile Assoc., Milo Snowmobile Club and Milo-Brownville Bowling Club.

Henry is married and has two sons, *Claude H.* of Medow Rd., Burlington, Conn., and *P. Carl* of Milo, who works in the Stores Department at Derby.

Henry resides with his wife, *Marion*, at 10 Willow Street, Milo, Maine.

The employees at the Derby Shops gave Henry a purse of money, and a small retirement party was held at the Pilot's Grill.

Car Repairer Welder, *Cecil R. Bartlett*, retired Sept. 10, 1976. Cecil was born March 2, 1915 at Brewer, Maine, attended Brewer Schools and was a graduate of Hampden Academy in 1934.

He was a veteran having entered the Army December 20, 1940, and was discharged a tech. sgt. From September 1934 thru July 1950 he worked for Merchants Despatch Transportation except for the time he was in the Military Service. He started work for the BAR Feb. 5, 1953 as a car repairer and since then has worked as a car repairer welder.

Cecil is married and has one daughter, *Maria Bartlett* of Glenburn, Maine.

He resides with his wife, *Irene*, at RFD #4, Box 157, Bangor, Maine.

Diesel Supervisor *Nels E. Skoog* has been a patient at the Eastern Maine Medical Center, but is now at home.

Electrician *Conrad W. Perry*, Northern Maine Diesel Shop has resigned from the railroad to devote full time to his building contracting business.

Electrician *C.E. Hicks*, Northern Maine Diesel Shop, has resigned from the railroad to look after his business, Commercial Communications.

We were sorry to hear of the death of Car Repairer *Carlton A. Cameron*, Oakfield, who died at his home after a long illness. He was born in Oakfield September 21, 1910, the son of *Manstfield and Bertha (Drew) Cameron*. He had worked for the railroad for the past 19 years and had been out on sickness since November 16, 1975.

He is survived by his wife, Mrs. *Mildred (Crane) Cameron* of Oakfield; one son, *Carlton*, of Dyer Brook; one daughter, *Mrs. Mildred Cleary*, of Oakfield; one sister, *Mrs. Stella Irish*, of Grandville, N.Y.; one brother, *Earl*, of Crystal; five grandchildren; six step-children; several nieces and nephews.

General Offices

Ann C. LaMothe and *Owen H. Bridgham* were married on Nov. 9 at the Pilgrim Orthodox Presbyterian Church in Bangor. The Rev. *Bernard J. Stonehouse* performed the double ring ceremony. Immediately following the ceremony a luncheon-reception was held at the Pilots Grill attended by close friends of the bride and bridegroom. Ms. LaMothe has been employed as a nurse at Mount Desert Island Hospital in Bar Harbor. Bridgham is vice president-finance of the Bangor and Aroostook. He is a graduate of Boston University and earned his MBA degree at the University of Maine. After a wedding trip through Massachusetts and Pennsylvania, the couple will be at home at DeGregoire Park in Bar Harbor.

Anneli McDowell and her family are living in New York City while she is on leave of absence from the railroad. From her apartment on the fortieth floor of a highrise near Lincoln Center she has a magnificent view of the city. Her

brother, *Tom Tammi*, who works in New York theatre, lives nearby.

W.E. Travis returned recently from a 2700 mile trip through eight states where he visited each of his four children. He traveled to Porter Corners, New York to visit *John*; then to Indianapolis to *Roger's* home; back to Albany, New York to visit daughter *Sandy* and his four-year-old granddaughter; to John's home in Porter Corners again, then on to Montpelier, Vermont to visit his youngest son, *James*. He was accompanied to Porter Corners by John's wife, *Kelley*, and to Indianapolis by Roger's wife, *Carol*. Both daughters-in-law had been visiting at his home in Hampden.

Mr. and Mrs. *Ora Haskell, Sr.*, Windham, celebrated their 50th wedding anniversary Aug. 22. The Haskells formerly lived in Smyrna Mills where Mr. Haskell was employed by the BAR. The Haskells have four children: *Harold* and *Gertrude*, Windham; *Charles*, Portland; and *Ora, Jr.*, Waterville. The celebration was a quiet one; Mrs. Haskell had just returned home from the hospital with a serious heart problem.



Mr. and Mrs. *Ora Haskell, Sr.*

Facts and Figures

	September		Nine Months Ended 9/30,	
	1976	1975	1976	1975
We received from:				
Hauling freight	\$1,349,434	\$1,209,628	\$13,586,602	\$10,288,155
Carrying passengers & express on our buses	25,795	30,831	249,071	248,186
Other transportation services	26,338	28,962	441,498	288,489
Net rental from freight cars and other equipment	340,936	261,360	2,056,067	2,753,625
A total of	1,742,503	1,530,781	16,333,238	13,578,455
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	339,557	312,845	3,365,953	2,868,134
Keeping locomotives, cars and other equipment in repair	441,963	427,246	4,192,359	3,879,953
Running trains, station and yard expenses	519,297	409,539	5,008,688	4,012,552
Pricing and sales of our services	29,030	30,188	273,320	252,486
Managing the business and keeping records	130,422	107,619	1,031,749	938,244
Payroll taxes	161,984	112,296	1,274,981	1,079,652
State and local taxes	40,219	25,675	230,796	204,664
Interest on borrowed money	90,753	90,330	751,872	845,988
Other miscellaneous charges - net	(19,874)	(67,486)	(185,730)	(234,197)
A total of	1,733,351	1,448,252	15,943,988	13,847,476
Pre-Tax Net Income Reported to ICC	\$ 9,152	\$ 82,529	\$ 389,250	\$ (269,021)

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Northern Maine Ju
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Steam Locomotive Tie Bar — Gold



Nylon Flight Bags \$2.25



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Single Pack

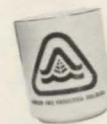
\$1.25



Smoky
Satinetch
Glasses

Set of Six
\$5.75

SPECIAL



BAR logo and Engine 83
in new colors reproduced on
ceramic desk caddy.
Limited number
\$4.50



COLLECTOR'S ITEM

Blue-White-Red
Tie Bar



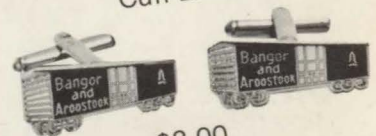
\$1.75

Cuff Links



\$2.50

Cuff Links



\$3.00

Blue-White-Red Tie Bar



\$1.80

Ladies' Silver or
Gold Charms



\$1.75

Ladies' Gold
Bow Pins



\$2.00

Tie Tac or Lapel Pin
\$1.40



Please add to all prices of items shown above, a 25¢ per item handling charge for mailing. All items may be ordered from the Bangor and Aroostook Railroad, Business Services, Northern Maine Junction Park, RR 2, Bangor, Maine 04401.