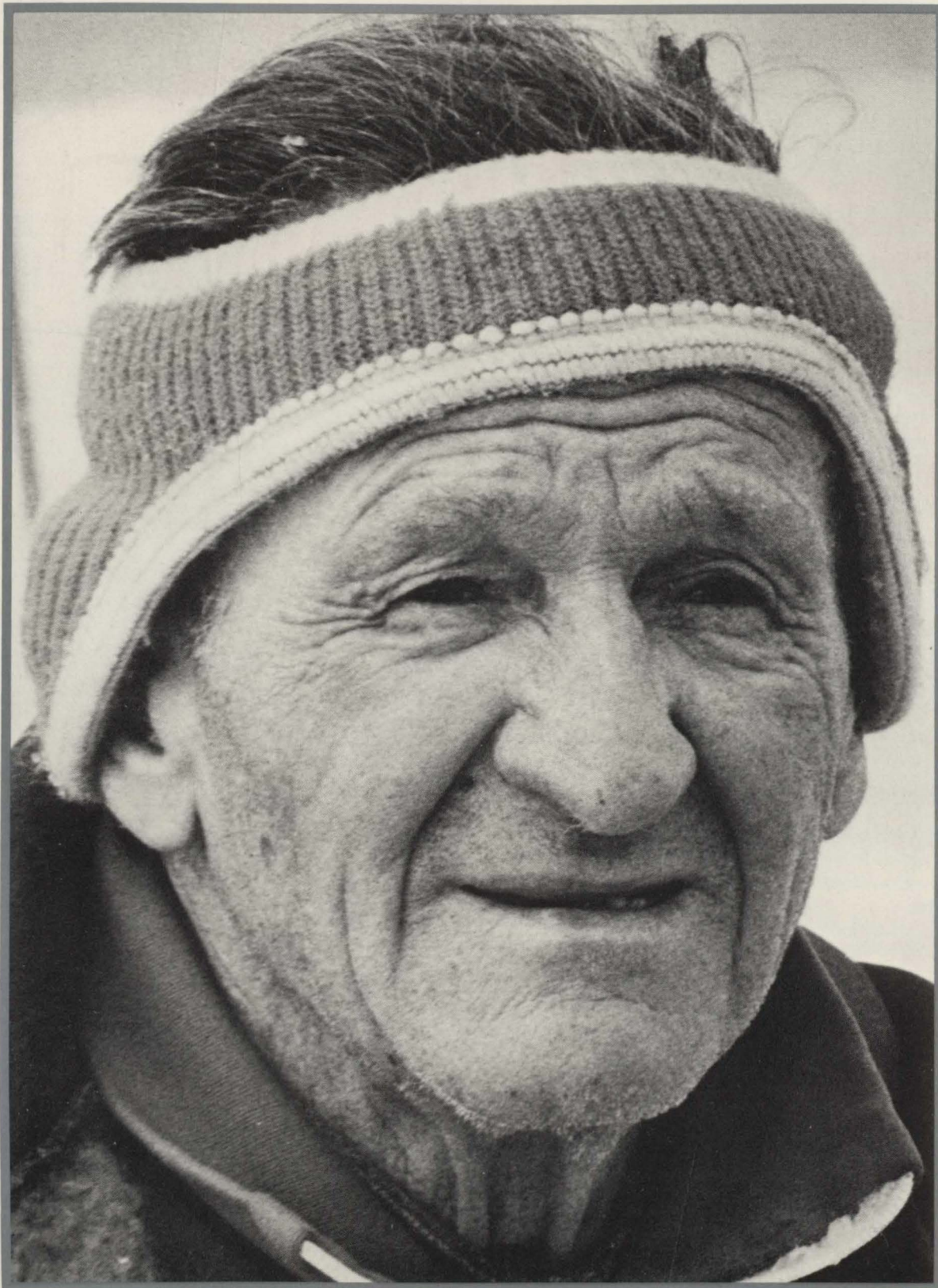


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

SPRING 1978





Talking It Over

To My Fellow Employees,

The recommendations of the Government's task force to settle the claims of Maine Indians to 12.5 million acres of Maine land—the result of alleged violation of a 1790 Act—poses a threat to railroad employees as well as every other Maine citizen whose livelihood depends on the forest products industry.

As part of the settlement, the White House task force proposes that 14 landowners, principally Maine paper companies, surrender 300,000 acres of valuable timberland to the two tribes for \$5 an acre. Minimum fair market value of the land is estimated at \$30 million.

Interestingly, the federal representatives appear to have considered only the Indian demands, dusted off their hands and said, in effect, "here's what it will cost you to atone for the transgressions of your ancestors."

The proposal does have a certain Robin Hood appeal to it; take land from the large landowners and absolve the rest of us from guilt with our own tax dollars. But it's a classic example of federal 'doublethink'....a remarkable process using two contradictory points of view to reach a desired conclusion. It also outrages any concept of justice.

If there was any violation of the 1790 Non-Intercourse Act, it was the responsibility of the Commonwealth of Massachusetts (Maine was then part of that state) and the federal government. Comes now the federal task force and by some abortion of logic, the liability of 14 landowners for a 200-year-old transgression becomes greater than that of anyone else. Even Judge Gunter, President Carter's first task force leader, said that "private landowners within the claims area do not bear responsibility for crea-

tion of the problem." There's a terrible perversion of our system when the property rights of one party are greater than those of another. It is discrimination based on arbitrary distinctions of wealth that may conform to some theories of social justice but which has little to do with law.

It is also disturbing that federal lawyers have gone to some pains to pressure acceptance of their proposals by emphasizing at every opportunity the possibility that Maine could lose the entire 12.5 million acres in a court test. The motive is obvious. If the case goes to court the feds are put to a great deal of trouble and expense. If Maine accepts the "solution" only Maine loses. It appears that the only alternative to the political expediency of the federal proposals is to face the combined might of the federal government, the Indians and the tax-exempt foundations that are bankrolling them.

Because forest products are so vital to Bangor and Aroostook's livelihood and to all of us who receive a railroad paycheck, I hope you will express your opinion to your elected representatives. The forest products industry accounts for 83% of our traffic. Losing 300,000 acres of timberland may not destroy our railroad. But it could jeopardize our ability to serve the state as a viable public utility.

Letters to your representatives and senators urging a settlement that's just for the non-Indian citizens of Maine as well as for the Indians may provide an alternative to a long and costly court battle. But if we can't obtain a fair settlement, we should go to court.

Sincerely,

Walter E. Francis



About the Cover

Oscar Nelder's vivid portrait of Sam Ouellet, a former BAR employee, catches the flavor of this enduring athlete's vitality and indomitable will. See story on page 15.

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NEWS BRIEFS

Sidetracks May Be Purchased

The Bangor and Aroostook Railroad has notified owners of potato houses on its tracks that sidetracks on which potato storage is located may be purchased by the owners. If the tracks are not purchased, the railroad said, they will be taken up and sold for scrap. The move comes as a climax to a long decline in the railroad's shipments of fresh potatoes.

"We regret taking this action since we have had a long and friendly relationship with the Maine potato industry," said Vice President-Operations Linwood W. Littlefield. "But time passes and modes of transportation change and it is obvious from the drastic decline of potato rail shipments in recent years that the railroad does not now play an important role in the potato industry's operations."

The dramatic decline in the road's fresh potato traffic occurred during the past 10 years when potato traffic dropped from 13,000 cars a year to about 100 cars. It coincided with the construction of the Interstate Highway system into Aroostook County and the virtual collapse of Penn Central, the rail system which covered many of the major rail markets for fresh potatoes.

The company once maintained the largest railroad-owned fleet of potato cars in the U.S. to move the Aroostook crop. Approximately 600 of the cars remain in service and Littlefield said that the company is studying the disposition of this portion of its fleet.

Ely Named Director

Joseph B. Ely II was elected a director of Bangor and Aroostook at the annual meeting April 4. Ely is president, chief operating officer and chief financial officer of Amoskeag Company. He is also a trustee of Dumaines, a director of Fieldcrest Mills, Inc., Fanny Farmer Shawmut Development Co., A.T. Walker Estate Corporation, Moore's Falls Corporation, Duxbury Marina Corporation and Westville Homes Corporation. He is president of Moore's Falls and Duxbury Marina Corporation. Ely is a graduate of Boston University and has been a registered representative of F.S.Moseley in Boston.



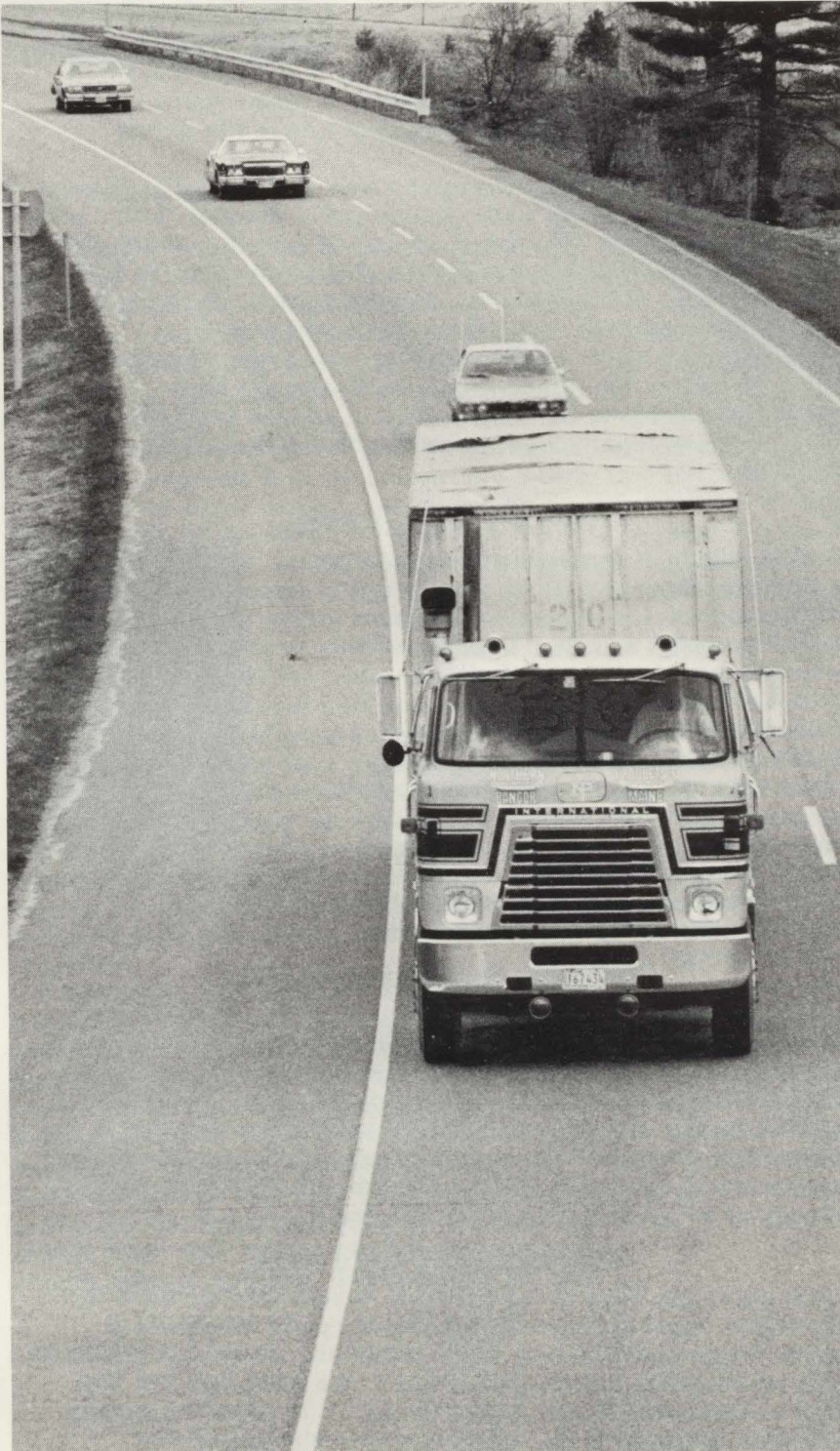
IP Opens New Wood Facility

International Paper Company has held an open house at its new Island Falls woodyard. The new facility was built to handle part of the increased needs of the new \$175 million expansion project at Jay, Maine, which increased IP's wood usage from 500,000 cords a year to over 800,000 cords. Wood handled at the 88-acre site in Island Falls includes both four-foot and eight-foot lengths and is scaled by weight. Bangor and Aroostook handles virtually all of the wood from the new facility.

Railroads Ask Rate Hike

U.S. railroads have asked for a 4% freight rate increase to help offset "past and current inflationary price increases in wages, fringe benefits, fuel, other materials, equipment and other costs of providing rail freight service." The filing was the first under revised procedures issued by the I.C.C. requiring greatly expanded amounts of information to expedite decisions.

The extension of the Interstate Highway system into northern Maine did for the Bangor and Aroostook's fresh potato traffic what the Interstate system has done for railroads in other parts of the country. When the Interstate opened to Aroostook County the railroad was moving in excess of 13,000 carloads of fresh potatoes a year. Ten years later the traffic had dropped to virtually nothing. Trucks like these move all of Maine's fresh potato crop although highway transportation is not proving to be an unmixed blessing for the industry.



"Maine potato shippers are complaining there aren't enough trucks to get shipments to consumers. The Bangor and Aroostook Railroad must be very interested in the situation, recalling years when the bulk of the industry flocked from B and A reefer cars to highway transportation."

—Tom E. Rott

Fort Fairfield REVIEW

As Aroostook County trucking interests met with potato industry leaders and Maine State Police in February to explore how to make Aroostook more hospitable to out-of-state independent truckers, the federal Department of Transportation was issuing a stern warning to Maine to enforce size and weight limitations on big trucks or lose federal highway funds. The potato industry needs the independent trucker because it has allowed its rail alternative to disintegrate through disuse.

The two events reflect a long-standing, hands-off attitude on the part of state officialdom toward the independent truckers who now move virtually all of Maine's potato crop. Before Interstate 95 was built, the bulk of Maine's fresh potatoes moved in rail cars. But the Interstate System and the first rumblings of disaster on what was then Penn Central changed all that and the independent trucker moved into northern Maine to fill the role in movement of fresh potatoes that the railroad had played.

Credit was easy and nearly any free spirit looking for a life on the open road could own a truck. And truck movement of the fresh potato crop had a lot going for it. There was speed. Loading directly from farm storage. Off-rail delivery. Multiple deliveries. And it was cheap. Lots of people had trucks and would travel. Competition for loads was keen.

It was a buyer's market in transportation.

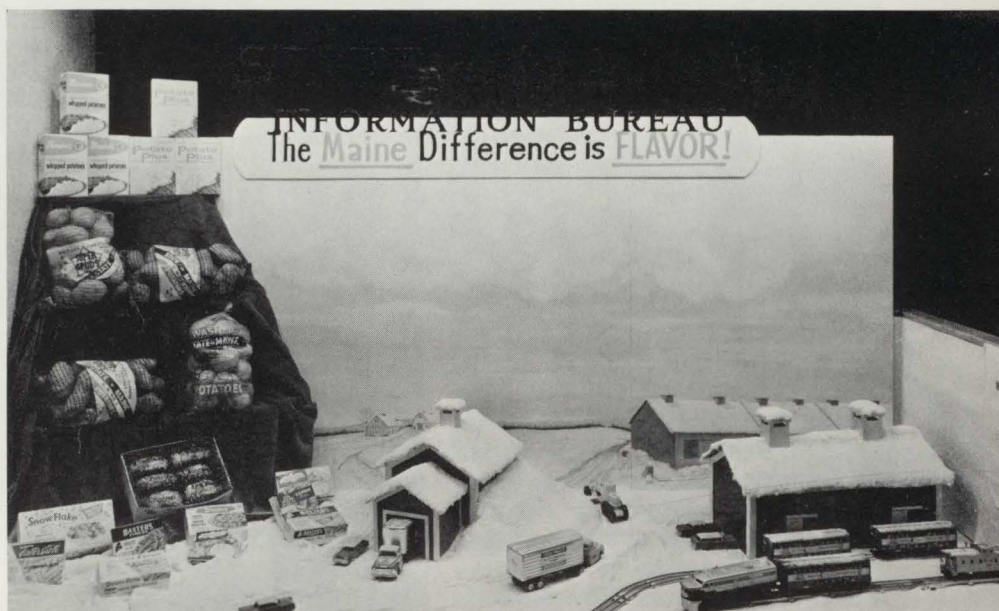
Turning Point

On the other side of the coin were some by-products that weren't very healthy for the industry. It was easy, for example, for a shipper to move potatoes of questionable quality quickly before disease became apparent. It would be done overnight in a truck while the heat of a rail car over several days could cause the defect to become apparent before it reached destination. And it was as easy for truckers to avoid highway stops for branding law inspection as it was to miss the State Police weighing checks.

The more weight a trucker could be pressured to carry, the greater the profit to the truck broker/dealer. With an oversupply of trucks it wasn't difficult to persuade truckers to overload and avoid weighing inspections. As a matter of fact, the overload became normal. The fine was nominal and was regarded as simply a cost of doing business in the unlikely case of apprehension.

It may not have been a good deal for the farmer; his reputation wasn't improved by the lessening of quality and the opportunities for the fast-buck artists. But it was a good deal for the truck broker/potato dealer. There were lots of hungry truckers and a crop to be disposed of.

Then the national economy softened, credit became tighter and Americans became uncomfortably aware of a long-term shortage of energy. Trucking costs increased enormously. Attrition took its toll of the owner/operator, eliminating the free spirits and leaving the businessmen among them who understood that they had to



The extent of the railroad's involvement with the Maine potato industry is illustrated by the State of Maine Information Bureau display in New York City during the 50s. The potato industry in Aroostook County dates from the year the first BAR rails were laid and the close relationship continued until the 70s.

meet costs before counting the profits.

It's no longer a buyer's market for transportation.

Some sources estimate that more than 25,000 independent truckers went broke last year. The independents are no longer as willing to dead head 400 miles from Boston to northern Maine to compete for a load.

During the ten years that its fresh potato traffic dropped from the 13,000-car level to virtually nothing, the railroad began to retire its fleet of RS cars. Letters have already gone out to owners of potato houses located on rail offering the option of purchasing the spur tracks serving the facilities. If the owner doesn't wish to purchase the track, it will be scrapped. The remaining 600 RS cars suitable for the movement of

fresh potatoes could soon be for sale. If no buyer is found, these, too, will be cut up for scrap.

The Maine potato industry is now totally dependent on unregulated truck transportation to move the crop. And as truck supply has tightened, rates have risen and now the industry is calling for a more hospitable climate to attract more trucks.

Carl Moskowitz, a member of the Maine Potato Commission, was quoted in a Bangor DAILY NEWS story Feb. 20 concerning a meeting with state officials and industry leaders regarding the truck shortage: "We thought if we had all the parties involved who were responsible for some of the static that the truckers were having, perhaps we could reach some sort of agreement. The truckers are complaining of being held up by the State



With the elimination of the railroad as a factor in the transportation of fresh potatoes, the Aroostook potato farmer is entirely dependent on highway carriers who have no obligation to serve and who can charge all that the traffic will bear. Some industry observers believe that a day may come when energy considerations may force shippers back on the rails but it probably won't happen in any traditional way, they say. During the 80 years that the railroad was deeply involved in the transportation of fresh potatoes, it added an element of stability in a traditionally volatile business.

Police at times for improper braking and making illegal turns. We've got enough problems here price-wise and with the truck shortage. Why make it more difficult on these truckers. Rather than entice them to come up here, we're driving them away. We want the cooperation of the state agencies in that respect."

Just a few short years ago, rail rates held an umbrella over all transportation while the independent truckers were locked in cutthroat competition. The industry squeezed the last drop of advantage from the transportation windfall. When the railroad ceased to be a factor, truck rates rose and service became less reliable; unregulated carriers, of course, have no obligation to serve. Now the industry, facing serious problems, still looks toward the Band-Aid solutions.

It is becoming painfully apparent that northern Maine, remote from markets, and facing higher and higher energy

costs, can no longer depend on yesterday's trucking bargains. It's a new ballgame, and some observers feel no factor in the movement of fresh potatoes—rail or truck—will ever be the way it was. The railroad may again play a role in the potato traffic, though. But it probably won't happen in any traditional way.

There's a good possibility, for example, that some kind of piggyback operation to the Boston area where large numbers of trucks are made empty every day could help the industry. Something like this is already happening in the frozen foods industry. Perley Langley, director of transportation for Potato Service in Presque Isle, is transferring loads of frozen foods from mechanical refrigerator cars to trucks in Portland. He predicts that there'll be a 500-mile limit for trucking by 1985 because of energy considerations.

"The truck shortage," he says, "is a direct result of the

energy shortage. It's not going to go away."

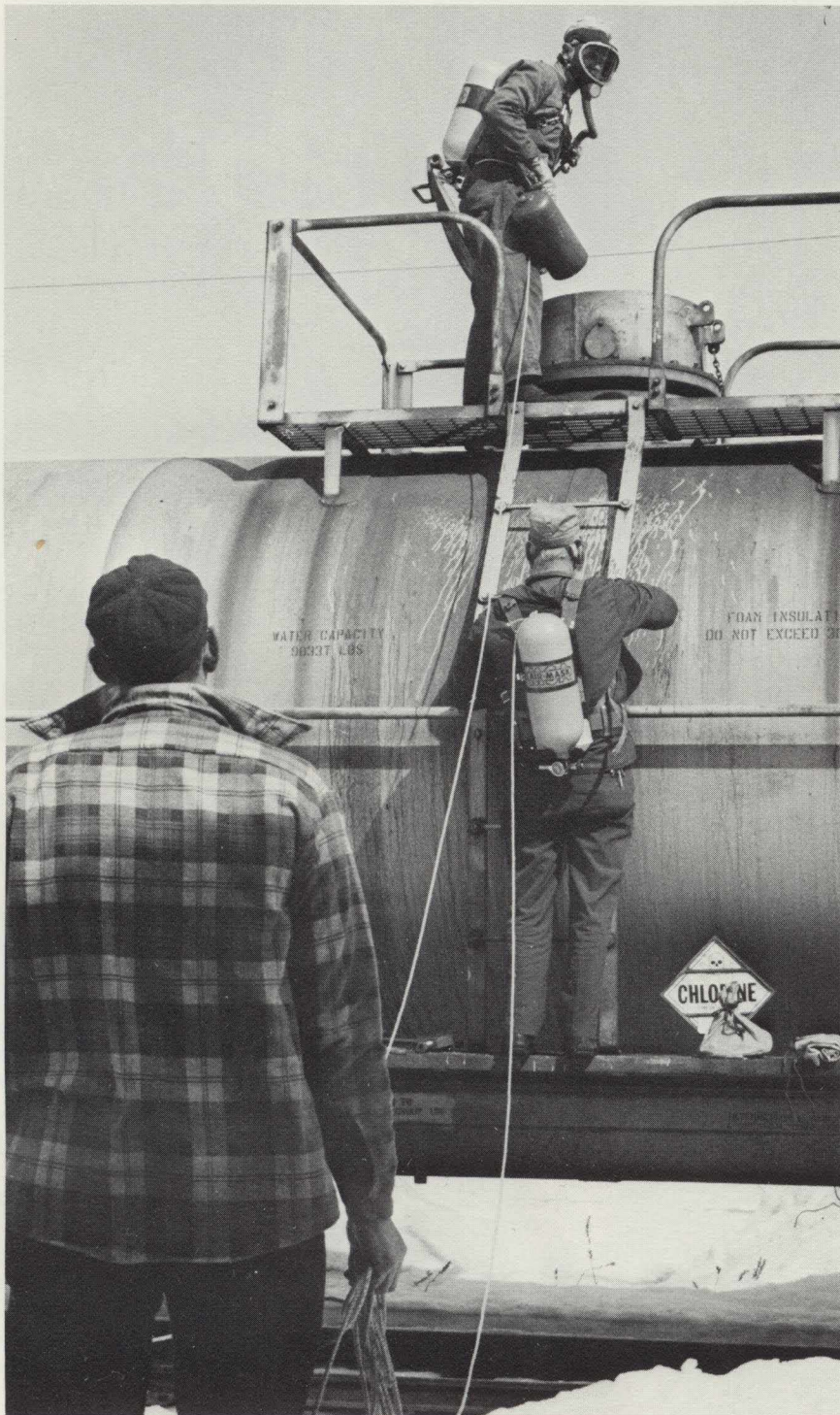
Even though the Bangor and Aroostook's potato cars are being phased out and the railroad considers traditional rail movement of potatoes as obsolete, BAR does offer northern Maine's hard-pressed potato growers an alternative to the transportation chaos it now faces. But it will probably be tied to the piggyback concept and will mean a commitment of industry equipment and use. If it does come to pass, it could bring a needed element of stability to the potato industry both in terms of orderly marketing and in stemming the erosion of Maine's markets.

As the REVIEW mused, the railroad must be very interested in the situation recalling the years when the industry flocked from B and A reefer cars to highway transportation.

Interested. But not holding its breath.

—Richard W. Sprague

How Safe Is Rail Transportation?



Members of the wreck crews at Derby go through a training exercise on a chlorine car using a special emergency kit to make repairs under simulated emergency conditions. Note lifeline attached to each worker.

During the closing days of February two serious derailments occurred in quick succession that caused a hue and cry to be raised by politicians, regulatory agencies and the great host of experts who have all the answers to railroad problems. In the immediate aftermath of the tragedies and before any investigations, the railroads were flayed for unsafe track conditions.

However, investigation revealed that the probable cause of the Youngstown, Fla., accident was sabotage (an official for the National Transportation Safety Board explained on national television just how easy it was to accomplish) and the other near Waverly, Tenn., was the result of an improperly applied brake shoe and an improperly-set handbrake. Both accidents involved hazardous commodities.

The spate of accidents raised understandable public concern about the safety of rail transportation of dangerous commodities. How safe are the railroads and what role do track problems play in train accidents?

Well, in terms of human life the railroad safety record has improved during the decade from 1966 through 1976 with a drop of 37% in fatalities. Preliminary reports indicate that 1977 was the safest year in the history of railroading.

But what about the widespread belief that track defects are principally responsible for train accidents? There were 10,248 train accidents in 1976. Of these, 42% were caused by defects in track or structures. Another 21% was due to equip-

Air packs protect workers against toxic fumes that might escape from a ruptured tank car. The highly trained crew maintains a high state of readiness in case their special skills are ever needed. The special kits required to cap a leaking tank car of dangerous gas are maintained by several paper companies and manufacturers in northern Maine. Railroad safety personnel have worked in training sessions with local emergency groups.



ment problems, 23% to human factors and 14% to other factors. Even assuming rights-of-way were put in perfect condition, nearly 60% of the causes of all train accidents would remain.

There does not appear to be any significant relationship between the frequency of major accidents to either the financial condition or the maintenance level of particular roads.

Recently James King, chairman designate of the National Transportation Safety Board, noted that about 2.4% of all transportation accidents involve hazardous materials. He added, however, that 91% of those accidents, 75% of the injuries and about 80% of the fatalities occur on highways and involve motor vehicles. Only about 9% of all accidents involving hazardous materials occur in rail transportation.

In 1976 more than a million carloads of substances classified as hazardous materials moved by rail. Of these, 152 were involved in accidents in which release of materials were reported. Only 11 involved violent rupture of the car.

Railroad transportation of hazardous commodities is so safe, in fact, that the National Transportation Safety Board, analyzing projected freight traffic volume in 1980, estimated a 4.4% increase in the rail share of traffic and a comparable decline in truck traffic could mean a saving of 533 lives and 7,302 injuries in that year alone.

In Bangor and Aroostook's experience, state and federal regulation of hazardous materials transportation is detailed and enforcement is strict. Hazardous materials are clearly marked for train crews and all computer-produced waybills are

now showing mandatory information on all loaded and empty cars used to transport hazardous materials.

"We're involved in a computer-based project to provide train crews with detailed information about every hazardous material load in their train," says A.W. DeLong, director of safety and security. "We expect that the train consist will soon include specific printed instructions for use in the event of a leak, spill, fire or personal exposure."

The railroad's safety people have also been active in training sessions on emergencies involving hazardous materials with area firefighters and emergency crews.

But there's hardly a north-bound BAR freight train that doesn't have hazardous materials in its consist. Fortunately most of these freight trains

travel through sparsely populated areas. The trains are subject to rigid inspection and track has been undergoing improvement over an eight-year period. Equipment, largely owned by private companies, incorporates a large safety factor in design, including double walls for certain tank cars that are virtually rupture-proof.

There are 1,600 commodities classified by federal regulatory agencies as hazardous. (There were no more than 40 at the beginning of the century). And even with the pervading belief that more laws and more regulations can cure all human ills, it would be naïve to believe that risk can be totally eliminated in the transportation of hazardous commodities. But it's a whole lot more safe to move these materials by rail than by highway.



Car Foreman John Willinski also holds the somewhat unfortunate title of wreckmaster for the Bangor and Aroostook. It means that in the event of a derailment involving a hazardous commodity he'll be the man with responsibility for securing any leakage.

Railroad Police Commissioned by the State

Railroad police officers in Maine have been commissioned by the Maine Department of Public Safety for the first time under legislation that is unique in the United States. Under the new system, railroad police have received the same statewide police authority that Maine state police and Maine game wardens have. Previously, railroad

police were deputized under various county sheriff departments.

Officiating at the first commissioning ceremony was Col. Allan H. Weeks (left, below), Maine's Commissioner of Public Safety. BAR Director of Safety and Security (center) and Special Agent Harold C. Garcelon were among the of-

ficers receiving commissions.

Railroad police from Maine Central Railroad, Canadian Pacific and Canadian National also participated. It is anticipated that the new Maine Statute will serve as a model for similar legislation in other states. (Photograph courtesy of Bradley R. Peters, Maine Central Railroad.)



Herbie Chadwick's Personal Vigil



Herbie Chadwick, pictured above in the kitchen of his Milo home, cocks his head to catch the first rumble of an approaching Bangor and Aroostook freight. A railroad man himself until he contracted multiple sclerosis, Chadwick checks every train that passes his house. In the past five years he's spotted a dozen trains with problems ranging from dragging brake riggings to hot boxes. If he sees anything wrong with a passing train he calls the dispatcher at Northern Maine Junction. Director of Transportation L.S. Milton says he's probably averted several derailments.



Any train crew that passes Mile 66.5 on the Bangor and Aroostook main line can be pretty sure that their train will get a professional inspection as it passes. And if anything is wrong the dispatcher will get an immediate call from Herbie Chadwick, a Bangor and Aroostook brakeman retired on disability. His house is a short stone's throw from the main line on the Derby road in Milo and there aren't many trains that pass—day or night—that escape his expert scrutiny.

In the five years since he was forced to leave a job he loved, Herbie Chadwick has caught "ten or a dozen" trains with a car that had a visible problem. Four of them were hotboxes which Director of Transportation L. S. Milton says could have caused a serious derailment. In each case he immediately called the dispatcher or agent.

And BAR train crews have come to depend on the sharp eyes of their former co-worker. One night a lady in Milo, a neighbor of Chadwick's, heard a train crew talking on a radio scanner. The dialogue went like this:

Engineer: "Think I saw sparks about 35 cars back."

Conductor: "Herbie will check it when we pass his house and call Brownville if anything's wrong."

At 45, Herb Chadwick is a tall man with a perpetual twinkle in his eye and the ruddy countenance of a man accustomed to working in the wind and the sun. Watching the trains that thunder past his house gives him something to do to fill the long hours and provides a link with the life he enjoyed very much for 16 years.

He had just returned from Alaska in 1956 when he met two old friends, Frank Morrill and the late George Fletcher (both BAR employees), who urged him to try his hand at braking. His student time was spent with Morrill and Fletcher on Nos. 9 and 12 which operated between Derby and Greenville. He worked six years as a brakeman before the wanderlust overcame him again and he headed his automobile toward the western sun to try his hand as a boomer on other railroads. In six months he was back again braking on the Bangor and Aroostook.

By this time he was married and had acquired a number of railroader in-laws, including his father-in-law Conductor Chet Bragg. It was, he decided, a good way to spend one's

life....outdoors, with lots of variety and the kind of resourceful people he liked.

It was 1972 when he could no longer ignore the strange numbness in his legs. He first thought it was a back problem that would go away. But when his legs gave way without warning as he was climbing on a car at Patten, he knew there was something terribly wrong. When the doctors told him that he had multiple sclerosis, a disease that erodes the sheathing that covers the body's nerves, he knew that his railroad career was ended.

"You think to yourself, 'Boy, they got no cure for this thing.' Then you think of the men and women you've seen on crutches and in wheel chairs and think, 'Is this what's ahead for me?'"

With characteristic aplomb, Herbie Chadwick accepted what had happened to him. He became accustomed to the increasing numbness in his limbs and when he had to start using a cane he learned to make it easier for his friends by making wisecracks about it. Ask him how he's doing and the inevitable rejoinder will be: "Still kicking but not making a whole lot of dust." With a big grin.

"After awhile if anyone saw me walking up my street they would think I was loaded," he smiles. "I used that cane for two years until I went to a party in Sebec and someone said, 'Why don't you throw away that damned cane.' I did and I've been walking without it ever since."

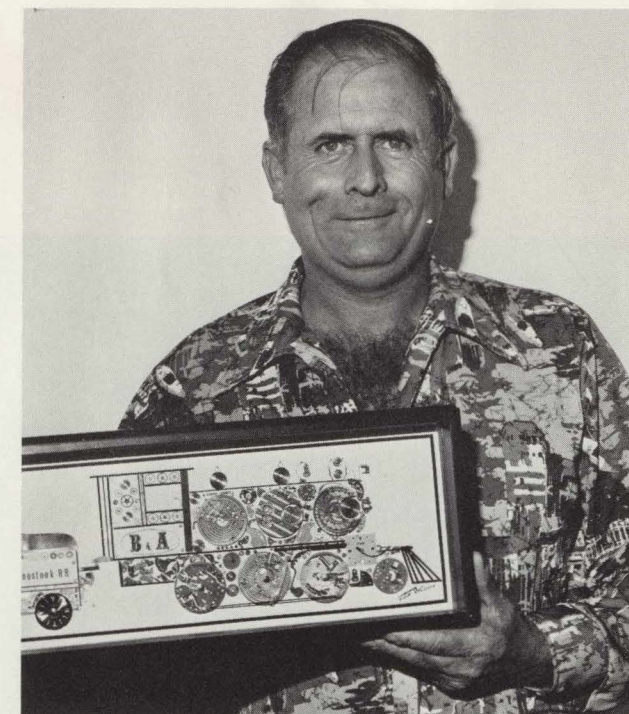
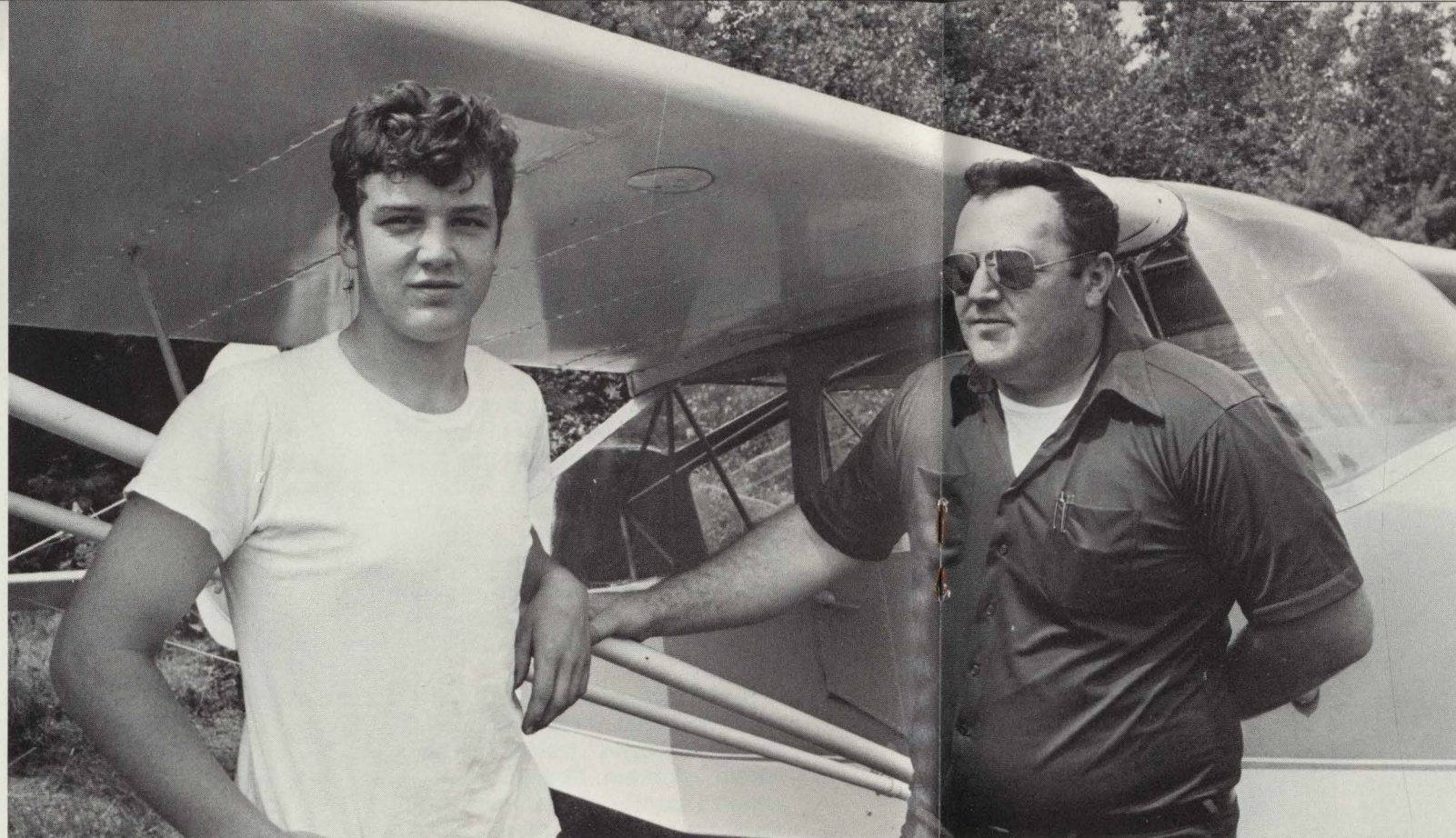
Three years ago there was a definite halt in the onset of the disease. At first, he didn't allow himself to believe it. He finally mentioned it to his doctor who started to monitor his condition carefully and after a year agreed; his condition had stabilized.

It would be totally out of character for Herbie Chadwick to spend a lot of time feeling sorry for himself. He drives his car, walks some and makes many of the family's meals while his wife, Audrey, works. He doesn't pretend it's easy, but there's always the hope of a breakthrough in MS research. Perhaps a cure.

"A dream of mine is that some day I'll be able to go back to work," he says. "If they ever find a cure, that's what I'm going to do."

In the meantime, Herbie Chadwick checks a lot of Bangor and Aroostook trains as they pass his window. And all his railroad friends feel a little safer knowing that he'll be at the kitchen window tonight.

Sam Genthner and his son, Kevin, fly their 31-year-old Aeronca Champ out of a gravel air strip within shouting distance of his home. Maintenance may be high on a ship like the Genthners but they say the work of upkeep is worth the seat-of-the-pants thrill of flying the venerable taildragger. Keith Pelky (far right), another railroader with a fascination for flying the old timers, recently sold his Piper TriPacer and spends a lot of time looking for a taildragger he can restore. (The display he's holding is made from watch parts.)



Those Daring Railroaders and Their Flying Machines

Sam Genthner, a printer/order clerk at the purchases and stores department at Derby, is one of a growing number of railroaders who are fascinated by the rehabilitating and flying of yesterday's "taildragger" aircraft. Taildraggers are light aircraft typified by Taylorcraft, the early Piper Cubs, Aeroncas and a few other makes that preceded the sexy tricycle landing gear aircraft so much in evidence at today's suburban airports.

The taildraggers, as their devotees will tell you at the drop of a hat, give you more of the sensation of flying by the seat of your pants. Whether one agrees with the assessment or not, these sturdy aircraft do recapture the aura and nostalgia of simpler days when a not-so-level farm pasture, a wind sock and a taildragger of low horsepower were all the ingredients required for the great adventure of flying.

The attrition rate of these graceful, fabric-covered craft is inexorable; an ever-increasing number fall prey to the inevitable forces of fatigue and age each year. And when an enthusiast finds one that can be rehabilitated without the resources of a rich uncle, he smiles

all the way to his friendly farm pasture-landing field.

Sam Genthner was so smitten with a 1947, 85 hp Aeronca Champ a year ago that he bought it on the spot for slightly less than one would expect to pay for a medium sized American automobile. He and his son Kevin, a Milo High School sophomore, began taking flying lessons in the venerable little craft flying out of a gravel airstrip not 75 yards from the Genthner homestead in Milo.

But, along with the thrill of a 31-year-old aircraft, came the sobering realization that airplanes of that genre are often tired and need more loving care than your garden-variety, modern single-engine aircraft. Maintenance, the Genthners discovered, can be a considerable item, especially that work which requires a licensed technician.

But the pilots that fly out of the tiny dirt field in Milo are a resourceful lot and whenever the mechanical problems seemed overwhelming, they'd find a way to help. Right now, for example, Sam, Kevin and a qualified technician are busy recovering the little ship. They'll also have

a portion of the air frame repaired. Working nights and weekends they hope to have the little Aeronca resplendent in a new skin by the July 4 weekend when Sam and his son want to fly it to the Houlton airshow.

There's probably some advantage, as Sam points out, in being on intimate terms with the inside of an aircraft you're learning to fly. And there are a lot of jobs that the owner can do himself.

But what kind of person, one might reasonably ask, would be so caught up in flying that he'd be willing to spend two to three hours in maintaining a ship for each hour of flying. Well, probably the same sort who's willing to spend the same amount of time working on a wood sailboat or the person who refurbishes and drives vintage automobiles. Obviously, if the object is maximum flying time and minimum time spent on mechanical chores, one of the newer metal aircraft is the answer. But the Sam Genthners of the world take a perverse kind of pride in the search for scarce spare parts, haggling with dealers who could give the sharpest used car types a few lessons and braving the

hazards of farm pasture strips.

Engineer Keith Pelky is another railroad flyer afflicted with the taildragger syndrome. Until a few months ago he owned a slick little Piper TriPacer that would, he admits, do any flying job he required. But the idea of having a taildragger and flying it out of some country airstrip was just more than he could bear; he sold the Piper and now spends a good deal of his spare time poring over ads and looking for his dream ship.

Sam Genthner says that ever since he was a boy and looked up to watch a tiny, buzzing speck in the sky he's been enthralled by flying.

"I was up flying early one morning a few months ago," he says, "and saw the first rays of the sun hit the summit of Mount Katahdin. What I felt is as close as I can come to describing how I feel about flying these planes. You're not insulated from the scene; you're part of it."

Whatever motivates the taildragger pilot to brave the perils of the maintenance and restoring the fragile ships, they hark back to yesterday when the barnstormer in his leather helmet and white silk scarf was the most glamorous figure at any country fair.

The Indestructible Sam Ouellet

By Oscar Nelder and Richard Sprague



Oscar Nelder

At 73, Sam Ouellet still runs, skis in cross-country races and rides in bicycle races. He is best known in the North Country for his performance in the grueling cross-country ski races from Bangor to Caribou, a distance of 184 miles. He ran in the Boston Marathon over a 40-year span and still works a full day as a woodsman.

He was carried on the BAR payroll as Alphonse Ouellet, but New England sports-writers knew him as Sam. And Sam Ouellet just may be the most enduring figure in the history of Maine athletics.

At 73, Sam stands 5 feet, 4 inches in his stocking feet. He weighs, wringing wet, exactly 124 pounds. When he was 53 years old he celebrated his 30th anniversary of marathon participation. He first ran the Boston Marathon in 1928, the year he decided that railroading was a little too confining and resigned as a blacksmith helper at Derby Shops. His father, Auriel, retired from the railroad as a car repairer in 1941.

Sam preferred the life of the lumberjack which left him time to compete in ski races, marathons and other athletic activities he loved. Besides, he says, the hard work of a lumberjack was good training for running. Sam was born in Chicoutimi, P.Q., in 1904. The family moved to Van Buren shortly afterwards where his father worked for the old St. John Lumber Company. The next move was to Howland, then to Abbott where the younger Ouellet became a logger at 15. Three nights a week he put on his skis and traveled to Sangerville, a distance of 16 miles, played basketball for the evening then skied home.

He later married a Milo girl, the former Averell Boober, and went to work in the shops as a laborer. But his passion for athletics did not diminish. It was common for him to walk eight miles to Brownville Junction to play ball in the summer or hockey in the winter. The year he left the railroad he ran his first Boston Marathon, considered by many runners to be the most grueling marathon run in the United States. It was a tradition he continued for the next 40 years. His best showing was 29th; that was the year he was bitten by a dog during the race.

During the latter part of his marathon competition, his sons often ran with him and the

family was frequently referred to by New England sportswriters as the running Ouellets. In 1961, '62 and '63, his son, Eddie, was the provincial 15 km ski champion in the Province of Quebec winning 19 races. And, as Sam is fond of pointing out, he's been bike racing, skiing and running so long that he's competed with as many as three generations of a single family.

But while Sam Ouellet was well known outside of his adopted state as an all-around athlete, his greatest glory probably sprung from his heroic performance in what may have been the best publicized ski race in the northeast. It was a grueling 184-mile, cross-country ski race from Bangor to Caribou that was held for a short time in the '30s. If that sounds a trifle impractical from the perspective of 1978, bear in mind that the roads were frequently unplowed and skiing was an eminently practical form of mobility.

The race was ballyhooed by several towns, each of whom had their local champion and the sportswriters and wire service men knew a good thing when they saw it. The story ingredients—a handful of tough men pitting their skills and endurance against what was in many cases a wilderness route—were irresistible. At the end of its short life the governor of Maine was on hand to greet the winner, and Lowell Thomas and Pathe News filmed the finish of the race.

It was also the kind of challenge Sam Ouellet couldn't resist. He'd been skiing since he was eight; he was lean and tough and he loved the competition. Sam wasn't bashful about his prospects and was a familiar figure about Maine newsrooms. But when he started the first Bangor to Caribou race he was ill-equipped, racing in gum rubbers instead of boots. By the time he reached Mars Hill on the third day, his toenails had turned black and he lost them soon after the race. The next year he raced in boots and led the pack. His time to Lincoln—50 miles

Prior to competing in the Stockholm cross-country ski races, Sam Ouellet gives his skis a last-minute wax touchup. At 15, Sam was a logger in Abbott and skied 16 miles to Sangerville three nights a week to play basketball. He later worked for the BAR at Derby Shops. His father, Auriel, retired from the railroad as a car repairer in 1941.



Oscar Nelder

from Bangor—on the first day of the race was seven hours, 46 minutes. The next day, 50 miles, saw the racers in Haynesville. By the end of the third day they reached Mars Hill, 54 miles from the last stop. And the fourth day they finished. When Sam reached Prestile Hill outside of Caribou he was a full hour ahead of his closest rival. That was the year he carried U.S. Mail from Bangor on his back and the year that Lowell Thomas and Pathe News were on hand for the finish of the race.

The ski marathon attracted such regional interest that the Boston and Maine Railroad ran a round trip excursion from Boston to Caribou for the price of \$7.00. The hoopla may seem far-fetched to a 1978 spectator jaded by moonshots, million dollar baseball players and other excesses. But to a people locked in a paralyzing economic crisis, the spectacle of men pitting their strength and endurance in a race using ancient tools was so human as to provide a distraction from their hardship. And they loved it.

The Bangor to Caribou marathon petered out after a couple of years but Aroostook County enthusiasts initiated a Riviere du Loup to Caribou race and, of course, Sam Ouellet won it. As his children became old enough to run and ski they joined the 'old man' in ski races and marathons, presenting formidable family competition.

Sam Ouellet has lived a truly extraordinary

life. His wife died when their youngest child was two and Sam had to be both parents. He's frozen his face in a race. He once swam 12 miles in the Hudson River. He has skied the snowfields of Mount Hood and Mount Baker. When he was 60 he competed in a ski race at Franconia, N.H., in the morning, then drove to Portland, Maine, where he ran in an indoor race there in the afternoon. Last January he was working with his sons cutting wood when he was struck on the head by a log being loaded onto a truck. He was released from the hospital Feb. 2 and on Feb. 12 competed in the two-day Woodstock to Fredericton ski marathon, a grueling 35-mile-a-day race.

Sam lives his life by copybook maxims that would sound pompous from lesser men. Like 'competition is the only thing that means anything to me; after the race forget it.' Or 'if you walk 20 miles, it won't do you a damned bit of good unless you walk fast enough to get the juices flowing.'

He still competes in bicycle races and he still runs at an age when many of his peers have retreated to the rocking chair.

And what are the best kind of races?

"The races you win are the best kind," he says, a grin splitting his grizzled face.

And he expects to be racing for the rest of his life.

Mileposts

40 YEARS SERVICE

Paul E. Hayes
George L. Kearney
John S. Porter, Jr.

35 YEARS SERVICE

Eldon J. Anderson
Virgil L. Dwyer
James H. Fraser
Lewis J. Marks
Mildred H. McNaughton
Leighton E. Shields
John J. Willinski, Jr.

30 YEARS SERVICE

Walter L. Anderson
Joseph G. Boucher
John M. Butler
Frederick C. Cain
Clarence E. Carroll
Allen L. Cole

Philip B. Cole
Roland Corbin
Raymond A. Goodall
Glenn W. Jones
Laurel R. Littlefield
Camille Morneault
Edward L. Paradis
Donald P. Rafford, Jr.
Maurice Raymond
Harold Robinson
Clement A. Ryan
Vernon T. Wark

25 YEARS SERVICE

Philip G. Corneil
Howard L. Cousins, Jr.
Richard E. Daigle
Harold C. Garcelon
Harold W. Hanson
J. Charles Hickson

Herbert J. Labbe
John A. Lajoie
Robert S. Libby
William T. McDonald
Daniel W. Morrill
Thornton C. Rainey
Ernest E. Saunders
William J. Warner
Rhodes A. White

20 YEARS SERVICE

Edwin J. Berry
William E. Estes
Allison E. Ewings

15 YEARS SERVICE

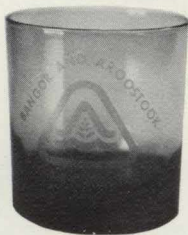
Carl F. Allen
Edwin H. Beane
Carvel O. Brooker
Arnold M. Byers

Herbert E. Buck
Larry R. Curtis
Frank F. Drake
Terrance E. Fahey
Dean Fitzgerald
George R. Gavard
James L. Hogan
Leon W. Larlee
Charles E. Larson
Paul F. Lewis
Nelson E. London
Glenn O. McMannus
Craig D. Morrison
Earl M. Rhoda
George S. Smith
Loren C. Strout
David V. Towne

10 YEARS SERVICE
Danny L. Milton
Philip E. Thornton

BAR "Country Store" Items

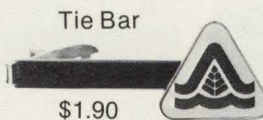
For sale to all employees and friends of the railroad. Available from Business Services, Nor. Me. Jct. Park, RR 2, Bangor, Maine 04401. Add \$1.00 for handling and shipping on the sets of six glasses and .25 on the smaller items.



Set of six 11 oz. glasses
\$8.00



Tie Tac or
Lapel Pin
\$1.40



Tie Bar
\$1.90

COLLECTOR'S ITEM



Blue-White-Red
Tie Bar...\$1.75

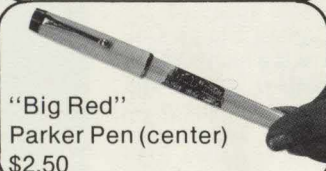


Cuff Links...\$2.50

COLLECTOR'S ITEM



Steam Locomotive Tie Bar
Gold — \$5.00



"Big Red"
Parker Pen (center)
\$2.50



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



Playing
Cards
Single Pack
\$1.25



\$3.50
Nylon Flight Bags



Zippo
Lighter
\$3.50



Bangor and
Aroostook
key ring
.25¢



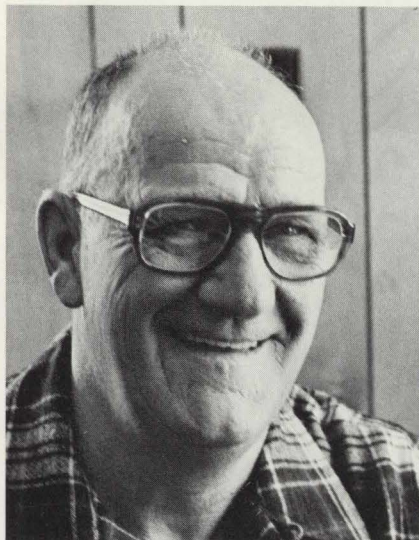
Cuff Links \$3.00



Blue-White-Red
Tie Bar — \$1.80

In the Family

Mechanical and Stores



Aurelle Dumond

Foreman *Aurelle Dumond*, Fort Kent, retired Feb. 10 with 35 years' service. He was born Feb. 6, 1918, at Fort Kent and attended Fort Kent Schools.

Aurelle started work for the railroad, Nov. 5, 1943, as an engine cleaner, and subsequently worked as an inside hostler and foreman. Prior to coming to work for the railroad, he worked for Sokorsky in Bridgeport, Conn., from 1939 thru 1942.

Aurelle is a member of the Knights of Columbus.

He is married and has two sons: *Lester* of Lille, Maine; and *Allan* of Fort Kent; two daughters Mrs. *Christine Scott*, Fort Kent; and Mrs. *Karon*

Gagnon, Wallagrass, Maine.

He has two nephews working for the BAR; *Rayno Cote*, agent, Squa Pan and *Nelson Cote*, dispatcher, Northern Maine Junction.

Aurelle resides with his wife, *Irene*, at 17 Charette Hill, Fort Kent, Maine.

Car Repairer *Kenneth R. Boutilier*, Oakfield, retired Oct. 15, 1977, with 25 years' service.

He was born Oct. 15, 1912, at Oakfield, Maine and attended Oakfield Schools.

Ken started work for the BAR Jan. 21, 1952, as a car repairer helper and then went to a car repairer. Former employment consisted of farming and woods work.

He is a member of Oakfield Grange and Brotherhood of Railway Carmen.

He is married and has five step-children: *Dwayne Goodall* of Littleton; *Roger Goodall*, U.S. Navy, St. Petersburg, Florida; *Theodora LaBlie* of Willimantic, Conn.; *Barbara Roach* of New London, Conn.; and *Jeanette Peabody* of Oakdale, Conn.

He has three brothers working for the railroad: carman gang leader *Ronald H. Boutilier*; car repairer *Frank L. Boutilier*; hostler *Clyde O. Boutilier*; and a nephew, car repairer *Leo R. Bustard*, all working at Oakfield.

Ken resides with his wife *Avis* at RFD#1, Oakfield, Maine.

Car Repairer and Mrs. *Lester E. Sanders* of Oakfield have announced the engagement of their daughter, *Shirley Ann*, to *Donald Joseph Donahue*, son of Mr. and Mrs. *John Donahue* of Island Falls.

A July 22 wedding is planned.

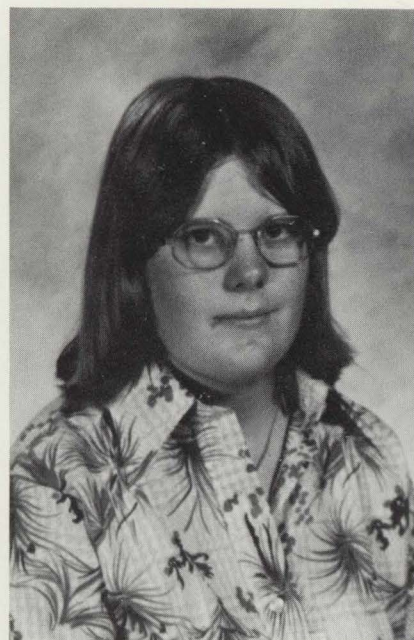
Miss Sanders is a sophomore at the Southern Aroostook Community High School.

Mr. Donahue, who will be graduated from the Southern Aroostook Community High School this spring, works for the Island Falls Starch Company.

Miss *Ellen Berry*, daughter of Shop Superintendent and Mrs. *Edwin J. Berry* of Brownville, has been accepted for membership in the United States Collegiate Wind Band. This is a highly selective musical organization which will make a concert tour of seven European countries during July and August. She plays the flute in Penquis Valley High School Band.

The invitation to tour with the United States Collegiate Wind Band was received from Professor *Al. G. Wright*, director of bands at Purdue University, Lafayette, Ind., and conductor of seven previous United States Collegiate Wind Band tours since they were started in 1971.

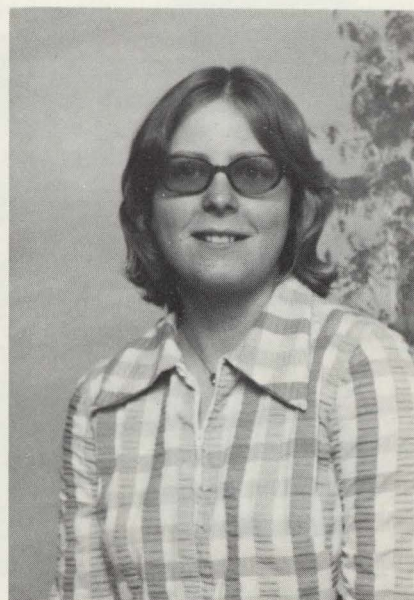
The band will travel for three weeks, July 13 thru August 5 in England, France, Germany, Austria, Italy, Holland and Switzerland. Concerts will be per-



Shirley Ann Sanders

formed in the cities of London, Paris, Lucerne, Altdorf, Salzburg, Lugano, Munich, Amsterdam, Nomtreux, Strasbourg and Heidelberg.

The group will assemble in New York City for rehearsals prior to their departure on July 13. While in New York City for rehearsals, the group will play invitational concerts at the Lincoln Center for the Performing Arts and in the Plaza of the Americas at Rockefeller Center.



Ellen Berry



Foreman *B.B. Libby* congratulates *Ken Boutilier* on his retirement.



Joni Glorine Clark

Hostler J. Reginald Clark of Northern Maine Junction and Mrs. Clark have announced the engagement of their daughter Joni Glorine Clark to Earl DuWayne Kaiser, son of Mr. and Mrs. Earl Kaiser of East Orange, New Jersey.

The bride-elect is a graduate of Hermon High School and is employed by Sears and Roebuck.

Her fiancé, a graduate of East Orange High School, is a veteran of the U.S. Marine Corps. He is employed by the East Orange Police Department.

An August wedding is planned.

A surprise birthday party was given on Dec. 18, 1977, at the home of Mr. and Mrs. John Willinski, Sr. to honor him on his 80th birthday.

John has been retired from the Derby Stores Department since Sept. 30, 1966, after working some 44 years.

The party was attended by all of their children; Mr. and Mrs. Edward (Lillian) Weisskirchen and Mr. and Mrs. Lawrence Willinski of Millinocket;



Mr. and Mrs. John Willinski, Sr.

Foreman and Mrs. John Willinski, Jr. of Derby; Supervisor of Stores and Mrs. Vernon Willinski, and Mr. and Mrs. Raymond (MaryAnn) Bragan of Milo; and Mr. and Mrs. Leo (Betty) Willette of Brownville Junction.

Mr. Willinski received two cakes made by Mrs. Betty Willette and Mrs. Lindy Bragan. He also received many cards and a gift of money.

Also present were many of his grandchildren and great-grandchildren; Parker, Kathy, Heidi, John and Abe Willinski; Shiela, Larry, Shane and Tony Fowles; Cheryl, Lindy, Vicky and Tammi Bragan; Patricia Robertson of Milo; Nancy, Kevin (who is a car repairer at Derby) and Michael O'Connor of Derby; Rita, Lewis, Melissa, Todd and Eric Mountain of Dover-Foxcroft; Bill, Karen and Lisa Weisskirchen of Millinocket; Valerie and Joe Willette of Brownville Junction.

Car Repairer, James Arthur Johnston, Derby, retired Dec. 16, 1977, with 27 years' service.

He was born Dec. 23, 1912, at Houlton and attended Houlton Schools, graduating from Houlton High School in 1931.

Arthur started work for the BAR Dec. 26, 1950, as a car repairer and since that time had worked as a car repairer helper, carpenter, laborer and painter. Prior to working for the railroad he was involved in farming and construction work.

He is a member of the IOOF—Milo and the Brotherhood of Railway Carmen.

Arthur is married and has four children: Mrs. John (Charlotte) Gross, Ledyard, Conn.; Mrs. Donald (Evelyn) Lawrence, Seattle, Wash.; and Mrs. Donald (Nora) Wellington, Dover-Foxcroft, Maine; and James P. Johnston, Atkinson, Maine. James is a carman helper at Derby.

Arthur resides with his wife, Josephine, at 9 Albert Street, Milo, Maine.

Mrs. Effie J. Bigelow, 72, died March 30, at her residence. She was born in Hermon, Aug. 28, 1905, daughter of Seldon and Clara (Marston) Booker. She was educated in Hermon and Bangor schools and was a member of Hammond Street Congregational Church and Stearns Circle of King's Daughters.

She is survived by her husband, retired machinist Dwight L. Bigelow of 208 French Street, Bangor; three daughters, Mrs. Eleanor F. Crockett of Strong; Mrs. Marjorie Phillips and Miss Rita R. Bigelow both of Bangor; 12 grandchildren, three great-grandchildren and several cousins.

Mrs. Helen D. Dean, 66, died at a Bangor hospital Mar. 25. She was born at Prentiss, Mar. 23, 1912, the daughter of Frank and Lena (Briggs) Hobbs.

Surviving besides her mother of Dover-Foxcroft, are her husband, retired car repairer C. Arnold Dean of Derby and several nieces and nephews.

Carman Welder and Mrs. Frank Hamlin of Milo have announced the engagement of their daughter, Debbie, to Clifford Smith, son of Mr. and Mrs. Gerald Smith of Derby.



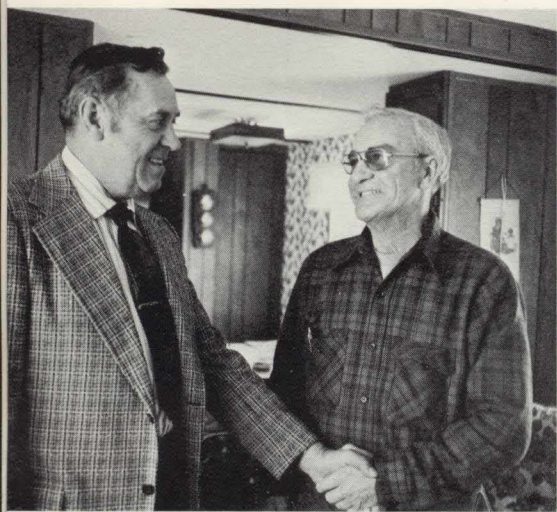
Conductor Chester J. Bragg, Sr. (right) pictured with L.S. Milton has retired after 33 years with the BAR. He is a native of Sherman Station and attended Sherman and Milo schools. He was also employed by B&M and CPR. He is married and has four children: Audrey, Chester, Jr., Jack and Reuben.



Foreman Kenneth L. Colpitts (right) pictured with Chief Engineer V.J. Welch has retired after 31 years with the railroad. He was born in Presque Isle and attended Bangor area schools. Mr. Colpitts served in the Navy during WW II. He is married and has five children: Charlene, Constance, Sandra, Kenneth and Judith.



Conductor James W. Green (left) pictured with AVP Operations-Transportation R.P. Groves has retired after 31 years with the railroad. He is a native of Athol, Mass., and served with the U.S. Army Engineers during WW II. Mr. Green is married and has five children: Thomas, Fred, Judy, Bill and Marcia.



Conductor *Carl L. Nickerson* (right) has retired after 25 years of service. He is a native of Monticello and was educated in local schools. Mr. Nickerson has five children: *James, Carl, Carline, Lawrence and Sharon*. He is making his home in Sarasota, Fla. Pictured with him is *L.S. Milton*.

Miss Hamlin will graduate in June from Penquis Valley High School.

Mr. Smith is a graduate of Penquis Valley High School and is serving with the U.S. Air Force and is stationed at Pease Air Force Base, New Hampshire.

Night Watchman and Janitor and Mrs. *Calvin Andrews, Sr.* of Atkinson have announced the engagement of their daughter, *Angelia*, to *Michael Comeau*, son of Mr. and Mrs. *Cyril Comeau* of Milo.

The bride-elect is a graduate of Penquis Valley High School and the University of Maine at Orono.

Her fiancé, a graduate of Penquis Valley High School, attended the Northern Maine Vocational Technical Institute. He is assistant manager at Knapp's Grocery Store, Milo.

Car Repairer *Ralph V. Bradstreet* of Milo, died Jan. 6, at his residence. He had been retired on disability since Oct. 1, 1962. He was born in Bridgewater, Dec. 22, 1909, son of *Nathaniel* and *Jennie Burns Bradstreet*.

He is survived by three sons, *Lawrence* of Old Town, *Vaughn* of Milo, *Earlan* of New Britain, Conn.; three daughters, Mrs. *Nancy Treadwell*, Milo; Mrs. *Beverly D'Arcy*, Bangor; Mrs. *Judy Morrison*, Milo; one sister, *Doris Wilkins*, Monticello; 12 grandchildren, two great-grandchildren, nieces and nephews.

Retired Blacksmith *Daniel Roger Stevens*, Milo, died at a local hospital Jan. 14. He was born in Brewer, July 17, 1902, son of *Augustus* and *Eliza (Shuman) Stevens*. He had been retired on disability pension since Dec. 1, 1959. He was a member of the International Brotherhood of Boilermakers, Blacksmiths and Helpers.

He is survived by his widow, *Elsie (Thompson) Stevens*, Milo; two sons,

Col. *Marvin Stevens*, Ret., U.S. Marine Corps, Springfield, Va.; and Capt. *Darrell Stevens*, Ret., U.S. Marine Corps, Brownville Junction; one daughter, Mrs. *Paul (Denice) Robertson*, Milo; one brother, *Charles* of Milo; two sisters, Mrs. *Lawrence (Charlene) Willinski* of Millinocket and Mrs. *Joseph (Thais) Zamboni* of Rumford; seven grandchildren, three great-grandchildren and one aunt.

John H. Ellison, 35, died at a local hospital Dec. 28, 1977, following a long illness. He was born at Milo, Nov. 13, 1942, son of retired car repairer and Mrs. *John Ellison*.

Besides his parents of Milo, he is survived by his maternal grandmother, *Hazel Dean* of Barnard; four brothers, *Douglas* of North Monmouth; *Robert* of Derby (laborer—Stores Department); *Louis* and *Thomas*, both of Milo, (carman-welders at Derby); two sisters, Mrs. *Laurel Hall* and Mrs. *Lana Badger*, both of Milo; several aunts, uncles, nieces and nephews.

Laura M. Russell, 80, died Dec. 31, 1977, at a Brewer nursing home. She was born in Wallagrass, June 10, 1897, daughter of *Telesphore* and *Catherine (Martin) Dumont*. She was a member of St. Paul's Catholic Church and Derby Mothers Service Club.

She was the widow of the late locomotive foreman *Wallace J. Russell*.

She is survived by four sons, *James* of Kensington, Conn.; *Roy*, Asst. Diesel Supervisor, of Bangor; *Charles* and *Richard* of Milo; five daughters, Mrs. *Sheldon (Pearl) Poole* of Nashua, N.H.; Mrs. *Mildred Ray* of Milton, Fla.; Mrs. *Patrick (Lucille) Pinette* of Fort Kent; Mrs. *John (Eva) Cobb* of Brownville Junction; and Mrs. *Galen (Constance) Carey* of Milo; five sisters, several grandchildren and great-grandchildren.



Conductor *Stacy A. Meister*, Washburn, has retired after 25 years with the railroad. He is a graduate of Presque Isle High School and an ordained Lay Pastor of the American Baptist Churches of Maine. Mr. Meister has been very active in church and youth groups during his career. He is married and has two children: *Coleen Blackstone* of N. Chichester, N.H., and *Kim E. Meister* of Augusta.

Retired painter and Mrs. *Elwood D. Bamford* of Derby recently received a letter from the U.S. Air Force informing them of the retirement of their son, *Terrence L. Bamford*, from the United States Air Force after 22 years of meritorious service.

The letter in part consisted of the following. "Among his many awards and citations are:—

"The Meritorious Service Medal, the citation which read in part, (the efforts of Sergeant Bamford aided in making this facility the most outstanding dining hall in the United States Air Force, thus winning the 1975-1976 Hennessy Trophy for the best single unit dining facility).



Timekeeper *George L. Kearney*, center, has retired after 40 years with the railroad. He was born in Bangor and graduated from John Baptist High School. Mr. Kearney served in the Army during WW II, returning to railroad service in 1945. He has been a laborer, engine cleaner, clerk, chief clerk and timekeeper. He is married and has two children: *Anne Chase*, Augusta; and *Paul*, Chicago, Ill. Pictured with him are *R.P. Groves*, left, and *W.E. Travis*.

"The Air Force Commendation Medal, (5) Air Force Good Conduct Medals, The Air Force Outstanding Unit Award, The Small Arms Expert Marksmanship Ribbon, The Army Good Conduct Medal, (3) Air Force Longevity Service Ribbons, The National Defense Service Medal, The Vietnam Service Medal, The Republic of Vietnam Gallantry Cross with Device, The Republic of Vietnam Campaign Medal, The Anarctic Service Ribbon and The Presidential Unit Citation.

"Not only is Sergeant Bamford a well decorated Airman, but in serving his country, he has traveled to many bases and countries around the world, including The United Kingdom, The Republic of Vietnam and Alaska.

"Personnel of the 6940th Security Wing and his comrades-in-arms throughout the United States Air Force, wish Airman Bamford well in all his future endeavors.

"You can be very proud to have this truly fine gentleman as a member of your family."

Accounting Department

Controller *Owen J. Gould* of Bangor has announced the engagement of his daughter, *Margaret Anne*, to *William J. Clifford, Jr.*, son of Mr. and Mrs. *William J. Clifford, Sr.*, of Bangor.

She is a 1975 graduate of Bangor High School and is employed at American Heritage Real Estate. Her fiancé, a graduate of Bedford, Mass. High School, attended University of Maine (Orono),

and is employed by ADCO Surgical Supply Company of Bangor. A May wedding is planned.

Data Technician *Frankie Brown* participated in the 61st National Bowling Tournament held at Miami Beach, Florida, during the week of May 1. She is a member of the team sponsored by the Red Lion Restaurant of Bangor.

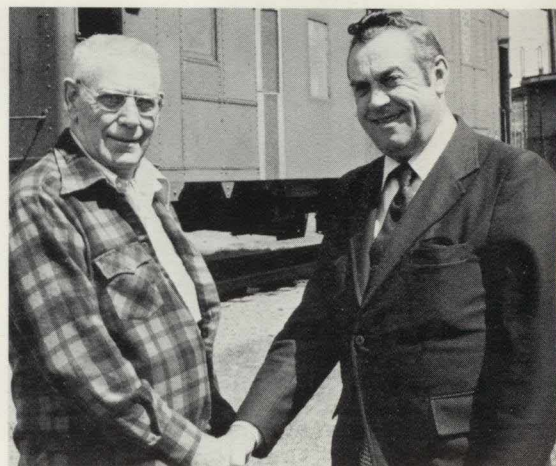
Programmer *James Carey* and wife, *Brenda*, spent a portion of their vacation in February vacationing in Bermuda.

Retired Clerk-Typist *Kathleen B. Aiken*, 82, of Bangor died Apr. 13, 1978, at a Miami, Florida, hospital. She retired from the railroad Jan. 11, 1963, after 40 years of service. She is survived by one brother, *John W. McGuire* of Glenburn; and several cousins.

Data Technician *Brenda McCarty* spent the first week of March in Pinellas Park, Florida, visiting friends. While there, she enjoyed visiting Busch Gardens, Sea World, and Disney World.

Engineering

Miss *Susan Childers*, daughter of Mr. and Mrs. *H.E. Childers*, has been chosen for the second year to participate in the Maine All State Chorus, which will be held in Calais, Maine, in the spring. Susan is a member of the Hampden Academy Concert and Marching Band, plays the tenor saxophone in the Stage Band, and is a member of the Academy chorus. She is in the sophomore class at the academy and an honor roll student. She was also in The Bangor Community Theatre production of *Fiddler On The Roof*.



Conductor *Enoch Trafton*, left, (pictured with Director of Transportation *L.S. Milton*) has retired after 33 years with the railroad. He is a native of Millinocket and an Army veteran of WW II. Mr. Trafton graduated from Millinocket High School. He is married and has one daughter, *Susan Doyle* of Brewer. He belongs to the UTU and Nollesemic Lodge 205, AF&AM.



Susan Childers

She is a member of the varsity cheerleaders, International Club and Spanish Club.

Our sympathy to the family of B&B Foreman *Arthur E. Taylor*, Robinson, who died Jan. 9, 1978, after a brief illness. He was born in Van Buren June 29, 1918, the son of *George R.* and *Mercy Jane (Ryder) Taylor*. He is survived by one brother, *George R. Taylor, Jr.*, of Robinson. Arthur started his railroad career on June 5, 1941, as a B&B Helper.

Mr. and Mrs. *Andrew (Willy) Gavett*, Old Town, are receiving congratulations on the birth of a son, *Aaron Michael*. Mrs. Gavett is the former *Wendy Beaulieu* of Houlton. Maternal grandparents are Retired Mechanic and Mrs. *Frank Beaulieu* of Houlton.

Retired Trackman *Herman Pinette*, Eagle Lake, died at his residence Mar. 20, 1978. He was born at Eagle Lake May 15, 1901, the son of *John* and *Violette (Boyles) Pinette*. Herman had some 32 years service with the railroad, starting



Section Foreman *Sterling J. Gamblin*, Presque Isle, spent his whole vacation last fall trapping. During one three-week period he took 500 muskrat. His total catch amounted to 503 muskrat, 14 mink and five coon. Sterling did the skinning but his wife, whom he describes as a first-rate outdoors person, fleshed out all the pelts shown in the photograph. Both Gamblins harvested a deer during the fall season.



Suzanne DeLong

work as a trackman Apr. 24, 1935, and retired May 16, 1968. He is survived by three step-daughters, several grandchildren, nieces and nephews.

Gordon R. Dixon of Stockholm has announced his candidacy for the Republican nomination from District 8 to the Maine House of Representatives. Dixon retired in 1970 from the railroad after 32 years of service in the Engineering Department as a section foreman. Dixon served two terms as Stockholm town manager and has been on the board of selectmen several times.

Ammon H. Gee, Retired Trackman, Millinocket, died Apr. 15, 1978, at a Bangor hospital. He was born in Perth, N.B., Apr. 12, 1888, the son of Jessie and Hannah (Chase) Gee. Gee retired from the railroad in 1957 as a trackman after 30 years of service in Millinocket Yard. He is survived by his wife, Susie (Searles) Gee of Millinocket; two stepsons, Herman Russell of Millinocket and James Clifford Gee of Manchester, N.H.; one foster daughter, Mrs. Bernice Fling of Bangor; several step-grandchildren, nieces and nephews.

The Oakfield Democratic Caucus was held recently at the Municipal Building and Bridge Inspector Clair Wilmot, Oakfield, was elected chairman and Clerk Virginia Bubar, Oakfield, is the new secretary-treasurer. They were also elected delegates to the state convention.

General Office

Suzanne DeLong, daughter of Director of Safety and Security and Mrs. Alvin W. DeLong, has been named salutatorian of the 1978 class of Hampden Academy. Miss DeLong is president of the National Honor Society and the Academy Student Council. She is editor of the school yearbook and vice-president of the Hampden Academy Band and co-chairman of Dollars for Scholars. She plans to study engineering at the University of Maine at Orono in the fall.

Carol and Roger Travis of Mechanicville, New York, are the parents of a new daughter, Stacey Lynn, born March 27. Roger is the son of Barbara and Walter Travis.

Harriette Cousins and Barbara Travis have returned from a three-week trip to London and Paris. From London they traveled to Oxford to visit Vicki Cousins, daughter of Howard and Harriette Cousins, who is spending her junior year studying at Warnborough College. Mrs. Cousins also met for the first time several English relatives.

Traffic and Marketing

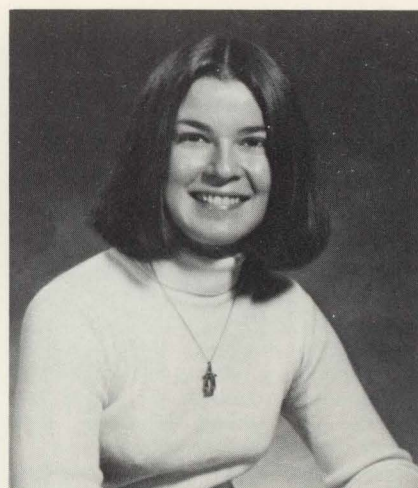
Asst. General Freight Agent George Deshane, his wife, Ruth, and daughter, Joan, were guests of George's sister Melvena Daigle at Leesburg, Florida in February. While there the family traveled to Key West, Tampa, Cape Kennedy and points of interest in the central Florida area, including Disney World.

Renee White, daughter of Tariff Clerk Allen and Shirley White, has been accepted into the National Honor Society. Renee is a senior at Hermon High School.

AVP Charles Hickson and VP-Intermodal Service Norman Tardif and their wives have returned from a 7-day Caribbean cruise aboard the M/S Starward of Norwegian Caribbean Lines. Stops were made at Jamaica, Haiti, Nassau and Berry Island. The cruise originated at Miami on April 1st.

Transportation Department

Locomotive Engineer and Mrs. W.S. Adams, Sr. of Houlton are announcing



Jean M. Lebel

the engagement of their youngest daughter, Nancy Lee, to Jerry Toner, son of Mr. and Mrs. Edward H. Toner, Jr. of Houlton. The bride-elect is a 1976 graduate of Houlton High School. Mr. Toner is a 1973 graduate of Houlton High School and is presently employed by the Bangor and Aroostook Railroad. A June 24th wedding is being planned.

Conductor L.A. Hutchinson was installed as Master of Monument Lodge #96 A.F. and A.M. of Houlton in March.

Retired Supv. Agent D.R. Buchannan celebrated his 95th birthday Mar. 16 in Whittier, California, where he now resides.

Retired Locomotive Engineer and Mrs. E.W. Capen of Presque Isle recently spent a few weeks in Florida.

GYM and Mrs. I.L. Foster, Millinocket, Retired Supv. Agent and Mrs. B.A. Ryan, Bangor, and Retired Chief Dispatcher H.G. White, Houlton, enjoyed the Anah Temple Shrine trip to Monte Carlo in April.

Jean M. Lebel, daughter of Agent Albert and Mrs. Muriel Lebel of Fort Kent has graduated from Quinnipiac College of Hampden, Conn., with a BS Degree in Occupational Therapy. She did her affiliation work at Pineland Center in Pownal, Maine, also at the New Hampshire Hospital in Concord, N.H., and Rutland Hospital in Rutland, Vermont. She has accepted a position at the New Hampshire Hospital in Concord where she is residing.

Rail Welding Plant at Brownville

Lewis Rail Service, Cleveland, Ohio, has set up a rail welding plant at Brownville to weld approximately 25 miles of rail taken from the Medford Cutoff into 76-foot lengths. Some 9.8 miles of the welded rail will be used in 1978 rail programs. The plant is turning out 60 welds a day and Engineering Department officials say that the job will total approximately 3,500 welds and will take about three months.

Facts and Figures

	March		Three Months Ended 3/31	
	1978	1977	1978	1977
We received from:				
Hauling freight	\$1,758,232	\$1,606,727	\$4,903,994	\$4,603,641
Carrying passengers & express on our buses	29,354	24,258	83,383	74,578
Other transportation services	25,291	33,323	77,651	162,802
Net rental from freight cars and other equipment	260,287	258,127	917,414	826,141
A total of	2,073,164	1,922,435	5,982,442	5,667,162
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	386,758	444,393	1,130,502	1,278,873
Keeping locomotives, cars and other equipment in repair	526,864	528,262	1,524,999	1,538,034
Running trains, station and yard expenses	612,576	636,237	1,930,199	1,912,820
Pricing and sales of our services	32,297	32,994	100,960	101,691
Managing the business and keeping records	163,797	130,941	463,587	372,307
Payroll taxes	178,351	181,498	512,786	524,315
State and local taxes	24,817	24,817	74,436	74,249
Interest on borrowed money	88,149	82,367	264,966	249,693
Other miscellaneous charges-net	(18,296)	(34,817)	(50,728)	(59,487)
A total of	1,995,313	2,026,692	5,951,707	5,992,495
Pre-Tax Net Income Reported to ICC	\$ 77,851	\$ (104,257)	\$ 30,735	\$ (325,333)

Two Conductors Receive Commendations

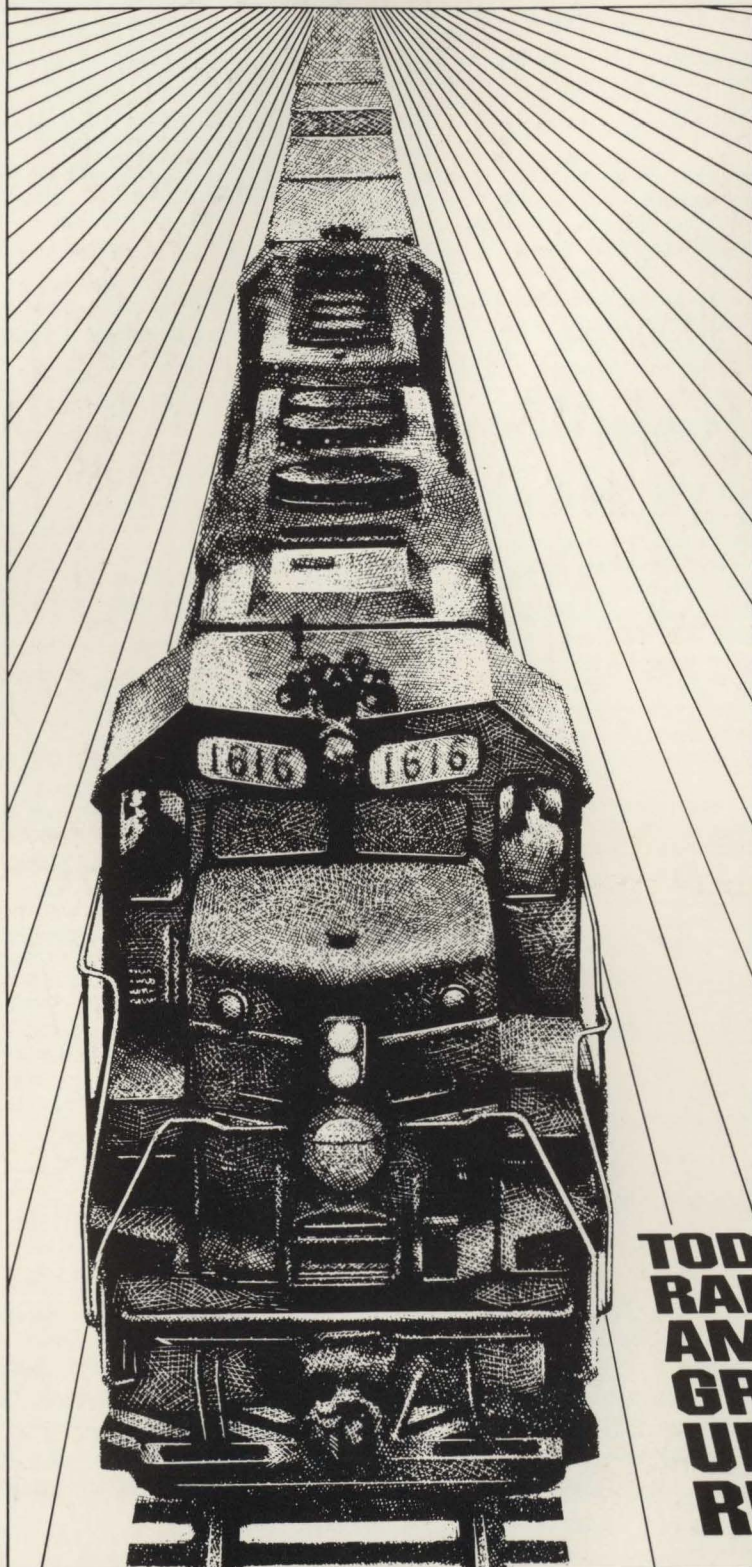
The experts define safety as a state of mind and it may well be an accurate definition. If it weren't for the alertness of its people the railroad would be a far less safe place to work. The Transportation Department has commended two conductors for spotting conditions which could have caused potentially serious accidents. Conductor Malcolm E. Davis was commended for discovering and immediately reporting a six-inch break in a rail on the Ashland line. And Conductor Ted Bostock spotted a main line switch wrong while working as a conductor on Train ON-28 at Millinocket. Conductor Bostock was pushing the rear of his train back toward the switch when he made the discovery. He then saw a figure running toward the woods and found the switchlock open from the vandal's tampering. His alertness surely prevented a derailment.

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

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RAILROADS AREN'T JUST RESTING ON THEIR ADVANTAGES.



We take for granted that the United States is the world's biggest economy. But consider the vital transportation element and the railroad system that is its backbone. Rails carry 75% of all the coal that moves and provide 80% of the transportation for all new motor vehicles and parts, 74% for all paper and pulp products, and much more.

Big as that job is today, there's an even bigger one ahead. The Department of Transportation recently predicted that intercity freight ton-miles will double by 1990. All forms of transportation will carry more—but the railroads, DOT estimates, should score the biggest gains.

Why? The main reason is that railroads can do it. The others can't—not as well nor as easily. Advancements—like bigger freight cars and more efficient handling methods—have enabled the railroads to make better and better use of their facilities. As a result, they have capacity to spare.

This is fortunate for the public. Compared to other types of land transportation, railroads transport more freight with less fuel, less pollution, more safety—and greater economy.

Railroads aren't just resting on their advantages. They are making further improvements today—in car utilization, in service innovations, in computerization, in facilities, and in general productivity to assure that railroads can handle tomorrow's load.



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