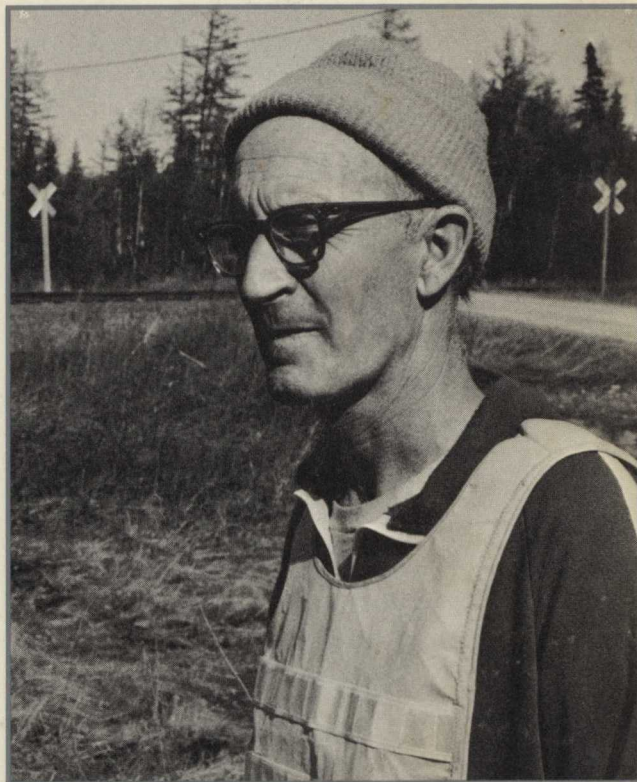


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

• SUMMER 1979





Talking It Over

To My Fellow Employees:

The railroad would have run out of diesel fuel on or about August 12 but for the help of the Association of American Railroads and the state energy office, both of whom intervened with federal authorities in Washington. We can all be grateful that the gauge didn't register "empty" as anticipated. We have received an adjustment in our fuel allocation that should see us through the critical period. Our original allocation was based on July and August of last year when Great Northern was down because of a strike and our business was greatly reduced.

What a great contrast there is between the railroad industry...the most fuel-efficient mode of land transportation...going hat-in-hand to the government for fuel and the violence and lawlessness of the "independent" truckers in their recent strike for a whole grab bag of goodies including cheap, unlimited diesel fuel. Independent normally means the ability to take individual action, yet some independent truckers were shooting at others to keep them off the highways.

So much for that myth.

The cause of the independent trucker was promoted by gunfire and some authorities...federal and state...are ready to submit to their blackmail demands for cheaper, unlimited diesel fuel, higher speed limits and higher weight/length limits.

At the expense of the rest of us.

Ironically, the truck strike ended at about the same time the federal General Accounting Office issued a report on highways and trucking. The report said, among other things, that heavy trucks are wearing out the highways and existing maintenance programs aren't enough to protect the \$96 billion the government has invested in highways since 1956. The report said that nearly 25% of all big trucks are hauling loads over the legal limits. It adds that a single tractor-trailer rig has the same damaging effect on a road as 9,600 automobiles. Raising the federal truck weight limits from 73,280 to 80,000 pounds in 1975 has hastened the deterioration of the nation's highways by as much as 35%, the report says. Bridges are a critical problem with 85% of the nation's highway bridges being in a deteriorated condition.

The consequences are understandable when one recalls that in the 1950s when Congress initiated the Interstate System "big trucks" weighed in at less than 50,000 pounds and highways were built to specifications that acknowledged a future "giant" hauler of 60,000 pounds. The Maine legislature raised truck weights from 73,280 to 80,000 pounds in spite of the fact that the people of Maine voted by nearly a three-to-one margin against raising truck weights. The maintenance problem with bridges is critical here, too, and heavier trucks greatly increase the problem. It's difficult to reconcile the facts with the legislature's recent decision to raise the registration costs of passenger automobiles by 33% while increasing big truck registrations by only 15%.

The independent truckers should certainly be allowed to pass along their increased costs but not at the expense of the average motorist, other energy users, and our abused highway system.

Any increase in big truck weights/lengths or a higher speed limit for them will only perpetuate the artificial economics that allows big trucks to compete with railroads for long-haul traffic. It penalizes the most fuel-efficient mode which can move the same loads using only 25% of the energy of the big truck. The idea of holding energy prices down for trucks, absurd though it is, is no more logical than the idea of increasing load and speed limits for these extravagant energy users.

But the biggest losers, if the truckers win with their extortion tactics, will be the American people. It's their oil the truckers are using and their highways that big trucks are destroying.

It's a story that all of us...labor and management...should tell our neighbors and anyone else who'll listen. As RAILWAY AGE'S Gus Welty wrote: "It's a cause that can be promoted without gunfire."

And that's a nice contrast.

Sincerely,

Walter E. Travis



About the Cover

Cleon Cole, the son of a railroad man and a railroader for virtually all his life, writes of his career. Section Foreman Alton Wardwell, upper right, is the railroad senior jogger at age 56 and has some interesting insights on America's newest craze. B&A has just taken delivery of a new 47-passenger, \$100,000 bus, underscoring its commitment to passenger service in northern Maine. Highway Division Manager S.F. Corey is interviewed by Channel 5.

In This Issue

Articles

| | |
|--|----|
| Oakfield Field Headquarters Opened | 4 |
| Railroaders Go Back To School | 6 |
| The 'Ritz' of Outfit Cars | 9 |
| BAR's Commitment to Passenger Service | 10 |
| Railroad Joggers Share A Passion For Self-Discipline, Fitness . . . | 12 |
| Leisure Time Safety Hazards | 15 |
| Cleon Cole Says Goodby | 16 |

Departments

| | |
|-----------------------------|----|
| In The Family | 18 |
| Facts and Figures | 23 |

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NEWS BRIEFS

NEW MUSCLE UNDER THE WHEELS

Extra Gang crews are laying steel and installing ties and ballast at a brisk clip. An additional three miles (7,000 tons) of crushed rock ballast has been authorized for the Searsport Branch bringing the total new ballast for the 29-mile branch this year to seven-and-a-half miles. Extra gang crews will also lay 12 miles of rail and install 35,000 ties throughout the system.

ENERGY COMMITTEE NAMED

President Walter E. Travis has named an Energy Conservation Committee, chaired by Harold Mountain, assistant manager purchases and stores, to assess current railroad usage and recommend conservation measures. Serving with him are R.W. Stanhope, road foreman of engines, R.B. Gray, manager of business services and R.L. Condon, general auditor. The committee is reviewing the railroad's heating and fueling practices and intends to make initial recommendations that will cut the railroad's energy consumption by at least 10%. Fuel prices have increased 50% since January and energy is an increasingly significant cost item in railroad operations. The railroad consumes 10,000 gallons of diesel fuel a day. Storage capacity is limited to a 10-day supply.

LITTLEFIELD HONORED BY SHIPPERS BOARD

Linwood W. Littlefield, vice president-operations for the BAR, has been named Railroad Operating Man of the Year by the New England Shippers Advisory Board. He began his career with Merchants Despatch Transportation Corp. in 1942 and became associated with BAR in 1951. He was named manager of car service in 1967 and manager of operations and maintenance in 1970. Littlefield was elected vice president-operations in 1973. He has been active on the Shippers Advisory Board for over 20 years.

CHIEF MEDICAL OFFICER NAMED

A Presque Isle native, Dr. Henry A.R. Litz, has been named as the railroad's chief medical officer. Dr. Litz was educated in New Brunswick and received his medical education at Dalhousie University in Nova Scotia. Prior to his medical studies he served a tour of duty with the U.S. Army as a paratrooper in Germany. He is presently on the staff at St. Joseph's Hospital in Bangor. His work for the railroad will include all pre-employment physical examinations as well as evaluating disability retirements. Dr. Litz is married and has four children.



The railroad's new yard office and headquarters building for field supervisors was completed and occupied in July. It replaces three older structures, one of which is the former yard office, seen at right, which was a converted coal pocket. Operating departments expect to realize significant energy savings with the new structure.

Oakfield Field Headquarters Opened

All those folks who think that the railroads are falling apart haven't been watching the Bangor and Aroostook for the past five years. Not only has the railroad been refurbishing its roadbed and track during that time, it has also managed to build two major new facilities for its people. On July 16, for the second time in five years, Bangor and Aroostook employees moved into a major new facility. Transportation Department employees from Presque Isle, Engineering personnel from Houlton and yard office and Mechanical Department people from Oakfield moved into a new \$300,000 yard office and headquarters building for field supervisors at Oakfield.

In 1974, railroaders from Houlton, Derby and Bangor moved into a new general office building at Northern Maine Junction Park in Hermon. It was the first time all of the major departments had been under one roof since the construction of the railroad started in 1891.

Like the 1974 move, the Oakfield building consolidates field personnel from Transportation, Engineering and Mechanical into one modern energy-efficient facility. It replaces three older structures, one a leased suite of offices that housed the Presque Isle station and the northern Maine sales office.

The closing of the Presque Isle station agency was timed to the completion of the Oakfield facility. A new station was opened in Mapleton to handle operations for train crews in the Presque Isle-Caribou area. The original Mapleton structure was torn down in 1971.

Robert P. Groves, assistant vice president operations-transportation, said that moving Presque Isle station forces to Oakfield won't result in less service to the Presque Isle area.

"Most of the station's business is handled by telephone," he explains, "and it doesn't change the service aspects if the telephone is answered in

Oakfield or in Presque Isle."

He adds that the move was promoted by changes in the railroad's traffic pattern over the past 10 years. When Bangor and Aroostook was a major factor in the transportation of fresh potatoes, the railroad's main line was through Houlton, Presque Isle and Caribou because of the volume of potato traffic moved from the area by rail. Now that the railroad moves virtually no fresh potatoes, the traffic on the old main line route is a fraction of the former volume and BAR classifies the former main line as branch line.

But while the fresh potato traffic was dwindling, the forest products industry in northern Maine experienced vigorous growth. Two huge, modern sawmills were built in the Ashland area and expansions in the mill capacity of Diamond International, Great Northern Paper, Fraser and International Paper Company greatly increased the

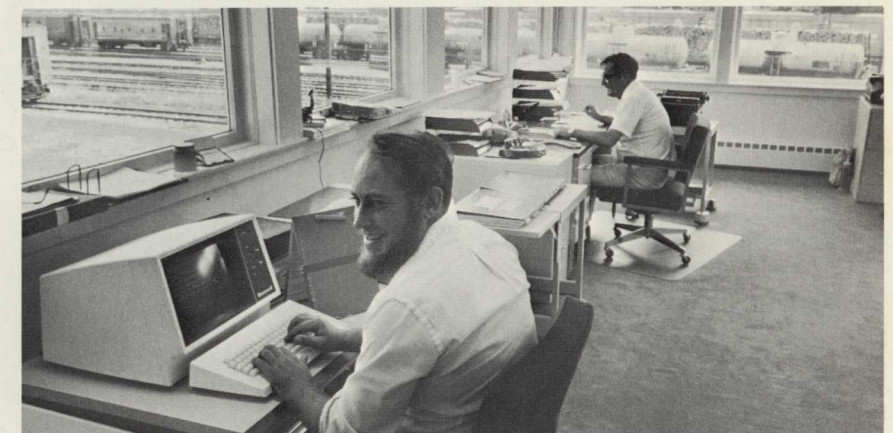


Visibility and comfort in the new yard office are given high ratings by yardmaster Ted Parker, left, Clerk-telegrapher Gene Lawlor and Station Agent Ivan Levesque. Right, computer terminal, in use by Clerk John Lyons, is an indispensable tool in the new facility. Also pictured is Clerk Dale Greenlaw.

rail traffic on what was called the Ashland Branch. With the increase in paper, lumber and other forest products the status of the Ashland Branch to main line more accurately reflects the heavier volume of traffic.

The move to the new Oakfield headquarters building did not include Norman J. Tardif, vice president-intermodal services, and his sales and service staff. A new building to house sales and services in Presque Isle is being studied.

The Oakfield headquarters building stands south of the former Oakfield yard office, a converted coal pocket and will be demolished this year. The first floor includes quarters for the general foreman, trainmaster, superintendent of track and staff, as well as lunchroom and restroom facilities. The second floor has offices for Transportation Department supervisors and employees and the yard office operator.



Supervisory Agent Harold A. Labbe, pictured with Ivan Levesque, is in charge of the station forces who moved from Presque Isle to Oakfield in the consolidation. First floor offices include track supervisors and mechanical personnel. Pictured are Clerk Willard H. Buxton and General Foreman Blair Libby.



Railroaders Go Back To School

A lot of Bangor and Aroostook people are going back to school.

Their classrooms are not the formal places of the academic world, though. More often school is held in the cab of a diesel locomotive, a yardmaster's office or the Engineering Department's maintenance shop.

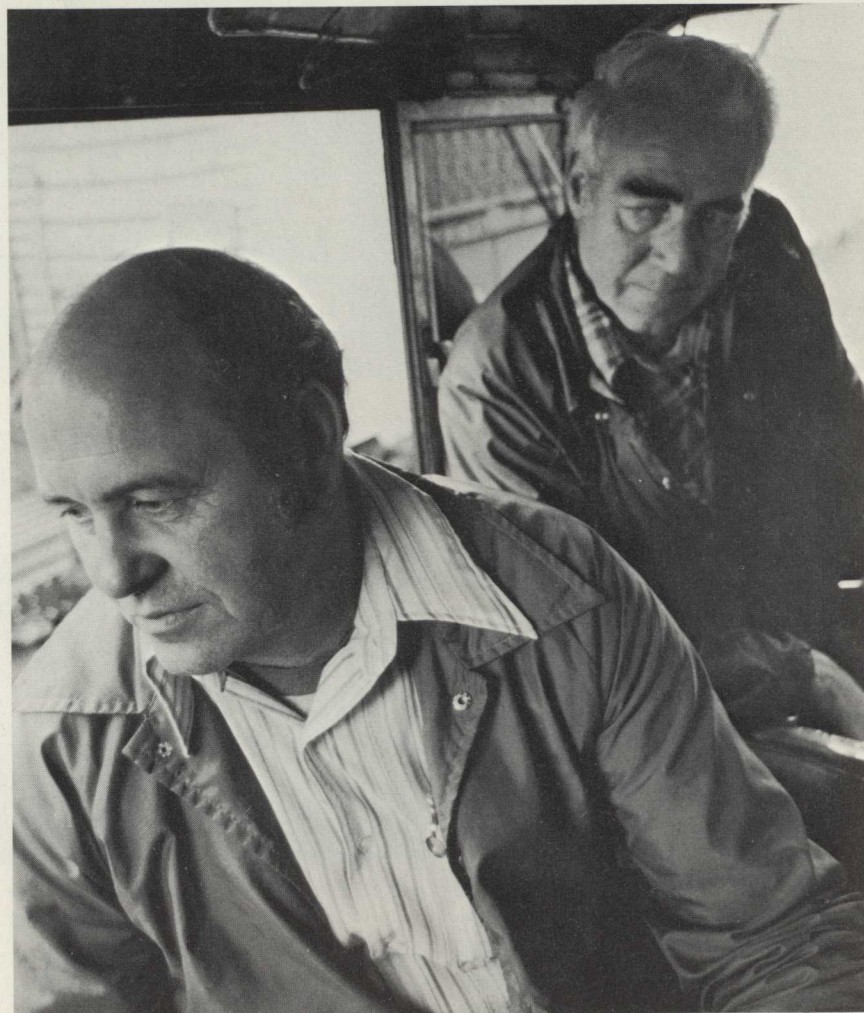
In the past four months the Engineering Department has conducted training courses for mechanics, machine operators and foremen. The Transportation Department has graduated a new class of locomotive engineers—the third since 1968—and has started another group of young men on the road to becoming conductors.

The education is all part of the process of renewal that's always been necessary for a full reservoir of railroad skills. But there are new factors at work that make formal training programs more important to the regeneration of the railroad than they've ever been.

The traditional way of making locomotive engineers or brakemen or mechanics was to provide a long period of apprenticeship during which the neophyte learned by working with an experienced person. A couple of generations ago, a young person who aspired to become a railroad telegrapher was even expected to learn the craft on his own time.

Neither of those methods are effective under 1979 conditions. The average compensation for railroad operating employees ranges between \$60 and \$100 a day. And the railroad needs the best trained people it can get to fill those jobs.

Chief Engineer Vinal J. Welch says that formal training programs are vital to the work of his department.



Student Engineer Dean Fitzgerald handles the controls of a switch engine at Millinocket Yard under the watchful eye of Engineer Jack Porter. Fitzgerald was one of five conductors trained as locomotive engineers in the third class since 1968. Because all members of the class were qualified in the rules, the training focuses on the mechanical instruction and locomotive operation.

"The maintenance of way task has become increasingly mechanized," he points out. "It's not uncommon for us to pay \$100,000 and more for a piece of machinery. And it makes no sense at all to place it in the hands of an inexperienced operator who will not get the production out of the equipment we must have to justify the investment."

Skilled operator turnover is part of the problem, Welch explains. Experienced operators are usually senior men who are reluctant to take system-wide extra gang jobs that keep them away from home for extended periods. To encourage the skilled operators to take those jobs, Welch and his staff have confined surfacing gangs to the boundaries of roadmaster dis-

tricts, a move that usually enables crew members to work within commuting distance of home.

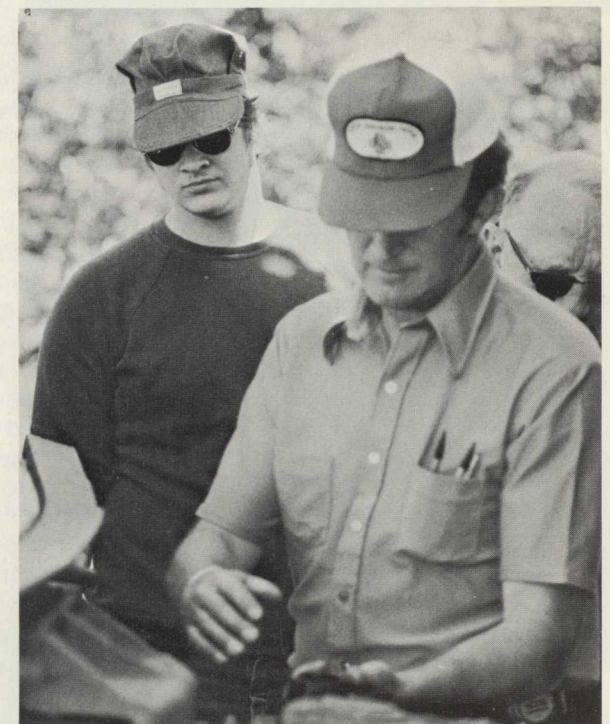
The mechanics who service the increasingly sophisticated machinery are also part of the constant training process. Most have attended a school at the manufacturer's plant but interim sessions like the one conducted in-house in April serve as refreshers for experienced men and provide newer mechanics a chance to work with experts on their home ground.

The school for foremen, Welch says, is a forum of updating veteran foremen on new FRA regulations and starting new foremen toward acquiring new skills.

Since the 1964 award eliminating the firemen on most locomotives, the formal training of locomotive engineers became an urgent matter for Bangor and Aroostook. The first six-week course included five firemen who had been displaced under the 1964 decision. Two more engineer training courses have been held since the first course and Superintendent Transportation Leigh S. Milton



Above, David Lees, a representative of Canron Corporation instructs a combined class of Canadian Pacific and Bangor and Aroostook maintenance of way employees in operating and maintenance procedures for the Canron tamper. At right, Road Foreman of Engines R. W. Stanhope demonstrates the hazards for hands and fingers involved in the coupling of freight cars to a class of student brakemen.



Trainmaster Frank D. Larlee (at right in left photo) puts a class of student brakemen through the correct techniques of getting on and off moving freight cars and signaling at Northern Maine Junction yards. By special agreement with the UTU, the student brakemen take to the rails with a locomotive and learn the basics by actually handling non-revenue cars under actual operating conditions.



At right, Assistant Chief Engineer Gordon S. Duncan explains Federal Railroad Administration regulations to a class of section foremen. Upper, left, maintenance of way mechanics at Houlton Shops listen closely to a lecture on machine maintenance during a day-long training session. Section Foreman G.O. McManus, left, leans forward to follow a discussion of the techniques of lining curve and tangent track.



thinks the program is highly successful.

It's helped along by the familiarity of all the candidates with the railroad's operating rules. The most recent class of five which qualified July 10 were all qualified conductors and preference is given to employees who have qualified.

The training begins with a week of classroom work with Road Foreman of Engines R. W. Stanhope. Under an agreement with the UTU, the class takes to the rails with a locomotive and learns the basics by actually handling non-revenue cars in the yard.

The third phase is assignment to a regular run working under an experienced engineer. Sometime during this part of the program Stanhope meets with each candidate individually to give the first and second year mechanical examination....so named because under the apprenticeship system the tests were given after one and two years' experience. Before the course is finished, the candidate will take the third year oral mechanical and rules ex-

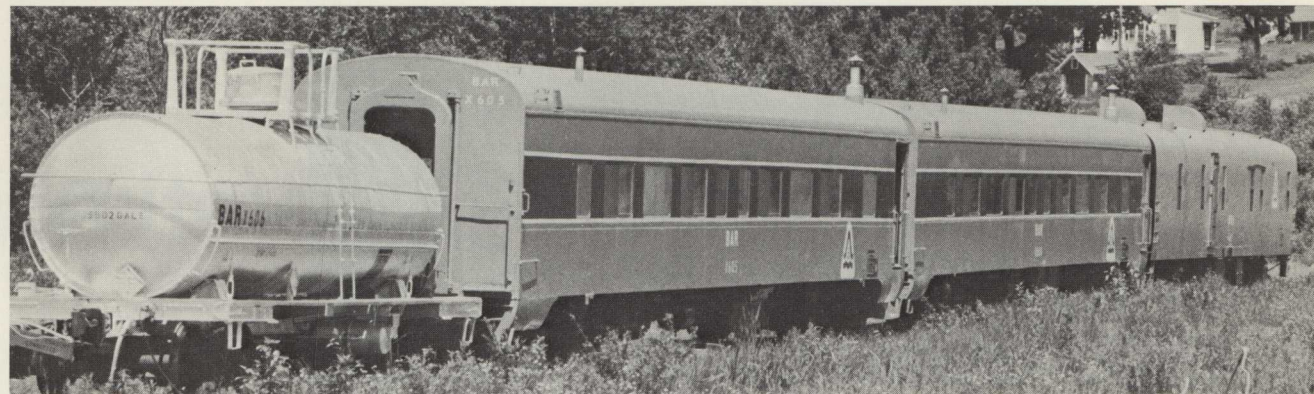
amination.

Leigh Milton thinks the finished product is a skilled railroader who's every bit as competent as those engineers who learned their craft under the apprenticeship system.

Transportation's latest effort involved the structuring of a training program for beginning brakemen, a process that formerly involved safety orientation and rules familiarization with an extended apprenticeship. But the railroad's newest brakemen got an intensive 12-day cram course in the fundamentals of the craft under Stanhope and veteran Trainmaster Frank Larlee. The fledgling brakemen get a chance to move cars before being sent out on a regular assignment and a lot of personalized instruction.

The role of training for railroaders is destined to occupy a greater role as equipment becomes more sophisticated and greater demands are placed on the railroad industry. It also means that the industry's bright hope for tomorrow will still be the well-trained, motivated worker.

Foreman C.B. Miles, Jr., left, listens while Foreman Beverly Smith makes notes on a discussion of Federal Railroad regulations.



Old AMTRAK cars don't just fade away. Sometimes they're converted into spacious dormitory cars for the extra gangs who lay steel and ties and do all the other heavy maintenance needed to keep BAR's track in good condition. These cars, including water car and cook car, were refurbished by BAR crews at Derby.

The 'Ritz' of Outfit Cars

No railroader who's ever worked in the extra gangs would describe it as an easy job. The hours are long. The work is demanding. The bugs are hungry and you're away from home for days at a time. But there are some compensations.

Many of the cooks set a table that a first-class restaurant would be proud of. Cooks like Roland Fournier. And those of past decades who set the standards today's railroad cooks are judged by. Lilley St. Amant, Roland Nadeau, Fred Albert, Lettie McLain, Marie Page and a lot of others.

But perhaps the biggest change in the life of the extra gang worker has occurred in his living quarters. It wasn't very long ago when outfit cars were commonly converted wooden boxcars. The toilet accommodations were primitive and the sleeping quarters often dark and ill-ventilated. The railroad's upgraded outfit cars just put into service won't put your neighborhood Howard Johnson's to shame, but they're a far cry from the traditional outfit car.

The latest cars to come out of Derby Shops are stainless steel AMTRAK cars that have been gutted and refurbished by Mechanical Department crews with an eye toward light, ventilation and the amenities. The three cars purchased by the railroad

were built in the immediate postwar period and saw use on individual railroads before they were acquired by AMTRAK.

The former passenger cars were converted into self-contained dormitory cars by stripping all of the seats and passenger accommodations and refurbishing the basic interior. Sleeping accommodations for 20 men were added as well as showers and Microphor toilets, a system that operates on compressed air and has no effluent.

Water and electricity have always been a problem for outfit

crews working in remote areas away from a water supply and electricity. The two major outfit crews...the tie crew and the rail and ballast crew...now have as part of their regular lineup a diesel generator car that ties in with trainline electricity and a 5000-gallon tank car and pump that provides fresh water and compressed air.

The new hardware won't have railroaders clamoring for a place in the outfit crews. And it won't make the work any easier. But it will make the living a lot more pleasant.



Veteran Bangor and Aroostook Cook Roland Fournier, pictured in a refurbished cook car, is one of the important reasons positions on the tie crew are sought after by maintenance of way employees. Food in the outfits is top quality and generous in portions, an important element in the lives of men who perform demanding physical work.



Bangor and Aroostook buses have started service to Bangor Mall from Aroostook County points. The new service allows up to six hours of shopping and return the same day from central Aroostook. Highway business is up nearly 40% for July as a result of growing public awareness of the energy shortage.



Channel 7 reporters Kathy Walsh and Dan Desjardins (with camera) interview Bangor and Aroostook Highway Division Manager S.F. Corey on the impact of the energy shortage on the railroad's passenger service. The railroad has just taken delivery of a \$100,000 47-passenger bus, pictured in the background.

BAR's Commitment to Passenger Service

Bangor and Aroostook's passenger operations between Bangor and northern Maine, the only public intercity surface transportation in northern Maine, showed the first gains in nine years during May, June and July. Revenues, up 40% in July compared to a year earlier, coincided with growing public awareness of the energy problems.

The railroad highway bus operations have been running in the red since 1970, the last year the service broke even. Highway Division Manager S.F. Corey says that the surge in business is no guarantee the railroad's buses will break an eight-year losing trend but is encouraged at the strength of the increase.

Bus service was continued, offering two round trips a day between Bangor and Aroostook County. The highway division has been considered more of a public service than a profit center by the railroad although it frequently broke even. For the last eight years, however, the service has shown consistent losses. Last year's loss was \$57,567, in spite of charter service and bus express revenues.

But as gas prices nudge a dollar a gallon, public transportation has become a more attractive alternative for the person accustomed to the private automobile. The railroad's buses have just inaugurated service to Bangor Mall, a huge new

shopping complex, and the Highway Division is exploring different marketing devices.

The bus operations isn't expected to become an overnight bonanza but, as Travis points out, "we feel a lot better about investing hard-earned dollars in new equipment when the railroad isn't losing money on the service."

"We made a commitment to maintain a good passenger transportation service when we discontinued the passenger trains in 1961," Corey says. "We've honored it even though we experienced losses that have amounted to \$240,000 in the past four years. While we regret the energy problems we're all faced with, it's nice to know the service you're offering may be needed again."

To back up its public service commitment, the railroad took delivery of a new 47-passenger bus in July. It brings the railroad's bus ownership to seven and BAR President Walter E. Travis said that the company is studying the purchase of an eighth bus.

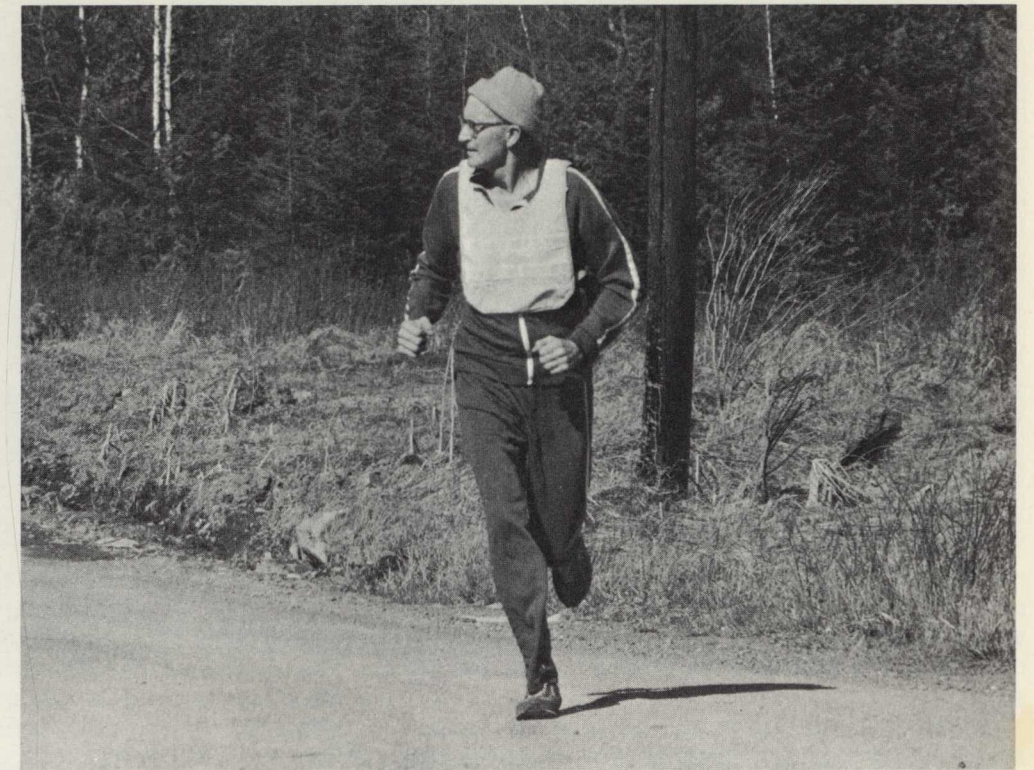
The railroad's Highway Division was inaugurated Nov. 24, 1936, to supplement train passenger service to Aroostook County. Minutes of the directors meeting that year note that "the service will be extended this spring in substitution for certain passenger trains."

Frederick B. Lunt, Presque Isle, who was later to become a vice president of the railroad, was the original driver and has vivid memories of the inaugural trip which left Limestone at 6:30 A.M. bound for Presque Isle via Fort Fairfield and Easton.

"The roads weren't plowed very much in Aroostook in those days," he recalls, "and we left Limestone in a fine, powdery snow. About the only way you knew where the road was was to drive between the telephone poles and, to make matters worse, the snow was blowing up into the electrical system of the new bus and shorting it out. I'd have to stop every few miles and dry it out. One of the passengers was an expectant mother on her way to Dr. Boone's office in Presque Isle and every time I stopped she'd get out and be sick. Finally, in Easton, one of the other passengers tapped me on the shoulder as I was drying out the electrical system and said he hoped I knew all about obstetrics because that lady was going to have her child right then. We made it to Dr. Boone's office but only just in time. I'm not likely to forget that trip."

The road's bus service increased as various passenger trains were taken off. On Sept. 4, 1961, the road removed its last passenger trains after operating them for a year without any connecting service.

Shirley Strout, a secretary at BAR's General Offices, jogs regularly with her 17-year-old daughter Lori (left) in the photo at right. It's an easy way to feel better, she says. At far right, Section Foreman Alton Wardwell, 56, of Stockholm clips off part of the 10 miles or so he runs every day, summer and winter. His personal goal is to run 5,000 miles in the next three years. Wardwell, the railroad's senior jogger, began running because of rheumatism which he feared would cripple him without the exercise.



Railroad Joggers Share a Passion for Self-discipline, Fitness

You can find them dodging automobiles and pedestrians alike on almost any city street in America. They're also seen frequently on country roads. They come in all shapes and sizes. There's no common age, no similar economic or social background. Their only shared trait is a passion for slow, long-distance running.

That's jogging. And it's the latest fetish to sweep a nation that has variously embraced such frantic pastimes as the hoola hoops, goldfish swallowing and flagpole sitting.

This isn't to suggest that the nation's latest fad is frivolous. People who run in the early morning mists, under the heat of the noonday sun or under streetlights at night are very, very serious about it. Jogging, in fact, shows no indication of going the way of the hoola hoop or Volkswagen stuffing. If it doesn't, there's probably a big bonus in improved health for all that huffing and puffing.

Joggers have all kinds of reasons for the monkish self-discipline the activity demands. Ask Alton Wardwell, a 56-year-old section foreman from Stockholm why he runs from six to twelve miles five days a week and he'll tell you running is better than the prospect of a cane or a wheelchair. He has rheumatism and is convinced the only way he'll keep on walking is

to keep on running.

His lithe, spare body and the spring in his step is convincing evidence.

Wade Canney is a 35-year-old clerk in the Mechanical Department at Derby who "got tired of feeling lazy and decided it was time to do something about it."

The moment of truth for him came when he was doing some repair work under his jeep and discovered that his midriff bulge prevented him from working comfortably. Since February he's lost 20 pounds by running four miles a day. The running, he says, has resulted in a new, lighter pattern of eating for him.

Shirley Strout is a 43-year-old secretary whose work as a stenographer at the General Offices in Hermon is sedentary. She began jogging in March at the encouragement and urging of her 17-year-old daughter, Lori.

"I had tried all kinds of exercise and diet programs but they always fizzled after a while," she explains. "I hate to exercise but I love to walk and jogging is fun and a challenge at the same time."

The Jandreau brothers, Kevin and Bruce, who work as carmen at Millinocket both jog because of the sense of physical well-being it produces and because they enjoy the self-discipline.

Jim Garrity, the railroad's safety supervisor and a former Marine, says he runs because of the health benefits and for "the glow."

"I find I tire less easily," he says. "I'm more alert, need less sleep and sleep better when I do sleep. Besides that, it's fun."

Most of the railroad joggers got started, they say, because they noticed so many people of all ages running.

Almost all of them admit to feeling self-conscious the first time they donned shorts and running shoes and took to the streets. But the feelings quickly dissipate. Alton Wardwell, a born optimist and lover of his fellowman, says that he meets a lot of nice people running he wouldn't meet any other way.

There's a kind of camaraderie among runners. Perhaps it's the sharing of all that pain and discipline. But it's unheard of to meet a fellow runner who doesn't throw up his hand in greeting.

As the senior jogger in the railroad family, Alton Wardwell is living, walking proof that anyone with normal health can run, no matter what his age, no matter where he lives. Stockholm is a quiet village nestled in the hills of northern Aroostook County, northwest of Caribou. The roads are country roads and one

must look hard to find a level spot.

Five days a week, summer and winter, Alton Wardwell and his wife, Margaret, get up at 4:50 A.M., exercise for 10 minutes and hit the road by 5:15 A.M. Margaret Wardwell runs for two miles. Her husband varies his runs between six and twelve.

"Between Oct. 1, 1978, and April 10 (79)," he says, "I ran 800 miles. I had two bad months in the winter when I got a cold in my ankles. There were several mornings when I ran in - 40 degree temperatures, but we've found the best running is at about 0 degrees when the air is crisp and there's no wind."

Alton Wardwell's volunteer activity is with the Aroostook Brigade, a Christian organization for men and boys with emphasis on discipline, religion and achievement. (See MAINE LINE Winter 75-76). His personal goal in the Brigade's achievement program is to run 5,000 miles in the next three years.

At 56, Alton Wardwell looks at least 10 years younger, tips the scales at a trim 172 pounds and stands nearly 6 feet, 2 inches. He says mildly that he doesn't expect to begin to slow down "much before age 70."

The time of day that you run is a very personal thing and it appears to vary with each run-



The Jandreau brothers, Mechanical Department employees at Millinocket, are both joggers. Kevin, pictured above, took up the sport a year ago and does two miles a day. His brother, Bruce, pictured at left, has been at it since he was a member of the track team in high school and finds that his jogging helps him in getting through long strings of cars as a car inspector.

ner. Wade Canney who works at Derby Shops skips lunch and runs for 30 minutes every noon. When he gets home at night, he runs for another half hour. It's changed his eating habits too, he says.

"When I started running," he says, "I could easily eat a pound of meat at a sitting, together with a good sized potato and bread. I find I eat much more slowly now and consume less meat and more vegetables. Now I feel more alive, I breathe better, have fewer aches and pains and I can get by on six hours' sleep. I used to be in bed by nine every night."

Shirley Strout started running early in the morning and stopped because "it wasn't a good time for me." After trying running during the lunch hours she settled on 5:30 after work as her best running time.

"I find I really look forward to that evening run," she says. "I do two miles and I guess my ultimate goal would be five miles."

Bruce Jandreau started running when he was in high school at Millinocket and continued the sport when he attended Northern Maine Vocational Technical Institute. A non-smoker, who weighs 132 pounds, he wants to remain fit and, to him, that means running. He jogs several miles a day at his work hooking up air hoses on cars at Millinocket yard as well as running off duty.

His brother, Kevin, also a carman, runs two miles a day and runs after work.

All of the railroaders interviewed said they plan to make running a part of their lives for as long as they can run. That could be a long time for there are many case histories of men and women running well into their 80s. It appears to be addictive, perhaps as a result of the discovering, after many adult years of reduced physical activity, that the human body can be rejuvenated by a sane diet and reasonable, aerobic (oxygen-using) exercise.

A century ago our ancestors lived more active lives than we do, Jim Garrity points out. We were dependent on ourselves and our beasts for much of when we ate, how we kept warm and how we traveled. It was physically intensive and required great amounts of calories to perform the work. As technology has "liberated" us from our bread labor, we have not greatly reduced our food intake. The result is that we have become a nation of overweight people who exercise very little. A regular exercise program and a sensible diet can build up a neglected and abused body, he thinks.

Jogging isn't for everybody, of course. But almost anyone in normal health can do it. The first step is a medical clearance from the family doctor. All the railroad's successful joggers agree that a beginning runner should resist the urge to move vigorously into a jogging routine. Start walking, they say, then jogging and walking. And, finally, work into a substantial running program.

Warming-up exercises are vital to prevent cramps and injury. Good shoes are a must. But the beauty of running is that one doesn't need expensive equipment or facilities. A \$25 pair of shoes and the clothes you probably have in your closet will put you in business.

Jim Garrity is one of the railroad's most enthusiastic jogging evangelists and loves nothing better than making another convert.

"You can exercise no matter how fat you are or how thin. No matter what your age. No matter how long you've sat behind a desk. Jogging can help you develop a stronger heart and lungs, lower your blood pressure and make you feel better about yourself. It may not help you live any longer but you'll be more fully alive as long as you live."

Or, as Shirley Strout says, "it's such an easy way to feel better."



Kim Thompson, a mechanical engineer for the BAR, illustrates some of the hazards (above) of bicycling on the open highway. He rides his bicycle to work between Hampden and Northern Maine Junction Park every day during the snow-free months, a distance of six miles. Gratings that cover manholes present a grave hazard to the unwary bicyclist (right) and are almost guaranteed to cause a fall.

Leisure Time Safety Hazards

By Jim Garrity—
Safety Supervisor

One of the surest signs that Americans are taking the energy shortage seriously is the growing number of bicycles and mopeds on the roads. The reasons for using either are convincing. A moped travels up to 150 miles on a gallon of gas and the bicycle, of course, moves on human energy which is not scarce yet.

While it's reassuring to observe the willingness of people to adapt to the conditions of short and scarce energy, the new conveyances bring with them some special hazards that users and drivers alike should be aware of.

The average driver probably doesn't see himself in conflict with mopeds and bicycles. Chances are he doesn't look upon these types of transportation as vehicles which have rights to a place on the highways, if he's thought about it at all. But bikeways aren't generally available and existing streets and highways aren't designed to

accommodate mopeds and bicycles. Motor vehicle operators should be aware of certain safety hazards, and bikers and moped operators should be aware of the potential hazards represented by the attitude of the motorist. Defensive operation of bikes and mopeds is the name of the game.

Engineers know that traffic flow is more efficient (safest) when all vehicles are moving at the same tempo. Deviations from the tempo, like speeders and "Sunday drivers," tend to disrupt the flow and lead to accidents. Experts fear that mopeds and bicycles cannot operate at a high enough speed to avoid disrupting smooth traffic flow.

Because of their inability to stay in the flow of traffic, bicyclists and moped operators ride either on the side of the pavement or on the gravel or shoulder portion of the road. Riders must be on the lookout for potholes and deterioration of the pavement. When riding on the gravel portion of the road,

the wheels have a tendency to slip sideways causing the rider to lose control.

There are also hazards that bicyclists and moped operators must pay particular attention to when riding on city streets. They must constantly be on the lookout for catch basin gratings that can trap their wheels, causing them to fly up over the handlebars. Another classic threat is the motorist who parks his car, then opens his car door in front of an oncoming rider. A savvy rider will cast a suspicious eye on all parked cars ahead, looking for a person in the driver's seat or the left rear passenger seat, and watch for exhaust, turning wheels or lights that would indicate the car is about to pull out.

There's little doubt that because of the energy crisis, bicycles and mopeds will multiply on public roadways and if motor vehicle operators, bicyclists and moped operators would "look out for the other guy," our roadways will be a much safer place to travel.



Conductor Cleon Cole, pictured above with Superintendent of Transportation Leigh S. Milton, has retired, leaving behind him a legacy of integrity and a devotion to his craft that's a lesson in how the good life is lived. The construction in the background is the new house he's building with his own hands in Clifton.

Cleon Cole Says Goodbye

Conventional wisdom holds that useful work is one of life's most enduring pleasures. Conductor Cleon Cole's reflections on his life work—written in his own hand—is a testimonial to that truism and a touching tribute to Conductor Cole and the men and women he worked with. The story was unsolicited and we print it with the same kind of pride that shines through Cleon's words.—Ed.

I'm retiring today, but not in bitterness. The job that we started in January 1946 is finished. If you want to get an idea what one crew has handled in that time, it's between 65 and 70 million tons in a train somewhere between twelve and fifteen thousand miles long. And the records will show that this one crew never rough handled or damaged a single pound of freight.

I'm proud of that.

I've ridden under the head-

light thousands of nights as it drilled a hole in the darkness for the hurrying diesels. And I've been on the head-end many times as we tried to lift nine or ten thousand tons out of Oakfield or Millinocket in one train. That's a mile-and-a-half of freight cars with four to seven units on the head-end pulling and from one to four on the rear pushing.

If you were a trainman, as I am, you would sit over there in front of the fireman with your posterior pressed to the seat reading the messages coming up from that long line of iron and steel being stressed to the very breaking point and you would feel another whole basketful of ulcers being born under your ribs. You'd look over at the engineer, but he won't look at you; he's busy. He's well aware that his steed has more feet than the Budweiser Clydesdales and that if any one of them slips, it will cause a surge of power

and tear the train apart with a broken knuckle ("bad"); or a broken drawhead ("worse") or both. That means a long delay, a lot of hard work for the crew and cost to the company. He sits over there with his left hand on the throttle ready to slam it shut if he gets a slip, his right hand feeding sand and his eyes roving from the speed-recorder to the amp meter to the ground and back again.

If you are coming out of Oakfield and are now about 20 cars south of the overhead at Dyer Brook you've got it made. You're on top of the hill. Now you've got to get down again and this is where they separate the men from the boys. The engineer who can brake these great trains, day after day, year in and year out, and not get in too much trouble is surely entitled to be called "Hogger". You look over there again and you see that his name is Charlie

Adams, one of the best. In other years and times he had other names, Richardson, Wyman, Foote, Dionne, two Babcocks, two Coles, two Stanhopes and three Dupliseas and the great Charles Hartford, not that he was any better engineer than the others but he gave us a legacy of original quotes that will last as long as railroading. The company is lucky to have had these wonderful, loyal men.

As you leave, the memories come back, far too many to write. I think the worst thing that happened to the road while I was here was the building of Interstate and the way it subsidized the trucking industry in our area.

The best thing that ever happened to us, was when F.C. Du-maine took over the company and sent Alan Dustin up here to run it.

They started the long hard job of building us back into a real going railroad. Soon we saw rock, wood and steel going down, slow speeds went away and morale soared; we began to breathe again. Somebody cared.

With tonnage down we were overstaffed with people and Dustin took his little black book around laying off those not needed. He'd explain to them why it had to be. Next day you would meet them on street corners and they would tell you what a damn smart man he was. It was the oddest thing I've ever seen. These people were not only willing to bite the bullet, but they would eat the damned thing. Now the road is thin but getting healthy and the future looks exciting.

I've ridden a thousand nights in the monitor of a darkened caboose, my body pressed against the window while the dipper described a half circle around the pole star and Orion made another cast across the top of the sky. During these hours I often thought how blessed I was to have a job doing work I loved and working with the best bunch of people you'd find anywhere. When I was hired they told me the B.A.R. was family. Surely true, and a wonderful one. And I'd think how lucky we all are to live and

work in this Maine land where the air and water are still clean and there is room to move and the four horsemen are denied entry.

On another night I stood a mile behind my train in the big woods north of Summit when the air was very still and a big moon shone down on a fresh fall of snow, turning the world around me to silver, and there, cold and alone, I could raise my face to the heavens and know that I wouldn't change places with any man on earth.

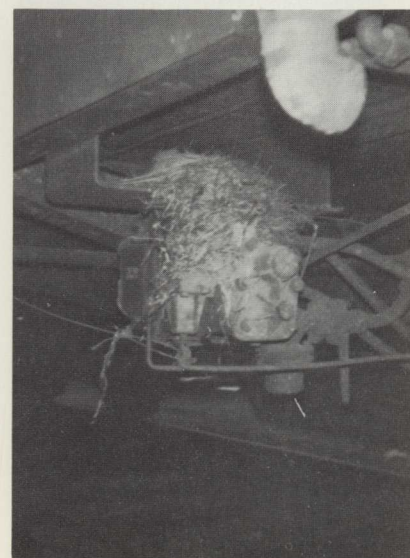
I'll go home now to the wonderful girl who has been there to greet me all down through the years. She'll be there tonight and tomorrow we'll start to build our new home on top of Rebel Hill in Clifton, Route 180. The latch string will always be out to our brother and sister railroaders.

Now always obey the first rule in the book and be careful, stay healthy. I just didn't want to go without saying how wonderful it's been. God bless you and remember me.

Baby Robins No Challenge to Labonte's Crew

Conductor Bob Labonte and his crew are accustomed to handling all types of valuable and delicate cargoes on the Madawaska Extra, but the cargo they handled for several weeks this spring between Madawaska and Van Buren was unique even for this veteran crew. In May, a mother Robin started building a nest on the triple valve of Caboose C-69, the one assigned to Labonte and his crew. Or, rather, it was practically an accomplished fact when Labonte and company discovered it complete with two pale blue eggs.

The Madawaska Extra makes three trips to Van Buren a week,



a round-trip distance of 50 miles. It wasn't possible to store the caboose during the nesting period so the fragile cargo had to make the trip. Well, nature took its course, the eggs hatched and the little robins made the trips to Van Buren regularly while the mother waited at Madawaska for her family and home to return.

"The birds are well and so is the mother," writes Labonte. "It proves the B&A can handle its freight carefully and that a railroad can run without disturbing mother nature and its work." Well said.

In the Family

Mechanical and Stores



Lori Ellen Eales and Carman Welder Louis Alan Ellison exchanged marriage vows June 16 before the Reverend Ann Stead at the United Methodist Church, Milo. The bride is the daughter of Mr. and Mrs. Robert W. Eales of Brownville Junction. A graduate of Penquis Valley High School in 1976, she is employed at the Northeast Bank, Millinocket. The bridegroom, son of retired Carman and Mrs. John W. Ellison of Milo, was graduated from Penquis Valley High



Trackman Everett H. Boutillier, left, receives his retirement pin from Chief Engineer V.J. Welch. Mr. Boutillier entered service in 1952 as a car repairer helper, later working as car inspector, trackman and trackliner foreman. He attended Oakfield schools and served in the Army during WW II. He is married and has three children: Karen Bragan; Loraine Crandall, and Everett, Jr., a BAR employee.

School in 1972 and is employed at Derby. Given in marriage by her father, the bride was attended by Mrs. Laurel Harris of Milo as matron of honor and bridesmaids, Mrs. Roxanne Redding of Calais, Mrs. Lana Badger of Milo, Mrs. Lynn Gerrish of Brownville and Mrs. Gay Richard of Brownville Junction. Tommy Ellison (a Carman Welder at Derby) was best man. Ushers were Robert Ellison (Laborer Derby Stores Department); Douglas Ellison, North Monmouth; Murrel Harris, Milo; and Ronald Gerrish, Brownville. Flower girl was Miss Tina Hall of Milo. Robby Ellison of Derby was ring bearer.

The reception was held at the Derby Community Hall. Following a honeymoon trip to Colorado, the couple are residing at their home in Knapp's Trailer Park, Milo.

Deborah Allen, daughter of Asst. Chief Mechanical Officer and Mrs. Owen Allen has been accepted into the precollege Training For Research program at Jackson Laboratories in Bar Harbor this summer. Participants in the program are selected on a competitive basis from a nationwide group of applicants. Her Research Project will involve tumor immunology.

William C. Curtis, 37, died unexpectedly at a Milo hospital May 31, 1979. He was born in Garland, Jan. 6, 1942, son of retired Carpenter and Mrs. Basil Curtis of Derby.

He was employed by the Canadian Pacific Railroad and was a member of the United Transportation Union.

Besides his parents of Derby, he is survived by his wife, Nancy Green Curtis, Sebec; two sons, Christopher and Robert and a daughter Dawn, all of Sebec; two brothers, Leroy, of Calais, and Linwood, of Milo; two sisters, Jeanne Tibbets, Dover-Foxcroft and Sharon Newman, Milo; several aunts, uncles, nieces and nephews.

Miss Debra Hamlin and Clifford A. Smith exchanged marriage vows May 19 at the Milo United Baptist Church at a ceremony performed by the Rev. Calvin Lewis.

The bride is the daughter of Carman Welder and Mrs. Frank Hamlin of Milo and Clifford is the son of Mr. and Mrs. Gerald Smith of Derby. Miss Tracey Andrews of Atkinson was maid of honor and Miss Sherri McCleary of Brownville Junction was bridesmaid. Brian Heal was the best man, and Gary Varney of Brownville Junction was the usher.

Mr. and Mrs. Smith are graduates of Penquis Valley High School. She has been employed at the Dexter Shoe Company in Milo and he is with the U.S. Air Force, stationed at Pease Air Base, New Hampshire, where the couple will reside. They received their guests at a reception held at the Derby Community Hall.

Mr. and Mrs. Guy Hodsdon were honored on their 55 wedding anniversary at a party at the home of their son, Lauris Hodsdon, in Carmel on May 13. The Hodsdons were married in the Methodist Parsonage in Andover on May 4, 1924. Mr. Hodsdon has been a lumberman. They have four children; Howard of Hermon; Machinist Philip E. Hodsdon (at the Diesel Shop) also of Hermon; Lauris; and Mrs. Philine Cable of Tennessee. They also have 13 grandchildren and five great-grandchildren.

Miss Ellen Berry, daughter of Shop Superintendent and Mrs. Edwin J. Berry of Brownville, was the valedictorian of the graduating class of Penquis Valley High School for 1979.

Miss Berry has been active in band, National Honor Society; served as vice-president of her class this year; has played basketball and served on the Student Council. She has taken the college preparatory program and plans to attend Nason College, taking medical technology.

Machinist and Mrs. Carl E. Carlson of Milo have announced the engagement of their daughter, Martha Rose, to Douglas Edward Burnham, son of Mr. and Mrs. Douglas F. Burnham of Meriden, Conn.

A spring wedding in 1980 is planned.

Miss Carlson is a graduate of Penquis Valley High School and the University of Maine at Orono and works for Porteous, Mitchell and Braun in Bangor. Her fiancé, a graduate of Maloney High School in Meriden, graduated from the University of Maine at Orono in May. He works at the YMCA in Orono.

Carroll A. Robinson, Sr., 74, of Kokadjo and formerly of Portland, died May 12. He was born in Bangor, Dec. 11, 1904. He was a 50 year member of the Penobscot Lodge No. 39, F & AM, of Dexter. Mr. Robinson was a tool and die maker and had served his apprenticeship with Fay and Scott Company of Dexter. Prior to his retirement he was associated with the American Can Company and the Portsmouth Navy Shipyard. He is survived by one son, Carroll, Jr. (a machinist at No. Me. Diesel Shop); one daughter, Mary Rossi of Westbrook; one brother, Gerald of Los Gatos, Calif.; five grandchildren; three great-grandchildren.

Linda L. Smith became the bride of Rand E. Walker Feb. 17 at the United Methodist Church, Milo. Linda is the daughter of Machinist and Mrs. Robert A. Smith of Derby, and he is the son of Mrs. and Mrs. Frank E. Walker of Milo.

The Rev. Ann Stead performed the ceremony. Miss Nancy Smith of Daytona Beach, Florida, sister of the bride, was the maid of honor. Michael Walker, of Milo, was his brother's best man.

Following the wedding, a reception was held at the Derby Community Hall. The bride graduated from Penquis Valley



Data Technician Frankie Brown receives her retirement pin from Controller Owen Gould. A native of Oakfield, she entered service in 1944 as billing clerk, after employment with Fore River Shipyard in Massachusetts. She attended Oakfield schools and Houlton Business College. She is married to William R. Brown. They make their home in Bangor.

High School in June, and is employed at Val's Pizza, Milo. The bridegroom is a graduate of Penquis Valley, attended the University of Maine at Orono and Eastern Maine Vocational Training Institute at Bangor and is employed at Harmon's Heating and Oil, Inc., Milo. Following a wedding trip to Squaw Mountain, Greenville, the couple are making their home on Spring Street, Milo.

Hostler James R. Clark, Northern Maine Junction Diesel Shop resigned July 23, 1979 to take his pension. Reggie was born June 13, 1918 in Minto, N.B., Canada. He attended Hannibal Hamlin School and Bangor High School.

He entered service with the railroad, Dec. 6, 1941, as second cook, and since then he has been chef, engine-cleaner and hostler. He also worked as a spare fireman when needed during 1963 and 1964, and had part-time work with Nickerson and O'Day during 1950 thru 1955 and Sears Roebuck and Company 1963 thru 1967.

He is a veteran having entered the military Feb. 5, 1941. His rank at discharge was Sergeant. He served with the U.S. Army Quarter Master Corp. He has the Good Conduct Medal and the European African Middle Eastern Theatre Campaign Ribbon with Bronze Arrowhead.

Reggie is a member of the Masons, NAACP and the UTU Firemen and Enginemens Association. He has also been active on the United Way Campaign for the railroad.

He is married and has two sons, James R. Clark, Jr., Bangor and Jerome R. Clark, Florida; two daughters, Judith

P. Clark, Newark, N.J. and Joni G. Keyser, Budd Lake, N.J.

Reggie resides with his wife Judith on the Bog Road in Hermon.

Retired Blacksmith Fred T. DeWitt, 76, of Milo, died unexpectedly July 26. He was born in Medford, Sept. 27, 1902, the son of Bradbury and Edith DeWitt.

He had worked at Derby as a blacksmith and had been retired since Sept. 15, 1967 with over 40 years service. He had been local chairman of the Brotherhood of Boilermakers and Blacksmiths, a director of the Milo I.G.A., a member of the Piscataquis Lodge of Masons, the Rabboni Chapter, St. John's Commandery, and the Anah Temple Shrine. He was a member of the Tri-County Shrine Club and Milo Masonic Club.

He is survived by one son, Eben, of Milo; one daughter, Mrs. Charles (Marilyn) Dolan of Lincoln; one brother, Arthur Dewitt of Medford (a retired Carman-Derby); two sisters, Mrs. Lena Brooks of East Corinth, Mrs. Geneva Fanning of Swan River, Manitoba, Canada; six grandchildren; three great-grandchildren; several nieces and nephews.

Accounting Department

Data Technicians Frankie Brown and Brenda McCarty spent the last week of April in Tucson, Arizona at the 60th WIBC Championship tournament. The bowling tournament brings in thousands of women from all over the country for the two month event. Frankie and Brenda bowled the doubles entry together and placed 81st in the tournament, winning \$100 each.

Retired Secretary Lucy T. Goody, died May 15, 1979 in Bar Harbor. She was born in Old Town, May 4, 1896, the daughter of W. A. and Lettie (Howard) Tupper. She retired on June 1, 1961 after



Frankie Brown and Brenda McCarty in Tucson, Arizona.



James R. Clark, left, receives his retirement pin from Owen Allen, assistant chief mechanical officer.



Section Foreman Weldon W. Simpson, pictured (right) with V.J. Welch, has retired after 34 years with the railroad. He was born in Ashland and educated in Mapleton schools. Mr. Simpson has also served as ditcher foreman, extra gang foreman and spreader foreman. He is married and has seven children: Brenda Smith, Fairfax, Vt.; Dean, Presque Isle; Mark, Kendel, Tami, Cindy and Tracy, all of Mapleton.

completing 44 years of service with the company. She is survived by two cousins, Mrs. Madeline Fisher and Mrs. Hazel Megquier, both of Bar Harbor; and a niece, Mrs. Naomi DeCesare of Alton. Funeral services were held at the Holy Redeemer Catholic Church, Bar Harbor.

Friends and co-workers of Controller Owen J. Gould were saddened by the death of his daughter, M. Katie Whitehouse, age 24, as the result of an auto accident July 4, 1979.

During July, Clerk Alice and Lawrence Titus were visited by their son, David; his wife, Trenna; and their three granddaughters, Jennifer, Tiffany, and Erin, all of Cromwell, Indiana.

On July 19, 1979, Data Technician Frankie Brown retired from the railroad after 35 years of service. On July 12, a dinner party was held in her honor in the Camelot Room at the Pilots Grill and was attended by the ladies and retired ladies of the B&A. She was presented



Trackman *Thomas E. Skidgel*, pictured (right) with *V.J. Welch*, has retired after 27 years with the railroad. He is a native of Woodland and was educated in local schools. Mr. Skidgel served in the Army during WW II. He is married and has two daughters, *Amanda* and *Trudi*. The Skidgels make their home in Caribou.

with a gift and a beautiful corsage. On July 19, a party was held for her at the General Office Building. She was presented with a purse of money and a corsage.

Transportation Department

A half century of marriage was observed at an open house Apr. 1 in honor of retired Engineer *Conrad (Joe)* and *Celia Hatch Ekholm* at the Brownville Junction American Legion Home.

Mr. and Mrs. *Nelson Levesque* of 308 Penobscot Ave., Millinocket are announcing the engagement of their daughter, *Rella Marie*, to *Hale F. Armstrong* of 115 Prospect Street, Millinocket, son of Sup. Agent and Mrs. *Fred Armstrong*, of Millinocket.

Miss Levesque was graduated from Stearns High School and works at McDonald's.

Mr. Armstrong was graduated from Stearns High School and the University of Maine at Orono. He is employed by the Bangor and Aroostook Railroad.

The wedding is planned for Oct. 27.

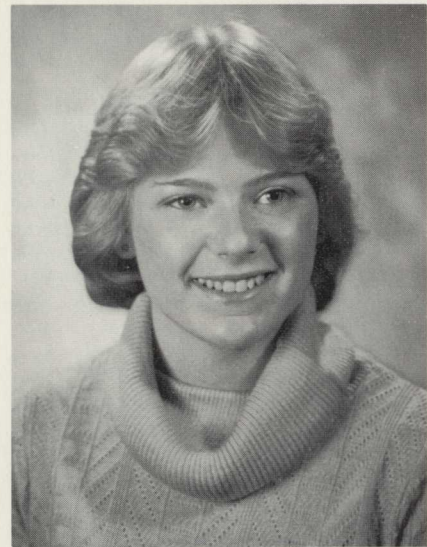
Commander and Mrs. *Charles E. Johnston* of Littleton are announcing the marriage of their daughter, *Ann Marie*, to *William H. Parker*, the son of Mr. and Mrs. *C. Parker, Jr.* of Auburn on June 23.

Miss Johnston is a 1975 graduate of Houlton High School and a 1977 graduate of Augusta School of Radiology. She is employed as a radiologic technologist at York Hospital.

Mr. Parker is a 1974 graduate of Edward Little High School, Auburn, and will graduate in June from Northern Maine Vocational Institute. He will be employed at Lebel's Heating and Sheet Metal in Auburn.

Angel D. MacDonald, granddaughter of retired Engineer and Mrs. *A.K. Adams*, Presque Isle, was graduated from Brewer High School in June. She is a member of the National Honor Society and was secretary of her class. For two years she was a member of the gymnastic team and earned her letter in this sport. She participated in the Junior Speaking Exhibition, played field hockey and was Captain of her team and led it to a victory for Brewer City title of 1978.

Marty MacDonald, grandson of retired Engineer and Mrs. *A.K. Adams*, Presque Isle, is a senior at the U. of M. in Orono majoring in engineering.



Angel D. MacDonald

We were sorry to learn of the death of retired Engineer *G. Glenn Henderson*, 65, on Apr. 28 at Palmer, Mass. He was born in St. Francis, May 16, 1913, the son of *George and Elizabeth (Mills) Henderson*. He was an engineer for the BAR for over 35 years. Besides his mother of St. Francis, he is survived by his wife, Mrs. *Nina (Sinclair) Henderson* of St. Francis; two daughters, Mrs. *Darrell (Beth) Lewis* of Palmer, Mass., and Mrs. *Rodney (Holly) Rannow* of Las Vegas, Nev.; two brothers, *Murray* of Caribou and *Fernald* of St. Francis; nine grandchildren; several nieces and nephews.

Funeral services were held at St. Francis Congregational Church with the Rev. *Ronald Casbolm* and the Rev. *Darrell Lewis* officiating. Burial was in the St. Francis Congregational Church cemetery.

Navy Seaman Recruit *Kevin R. Duplisea*, son of Mr. and Mrs. *Glenn Duplisea* of 84 Elmer Drive, Chicopee, Mass., and the grandson of Retired Engineer and Mrs. *E. E. Duplisea (Buster)* and Mr. and Mrs. *Robert Jordan*, all of Hermon, has completed recruit training at the Naval Training Center, Great Lakes, Illinois. During the eight-week training session, he studied general military subjects designed to prepare him for further academic and on the job training in one of the Navy's 85 basic fields. Included in his studies were

seamanship, close-order drill, Naval history and first aid. Personnel who complete this course of instruction are eligible for three hours of college credits in physical education and hygiene. Kevin is a 1979 graduate of Chicopee High School and joined the Navy in February 1979.

General Office

Robin Sprague, daughter of Vice President Public Relations *Richard W. Sprague* and Mrs. *Philip Chase* of South Freeport, was graduated from Gould Academy in June as valedictorian. Robin studied in Germany from Sept. to Apr. of her senior year. She plans to continue her studies at Wesleyan University in Feb.

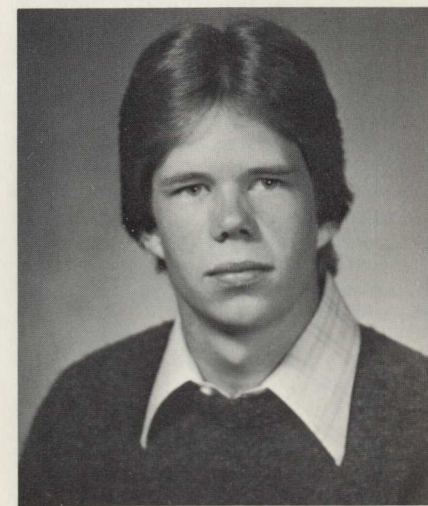
The children and grandchildren of President and Mrs. *Walter Travis* spent much of the month of July visiting their parents at Oak Point.

Recent house guests of Vice President Finance and Mrs. *Owen Bridgman* at their home in Bar Harbor have been Mrs. Bridgman's son *Bill LaMothe* and his friend from Reading, Pa.; her daughter, *Linda Snyder* together with her husband and three children from Bloomsburg, Pa., and Mrs. Bridgman's sister, *Lynne Rudasill* with her husband and son from Clinton, Ill.

Our sympathy to Car Service Department Clerk *Keith Ashton* whose mother *Ruth T. Ashton* died June 3.

Molly Powell, daughter of Administrative Secretary *Flora Powell*, is spending much of the summer working at Moosehorn Y.C.C. Wildlife Refuge near Calais, Maine. Molly will attend Northfield/Mt. Hermon School in Massachusetts in the fall.

Elizabeth and *Johannah Hickson*, daughters of Asst. Vice President-



Douglas Groves, son of Asst. Vice President Operations-Transportation and Mrs. *Robert P. Groves*, was graduated in June from Brewer High School. Douglas was active in the Key Club and the Camera Club. He is entering the University of Maine at Orono this fall and plans to major in biochemistry.



Holly Houston Mooers

Marketing and Mrs. *Charles Hickson* are recent graduates of the University of Maine at Orono. Elizabeth received a bachelor of arts degree in anthropology in May, and is currently employed at Glacia National Park in Montana doing tree growth studies. Johannah graduated with distinction in Aug. with an associate degree in animal technology. She plans to continue in the field of veterinary medicine.

Holly Ann Houston, daughter of Vice President and General Counsel and Mrs. *William M. Houston*, exchanged marriage vows on June 9 with *Andrew Finley Mooers*, son of Mr. and Mrs. *John R. Mooers* of Houlton. The Rev. *Ansley Coe Throckmorton* officiated at the candlelight ceremony at the Hammond Street Congregational Church in Bangor.

The bride's sister, *Heather Houston* of Bangor, was the maid of honor. The bridegroom's brother, *Stephen Mooers* of Bangor, was the best man. The bridesmaids were *Jennifer J. Fahey*, *Shirley J. Averill* and *Amy M. Homans*, all of Bangor. The ushers were *Mark McNutt* of Houlton, *Brian Mooers*, of Beaverton, Ore., *Jonathan Mooers* of Middleton, Mass. and *William M. Houston, Jr.*, of Bangor. Vocal selections were sung by Miss *Peggy Welch*.

The bride attends the University of Maine at Orono. She is employed by the city of Bangor Parks and Recreation Department. Her husband is a graduate of Houlton High School and the University of Maine at Orono with a degree in broadcasting. He is employed at WLBZ radio and television station in Bangor.

After a reception at the Penobscot Valley Country Club, the couple left on a wedding trip and are at home at University Park, Orono.

Miss *Holly Hartranft*, daughter of Mr. and Mrs. *John L. Hartranft, Jr.* of Rumford, was married May 5 in St. Athanasius and St. John's Church in Rumford to *Thomas Joseph Deshane*, son of Asst. General Freight Agent and Mrs. *George E. Deshane* of Old Town. The Rev. *George W. Hickey* officiated.

Miss *Jeannie B. Hartranft* of Stamford, Conn. was the maid of honor, and the matron of honor was Mrs. *Thomas W. Hartranft* of Old Town. *Timothy J. Deshane* of Old Town was the best man.

The bride, a graduate of Rumford High School and Thomas College in Waterville, is employed by the New England Pipe and Supply Company of Bangor. Her husband, a graduate of Old Town High School and Northern Maine Vocational Technical Institute in Presque Isle, works in the Signals & Communications Department of BAR.

Victoria Cherry Cousins, daughter of Vice President Marketing and Mrs. *Howard L. Cousins, Jr.* exchanged marriage vows with *David Engle Martin* June 2 at the Bowdoin Chapel at Bowdoin College, Brunswick.

Judith Marshall of Cleveland, Ohio was bridesmaid and the bridegroom's brother, *Peter Martin*, of Stamford, Conn., was best man. Ushers were *Douglas Cousins*, brother of the bride, and *William Martin*, brother of the bridegroom.

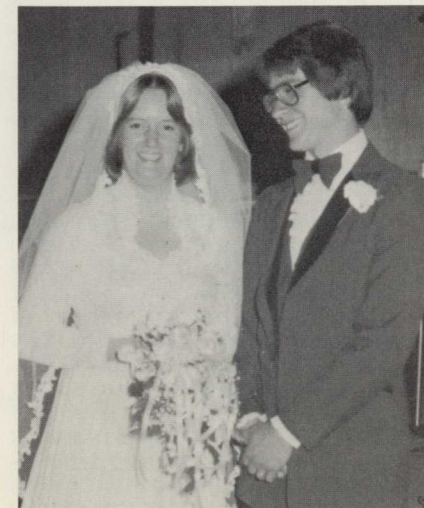
The bride was graduated from Bowdoin College with a degree in English. The bridegroom, son of Mr. and Mrs. *Renwick G. Martin* of Bermuda, was graduated magna cum laude and Phi Beta Kappa from Bowdoin College.

A reception was held at the Bowdoin College Alumni House. The couple now reside in St. Louis, Mo. where the bridegroom is a teaching fellow in the doctoral program at Washington University.

Chief Clerk Operator *Randy Grant* transferred from Presque Isle to Northern Maine Junction July 2. He and his wife have purchased a new home on Dewey Street in Hampden.

Carpenter/Plumber and Mrs. *Philip Flemming* have announced the engagement of their daughter *Jane* to Extra Gang Foreman *Danny L. Milton*. They will be married Sept. 15.

Supt. Transportation and Mrs. *Leigh Milton* accompanied by two couples from the Le-Vi Rounders Dance Group attended the New England Square and



Mr. and Mrs. *Thomas Joseph Deshane*



Mrs. *David Engle Martin*



Track Patrol Foreman *Clarence L. Nadeau*, pictured (left) with *V.J. Welch*, has retired after 33 years with the railroad. He's a native of Van Buren and graduated from local schools. He is married and has four children: *Butch*, a student at UMO; *Wayne* and *Debbie*, students at NMVTI; and *Glenn* who attends Van Buren High School.

Round Dance Convention in Manchester, Mass. in the spring. In early May, Leigh and Vi with five couples attended the Presque Isle Round Dance Festival and in late May the Le-Vi Rounders conducted their own dance festival at the Hermon Elementary School. Beginning again in Sept., Leigh and Vi will be giving round and square dancing lessons at the Hermon Elementary School; round dancing on Monday nights and square dancing on Thursday nights.

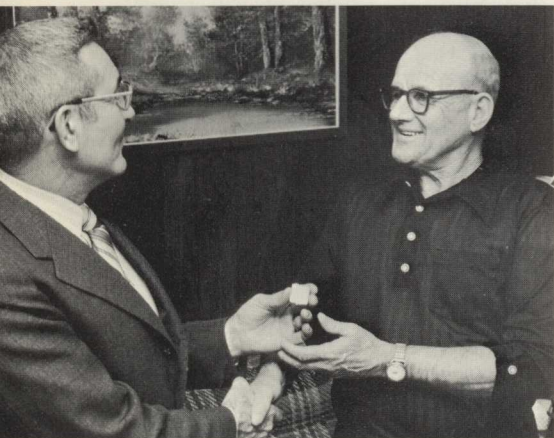
Vi Milton has purchased Bailey's Square Dance Shop, formerly located in East Holden. Vi has moved the shop to



Retired Tie Inspector and Mrs. Guy Jackins, Houlton, recently celebrated their 50th wedding anniversary.



Mr. and Mrs. Don Ross



Trackman Malcolm J. Leonard, pictured (right) with V.J. Welch, has retired after 32 years' service. A WW II veteran, he entered railroad service in 1947. Mr. Leonard is married and has three children: Theresa Navasaetis, New York; Lorraine Thereault, E. Hartford, Ct.; and Philip, Madawaska.

her home on the Billings Road in Hermon. The shop sells shoes, clothing and other items for both square and round dancers.

Freight Claim Agent and Mrs. Burt Sawyer, with son Marc, and Miss Kathy Davis, of Brewer, recently spent three weeks vacationing and visiting relatives in South Wales, Great Britain.

Engineering Department

Mrs. Clara Putnam Ingraham, wife of retired Carpenter Glen C. Ingraham, Houlton, has recently been accepted into membership of Maine Society of Mayflower Descendants. She is a descendant of Stephen Hopkins of the Mayflower. Proof of her lineage was established after nearly one year of research in Maine, Vermont and Massachusetts.

In order to be eligible for the Society, one must be a proven lineal descendant from at least one of the 23 families who come on the Mayflower ship to America in 1620. There are about 700 members in Maine and 18,000 in the country.

Mrs. Ingraham is also eligible for membership in two later organizations: Daughters of Colonial Wars and Daughters of the American Revolution. She has three traced Revolutionary ancestors.

Miss F. Bernice Bailey, retired Stock Clerk, Houlton, has been appointed by Mrs. Virginia Adamson, Governor of the Maine Society of Mayflower Descendants, to serve as co-chairman of membership for the northern district. She is a descendant of Francis Cooke of the Mayflower, being accepted into membership of the Society in 1976.

Mr. and Mrs. Guy L. Jackins, retired Timber Agent, Houlton, recently celebrated their 50th wedding anniversary.

Our sympathy to the family of Camille Morneault, Eagle Lake, who died unexpectedly at his residence June 19. He was born at Eagle Lake, Mar. 5, 1925, the son of Joseph and Juney (Gagnon) Morneault. Camille had over 30 years of service with the railroad. He started his career as a trackman at Fort Kent on May 14, 1948 and also worked in the capacity of a night foreman at this location.

He is survived by his father of Eagle Lake; his wife, Joan (Dube) Morneault of Eagle Lake, two sons, Camille, Jr. of Lisbon Falls, and Tommy of Eagle Lake; seven daughters, Mrs. Jerome (Camilla) Iverson of Fairbault, Minn.; Mrs. John (Juney) Lozier of Wallagrass; Miss Betty Jean Morneault of Bellmawr, N.S.; Mrs. Mike (Geneva) Michaud; Mrs. Pierre (Maxine) Valcourt; Lisa and Tracy, all of Eagle Lake; one brother, Alcide, of Broad Brook, Conn; three sisters, Mrs. Wendell (Olivia) Kinney of Fort Myers, Fla.; Mrs. Larry (Melvina) Gallant of Eagle Lake; Mrs. Geneva Green of Hayes, Va.; nine grandchildren, several nieces and nephews. A Mass of Christian Burial was celebrated at St. Mary's Catholic Church of Eagle Lake with interment in the parish cemetery.

Miss Nancy Morton, daughter of signalman and Mrs. Gordon Morton, of Oakfield, and a junior at Southern Aroostook Community High School has been awarded \$100 as state winner of the Free Speech Enterprise Contest, sponsored by Cities Service, Proctor and Gamble and the National Federation of Women's Clubs. The competition was held at Portland during a two-day convention of the Maine State Federation of Women's Clubs. Nancy will compete at the regional meet at Sturbridge, Mass., in September. Miss Morton's coaches were Harold Dickinson and Richard Sullivan, of the SACHS English Department. The Katahdin Club of Island Falls sponsored her trip to Portland. If Miss Morton wins the Eastern regional competition, she will compete on the national level in Missouri.

Retired Roadmaster and Mrs. Don Ross, Caribou, have celebrated their 50th wedding anniversary. They were honored with an open house at the home of their son and daughter-in-law, Mr. and Mrs. Emmett Ross, Jr., Caribou and greeted over 150 guests on this special occasion. They were married by the Rev. Gerald Kinney at the Methodist parsonage. Their attendants were Mr. and Mrs. Cleo Ross of Florida. They have five children; Emmett D. of Caribou; Jean Page of North Chelmsford, Mass.; Nancy Daigle of Andover, Mass.; Penny Falgout of Morgan City, La.; and Wanita Moir of Millinocket; 16 grandchildren and three great-grandchildren. An anniversary cake was made by Dawn Carr of Millinocket and a buffet lunch was served following a blessing given by the Rev. Everett Wiswell. The couple received gifts, a money tree and telephone calls from daughter, Penny; grandsons, Donald Ross of Anchorage, Alaska; and Pvt. Anthony Falgout of Fort Dix, N.J., and Mr. and Mrs. Louis Duprei of Morgan City, La.

Retired Section Foreman and Mrs. Arnold L. Dyer, Presque Isle, have a new grandchild, April Marie, (their first) born May 17, daughter of Allen and Gail Cormier of Bangor.

The Congregational Church in Houlton was the scene of a lovely family wedding on June 21 when Sally B. Spaulding became the bride of Graden L. Swett, Superintendent of Track. Their attendants were Dr. W.A. Virgie and Maxine Gillis. Following the ceremony the couple received guests at their home on Park Street before departing for a trip to Riviere-du-Loup and St. Simeon, Quebec. The bride is the sister of Stenographer Joan Butler.

Mr. and Mrs. Bryan Klingler of Woodland, Calif. announces the birth of a daughter, Crystal Leigh, on June 15. Mrs. Klingler is the former Rhoda Burton, daughter of Lt. Colonel and Mrs. Donald E. Burton of Rancho Cordova, Calif. Great grandmothers are Mrs. Grace Grant, widow of Burns E. Grant, Sr., of Island Falls; and Mrs. Pansy Burton, widow of retired trackman John L. Burton of Oakfield.

Mrs. Grace Grant, widow of Burns E. Grant, Sr., Island Falls, returned June 15 from Rancho Cordova, Cal. where she spent the winter months with her daughter and son-in-law, Lt. Col. and Mrs. Donald E. Burton.

Brian Lee Tibbetts, son of retired Section Foreman and Mrs. Mark Tibbetts, Milo, has been accepted at the University of Maine in Orono where he will major in Engineering physics. Brian, an honor student at Penquis Valley High School, has participated in many programs and won medals all four years for his science projects. He is a member of the National Honor Society and attended Boys State. He also attended the symposium in New Hampshire and was one of five to receive a trip to the West Point Symposium in New York. Brian won several scholarships with his interests in science.

Sincere sympathy to the family of Ed-die Plourde, Stockholm, who died unexpectedly on July 12 while at work. He was born in Stockholm, Aug. 8, 1920, the son of John and Leopauldie (Bossie)

Plourde. He had been a trackman with the railroad for 38 years. He is survived by his wife of Stockholm; his mother, Leopauldie Ouellette, of Van Buren; two sons, Donald of Highstaire, Pa., and Rickie of Limestone; one daughter, Mrs. Albert (Rose) Caron of Caribou; three grandchildren, Cindy, Scott and Tim Caron, all of Caribou; one step-brother, Alfred Thibodeau, of Stockholm; one sister, Mrs. Rachael Marquis of Presque Isle. A Mass of Christian Burial was celebrated at St. Teresa's Church, Stockholm, and interment was in St. Teresa's cemetery.

The 25th anniversary of the ordination of the Rev. Bernard Nicknair was celebrated in a special mass in St. David Church on Sunday, June 24. Father Nicknair is the son of the late Fred Nicknair, retired trackman. Celebrating the mass were brothers of Bernard, the Rev. Donald Nicknair and the Rev. Leopole Nicknair; a cousin, the Rev. Clement Thibodeau. The homily was given by the Rev. Donald Nicknair. The church was filled to capacity to honor Father Nick-

nair who was ordained a priest in Portland on June 12, 1954. Father Nicknair has been pastor of St. David Parish since May 1977. Following the mass a reception was held at the Madawaska High School Cafeteria. Fred and Cecile (Labbe) Nicknair had nine children, three of whom are priests and two nuns.

Mrs. Pansy Burton, widow of retired trackman John L. Burton, and Mrs. Virgie Bartlett, widow of retired conductor Chester Bartlett, both of Oakfield, recently vacationed in Rancho Cordova, Cal. visiting the family of Lt. Col. & Mrs. Donald E. Burton and Michael E. Burton. They also visited Mr. and Mrs. Brian Klingler and daughter, Crystal, of Woodland, California. Several other places were visited: Sutters Mills, Old Folsom Lake, Old Sacramento, Muir Woods, Steinson Beach and San Francisco with a trip to Fisherman's Wharf, China Town, and Tahoe, Nevada. Mrs. Bartlett called on Dr. and Mrs. Paul Thomas and Mrs. Carlton Denico, all of Sacramento, California. Mrs. Denico was formerly from Fort Fairfield.

Facts and Figures

| | June 1979 | June 1978 | Six Months Ended 6/30, 1979 | Six Months Ended 6/30, 1978 |
|---|--------------|--------------|--------------------------------|--------------------------------|
| We received from: | | | | |
| Hauling freight | \$1,827,397 | \$1,740,906 | \$11,100,589 | \$10,217,620 |
| Carrying passengers & express on our buses | 37,107 | 23,726 | 191,136 | 176,301 |
| Other transportation services | 43,563 | 44,067 | 258,864 | 237,086 |
| Net rental from freight cars and other equipment | 293,293 | 352,778 | 2,025,872 | 1,931,544 |
| A total of | 2,201,360 | 2,161,477 | 13,576,461 | 12,562,551 |
| We paid out or provided for: | | | | |
| Keeping roadbed and structures in repair and clear of snow | 698,830 | 811,259 | 2,870,316 | 2,856,074 |
| Keeping locomotives, cars and other equipment in repair | 549,063 | 511,612 | 3,507,258 | 3,076,158 |
| Running trains, station and yard expenses | 617,508 | 559,015 | 3,758,911 | 3,582,953 |
| Pricing and sales of our services | 37,691 | 34,523 | 213,593 | 205,755 |
| Managing the business and keeping records | 158,106 | 152,283 | 963,053 | 902,133 |
| Payroll taxes | 186,392 | 175,197 | 1,107,016 | 1,018,854 |
| State and local taxes | 22,248 | 24,854 | 143,952 | 148,917 |
| Interest on borrowed money | 70,651 | 85,238 | 432,962 | 521,926 |
| Other miscellaneous charges—net | (38,941) | (18,294) | (259,637) | (97,319) |
| A total of | 2,301,548 | 2,335,687 | 12,737,424 | 12,215,451 |
| Pre-Tax Net Income Reported to ICC | \$ (100,188) | \$ (174,210) | \$ 839,037 | \$ 347,100 |

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Fact:

America's freight railroads are in the forefront of energy conservation.

With energy a scarce commodity, America's freight railroads are leaders in tapping new technologies to conserve our dwindling energy resources. A new and innovative throttle control device that matches a train's power to its needs can help reduce railroad fuel consumption by up to 15%.

Sophisticated locomotive fuel injection systems, automatic shutoff valves at fueling stations and improved maintenance practices are significantly trimming energy consumption. This at a time when freight railroads use only 3.27% of the petroleum consumed by the transportation industry while handling 36.2% of the nation's intercity freight.

Today, the railroads' search for energy saving measures is reaching beyond fuel conservation. Maintenance-free solar batteries are being tested to replace power lines to remote grade crossing systems, an energy saving innovation that has far-reaching potential.

Railroads have always been the most energy-efficient way to move bulk cargo overland. Now, with fuel at a premium, America's freight railroads are more important than ever to the nation.

For more information about railroad energy efficiency, write: Energy Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

Surprise:

Railroads use less than one percent of the nation's energy resources each year.