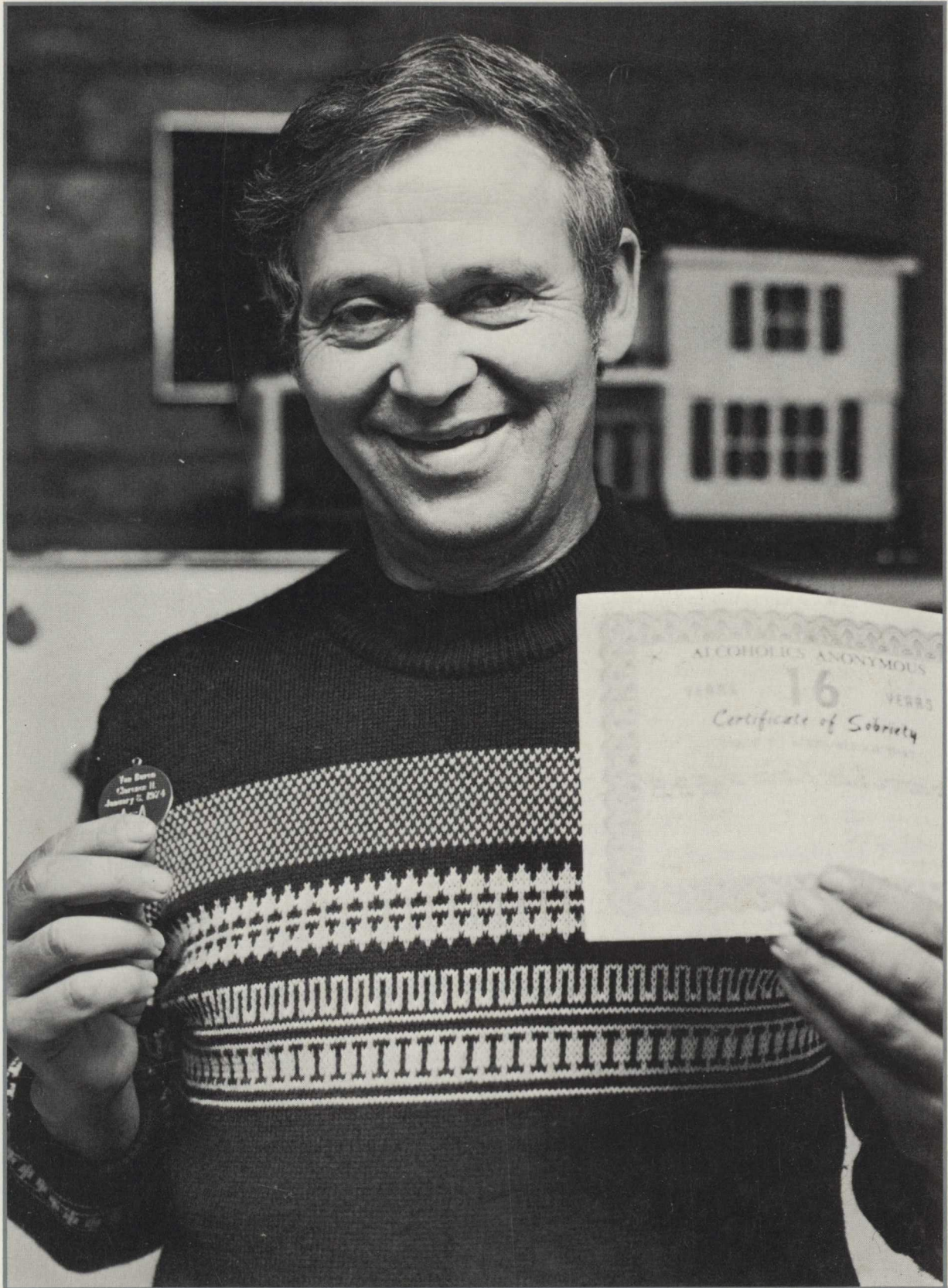


MAINE LINE

BANGOR AND AROOSTOOK RAILROAD • JAN.-FEB.-MAR. 1980





Talking It Over

To My Fellow Employees,

In 1979, Bangor and Aroostook employees experienced 67 FRA injuries. These are accidents as defined by the Federal Railroad Administration; those accidents involved 450 lost-time days. By coincidence, we had exactly the same number of FRA injuries in 1978.

There was some improvement in our performance in 1979 because we worked 60,000 more manhours in 1979 than we did in 1978. But it's a tiny improvement and nothing in which we should take great pride.

Bangor and Aroostook has always set a high standard in employee safety. We have received 11 Harriman Awards over the years for excellence of our safety performance. It disturbs me to see us lag in an area which I consider vital to the health of the railroad and its employees.

Before anyone jumps to the conclusion that I am only interested in making "records", let me point out that injuries over the past 10 years have cost this company \$2.5 million. Those dollars would buy a lot of new ties and rail. The dollars paid out didn't help anyone and those injuries cost our employees, both financially and in terms of human suffering.

It goes without saying, of course, that the most compelling reason for preventing accidents is to spare our people pain and suffering.

To add emphasis to our safety effort in 1980, we'll offer incentives like cash gift certificates, Bangor and Aroostook baseball hats and a grand prize of an all-expense paid trip for two to Orlando, Florida.

The gift certificate award will be drawn by lottery each month. Every non-supervisory employee who has worked the month without injury will be eligible. Departmental awards of BAR baseball caps will be presented to the crew which has the best injury prevention record according to the number of manhours worked.

Our goal for 1980 is to reduce our FRA reportable accidents to 47 or less. Our people tell me it's an achievable goal.

You may think that giving prizes like an all-expense trip to Florida or cash certificates as an incentive for working safely is pure show biz. After all, working safely is a goal that benefits the individual as well as the company. But, being human, perhaps we need a more tangible incentive for practicing safety than just our personal protection.

To those who think the program is like merchandising soap I'll say that I can't think of any price we shouldn't pay to keep our people from getting hurt. And if the idea of a trip to Florida raises our safety consciousness I can promise you we'll do it as long as it works.

My philosophy is quite simple. I want each of you to be able to take personal satisfaction from your work. I want you to have the right tools to do that job. I hope, also, that you will have what I think of as a "safe attitude."

And I want you to have a safe workplace.

Let's not make safety part of the environment. Let's make safety the environment.

Sincerely,

Walter E. Francis



About the Cover

Clarence Nadeau (see "The Fall and Rise of Clarence Nadeau, p. 12) displays the medallion presented to him by Alcoholics Anonymous on the anniversary of his 16th year of sobriety. At age 33 he was an alcoholic whose life was becoming unmanageable for him. With the help of AA and his family Clarence Nadeau learned that life can be beautiful without alcohol.

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NEWS BRIEFS

Labor Chairman Scholarships



The Bangor and Aroostook Labor Chairman's Group has awarded eight \$100 scholarship grants to children of Bangor and Aroostook employees based on a drawing of eligible names. The winners are Susan E. Childers, daughter of Superintendent of S & C and Mrs. Hiram E. Childers; Heather D. Corey, daughter of Supervisor of Work Equipment and Mrs. W. E. Corey; Susanne M. Flewelling, daughter of Diesel Foreman and Mrs. H. M. Flewelling; Michael Garcelon, son of Special Agent and Mrs. Harold Garcelon; David W. Lebel, son of Station Agent and Mrs. A.J. Lebel; Daniel Nadeau, son of Engineer and Mrs. B.J. Nadeau; John P. Rainey, son of Mr. and Mrs. T.C. Rainey; and David D. Sherman, son of Engineer and Mrs. David D. Sherman.

Winter of '79-'80 Not As Easy As We Thought

Many northern Maine residents have been telling each other what a easy winter we've experienced. That certainly seemed true through December. But the area where Bangor and Aroostook does its major business had as much cold and nearly as much snow as in a "normal" year. BAR Engineering Department officials say that they have been able to save \$120,000 in snow removal costs during January and February, however. But on the first day of Spring, the Fort Fairfield Branch was closed because of snow conditions.

Bus Ridership Up in 1979

Main line Bangor and Aroostook bus ridership was up some in 1979. The Highway Division reports that 25,160 passengers rode the bus last year. That's 2,767 more than the previous year. The buses lost nearly \$69,000 in spite of the increase.

Senate Proposes Truck Weight Increase

An amendment to a moror carrier safety bill in the U.S. Senate would force states to accept an 80,000-pound limit for trucks on interstate highways and a vehicle length limit of 65 feet. If it becomes law, states that have limits below 80,000 pounds will be forced to raise them. Rep. Sam Gibbons (D-Fla.) blasted the amendment as the "Highway Destruction Act of 1980".



The Bangor and Aroostook's highway division moved into a new maintenance facility in January. The new \$200,000 structure houses offices for Manager S.F. Corey and staff as well as quarters for drivers and a modern maintenance shop. It's the first time in the 44 years the railroad has operated buses that administration and maintenance have been under the same roof.

A Commitment To Public Transportation

It wasn't your classic case of the superhighway slashing through a small farm. But the extension of Interstate 295 across the Penobscot River from Bangor to Brewer will go through the middle of the garage Bangor and Aroostook buses have been using as a maintenance facility for the past two years.

The eviction has resulted in the construction of a new \$200,000 facility designed specifically for maintenance of large buses as well as other vehicles used by the railroad.

The new building is located on U.S. Route 2 near the railroad's general office in Hermon. It's owned by the Bangor Investment Company.

The 60 x 100-foot structure also includes office space for Highway Division Manager S. F. Corey and staff as well as bunkroom for drivers, shower facilities and a lunch room. It is the first time in the 44 years the railroad has operated bus service between Bangor and Aroostook County points that the department's administration

and operations have been located under the same roof. Corey believes that the arrangement will produce significant efficiencies for his department.

In fact, the maintenance facilities used by the railroad's fleet have always been existing leased buildings and were not efficiently designed for the special kind of work performed on the large vehicles.

"Besides maintaining our own bus fleet," Corey says, "the new garage will enable us to have most maintenance work on the



railroad's automobiles and trucks performed at the facility. We intend to start with 28 vehicles, which is the railroad's vehicle ownership between Searsport and Derby Shops."

The garage was designed by Assistant Chief Engineer O. Dale Anthony and built by AGI contractors in Freedom Industrial Park. Anthony says that the structure embodies the latest in insulating materials with special attention given to walls and roofs in the steel-framed building. Large ceiling

fans drive heat from the ceiling area down to the work level and high pressure sodium lights have been used to use electrical energy more efficiently. The storage area over the office suite is unheated to make energy costs lower.

The structure has five large overhead doors, one of which is an outsized door measuring 16 feet wide and 12 feet high. The door dimensions will enable the garage to handle the largest buses on the road. And the north wall is expandable in the event

of future need.

Dramatic price increases of both gasoline and diesel fuel made it economical to have on-the-property storage of both fuels and two 10,000-gallon tanks have been installed.

If more costly energy and rising inflation do increase the use of public transportation, it will make the long-term lease of the facility a good decision for the railroad. But a Highway Division deficit of nearly \$69,000 for 1979 does not indicate that the prospect of hordes of new riders is an immediate prospect.

A crew from AGI, the contracting firm that built the new garage, began erection of the steel-work last fall. The building was designed with energy conservation as a major consideration and is heavily insulated. The railroad's 28 motor vehicles in the area will also be serviced at the garage.



Vaughn Moody (top photo, left) washes a Bangor and Aroostook bus just returned from an Aroostook county run. Richard Smith (top photo, right) services a bus for a charter job. The 60 X 100 foot-building with oversize doors will accommodate the largest buses on the road. Manager S.F. Corey, pictured at right with secretary Ron Faunce, thinks the combining operations and administration will offer new efficiencies for the railroad's bus operation.





An early picture of a BL, No. 555, was made in the 1950's by J.D. Bennett while the unit still wore the original grey, gold and blue colors. The photograph was made at the west end of the Canadian Pacific yard at Brownville Junction. Railfans call the locomotive beautiful and it has become a classic among American locomotives.

When The Tough Get Going

By Herb Cleaves

Every American railfan has a favorite locomotive. Topping the list in this era of mighty electrics and diesel-electrics are Pennsylvania Railroad's GG-1s; Delaware and Hudson's PAs; Canadian Pacific's 1800 & 1802; and the big E7 and E8 passenger engines that once powered the likes of the Southern Crescent, the Colorado Eagle and the Aroostook Flyer.

I am an American railfan and my favorite locomotive is the BL-2. I am not alone. Many railfans now realize that this unusual locomotive is a magnificent piece of machinery with a personality unsurpassed in the diesel era. Indeed, the engineers at the Electro-Motive Division of General Motors may have produced the first truly indestructible locomotive when they designed the Branch Line unit 33 years ago.

Every railfan has a favorite

vantage point from which to observe his locomotive in action. Mine is near Quakish on The Hill south of Millinocket, where Bangor and Aroostook's BL-2s have proved their mettle for over 30 years.

Consider this scenario.

BAR's train No. 28, powered by an F3 and four of the last 10 BL-2s in the U.S., is running late out of Oakfield and struggling with a mammoth load. The engineer gets a highball from the yardmaster at Millinocket and begins a wild charge at The Hill south of the station. On this quiet spring evening you can hear the roar of the locomotives 10 miles away.

With its caboose still hanging over the nubble at Schoodic Stream Junction, No. 28 roars into The Hill. Five units, including the gutsy BL-2s, pour it on. The master throttle control is riveted in the eighth notch and the wheel slip lights are flashing like the neon signs on Sunset Strip. Floor plates and loose

metal panels rattle violently to add to the cacophony produced by five 16-cylinder diesel engines running flat out.

The spectacle is awesome.

Before The Hill is conquered the train's forward motion slows to a crawl. Some engineers on far away railroads call this near-stall phenomenon "digging for potatoes." It is touch and go for several long minutes until the BL-2s regain their footing.

There is an axiom in the railroading business I believe is proved every time the BL-2s challenge Quakish Hill: "When the going gets tough, the tough get going."

There are none tougher than the BL-2s. "Toughest old sons of guns anyone ever built," John McGuff once told a newspaper reporter. "Just like a pack of bulldozers," retired engineer Buster Duplisea once told a railfan-operator at Packard Station.

The Branch Line locomotive

was created at LaGrange, Ill. in October, 1947. In an appraisal of the EMD product TRAINS editor David P. Morgan described the BL as an F3 in a new body that combined the styling of a streamlined Borden milk car and a Pennsylvania Railroad P5a electric locomotive. Her fans simply called her "beautiful."

The first Branch Liner was the BL-1 and was the only locomotive in its class. It appeared as General Motors' Demonstrator No. 499, but underwent an air throttle conversion and became the first of only 59 BL-2s. The locomotives were purchased by Bangor and Aroostook, Boston and Maine, Chicago and Eastern Illinois, Western Maryland, Rock Island, Pere Marquette, Missouri

Pacific, Florida East Coast and Monon Railroads.

Five decades later BAR is the last bastion of the BL-2 although two Western Maryland units still work the hump yard at Hagerstown, Md. and Monon's No. 32 is preserved in running order in the Kentucky Railway Museum.

TRAINS David Morgan believes the BL was short-lived in production because the railroad industry was about to enter the Geep era, an era that has lasted to this day. This, according to Morgan, left the BLs "as quirks, eccentrics, orphans, railfan delights—semi-colons in a stream of standardization..."

I prefer to think of the BL-2s

as bold exclamation marks; as locomotives with character unsurpassed in the annals of railroad history. Even the sloping running boards, known among critics as "bicycle chain guards," add a touch of class to this railfan's delight.

The diesel-electric locomotive traditionally has had a 15-year life span. The BL-2s are entering their fifth decade of service and, pound for pound, are still the toughest of the EMDs. I have no doubt they will last 100 years and still forever the notion that the diesel is a poor second cousin to the steam locomotive. If you doubt that, just watch them on The Hill at Quakish.

When the tough get going, there are none better.

The Bangor and Aroostook is in the process of painting a BL-2 in the original colors of grey, blue and gold as it was received from Electro Motive Division of General Motors. The locomotive will also be renumbered to its original number 557.

The road's seven BL units are among the last operating in the country and have been the object of great interest to railfans who frequently travel great distances to photograph them. In recognition of railfans as one of the railroad's publics and, sometimes, allies in the halls of Congress and state legislatures, the Bangor and

Aroostook decided to paint the 57 in its original colors. It will be named AMERICAN RAILFAN and is only the second BAR locomotive to be named. The first was the JEREMIAH O'BRIEN, BAR's Bicentennial unit.

Another BL, No. 54, will be repainted in the railroad's new colors, grey, orange, black and white. The locomotive is undergoing extensive repairs at Northern Maine Junction Diesel Shop after being struck by a large log truck at a crossing.

The painting will be done at Derby Shops.

Mileposts

40 YEARS SERVICE

L. J. McMannus

35 YEARS SERVICE

Norman D. Clark
Theodore E. Degerstrom
Reginald J. Letalien
Roderick R. Rafford
Walter J. Seavey
Norman J. Tardif
Shirley T. Weston
E. Thomas Wiley
Herman L. Wright, Jr.

30 YEARS

Ronald T. Clark, Jr.

Leroy E. Hersey
Clyde C. Johnston, Jr.
Donald J. Morton
Raymond A. Perkins
Clayton A. Redmond

25 YEARS

Roger S. Casey
Vernon A. Cunningham
J. William Dow
John A. Grass, Jr.
Charles E. Johnston
John T. Lent
Richard E. Thompson

20 YEARS SERVICE

Leslie H. Van Tassel

Lawrence H. Wade

15 YEARS SERVICE

Chester J. Bragg, Jr.
J. Walter DeLong
M. Wayne Goodwin
George A. Hodge

10 YEARS SERVICE

Shady Blackwell
Charles H. Boss, Jr.
John W. Doore, Jr.
Robert M. Ellison
Arthur L. Richards
Richard L. Simpson

Stan Clark, left, Sheet Metal Worker A.J. Bushway and Painter Tom O'Connor put the finishing touches on the refurbished weathervane that stood for 69 years on top of the water tank at the Bangor and Aroostook's yards at Oakfield. The copper replica of a steam locomotive became a landmark and symbol for the generations of railroaders that passed through and will again be displayed there.



A Talisman Comes Home Again

It is 5 feet, 6½ in. long, 14½ in. high and it weighs exactly 27½ pounds. There was a legend that said it was built by railroad employees at Oakfield, but it wasn't. The builder's plate on the tender says that it was made by the Washington Works, Inc., 19 Portland Street, Boston.

From the ground 95 feet below it looked like a finely-detailed steam locomotive, circa 1900 vintage. Up close, punctured by seven bullet holes and weathered by innumerable Aroostook blizzards and 69 years of summer sun, it was a little disappointing.

But for four generations of Bangor and Aroostook people, the copper weathervane was a symbol of what the railroad was all about.

From its height on the 50,000-gallon water tank, it dominated the sprawling yard. Conductors like Mike Daly and Cecil Donnelly, veterans of the link and pin days, checked it when they passed through as habitually as they

looked at the fat, gold watches they carried in their overalls. Others who would come later, Wally Nadeau, Bill Leavitt, Big Kelley, Cliff Slauenwhite, Ed York, Ray White, Al Humphrey, Harry Babcock, Arthur Dole, Harold Fletcher, Alvah Welch, Levi Pelky, Bob Ewer...charted their days, as Maine people do, by the way wind blows and watched the old engine.

At one time during its halcyon days it was removed, so the story goes, to a private dwelling far from Oakfield. Then one morning crews reporting for the early shift at Oakfield were cheered to see its bold silhouette against the breaking dawn. A handful of adventurous souls, it is said, drove half the night, repatriated their totem, and climbed the 95 foot water tank in darkness to replace it.

I do not know if there's a word of truth to the tale, but it pleases me to think there is.

The big tank on which the engine perched fur-

nished water for all the railroad facilities in Oakfield, including a town hydrant or two. It was filled from a direct line from Thomas Brook and the powerful pumps sometimes sucked up fingerling trout and suckers into the tank. Railroad workers have reported that the fish thrived in captivity feeding on the same food available to them in the brook, also brought by the pumps.

The tank was declared obsolete in 1979 and dismantling started. There was, quite naturally, considerable concern about the fate of the locomotive. The same men, or their descendants, who had watched over it for the Biblical three score-and-ten span and repatriated it (so it is told) felt that it was damned well their talismen and it shouldn't go anywhere else. Especially "the Bangor office."

Justice triumphed, of course, and it was only after solemn oaths were sworn that the locomotive would be refurbished and then returned to its rightful home that the employees in Oakfield permitted the weathervane to be removed to Derby Shops.

The vehemence of the negotiations so impressed Supervisor Maintenance and Structures Marvin McBairty that he briefly considered a

more secure means of transportation for the treasure than his pickup truck.

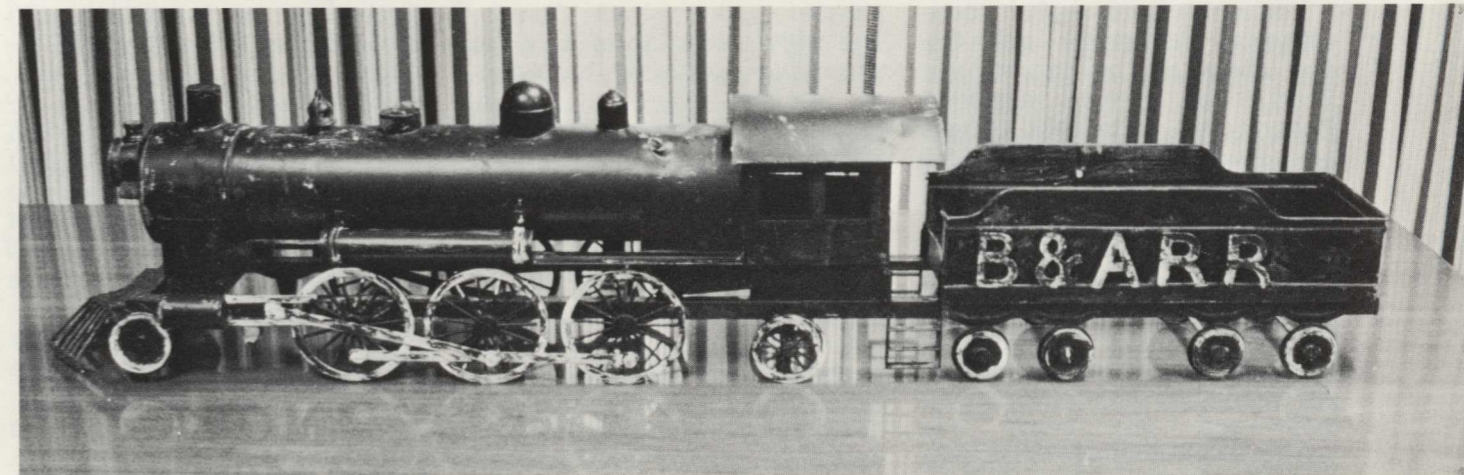
It was turned over, with proper caution, to Shop Superintendent Edwin J. Berry at Derby with a mandate to spare no expense to restore it to pristine condition.

Machine Shop employees at Derby fabricated a new set of pony wheels for the locomotive to replace the missing set. Tinsmiths repaired the bullet punctures and the paint shop sanded and buffed the unit before applying several coats of new paint. It is doubtful whether any Mercedes Benz, which sets a world standard for finish, ever received more loving attention than the Oakfield weathervane.

The refurbished antique will be returned to employees at Oakfield soon and they'll decide where their locomotive will be mounted now that the water tank is not available.

It's nice to realize that symbols are still important in the pragmatic and materialistic world of 1980. Such things have stirred men to great conflict as well as change for his spiritual and social betterment. It's pleasant to regard the Oakfield weathervane as a symbol of what the railroad has been to the people of northern Maine as well as its potential for tomorrow.

R.W.S.



Pictured before the refurbishing project, the 27¼ pound weathervane was punctured by bullets and weathered by exposure to winter blizzards and summer sun. It was commonly believed to have been built by workers at Oakfield but when it was removed from the watertower closer inspection revealed a builders plate from Washington Works, Inc., Boston.

FRA GIVES APPROVAL FOR BUNKHOUSE

The railroad just received approval from the Federal Railroad Administration for the construction of a new bunkhouse at Oakfield to replace an existing structure. A federal regulation prohibits the location of a bunkhouse for train crews within one-half mile of any railroad yard, a rule which might have merit in much larger and noisier rail yards than Bangor and

Aroostook's Oakfield yard.

The FRA waiver, according to Vice President-Operations Linwood W. Littlefield, opens the way for the railroad to plan a new, energy efficient facility to replace the present structure. Littlefield said the priorities for the proposed building will be conservation of heat, crew comfort and low maintenance.

BAR employees from the entire system helped in two United Way campaigns. Pictured at right are some who helped in United Way of Penobscot Valley. They are, from left: Faye Albert, Bob Laffey, Leigh Milton, Don Gaudreau, Pat Carroll, Everett Gerard, Shirley Strout, Keith Ashton, Flora Powell, Owen Allen (chairman), Joan Butler, Gordon Duncan and Brenda McCarty.



What We Did For Love

Let a railroader suffer some personal misfortune and the first thing his co-workers are likely to do is "start a paper." Bangor and Aroostook people are generous to their fellow employees. There seems to be a perception that railroad pay is good and that railroaders have an obligation to share their good fortune with those who experience trouble and hardship. In the best sense of that over-worked word, they share out of love.

The generosity of railroaders has also been evident in their gifts to area United Way campaigns, the single fund raising campaign that serves so many community volunteer agencies. For 1980 local United Way campaigns, 204 Bangor and Aroostook workers contributed \$20,516.60 for an average gift per person of \$100.57. There are two United Ways in the area the railroad serves, United Way of Penobscot Valley and the United Way of Aroostook.

United Way of Aroostook is a new concept and is a consolidation of several smaller cam-

paigns in Aroostook County. The 1980 campaign is only the second as a consolidated Agency. Armand J. Duplessis, assistant general freight agent-sales, Presque Isle, headed the United Way of Aroostook campaign for railroad employees for the second year.

"We had a campaign goal of \$2300," he says, "and raised a total of \$3502 including the company gift. That means we raised \$1202 more than our goal and \$1502 more than we raised last year."

Duplessis said that the number of employees giving through United Way in Aroostook increased from 42 to 55. Roadmasters Roger Casey, Herman Wright, Jr., General Foreman W. Reid Morrill, and Yvon Levesque, along with Duplessis, formed the leadership of the railroad's United Way of Aroostook campaign. Duplessis received the United Way of Aroostook's Outstanding Volunteer award for his work this year.

In the Bangor area, 149 employees contributed \$17,014.60

(including the company gift) through the United Way of Penobscot Valley. Owen F. Allen, assistant chief mechanical officer, chairman of the railroad employee campaign, said that the average gift per employee was \$84.66, up \$4.27 from last year, and the money raised represented a 17% increase over the previous year.

"The stronghold of support for United Way continues to be the General Office," Allen says, "where response, participation and gifts was nearly 100%."

Allen said that Car Repairer Don Smith did "an excellent job as a campaign volunteer at the car repair tracks" and pointed out that support among trainmen doubled, both in contributors and in the amounts of dollars given, and support among enginemen increased.

Chief Dispatcher Pat Carroll played an important role in getting the appeal out to all of the people in train service, he added.

"As always, a lot of people pitched in to produce the very significant results of the cam-

paign," he said. "The names include Faye Albert, Keith Ashton, Pat Carroll, Joan Butler, Gordon Duncan, Jim Garrity, Don Gaudreau, Everett Gerard, Bob Laffey, Roberta Lewis, Brenda McCarty, Gary Pettengill, Flora Powell, Don Smith, Rod Stan-

hope, Shirley Strout, Bill Houston and Leigh Milton."

There are voices in the nation which din the lament of personal responsibility vanished. They picture a society where all charity, all acts of concern and love are met by faceless govern-

ment bureaucracy. They scorn the notion that individuals have the compassion to care enough to meet the needs of their less fortunate neighbors.

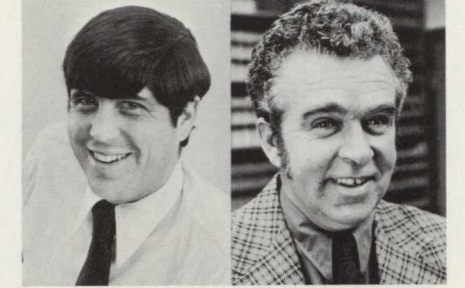
But they must be wrong, for so many of us give both of our treasure and our love.



Goodness Condon



Stanhope Strout



Ashton Flewelling

Moving Up

The railroad has announced the promotions of six Bangor area employees. They are: Hugh G. Goodness, Bangor, to vice president-traffic; Ronald L. Condon, Bangor, to assistant controller; Rodney W. Stanhope, Bangor, to trainmaster; Howard M. Flewelling, Jr., Orrington, to diesel foreman; Keith B. Ashton, Plymouth, to supervisor internal audit; and Shirley R. Strout, Bangor, to administrative secretary.

Goodness, 52, has been with the railroad since 1952, first as tariff clerk, then general freight agent, freight traffic manager and general freight traffic manager. He's an Army veteran of World War II and attended the University of Maine, American University and Northwestern University.

Goodness is active in the Traffic Executive Association, General Freight Traffic Committee, and the New England Traffic Club.

Condon, 39, is a native of Presque Isle and entered railroad service in 1963 as a clerk.

He has been general tax accountant for the railroad and general auditor. He is a graduate of Presque Isle High School and Husson College.

Condon is a director of BARCO Federal Credit Union, a director of the YMCA Triangle Club and a director of the Greater Bangor Area Snowmobile Club.

Stanhope, 42, is a native of Passadumkeag and became a fireman for the railroad in 1955. He has also been a BAR bus driver, locomotive engineer and road foreman of engines and assistant trainmaster.

Stanhope attended Bangor High School and Higgins Classical Institute. He is a member of the United Transportation Union, the Railway Fuel and Operating Officers Association and the Air Brake Association.

Strout, formerly a stenographer-clerk, has been with the railroad since 1976 and is a native of Hudson. She graduated from Old Town High School and has been employed by the IRS, Department of the

Air Force, University of Maine, Department of the Army and Diamond International. She is active in church work and is a member of the Christian Education committee of the Columbia Street Baptist Church.

Flewelling, 40, is a native of Dexter and became a brakeman for the railroad in 1967. He has also been a machinist and an electrician. Prior to his railroad employment, he served in the U.S. Navy and was later employed by Fox & Ginn Moving and Storage and Ingraham Moving and Storage. Flewelling attended Hermon High School and Maine Maritime Academy.

Ashton, 32, succeeds Joel F. Mills, Houlton, who has retired. He was born in Rumford and became a secretary for the railroad in 1965. He was later traveling car service auditor and agent and clerk in the car service department.

Ashton is a sergeant first class in the U.S. Army Reserve and is active as a coach in Little League baseball and Junior Boys basketball in Newport.

The Fall And Rise Of Clarence Nadeau



Clarence Nadeau says that without the support of his family he could not have won his battle with alcoholism. Pictured (at left) with him are Glen, Wayne and his wife Kathleen, and Debbie. Butch, the oldest son (not pictured), and Wayne often went to AA meetings with their father. During the long months of recovery, Clarence Nadeau kept his hands busy with projects like the detailed model of the church, above, where he and his wife where married.

They bill themselves as "The Nadeau Family" and they're a well-known musical group in Aroostook County. The accent is on the family. Butch, Wayne, Debbie and Glen are siblings. Clarence Nadeau, a retired BAR section foreman, and his wife, Kathleen, handle the bookings and finances. The Nadeaus are an island of warmth and love in a world peopled by the nuclear family.

But it wasn't always this way. Sixteen years ago Clarence Nadeau had a bottle-a-day habit, a second-hand car and a belly full of fear. There wasn't any music in the rented Nadeau flat because there wasn't money for instruments nor any reason to want to make music. The 33-year-old railroad worker was an alcoholic.

Life had never been easy for the St. Leonard, N.B. native. His father died when he was 11. And he left school during the eighth grade to go to

work and help his mother support the family. At 15, by lying about his age, he became a water boy on Leo Levesque's extra gang crew.

That year was also another milestone in his life. He began drinking. Not much at first. Just beer that older boys could buy.

His habit was still manageable in 1954 when he married Kathleen Martin, but the pattern of heavy drinking was already established. By 1964, Clarence Nadeau was a frightened, desperate man consuming a quart of whiskey every day.

"I didn't care about anyone," he remembers quietly. "There was never enough money for drinking and supporting my family. I'd had a warning on the job about drinking. When I walked through Van Buren I took back streets because I owed so many stores money. I used to pawn my railroad watch every two weeks to get drinking money until payday."

Then one Monday morning 16 years ago, Clarence Nadeau's life changed dramatically. There was nothing about the day to indicate it would mark a turning point in his life. In many ways it was normal; he had the shakes and the constant feeling of guilt gnawed at his mind.

"I knew I was in trouble," he says. "I'd known it for a long time. I just didn't know what to do about it. I'd taken pledges at church. That got me off the hook for the moment but it never lasted for very long. That day a man called and asked me to attend a meeting of Alcoholics Anonymous. I said no at first. But I felt so desperate I was willing to try anything."

That night, a subdued Clarence Nadeau made his way to the small suite of rooms back of an insurance office in Van Buren.

"There were double doors to the room," he says with a rueful smile, "and I remember opening the first door and saying to myself 'I'm not

going in there.' But something made me do it, and when I entered I found people I never thought were alcoholics. That night they asked me if I wanted to stop drinking and I said yes. They gave me a white chip. I've been sober ever since."

The AA philosophy is to stop drinking one day at a time and that's how Nadeau began the tortuous journey back to sobriety and a normal life. He started to feel better physically and the feelings of anxiety began to diminish. There were no tremors in his hands and, for the first time in years, he could get up in the morning without nausea and a headache.

"I wasn't always looking at my watch waiting for 4 o'clock to drink," he says. "But there were little habits that I couldn't change right away. I'd been so used to driving with a bottle of beer between my knees, it was a year before I could

Although Clarence Nadeau originally began his extensive model building as therapy, he expanded it to include other woodworking projects after his disability retirement from the railroad for a heart condition. He still handles bookings and keeps books for the family musical group and hopes one day to be well enough to return to work. Like the rest of his life, he explains, he lives one day at a time.



drive without a soft drink. It took me that long to really accept the fact that I was an alcoholic."

After a couple of weeks, Clarence took the next big step toward cleaning up his life. He visited every business that he owed money and told them he was trying to do something about his drinking and that he'd pay something on his bills every week. And he did. He would never say that his fight for sobriety was easy but there's no doubt that he considers it a small price for the rest of his life.

Not long after his father accepted the white chip at his first AA meeting, Wayne, the second Nadeau son, brought home an old guitar with a single string. His father listened as the boy, just nine years old, picked out a recognizable rendition of the "Saints Go Marching In" on the battered instrument. The next day his father bought him a full complement of strings; it was the start of the family's musical career and, symbolically, the beginning of a new life for all of them.

Both Butch and Wayne, nine and eight respectively, went to the AA meetings with their father. The bills no longer overpowered the family. Clarence bid in a job on the Van Buren section and was home nights instead of on an outfit car. Then he was made section foreman. The family started to become a unit.

In 1974, Clarence Nadeau realized a dream of 15 years; he was awarded his high school diploma. His son, Butch, graduated the same year.

It would be nice to say that everything turned out well for the Nadeau family. But, it didn't. In June of 1978 Clarence began to experience severe chest pains. Extensive hospital tests showed that he had angina, a painful but controllable heart disease. The illness meant retirement on disability at age 48. But despite his illness and the empty place left in his life by leaving the railroad, Clarence Nadeau thinks his cup is full. He manages his family's musical group and goes with them when they perform. In his well-equipped wood-working shop he turns out intricate models of buildings and other projects.

"If someone offers me a drink now," he says, "I'm not ashamed to say I'm an alcoholic. I wouldn't swap the worst day of my life sober for the best day when I was drinking. I understand that I'll always be an alcoholic, that it's a disease that can only be arrested but never cured. But for anyone with the problem, there's help when you're ready for it."

Clarence Nadeau doesn't walk the back streets any longer. He intends to spend the rest of his life making up for the time he lost.

One day at a time.



Leigh Milton, Bangor and Aroostook's superintendent of transportation, is a man of many interests but his consuming interest is in dancing. When he couldn't find a round dance group nearby, he started a school and formed his own club. The LeVi Rounders has now grown to the point where it numbers 25 couples and is sponsoring its own square dance group. Since he began his round dance classes in 1978 some 60 couples have been through his school.

Happiness
Is Sharing
A
Good
Experience

Leigh Milton is a man of powerful enthusiasms. His friends say of him that his light burns with a clear, bright flame, that he lives his life to the fullest. At 53, he has a challenging and time-consuming job as Bangor and Aroostook's superintendent of transportation. He's also a licensed pilot, the director and guiding light of an active round-dance club, is active in his church and is a director of the Bangor Symphony orchestra and chairman of its fund-raising committee.

There are, in fact, hardly enough hours in the week to squeeze in his work, and his avocations.

Off the job, his most consuming interest, he'll tell you, is dancing. He and his wife, Viola, started square dancing in Houlton in 1959 and found it fun. But when she became ill in 1964, it

meant a long absence from such strenuous activity. And it wasn't until the new General Office building opened in 1974 and the Miltons moved to Bangor that they could think about square dancing again.

The closest club was in Dedham and they quickly found themselves involved in the routine of dancing again. But there was a new element. The Dedham group also taught round dancing and the Miltons liked it so much they tried to interest their Bangor friends in attending the Sunday afternoon sessions in Dedham.

Undaunted by the reluctance of his friends to make the 50-mile round trip to Dedham on Sundays, Leigh Milton made the logical alternative choice. He started his own classes.

"You can't imagine how green I was," he



A Thursday dance class in round dancing goes through the steps of a new dance, above, in the Hermon Junior High School gymnasium. Milton (pictured at right with dancers) cues with a cordless microphone while dancing along with class. Time keeper Dana Jewell and his wife Dolores, right, are caught up in the intricacies of a square dance. Below, Ann Byers takes advantage of a pause between square dances to do some wifely coaching with husband, Electrician Arnold Byers.



grins. "I had no idea whether I could do it, but I invested about a thousand dollars in equipment and rented the Hermon snowmobile clubhouse on Monday nights."

Milton says that he learned along with his first classes. But now, after teaching approximately 60 couples the intricacies of round dancing since that cold January night of 1978 when his first class met, he feels a lot more relaxed about it.

He's refined his teaching techniques and uses a cordless microphone that allows him to actually participate in the dancing while cueing. The group has long since outgrown its early quarters and moved to the gymnasium of Hermon Junior High School where as many as 50 colorfully-dressed dancers whirl and glide every Monday and Thursday nights. So many people have gone through Leigh Milton's classes that

they've formed their own club...the LeVi Rounders...a round dance club that sponsors square dancing lessons on Thursdays, Mondays are devoted to classes for round dancing. On Saturday nights the club sponsors a dance that draws as many as 35 couples. And once a week Milton cues round dances for the Hampden Square Dance club.

Normally, a square dance group will sponsor round dancing but its main business is square dancing. The LeVi Rounders have reversed the order and sponsor square dancing. Round dancing, Milton explains, grew out of square dancing. Each move is choreographed and the dances are as intricate as square dancing. In addition to the strenuous schedule his hobby imposes from September 1, when the classes start, until the first of June when they finish, Leigh and Vi Milton plan to attend at least one na-

tional conference a year. Last year it was a week in Oklahoma City where the dancing begins at 9 a.m. and goes until 11 at night. This year it will be in Kansas City.

"We like it so much," he says, "that we never seem to get tired even though the days are long."

While he was at the Oklahoma City convention he taped about 25 hours of instruction that he used in his own classes. There are, he adds, about 400 dances choreographed every year and about 30 of those will be used to any extent. Perhaps five will become popular and two or three will last and become part of the body of popular dances that survive year after year.

Leigh Milton's technique when he gets a new record with the cue sheet is to work out the steps alone, then teach his wife. After two or three hours of practice he'll begin teaching it to his classes.

If his vivacious wife didn't share his passion for dancing, Milton himself might not be so involved. After her illness, Viola Milton was looking for something to keep busy. Her children were grown and her abundant energy made her restless. The dancing provided a fine avocation and when she had the opportunity to acquire the stock of a shop that specialized in square dance apparel, she jumped at it. Besides the \$10,000 to \$15,000 in factory-made stock she regularly carries in her home shop, she makes many of the shirts and blouses on the racks.

Since the LeVi Rounders became a club nearly two years ago, Milton has purchased something like \$2,000 in equipment and between 600 and 700 records at his own expense. The only charge for the classes is to cover the expenses for the school gymnasium and the square dance caller on the nights when that instruction is offered.

One might ask why anyone would invest so much time and energy, not to mention his own money, in what is essentially a hobby project.

Milton's explanation is simple: "We enjoyed round dancing and wanted to share the experience with others. Perhaps we never thought it would involve so much effort when we started the classes but neither of us would change anything. I guess you could say the satisfaction of seeing people enjoying themselves at a wholesome activity is the best reward we could have."

There may be just a bit of relief and letdown after the somewhat frenzied activity of the teaching/dancing season when it ends in June. But you can be sure that when autumn brings a snap to the evening air, there'll again be a lot of dancers looking forward to those strenuous evenings at the Hermon Junior High gym.



Square dancing provides entertainment and relaxation for Karen and Jim Garrity, BAR safety supervisor, (top photo) in spite of the strenuous activity. Trainmaster Rod Stanhope and his wife Jerry are among the many Bangor and Aroostook people who belong to the LeVi Rounders (center photo). Although the Miltons formed their dance group as a recreational project, Vi Milton, below, has started a shop specializing in dance clothing and shoes that shows promise of becoming a viable small business.



Safety – An Extra Incentive

Safety Supervisor Jim Garrity has announced a new safety awards program which he hopes will increase safety awareness among all BAR employees. The Awards include baseball caps with BAR logo, monthly gift certificates and an overall prize of an expense-paid trip to Florida for two. The goal, he says, is to reduce FRA reportable (lost time) accidents and, of course, lessen the number of railroad employees injured.

Departmental awards will be given on an annual basis, Garrity says, and will be judged in teams or crews of non-supervisory employees. Winning teams will be selected by department by the best safety record in terms of manhours for the year. Winning teams will receive baseball caps with the railroad's logo.

The Vice-President-Operations Award is to be presented monthly and consists of a \$25 gift certificate redeemable at Service Merchandise stores. The winner is determined by drawing from a pool of employees who have completed the month without an FRA reportable injury. The drawing is open to all non-supervisory employees who qualify. Any employee who has won the monthly drawing will not be eligible for further drawings during the calendar year but will be eligible for the President's Award if he or she completes the year safely.

The President's Award will be made once a year and the winner will be determined by a drawing from a list of eligible names of employees who have completed the year without an FRA reportable injury. The President's Award will be given only if the entire railroad is able to keep the total number of FRA reportable accidents for the year at 47 or under.

The President's Award is an



Assistant Vice President-Operations Robert P. Groves (right), presents a \$25 gift certificate to James R. Hopkins, top photo, a mechanical Department employee at Northern Maine Junction, and to Carroll W. Witham, lower photo, a Purchases and Store Department employee at Derby. The Vice President-Operations award is drawn monthly from names of non-supervisory employees who have worked the month without an FRA reportable injury.

all-expense paid trip for two to Orlando, Florida. It includes air fare, hotel accommodations for seven nights, meals, two days at Busch Gardens, Circus World, Cyprus Gardens, Sea World and Stars Hall of Fame and round-trip transportation to and from Orlando Airport, or an American International Deluxe subcom-

partment car for one week with unlimited mileage will be provided as an alternate to the tours.

Garrity said the road's safety record is "respectable" but feels that too many people are being hurt by avoidable injuries. The contest is to focus more employee attention on the problem and the challenge, he said.

In the Family

Transportation Department



Judy M. Levesque

Miss Judy M. Levesque, daughter of Rosella and Supervisory Agent Yvon Levesque of Houlton, and granddaughter of retired Section Foreman and Mrs. Louis Levesque (now residing in Rhode Island) has recently been recommended for a special achievement award based on superior job performance.

Miss Levesque has been working for the U.S. Navy, Surface Combat Division, at the Pentagon, since June 1978. She began as a summer aide and continued part-time under the "Stay in School" program.

According to her supervisor, Rear Admiral H. C. Mustin, by the time Judy

graduates in June from Annedale High School, Annedale, Virginia, her skills and experience will make her a valuable secretary for any office.

Mrs. Sheila Perrin of Fork Shoals Road, Simpsonville, S.C., has announced the engagement of her daughter, Rebecca Lynn Patterson of Sherman Mills to Timothy Ryan, son of Engineer and Mrs. Clement Ryan of Island Falls.

The couple plan to marry July 19.

Miss Patterson, also the daughter of the late Barry Patterson, was graduated from Katahdin High School at Sherman and Andover College at Portland. She is a secretary at Tom's Exxon at Sherman Mills.

Mr. Ryan attended Island Falls High School and served four years in the U.S. Air Force. He is employed at the International Paper Co., Island Falls.

Retired Conductor Wallace A. Nadeau, 83, died Nov. 17, 1979 in Van Buren. He was born in Ft. Fairfield Dec. 13, 1895, son of Amos and Annie (Berube) Nadeau. He is survived by his wife, Imelda (Cyr) Nadeau of Van Buren; three daughters, Mrs. Irene Roy of Van Buren; Mrs. Leah Marie Munroe, of Bangor; Mrs. Allyn (Walline) Blair, of Canandaigua, N.Y.; 16 grandchildren, three great grandchildren; several nieces and nephews.

He was employed by the BAR as brakeman and conductor from Jan. 13, 1918 until his retirement Dec. 31, 1960.

A Mass of Christian burial was held at St. Bruno Catholic Church of Van Buren, interment in the parish cemetery.

Reginald G. Clark, 69, died Jan. 30, at the Leesburg General Hospital, Leesburg, Fla. He was born in Marysville, N.B. on March 17, 1910, the son of Albert G. and Mildred (Moore) Clark. He was employed by the BAR as



Traveling Auditor Joel F. Mills has retired after 34 years with the railroad. A native of Monticello, he began his career as operator-telegrapher in 1945. He was later sales supervisor for the railroad. Mr. Mills attended Higgins Classical Institute and received his BA degree from Ricker College. He served during WW II in the U.S. Army. He is married and has one daughter, Beverly Anderson of Portland.

clerk, telegraph operator and station agent from Oct. 8, 1929 until his retirement Jan. 31, 1975. He was a member of the Caribou Masonic Lodge No. 170, also a member of the Bethel Baptist Church of Fort Fairfield. He is survived by his wife, Mrs. Bernice (Anderson) Clark of Ft. Fairfield; one son Reginald H. Clark of Ft. Fairfield; one daughter, Mrs. Thomas (Barbara) Harvey, also of Ft. Fairfield; three brothers, Ronald T. of Leesburg, Fla., William W. of Punta Gorda, Fla., Vinton of Fredericton, N.B.; five sisters, Mrs. Kenneth (Alice) Saunders, Mrs. Gladys Savage, Mrs. Lester (Edith) Wood, Mrs. Charles (Dorothy) Irvine, all of Fredericton, N.B.; Mrs. Ray (Nellie) Sawlor of British Columbia; seven grandchildren; several nieces and nephews.

Funeral services were conducted at the Dorsey Funeral Home, Fort Fairfield with the Rev. Burton Hoyt officiating. Spring interment will be in the Riverside Cemetery, Fort Fairfield.

Mechanical and Stores

Walter E. Douglass, boilermaker at Derby, retired Nov. 27, after 37 years service with the railroad.

He was born Aug. 20, 1918 at Orland, Maine.

Mr. Douglass started work for the railroad Oct. 8, 1942 as a laborer. Subsequent positions held were car repairer helper, boilermaker helper, boilermaker, electrician helper, electrician. He had worked as a boilermaker from 1960 until his retirement.



Pictured during a recent holiday in Hawaii are Engineer and Mrs. Wayne Duplisea, Retired Foreman and Mrs. Dana Lovell, Car Inspector Irvin Libby and Machinist Lauris Hodston. Helen Libby and June Hodston made the photograph. The four couples spent time in San Francisco and Las Vegas as well as eight days in the islands. The trip was sponsored by Anah Shrine Temple.



Chief Mechanical Officer H.W. Hanson presents retirement pin to Machinist C.E. Carlson.



Martha Carlson Burnham

Former employment includes State of Maine Highway Department, 1938-1941; trackman, 1941; American Woolen Company 1942; and a trackman in 1942.

He was a member of the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers.

He is married and has two sons, Robert and Alan; and two daughters, Sharon and Diana.

He resides with his wife Dorothy at 3 Pearl Street, Milo.

Carl E. Carlson, machinist at Derby, retired Dec. 10, after 42 years service on the railroad.

He was born Dec. 8, 1918 at Worcester, Mass. and started work for Bangor and Aroostook Sept. 20, 1937 as a laborer and a machinist. He had been a machinist since July 22, 1942.

Mr. Carlson is a veteran having served with the U.S. Army Engineers. He was a corporal at time of discharge. He has the Good Conduct Medal, European African Middle Eastern Theater Campaign Ribbon Bronze Service Arrowhead and the Meritorious Service Award Legion of Merit.

Besides his military and railroad service, he was employed with Stowell-

McGregor from Nov. 1949 to Aug. 1950.

He attended Milo High School, I.C.S. machinist course, Mine School 814 Engineers.

He is married and has two daughters, Hilda Robichaud, Cleveland, Ohio; Martha Burnham, Meriden, Conn.

Relatives working for the railroad include Merle Clark, Derby, Merv Johnston, and Don Annis, Northern Maine Office Building.

Elmer resides with his wife Rose, at 44 West Main Street, Milo.

Ernest C. Hand, carman, Northern Maine Junction Car Department, retired Jan. 11, with 28 years service. He was born Sept. 28, 1916 at Hodgdon, Maine and attended Carmel grammar school and High School.

He entered service with the railroad Feb. 1, 1952 as a carman helper. He had been a carman since July, 1966.

Mr. Hand is a veteran having served with the U.S. Air Force from Oct. 16, 1941 to Oct. 19, 1945. He was a Sergeant 1st Class at time of discharge.

He is a member of the American Legion and Brotherhood of Railway Carmen.

Mr. Hand is married and has one daughter, Rebecca of Carmel. He resides with his wife Kathleen in Carmel.

Miss Martha Rose Carlson, daughter of Machinist and Mrs. Carl E. Carlson, Milo, was married Nov. 10 by the Rev. Clayton R. Woodbury in the First Baptist Church of Bangor, to Douglas Edward Burnham, son of Mr. and Mrs. Douglas F. Burnham of Meriden, Conn.

Miss Lana J. Ladd of Orono was the maid of honor, and Gary Cerasale of Meriden, Conn. was the best man. The bride's attendants were Mrs. David Robichaud, sister of the bride, of Nashua, N.H.; Miss Cynthia Burnham, sister of the bridegroom, of Boston, Mass.; Miss Brenda Beaulieu of Orono; and Mrs. Janet Richards of Milo. Wendy Johnson of Yarmouth was the flower girl. The ushers were Daniel Barillaro of Fairfield, Conn., James LaRoche,

Thomas Sarson and James Smoragiewicz all of Orono. The ring bearer was Matthew Catalano of New Britain, Conn.

A graduate of Penquis Valley High School in 1976, the bride earned her associate degree in fashion merchandising at the University of Maine at Orono. The bridegroom is a 1976 graduate of the Frances T. Maloney High School, has attended the University of Maine at Orono and Central (Conn.) State College. He is employed by the Barr Construction Corp. and is a swim coach for the Frances T. Maloney High School.

After a reception at the Ramada Inn in Bangor and a honeymoon on the West Coast of Florida, the couple are at home at 530 West Main St., Meriden, Conn.

We were sorry to hear of the death of Carpenter Lorin C. Strout's father, Aubrey F. Strout of Milo, who died Dec. 8 at a Dover-Foxcroft nursing home. He was born in Bradford, June 3, 1893, the son of William and Fannie (Hall) Strout. He was a World War I veteran serving overseas. He was a member of the Milo American Legion and a retired employee of the American Thread Company where he worked for over 40 years.

He is survived by his wife, Hattie (Fitz) Strout of Milo; four sons, Aubrey Jr., Lorin, Gerald and Clarence, all of Milo; five daughters, Mrs. Frank (Ruth) Hall of Guilford, Mrs. Wesley (Elsie) Strout of Milo, Mrs. Glen (Mary) Philbrook of Prospect, Conn., Mrs. Everett (Catherine) Hall of Dover-Foxcroft and Mrs. Lester (Olive) Buck of Sebec; as well as 22 grandchildren; 26 great-grandchildren and one great-great-grandchild.

Freight Car Foreman Dana D. Lovell, Derby, retired Jan. 9. He had been on disability since Oct. 26, 1973.

He was born Mar. 5, 1919 at Sangerville, Maine and attended Milo High School.

Mr. Lovell started work for the Bangor and Aroostook as a laborer in the Mechanical Department Sept. 22, 1937, after which he worked as a laborer and



Carman Ernest C. Hand, center, is congratulated on his retirement by Foreman C.S. Burgess, left, and CMO H.W. Hanson.

trackman for Maintenance of Way. He then came back to the Mechanical Department and worked as a car repairer helper, car repairer apprentice, car repairer, millman, foreman car inspector, resident inspector and freight car foreman.

He is a veteran having served with the U.S. Army from Aug. 9, 1940 to Oct. 9, 1945 and was a First Sgt. at time of discharge.

Mr. Lovell is a 32nd degree Mason, and a Shriner.

He is married and has three sons, Phillip of Dover-Foxcroft, Billy, Sebec, and Gordon, East Corinth; and one daughter, Joanne, Seattle, Washington.

He resides with his wife Muriel in Dover-Foxcroft.

Diesel Foreman Alton D. Moore retired Dec. 31 after 32 years service. He was born Oct. 15, 1915 at Hersey and attended Oakfield Grammar School and Merrill High School.

Mr. Moore started work for the railroad on July 19, 1947 as a boiler-maker helper and later he worked as a machinist helper, machinist and diesel foreman.

He is married and has two children, Merwin Moore, Hermon; and Susan Chatfield, Shelbina, Missouri.

He resides with his wife, Maxine, in Bangor.



Mr. and Mrs. David M. Marden

Sigrid Leila Skoog and David Moses Marden were married Dec. 29 at the First United Methodist Church of Bangor. Diesel Supervisor and Mrs. Nels E. Skoog of Brewer, are parents of the bride. Mr. and Mrs. Harold D. Marden of Albion are parents of the bridegroom.

Standing with the couple were Barbara D. Stora of Brookline, Mass. and John E. Marden of Fairfield. Gay J. Meaney of Hermon and Mrs. Robert F. Thompson of Holden were bridal attendants. Brent E. Hutchins of Albion, and Eric N. Skoog of Chemsford, Mass., were ushers. Sven E. Skoog and Torr E. Skoog, nephews of the bride, carried the rings.

After a trip to Margarita Island in the

Caribbean, the couple are making their home in Lewiston, Maine.

Sheetmetal Worker James R. Hatt, Derby, retired Jan. 31.

He was born Aug. 27, 1915 at Patten and attended schools in Millinocket, Milo, Brownville, Lincoln and an Electric School.

He entered service with the Bangor and Aroostook March 23, 1938 as a trackman. He came to work in the mechanical department Sept. 19, 1950 as a carman, freight car foreman, sheetmetal worker, welder, carpenter for M of W Department, and on March 30, 1970 came on as a sheetmetal worker until his retirement.

Mr. Hatt is a member of the Sheetmetal Workers International Association.

He is married and has two daughters, Kristine and Cassandra.

James resides with his wife Mary on Prospect Street, Milo.

Harvard E. Howes, car repairer, Northern Maine Junction Car Department, has applied for his pension. He has been out on disability since Dec. 8, 1978 and he resigned from service on July 18, 1979.

Mr. Howes was born March 6, 1918 at Dixmont.

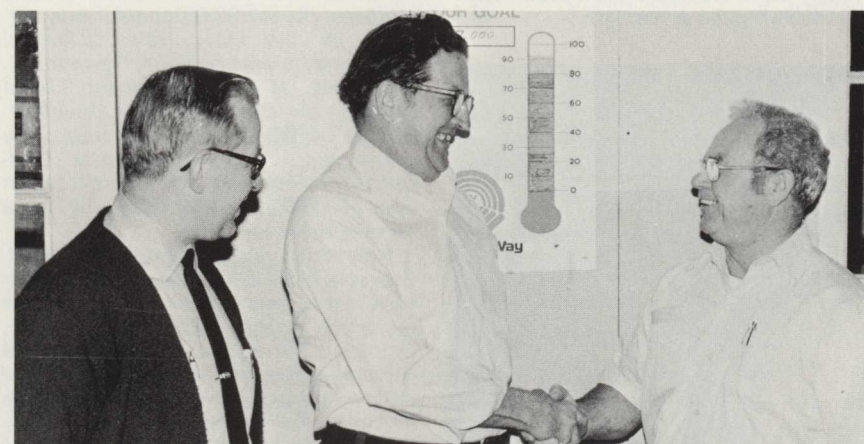
He entered service Feb. 1, 1952 as a laborer and subsequent positions held were car repairer helper and car repairer. Prior to working for the railroad, he was self employed.

He is married and has four sons, Harvard, Jr., Gerry, Roger and Karl; two daughters, Joann and Dian.

He resides with his wife, Sue, in Florida.

Engineering Department

Mrs. Lucille M. Trickey, wife of Retired B&B Superintendent Robert E. Trickey, Sr., Houlton, died Dec. 23, 1979 at a Houlton hospital. She was born at Brownville, Oct. 27, 1903, the daughter of Isaac and Luanna (Travis) Maddocks. She had been a resident of Houlton since 1956 and was a former resident of



General Car Foreman C.S. Burgess, right, congratulates Carman Robert M. Laing, Northern Maine Junction, on his retirement after 19 years with the railroad. He is a native of Amity and attended Hodgdon schools. Prior to his railroad service he was employed by Pratt and Whitney, Bond Bread, Wise Potato Chips and Sealtest Ice Cream. He is married and has three children, Robert, Barbara and Sojna. Also pictured is Owen Allen, assistant chief mechanical officer.



Diesel Foreman Alton D. Moore is pictured with CMO H.W. Hanson at his retirement party.



CMO H.W. Hanson, right, congratulates Sheetmetal Worker James R. Hatt on his retirement.

Milo, Derby and Sherman Mills. She was graduated from Sherman High School, class of 1923 and was a member of the Houlton United Methodist Church, the Houlton Women's Club, and the Derby Mothers Service Club. She is survived by



Mr. and Mrs. Hale F. Armstrong



Pictured at his retirement party is Freight Car Foreman Dana Lovell. H.W. Hanson is seated at his right.



Mr. and Mrs. Joe Howard

her husband of Houlton; one son, *Robert E. Trickey, Jr.* of Houlton; one daughter, *Mrs. Michael (Marlene) Picarella*, of Bangor; eight grandchildren. Funeral services were conducted at the Milo Methodist Church with the Rev. *Kwan Y. Lee* officiating.

Mr. and Mrs. *Thomas Childers* of Tucson, Arizona, recently announced the birth of a son, *Adam Benjamin Childers*. Paternal grandparents S&C Superintendent and Mrs. *Hiram Childers*, Hampden. Maternal grandparents Mr. and Mrs. *Hyman Labowitz*, St. Louis, Missouri.

Our sympathy to the family of Retired Section Foreman *J. Adolph Blinn*, Masardis, who died Dec. 6 at a Presque Isle hospital. He was born in Nova Scotia, March 15, 1895, the son of *John* and *Mary (LeBlanc) Blinn*. His career with the railroad extended over a period of more than 40 years. He retired in 1965. Mr. Blinn is survived by one son, *Wallace* of Old Saybrook, Conn.; one daughter, *Mrs. M. Stella MacDonald* of Masardis; one sister, *Mrs. Emily Grandras* of Plympton, N.S.; and ten grandchildren.

Retired Painter *Charles R. Page*, Milo, died Dec. 27, 1979, at his residence. He was born in Abbot April 3, 1893, son of *Mahumum* and *Minnie (West) Page*. He was a Navy veteran of World War I, serving overseas at Brest Harbor, France. He was a member and past commander of the Joseph P. Chaisson Post No. 41, American Legion, Milo; a charter member and a past commander of World War I Barracks No. 2124, serving as adjutant at the time of his death. Mr. Page began his railroad career in 1923 and retired in 1963 with 40 years service. He is survived by his wife, Retired Cook *Marie E. Page* of Milo; one son, *Robert W. Page*, West Wilmington, Conn.; two grandsons; one granddaughter; three great granddaughters. Burial will be in the Maine Veterans Memorial Cemetery, Augusta.

Mr. *Raymond S. McDonald*, retired section foreman, died recently at a Milo hospital. He was born in Millinocket Oct. 25, 1902, the son of *Stephen* and *Margaret (Keenan) McDonald*. He is survived by his wife, *Helen (Cowing) McDonald* of Milo; one son, *Raymond G. McDonald*, Milo; one stepson, *Dean Cowing* of Orneville; one daughter, *Loretta Najah*, Aptos, California; five sisters, and nine grandchildren. Mr. McDonald started work for the railroad in Dec. of 1917 and, after nearly 50 years service, retired in 1967.

Retired Equipment Operator *Daniel H. Brayson*, Glenburn, formerly of Fort Fairfield, died unexpectedly March 8 at his residence. He was born in Andover, N.B., Oct. 23, 1910, the son of *Neil* and *Alice (Donnelly) Brayson*. His career with the railroad extended over a period of some 36 years when he retired in 1974. He is survived by his wife, *Agnes (Osgood) Brayson*; one daughter, *Mrs. Verlie Laine* of Sanford, Fla.; three sons, *Murray*, of Enfield, Conn.; *Ronald* of Boston, N.Y.; *Gregory* of Fitchburg, Mass.; two stepdaughters, *Mrs. Naido Gallant* of Glenburn; *Mrs. Norma McGinley* of Green-

bush; three brothers, *Morris* of Perth-Andover, N.B.; *Michael* of Exeter; *Owen* of Veazie; five sisters, *Mrs. Isabelle Sweeney*, *Mrs. Benjamin (Stella) Tuck*, *Mrs. Alice Michaud*, *Mrs. George (Eva) Bischoff*, all of Bangor; *Mrs. Bruce (Julia) Demmons* of Kenduskeag; and eight grandchildren.

Accounting Department

Traveling Auditor *Joel F. Mills* of Houlton was honored at a retirement party held at Pilots Grill in Bangor on Feb. 29. The affair was attended by approximately 50 co-workers as well as his wife, *Ardis*, and daughter, *Beverly Anderson*. Joel was presented with a camera and a purse of money.

Secretary *Margaret Patterson*, husband, *Keith*, and boys, *Pat* and *John*, enjoyed two weeks in Naples, Florida during February visiting with Margaret's parents, *Bob* and *Dot Girvan*. Bob is a retired Accounting Department employee.

Treasury Department

Assistant to Treasurer and Mrs. *George E. Mossey* spent the Christmas holidays with their daughter and son-in-law, *Peggy* and *Peter O'Meara*, and grandchildren, *Kim* and *Tom*, of Valparaiso, Indiana.

Traffic and Marketing

We are happy to report that *Armand Duplessis*, Asst. General Freight Agent-Sales at Presque Isle, is recovering from a heart attack and returned to work on a limited basis April 1.

General Office

David J. Crandall, son of Bus Operator and Mrs. *Guy Crandall*, will be featured in the 1979-80 edition of "Who's Who Among Students in American Colleges and Universities." David is a senior and a liberal studies major at the University of New England in Biddeford, Maine. The WHO'S WHO award is one of the greatest honors annually conferred by the American academic community and rewards the individual scholastic excellence of outstanding campus leaders. In addition to the WHO'S WHO award, David has been nominated for Outstanding Young Man of America for 1980, an honor reserved for young men of exceptional professional achievements and community service.

Rella Marie Levesque, daughter of Mr. and Mrs. *Nelson Levesque*, and *Hale F. Armstrong*, son of Supervisory Agent and Mrs. *H. Fred Armstrong*, all of Millinocket, Maine, were married in a double ring ceremony on Oct. 27, 1979.

The Rev. *George Adams* performed the 1:00 P.M. marriage at the St. Martin of Tours Church in Millinocket. A reception followed at the Elks Lodge in Millinocket. *Marlene Stanley*, sister of the bride, was matron of honor and *Mark Armstrong*, brother of the bridegroom, was best man. Bridesmaids were *Dedra Doucette* of Van Buren, *Pamela Blaisdell* of East Millinocket, *Sherryl Mayo* and

Peggy Armstrong of Millinocket. *Brent McEwen* was ringbearer. *Randa Stanley* of Medway was junior bridesmaid and *Leslie Stanley* of Medway was flower girl. Ushers were *Dale Levesque*, *David Keyes*, *Ronald Darling* and *Steven Nicholson*, all of Millinocket.

The bride was graduated from Stearns High School and is employed at McDonald's in Millinocket. The bridegroom is a graduate of Stearns High School and the University of Maine at Orono and is a clerk-operator for the railroad.

Mr. and Mrs. *Armstrong* reside at 24 Riverside Drive in Millinocket.

Liston F. Lewis, Manager of Personnel and Labor Relations, entered the Faulkner Hospital in Jamaica Plain, Mass. on March 9 for hip surgery. He was accompanied to Jamaica Plain by his wife *Roberta* who returned to Bangor on March 17th with the good news that Liston stood the operation well.

Lori Strout, daughter of Administrative Secretary *Shirley Strout* and *Myron Strout*, won first place in the Speare Speaking Contest Regionals. She will represent Bangor High in the State Finals.

Robin Sprague, daughter of Vice President-Public Relations *Richard W. Sprague*, entered Wesleyan University in

Middletown, Conn. in Jan. Robin's sister, *Susan*, a June graduate from Colby College, is teaching history at Oak Grove-Coburn School.

Administrative Secretary *Flora Powell* accompanied by her daughter *Molly* were in New York City for a week in March visiting Mrs. Powell's older daughter, *Jeanie*, a September graduate of Colby College. Molly attends Northfield Mt. Hermon School in Massachusetts and was recently chosen for the all-star cast in one-act play competition.

Barbara Travis recently flew to Boston for a mini-weekend vacation with her daughter *Sandy Turallo* of Albany, N.Y. and granddaughter *Catherine*. Among the places they visited in Boston were the New England Museum of Science, Faneuil Hall and Quincy Market. Catherine returned to Bangor to spend the school vacation with her grandparents.

The eight children of Retired Conductor *Joe Howard* gave him a surprise birthday party on his 70th March 16 at Sherman Mills. Besides his children, 18 grandchildren and two step grandchildren attended. His daughter *Judy Davis* made a cake in the shape of a steam locomotive.



Susan Childers, a senior at Hampden Academy and daughter of S & C Superintendent and Mrs. *H.E. Childers*, has had a very successful season in indoor track. She took two gold medals at the Eastern Maine Indoor Track Championships and a silver medal in long jump, shot put and hurdles. She was also awarded a trophy as Outstanding Performer. Susan also took a silver medal in each event at the State Meet at Colby.

Facts and Figures

	February 1980	February 1979	2 Months Ended Feb. 29, 1980	2 Months Ended Feb. 29, 1979
We received from:				
Hauling freight	\$1,925,127	\$1,618,627	\$4,170,042	\$3,422,389
Carrying passengers & express on our buses	40,055	28,440	74,184	52,974
Other transportation services	32,128	39,475	82,893	73,547
Net rental from freight cars and other equipment	395,958	432,088	812,263	856,195
A total of	2,393,268	2,118,630	5,139,382	4,405,105
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	354,553	322,724	698,884	759,455
Keeping locomotives, cars and other equipment in repair	664,024	562,334	1,265,276	1,150,294
Running trains, station and yard expenses	732,583	603,691	1,475,228	1,249,972
Pricing and sales of our services	43,031	37,282	74,773	66,537
Managing the business and keeping records	173,787	167,520	328,259	321,350
Payroll taxes	178,960	196,329	381,161	367,206
State and local taxes	27,054	24,658	56,372	48,958
Interest on borrowed money	63,978	72,153	130,963	148,759
Other miscellaneous charges - net	(31,815)	(123,192)	(53,158)	(169,392)
A total of	2,206,155	1,863,499	4,357,758	3,943,139
Pre-Tax Net Income Reported to ICC	\$ 187,113	\$ 255,131	\$ 781,624	\$ 461,966

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

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Myth:

Railroads haven't kept up with the times.



Fact:

Railroad innovations
are changing the way
America moves freight.

"Piggybacking"—carrying truck trailers and containers on railroad flatcars—is one of the most innovative concepts in modern railroading. It conserves fuel, reduces highway congestion and often means lower costs for shippers.

"Railbridge" evolved from the piggyback concept. These services move overseas cargo in containers by rail between U.S. seaports on opposite coasts, or between a seaport and an inland city. Railbridge rates are competitive and save time and fuel over the all-water routes.

"Slingshot" trains are another recent variation on the piggybacking theme. These short piggyback trains operate on fast, flexible schedules and compete with trucks in dense traffic corridors. Less highway congestion, fast service and substantial cost savings that shippers can pass on to customers are the results.

To add a new dimension to piggybacking, experiments are underway to develop special truck trailers equipped with two separate sets of wheels—one set for highways and one set for rails. Success could mean even greater handling efficiency and fuel savings.

And, to encourage more efficient use of rail equipment, shipper groups that move fresh produce in piggyback trailers can earn special reduced rates by guaranteeing a return load for the trailer.

Railroad piggybacking—with its variations and advantages—is one of many bright spots in the rail transportation picture.

For more facts about today's innovative freight railroads, write: Service, Association of American Railroads Building, Washington, D.C. 20036.

Surprise:

America's freight railroads
apply new technologies to
reduce costs and save energy.