

MAINE LINE



BANGOR AND AROOSTOOK RAILROAD • FALL 1980



Talking It Over

To My Fellow Employees,

Elsewhere in this issue of MAINE LINE, a story on "deregulation" suggests that the Staggers Rail Act of 1980 may be more a matter of reregulation than of removing the regulatory burden under which the industry has labored for so long. Philosophically, the Staggers Rail Act focused on allowing the industry more freedom to run its own affairs. It's ironic that special interest groups nearly gutted the legislation by insisting rail rates remain artificially low to transport the raw material they use. In theory, the increased rate freedom, though still restrictive and complicated, will address the urgent capital needs of the industry brought about by generations over regulation and the subsidizing of railroad competitors.

The result of the years of the government's "benign neglect" of the railroads, coupled with taxpayer dollars poured into facilities for its competitors, have depleted the industry's resources.

The Staggers Rail Act, well-intentioned though it is, may well be a classic case of too little too late. Consider the predicted 100% increase in demand for transportation services between now and the year 2000. In a world where the diminishing petroleum supply is a fact of life, it would be incredibly shortsighted to encourage the use of anything but the most-energy efficient modes of transport. Yet, the National Transportation Policy Study Commission estimates that \$900 billion will be required for the support and maintenance of the highway system between 1975 and 2000.

Given the human penchant for resisting change, every railroad employee is justified in expressing concern that the government will continue to plow taxpayer dollars into highways, waterways and airports at the expense of an energy-efficient railway system which has a great need of improvements. The modes of transport that are not energy efficient no longer deserve such taxpayer support.

If further evidence is required of the trend

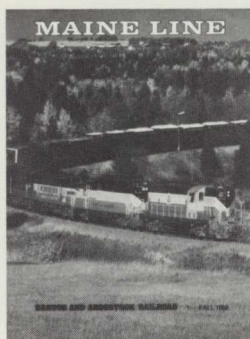
toward more railroad use, one has only to look at last year's industry performance. American railroads carried more tonnage (900 billion), more carloads (22 million) and produced more revenues (more than 25 billion) than ever before. At the same time airline traffic has declined and for the first time since the introduction of the motorcar, intercity travel by auto has declined. I think these are significant indicators.

In comparison with the government aid received by competing modes, the aid to railroads has been insignificant. But even the pattern of that aid has been to give to the weaker roads, and to provide stop-gap measures to shore up a rickety structure where there is often not a defined need. There is a case to be made for providing government help for long-range improvement to those roads which are financially viable. Given the capital to make improvements, there would be no question that the healthier and viable roads would return to the public benefits far in excess of a modest investment. It seems to me a creative way for the federal government to strengthen a valuable transportation resource.

None of these remarks should be interpreted as a criticism of the efforts of the Congress to address the challenge of helping America's railroads renew themselves. It will be several years before the full impact of the Staggers Rail Act is felt. But we all have a responsibility to carry the message to our lawmakers and opinion leaders that the railroads will play a growing role in transportation in the next 20 years. To do the job right will mean changing some traditional government thinking about our industry.

Sincerely,

Walter E. Francis



NEWS BRIEFS

Louisiana Pacific To Build New Limerick Plant

A major U.S. forest products manufacturer, Louisiana Pacific Corporation, has announced that it will build a \$25 million plant to make 3/8 inch waferboard on the Bangor and Aroostook at New Limerick. The plant is expected to generate approximately 800 cars for BAR a year. The plant will use more than 100,000 cords of popular, cedar and inferior white pine a year to produce 130 million square feet of waferboard. The material is less expensive than plywood and is used for the same purpose.

About the Cover

Bruce Owen Nett, a well-known railroad photographer and editor of THE COUNTRY, made the striking color photograph of ON-44 laboring up Dyer Brook Hill south of Oakfield yard. The splashes of autumn color and the long train add to the drama of the scene.

Construction Begun On Millinocket Facility

Construction has begun on a new 24 x 114 ft. facility to house Engineering and Mechanical Department employees at Millinocket. The \$100,000 building replaces six obsolete buildings and will provide storage and work space for 35 employees of both departments as well as lunchroom and toilet facilities. Vice President-Operations L.W. Littlefield said that the energy efficient building will be completed January 31, 1981. It is the first part of a year-long program to upgrade facilities at Millinocket. The second phase, removal of the engine house, coaling tower and sand house and the construction of a new facility to service locomotives, will begin in the spring of 1981.

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Highway Division Takes Delivery of New Bus

The BAR Highway Division took delivery of a new Motor Coach Industries bus October 13, bringing the railroad's ownership to eight buses. The new bus will be used in the Highway Division's growing charter business according to Manager S.F. Corey. Corey says that ridership of the railroad's scheduled bus service is about even with 1979, a level about 20% above the previous year.

BAR Retirees Meet At Millinocket

Retired Bangor and Aroostook employees met at the VFW hall for their 17th annual dinner October 22. The 101 veterans who gathered for a social hour and dinner heard an update on the railroad from BAR President Walter E. Travis and saw a slide presentation on new rail technology by Assistant Chief Engineer Gordon S. Duncan.

Land Use Study of Sears Island Nears Completion

A land use study of Sears Island, conducted by Land Use Consultants, Inc. of Portland, is expected to be completed in December. The study will determine the industrial development potential of the railroad-owned property, according to Vice President-Marketing Howard L. Cousins, Jr., and recommend locations of roads, rail routes and utilities. Cousins said the study is a preliminary step to any development plan for the 950-acre island.



Railroads represent energy-efficient muscle for the nation's transportation users. The Staggers Rail Act was designed to free the industry of over-regulation and provide the means to rebuild the physical plant. But some thoughtful watchers think it is more "re-regulation than deregulation." The Searsport local, above, rounds a curve under the granite face of Mount Waldo in prospect. Photography by Ronald N. Johnson.

Deregulation: Freedom or Just Reregulation?

Railroad "deregulation" is now the law of the land.

President Carter has signed the Staggers Rail Act of 1980 and the Interstate Commerce Commission is busy implementing the law.

The law is supposed to eliminate the yoke of onerous regulation which the industry has borne for a century. But some knowledgeable observers are saying that it's more a case of reregulation than deregulation.

At stake is the rebuilding of America's railroads.

And energy-efficient muscle for the nation's transportation users.

Regulation of the railroad in-

dustry dates from the last century and railroads during the ensuing years have been regulated as though they were monopolies.

The industry has not enjoyed monopoly status for at least 40 years.

The realities of truck and barge competition have not deterred the regulators one bit. In spite of the efforts of occasional congressmen and senators who saw U.S. railroads as a natural resource exploited by special interest customers and a self-perpetuating bureaucracy, the regulation of America's railroads has become as harsh as it was unremitting.

The saddest result has been

that much of the industry has not been able to earn enough money to keep its physical plant and equipment in condition. When the plant deteriorates, income drops and soon there are the kinds of bankruptcies now being seen in the northeast and the midwest. Proud old names like the Rock Island and the Milwaukee have become casualties.

The direction of railroad regulation has been to encourage the least fuel efficient modes and those who use taxpayer-financed facilities for only a token cost; it has all been at the expense of the most fuel efficient mode and one which pays all its own way.

The various Surface Transportation Acts of the Seventies attempted to address the harsh regulation of the nation's valuable railroad resource, correcting the occasional inequity, but none did more than scratch the surface of a century of abuse.

The Staggers Rail Act of 1980, is supposed to finally address the problem.

Among the most interested participants in the tortuous course of the legislation have been the traffic officers of American railroads. Would they . . . after a century of repression . . . be able to change their prices at faster than the snail's pace allowed by the regulators? On the one side of the struggle for reform were arrayed the vested interest groups whose own earnings were fattened by railroad prices held artificially low, and on the other were the railroads who have been pinched by revenue needs. The result has been less than a clear victory for either side.

The lawmakers resisted efforts by national power companies to mandate artificially low coal rates. And railroads have won the right to establish rates in a more timely way. Tariffs may now be published on 10 days' notice, 20 days sooner than the quickest time permitted under previous regulations.

Bangor and Aroostook Vice-President-Traffic Hugh G. Goodness thinks the new regulation permitting faster publication of tariffs is a positive thing and will allow the railroad to respond more quickly to competitive forces.

Under a new formula railroads may raise or lower rates under certain circumstances without Interstate Commerce Commission approval. If the BAR's ratio of revenues of out-of-pocket costs is less than 160%, the railroad — under the new law — may make rate adjustment without Interstate Commerce Commission approval. Railroads may also raise their rates 6% a year plus the rate of infla-

tion or 18% plus the rate of inflation during a four-year period.

Goodness says that the contract rate provision probably won't have much impact on BAR because it has, in effect, had contract rates on wood fibre and Bunker C oil for several years. The provision allows a carrier to establish contract rates that utilize up to 40% of its car supply.

BAR people see the provision of the Stagger Act which preempts state authority on general rate increases, inflationary rate increases or fuel surcharge increases as being helpful. Routine fuel surcharge increases have been delayed for as long as a year before the state regulatory body, consuming more dollars in railroad staff time than they actually added to income. The Staggers Act would eliminate this time-consuming and costly procedure. Goodness adds that approximately 60% of the railroad's business is intrastate, so the effect is significant.

One provision of the Act may have a negative effect on end-of-the-line feeder roads like Bangor and Aroostook. The BAR originates most of its traffic. The rail rate structure allows the originating carrier extra dollars from the joint rate because of the extra expense. The Staggers Act may upset that delicate balance between competitive realities and revenue needs of participating roads by allowing any connecting carrier that does not receive a ratio of 110% of revenue to out-of-pocket costs to add a surcharge to the rate to bring it up to that point. This means that a rate could be raised by one participating railroad to the point where it would be vulnerable to truck competition.

The railroads will also lose some of the immunity from anti-trust law. Practically, it means that BAR can only discuss joint rates with participating carriers and cannot discuss single line rates at rate bureau meetings. All rate bureau meetings will be recorded and the record will be

available to the public. As Goodness points out, it means that the competition will have an effective pipeline to railroad pricing strategy.

The Staggers Act was designed to allow the railroad industry an opportunity to earn enough money so that it can replace what, in too many instances, is a decaying plant. Its Congressional supporters believe that it will provide more competition and lower prices.

Both are laudable goals.

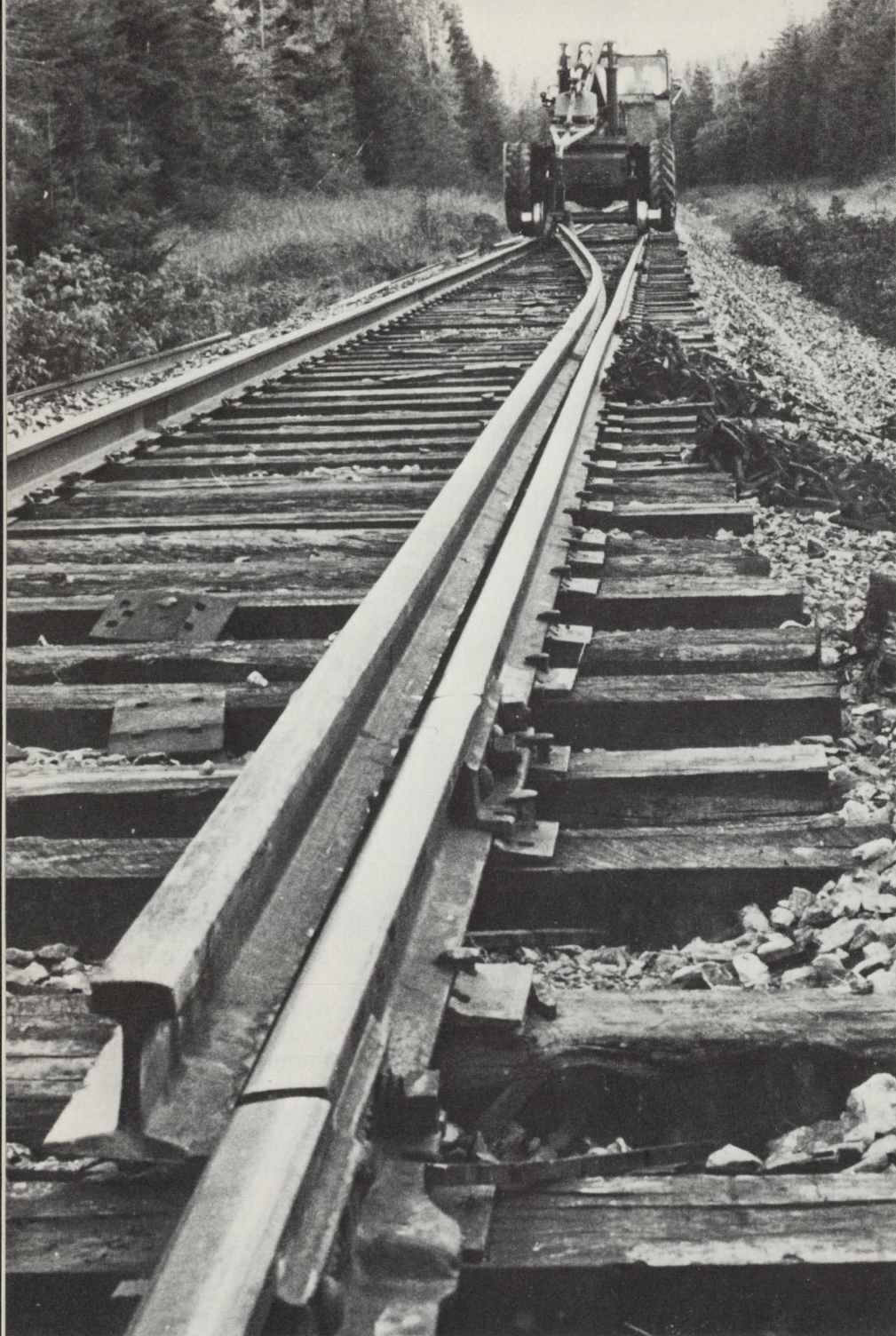
When the airlines were deregulated the areas where service improved was between very large metropolitan centers. The service from small cities generally deteriorated. Prices didn't go down; they increased. The effect of trucking deregulation is so recent that the effects aren't sharply defined. But the trend appears to be the same as was experienced under airline deregulation.

Hugh Goodness thinks there will be sharp increases in rail transportation costs and, perhaps, less service on light density routes.

"Rail rates have been held down for so long," he says, "that there's almost certain to be dramatic increases."

Whether the Staggers Act of 1980 is deregulation or merely another kind of restraint remains to be seen. Goodness believes that much will depend on how the Interstate Commerce Commission interprets vital parts of the Act.

One fact emerges from all the dialogue about the "deregulation" act; it will be a long time . . . perhaps as long as four years . . . before anyone will be able to measure its effect. And it is not an instant solution to the revenue needs of America's railroads.



Putting Down The Long Iron

A Pettibone with a rail-threader attachment lays a long string of welded rail in place before the crew starts to remove the 39-foot rail.

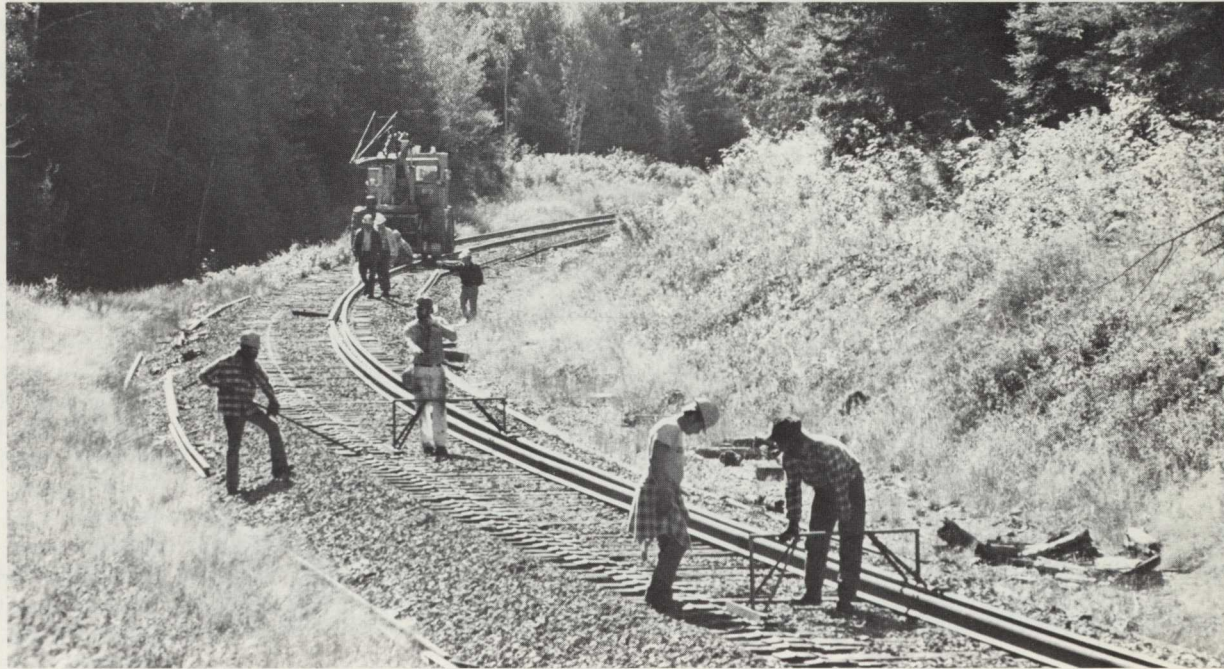
It was a cold 38 degrees at Nixon Siding when the rail crew began their day at 6:00 A.M., September 9. The first rays of the sun were barely touching the tips of the spruce and fir which formed a green canyon along the right-of-way on the BAR's Ashland main line.

The scene was one of ordered confusion. Two large yellow Pettibone machines snorted and belched vapor as operators hoisted pieces of equipment on-

to the track in the right sequence to begin the day's production. The men who weren't actively engaged in the activity stamped their feet and kept moving to ward off the chill of the morning. It was a bit like an army preparing to move.

The rail crew is large by BAR standards . . . 42 men . . . and the task of laying the long ribbons of welded rail is new. The railroad welded and installed its first rail in 1978 and was the

With one side of the conventional rail removed, workers place tie plates to gauge before the ribbon of continuously-welded rail is put in place.



first Maine road to use welded rail. The first rail came from the abandoned Medford Cutoff and was welded into 444-foot sections. Last year Lewis Rail Service welded 10 miles of relay rail from the 14.7 mile abandonment at Stockholm. The relay rail, according to Chief Engineer Vinal J. Welch, is good quality, 100-pound rail with many years of useful life left.

The experimental two miles installed in 1978 proved the economic wisdom of welded rail for BAR. As Assistant Chief Engineer Gordon Duncan points out, much of regular track maintenance given proper ballast and drainage, is generated by the up-and-down action which occurs at each rail joint when a set of wheels passes over it.

Most rail failures occur at this vulnerable joint area and the pumping action at the rail joints makes regular surfacing necessary. There is no joint problem with welded rail and dramatically less surfacing maintenance.

"Until we were faced with heavier wheel loadings we were able to use jointed rail satisfactorily," Welch says, "but the heavier cars made the welded

rail an economic idea whose time had come."

Crews like Dan Milton's have had to work the kinks out of the sometimes complicated business of laying the spaghetti-like ribbon of steel by ingenuity and observing the techniques on the few New England roads that use welded rail. But it's like riding a bicycle; it's all very good to observe, but one doesn't learn until one rides alone.

Because of the potential for whip-like movement of the great pieces of steel under tension, safety has been a major consideration. Hard hats are mandatory and there is a healthy caution among the crew when working in the vicinity of rail being moved. The safety score nine days into the job was one broken finger, the result of a claw bar slipping.

Duncan says he'd match BAR crews with those he's seen on other roads in spite of the limited experience BAR men have with the technique.

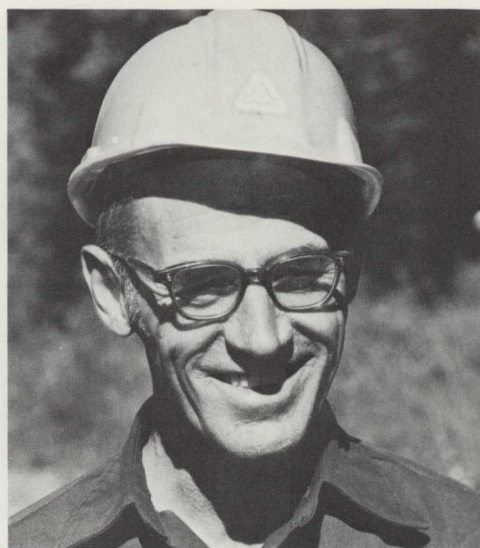
The confusion at the Nixon work site quickly sorted itself out as 14 pieces of equipment, ranging in size from the big Pettibones and tampers to a small adzing machine, were placed in

the proper sequence and their motors barked into life. The first step in the day's work is to remove the 1036 feet of jointed rail that will be replaced by a single ribbon of welded rail. The crew was actually moving rail at 6:40. By 7:30 one of the Pettibones using a rail threader began moving the new rail from the side of the right-of-way onto the tie plates. By 9:30 the rail was in place and spiked and by 10:30 the second rail was in. Before the men put away their tools that afternoon, weary but pleased with themselves, they had installed three-tenths of a mile of rail. Welch says the job is well on schedule. When the crew finishes the 5 miles at Nixon it will move on the Van Buren main line at Frenchville to add another 5 miles which adds to the original two miles installed in 1978.

Certainly part of the reason BAR crews developed their welded rail expertise so quickly is a remarkable esprit de corps among crew and supervisors. After the first day, for example, it was obvious that a rail threader was needed to use with the Pettibone to move the welded rail into place. Rail welding



Above, a new cribber, a machine which clears ballast from between tie ends before adzing of the tie plate surface, is placed on track as crews go to work. A veteran railroader, Acting Roadmaster Rosaire Deschaine, was on the job full time along with Foreman Dan Milton. Getting a large crew ready to move in the cold dawn (below) is something like getting a military unit move, says Deschaine.



contractor Phil Lewis offered to fly Duncan and Safety Supervisor Garrity to Burlington, Vermont, where he had one he'd loan to the railroad. The three men left Nixon Siding at 4:00 P.M., flew to Burlington through a fog and ice storm and had the threader back on the site by 7:00 A.M. the next morning.

There are some peculiarities in laying the long strings of welded rail that raise questions among men who have learned their trade working with the jointed rail. For example, the crews work between 6:00 A.M. and 3:00 P.M. because those are the hours when they're most likely to be working with what Duncan calls "median rail temperature". . . a temperature range of from 60 to 70 degrees Fahrenheit. As each string of rail goes onto the tie plates a foreman records the temperature of the steel and chalks it on the rail. Any deviation from the median temperature means that the rail will have to be adjusted later—either allowed to lengthen or shorten—to compensate for temperature changes.

And an experienced foreman and crew can lay jointed rail somewhat easier than a larger crew can lay welded rail. It's a legitimate observation, Duncan says, and the answer is that when the welded rail is in place, the track is surfaced and the job is complete. The crew laying jointed rail leaves track that will require substantially more surfacing and maintenance over its service life.

The BAR's venture in the technology of welded rail was as much a matter of utilizing an existing resource effectively — a sizeable amount of high-grade relay rail — as it was innovation. But after two years, the demonstrated economic advantages of welded rail and the reality of heavier cars make it appear unlikely that there's much new jointed rail in the railroad's future.

Mileposts

40 YEARS SERVICE

Ronald H. Boutilier
Liston F. Lewis

35 YEARS SERVICE

Joseph C. Boucher
Clyde O. Boutilier
Roy G. Brown
Alfred J. Bushway
Willard H. Buxton
Alasco V. Carey
Hamel R. Caron
Roy W. Doak
Lester G. Drew
Donald E. Henderson
Hanley A. Higgins
Donald V. Lundin
Francis W. McDonald
Eugene D. O'Brien
Harold T. Parker

30 YEARS SERVICE

Walter E. Campbell
Galen C. Carey
Herbert E. Carey
Delsie N. Charette
Gloria F. Cyr
Armand J. Duplessis
Oliver W. Dwelley
Stanley W. Garland
Harold I. Grinnell
Linwood G. Jackins
Mervyn H. Johnston
Neil A. Mayo
John T. McLean
W. Reid Morrill
John W. Paul
Frederick W. Rhoda, Jr.
Ward L. Shaw
Alfred Thibodeau

25 YEARS SERVICE

John A. Brannen
Helen F. Brissette
Ralph B. Higgins
William M. Houston
Austin S. Kinney
John E. McGuff
Margaret A. Patterson
Rodney W. Stanhope
Donald H. Thompson
Edward J. Whitney, Jr.

20 YEARS SERVICE

Harold H. Ewings
Robert L. Green
Roland O. Lyford
Harold R. Mountain
Alfred N. Nelson

Malcolm L. Treadwell
John P. Withee

15 YEARS SERVICE

Myron N. Bates
Joan H. Butler
Raymond E. Burpee
James N. Decker
Roland F. Faunce
Owen P. Goodine
Richard B. Gray
Philip B. Sherman
Bryan W. Stubbs
Kenneth J. Wehrle
Philip R. Winchester

10 YEARS SERVICE

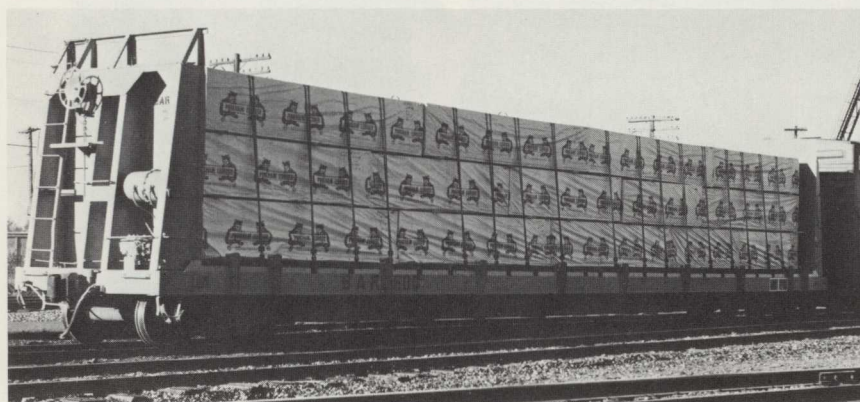
Norman J. Babin
Murdo A. MacDonald, Jr.

New Rates, Equipment for the Lumber Trade

The railroad is making an all-out effort to attract more of the lumber traffic destined for domestic markets to the rails. The railroad moves about 35% of northern Maine's lumber. The BAR's Traffic Department announced a 15% rate cut on lumber for New England points November 1. The railroad has also placed in service two lumber cars with constant tensioning devices to hold loads in place which will cut loading costs for lumber shippers. If the devices are successful more cars will be equipped.

Shipper and industry reaction to both initiatives have been enthusiastic. George Smith of Pinkham Lumber Company says the rate reduction has brought traffic to the rails already and, even with truck rate reductions, the rail rates have made his company more competitive in the market place with Canadian lumber.

A receiver, Jim Rockwell of



Two BAR lumber cars have been equipped with constant-tensioning devices for greater ease in loading.

Lorden Lumber in Milford, N.H., says that anyone who owns a rail-served lumber yard can't afford to buy lumber via truck with the low rail rates. He adds the rail rates offer an incentive for him to plan ahead to take advantage of them.

And Carl Hayes, director of transportation for Furman Lumber in Boston, calls the action the most progressive

response he has seen by a railroad and predicts it will generate traffic.

The new rates and the new loading aids come at a time when fuel costs are increasing and the impact of those increases will probably be felt more keenly by the trucking industry than by the railroads with their four-to-one fuel efficiency advantage.

Keith Ashton's New Job



Keith Ashton, BAR's internal auditor, was a loaned executive in this year's United Way of Penobscot Valley campaign. Ashton, pictured above before a film showing, called it a growth experience for him.

For seven weeks this autumn, Keith Ashton's office at the BAR's general office building was empty. Ashton, the railroad's supervisor of internal audit, had a new job.

It wasn't your usual 8-to-5 slot. There were mornings when he was on the job with the birds. And some evenings when he arrived home long after most families had finished dinner.

Keith Ashton was a Loaned Executive with United Way of Penobscot Valley, an area that includes towns from Bucksport to Milford. His new job says a lot about the railroad's commitment to the United Way concept and Ashton's willingness to give of himself. For while the railroad paid his salary and expenses during the time he worked for the United Way campaign, the time required was substantially greater than at his regular job.

As a Loaned Executive, Ashton and the other eight men and women loaned by area companies worked as contact people in local industry organizing the 1980-81 fund raising campaign. They arranged for film showings to employee

groups, made presentations, and trained company volunteers. It frequently meant meeting at shift changes beyond the routine work day.

"It was a good experience for me," he says. "I think I grew personally. I won't tell you I wasn't scared the first time I faced a group and asked for questions. But being scared is nothing to be ashamed of and I got over it. The response I got from the companies and institutions I worked with was very good."

Ashton's involvement with United Way started three years ago when he was a volunteer in the railroad's company campaign. He made the tours of the United Way agencies and saw firsthand some areas that aren't as visible in the community as the better known agencies.

"I developed a better understanding of the needs," he explains, "and I also experienced the great satisfaction of being helpful to others."

When he was asked by BAR President Walter Travis to participate in the Loaned Executive program, he was ready for the challenge. Travis regards the program as part of the railroad's obligation to the community as a citizen and also as a proving ground for young executives.

"If a person can meet the challenge of the daily encounters with other managers, with employee groups who must be sold the United Way concept then I know that person has considerable potential for promotion," he says.



Ashton is the railroad's second Loaned Executive. Gary Pettengill, Asst. to Vice President-Operations, worked as a Loaned Executive in the 1979-80 campaign.

Even though Keith Ashton has served his seven weeks as a full-time Loaned Executive, he's still working several hours a week on his own time as a volunteer.

"Just to clean up some loose ends," he says with an infectious grin. "It was a very positive experience for me. I liked meeting new people. But the greatest part was discovering that there are a lot of people out there who care about each other."

Ashton found people responsive to community needs when the needs were explained. He's pictured above making a presentation to a University of Maine administrative unit.

Coming to Grips with Alcoholism



His cheeks glow with ruddy good health and there's scarcely an extra pound on his strapping six-foot frame. The eyes are a bright hazel and the open face and quick smile indicate a man on good terms with himself. There is a quickness in his step and speech that gives the immediate impression of strength and vigor. He is 55 years old but one could be forgiven for placing his age 10 years younger.

There is something that sets this pleasant man apart from his fellow railroaders; he has been an alcoholic for most of his adult life. It is a disease that strikes nearly one in every seven persons in the United States.

We'll call him R. His name is not vital to this story, although if you were to ask him he'd tell you, without embarrassment, that he's an alcoholic. He's not a practicing alcoholic, R. says with a quick smile. But he knows he cannot take one drink or it will lead him back to misery he fought so hard to escape 16 years ago.

R's story is almost a classic profile of the alcoholic. He was

born on an Aroostook County farm in 1926. As a youngster, he was often kept out of school to help with farm chores. His father drank. He describes himself as a slow learner and, coupled with the frequent absences, he was always behind the others. The teacher frequently applied strap and ruler as incentive and punishment.

"That was a time," he muses, "when personal justice came first and social justice second. Now it's the other way around. If the teacher wanted to beat a kid, the school board wouldn't interfere. The parents wouldn't say anything. I grew to hate school and authority. My family was religious and very strict. The God I knew was a God of fear. I knew I was going to Hell. By the time I was 17 I was full of fear and resentment."

At 17, R. discovered alcohol. He found that it dulled the resentment and the feelings of inferiority. When he drank, he could walk as tall as any man. It became his drug of choice.

"I drank for 20 years to escape reality," he says somberly. "I never set out to get drunk but I almost always did. My children would find me in the morning, asleep in my chair with my boots and overalls still on. I drank on the job. I didn't eat right. I was never hungry and almost always sick in the morning."

By the time he'd reached early 30's, R. knew he was in trouble. He tried taking a pledge in the church. He tried a retreat. But nothing worked. At 37, he found Alcoholics Anonymous and the discovery changed his life. Not that it was easy. But the group and the meetings gave him strength and the man one meets now is a man who has come to terms with his own faults and has learned to like himself.

"Now I don't need a drink any more to sleep or to eat," he explains. "I don't get angry the way I used to. I understand the faults I see in others are often a reflection of my own faults. I've stopped trying to be master of the world. I only care about my little piece of it. I have learned to

live my life one day at a time. All that's been given to me is this beautiful day. I say to myself, 'for today, I'm not going to drink.' When I stay sober I'm making amends to my wife and children for all the years I was drunk."

R. is one of the lucky ones. He found AA at the right time. And he found the strength to win his battle. Something like 25% of the alcoholics aren't treatable. Others try and fall by the way. In almost any given population group, the statistics indicate that about one person in seven has a serious drinking problem. Some, like R., find the way out. Others are trapped by their habit and lose job and family before their lives bottom out and they seek help.

Railroad people are as prone to alcoholism as any other group. But for them it poses special hazards because many railroad jobs involve the operation of trains. The railroad has recognized the problem and is establishing, in cooperation with 14 labor groups on the railroad, an employee assistance program. Its principal provisions are these:

- It will assist employees affected by alcoholism, drug dependence, emotional disorders or other crisis situations.

- The assistance will involve referral to diagnostic and treatment facilities.

- Any employee seeking assistance under the program will be afforded the same considerations extended to employees with other illnesses.

- Referrals, treatment and follow-up will be kept confidential.

- No employee will have his job security or advancement opportunities jeopardized by request for help under the program.

- It will be the responsibility of the employee to comply with referral and cooperate with prescribed programs.

- Nothing in the policy changes schedule agreements, operating rules or the proper handling of employee discipline provided for in such agreements.

Behind the formal language of the policy statement lies a human concern for troubled and afflicted employees by both the railroad's management and labor leadership. The Employee Assistance Program recognizes alcoholism as a treatable disease and the joint sponsorship of it by labor and management reflects a new dimension of maturity in the relationship between the two groups.

The health insurance cov-

erage on Bangor and Aroostook people provides for alcoholism treatment and treatment for emotional disorders. A group of employees, listed separately, will serve as contacts for those in the railroad family who feel they need help. Each of the volunteers will undergo a period of training by professionals to learn their roles as liason between the person asking for help and the health care professionals who will provide diagnosis and prescribe treatment.

Neither the volunteers nor any railroad employee will provide counsel beyond putting the employee in touch with health care professionals.

No one in labor or management thinks the Employee Assistance Program will solve the problem. But it will provide an opportunity for those who want help to ask for it in a way that will provide privacy and protect their dignity as individuals.

R's comment bears very much on the effectiveness of the program.

"No one can go to AA for you," he says. "You have to go for yourself. You can't go because someone else wants you to go and have it work. But if you go and follow the program because *you* want to and you're ready for it, it will work."

—EMPLOYEE ASSISTANCE PROGRAM CONTACT PEOPLE—

NORTHERN MAINE JUNCTION

Charles Hickson
Richard Shaughnessy
Marvin McBreairty
Shirley Strout
James Canders
Margaret Patterson
Everett Gerard
Howard Flewelling
Owen Allen
Irven Libby
Carroll Robinson
Rodney Stanhope
Arnold Byers

DERBY

Herbert Dunham
John Willinski
Clifford Fleming
John Paul

Stephen Rhoda
H. Gordon Cole

OAKFIELD

Keith Greenlaw
Glenn Jones
Reid Morrill

MILLINOCKET

Durwood Brown
James Fraser
Daniel Morrill
Chester Michaud

HOULTON

Joe Crandall
Danny Milton

SQUA PAN

Norman Labbe

CARIBOU

Hamel Caron
Richard Bossie
Alton Wardwell

FT. FAIRFIELD

Gordon Glew

MADAWASKA

Willis Glew
Leland Labbe
Robert LaBonte

FT. KENT

Rosaire Deschaine
Herman Wright, Jr.
Lionel Madore

PRESQUE ISLE

William Warner



Floyd Welch does his morning stint on a stationary bicycle while he chats with his long-time friend Lawrence Hurd, a retired head scaler for Great Northern Paper Company.

Living Full at 88

Floyd Welch has never worked for the railroad.

But his father, John, built part of it...the 13-mile piece of tangent track from Belvedere to Siberia. His brother, Alvah, was a 45-year veteran of the BAR train service. And his son, Vinal, is chief engineer for the BAR.

So Floyd Welch thinks that he legitimately has some railroad cinders in his shoes. With all the railroad tradition in his family, perhaps it was natural that Alvah's younger brother wanted to try something different. He found it in the lumber industry where he spent an active 52 years, most of it with Diamond Match and Great Northern, from which he retired in 1957.

His story really begins when he was 15 and went to work for a lumberman named Roy Brown whose crew was making railroad ties. The year was 1907 and Floyd Welch left school to help support his widowed mother. A cookee was paid \$1.12 a day and the young man soon discovered that it didn't go far in supporting a family. He told Brown that he wanted to make ties for those men earned the magnificent sum of \$2.65 a day. It was the beginning of a long career.

His father had been a country minister. When his family grew to the point that his modest stipend wouldn't support them he became a contractor to supplement his meager earnings. John Welch died when Floyd was five leaving a wife and 12 children.

Sometimes the wolf at the door brings out the best in families and it was apparently true for the Welches. For the youngest, the hard realities of life in rural Maine at the turn of the century toughened him so that nothing else in his life ever seemed insurmountable. At 88, after major surgery and the removal of cataracts, he was still walking "1500 steps a day" outside and riding an exercise bicycle the equivalent of two miles. He did this with the same quiet courage that has characterized his life.

But for a man who remembers walking 18 miles out of the woods to the Pittston Farm, taking the train to Mattawamkeag and then walking another 15 miles to Lee to spend Christmas with his family, life's peaks and valleys become less formidable than to those who have been less challenged.

In his neat room at EMMC's Ross Home the erect, vital 88-year-old remembers that night so many years ago. He can hear the crunch of his

boots on the snow and recalls that the train was so late "there wasn't a single light showing in the village of Mattawamkeag" when it got in.

But if his life has left a streak of grit in Floyd Welch, it has also leavened him with a bubbling sense of humor. His eyes twinkle as he recalls the camp where he, the cook and cookee were the only English-speaking men in the camp. All the rest were Polish.

"The names were so hard for me," he chuckles, "I devised a numbering system for my records to keep the men straight in my mind. But that was the the cleanest camp I ever worked in and the nicest bunch of men."

As clerk, it was his job to make sure that the tools the men signed out were either returned or charged against their wages.

"There was one giant of a man," he remembers, "who had a surly disposition. When he didn't return his tools I told him he'd have to pay for them. He was so tall I had to look up at him and he leaned over the counter and stuck his face close to mine. 'No pay!' he shouted. 'I bad man in Poland!' I reached under the counter and laid a revolver on the desk and said, 'Just how bad are you?' It ended the argument. But most of the men were good people."

"Those were the days before the chain saw and the men went out in two-man crews. Each crew would cut between two and three cords a day. Sunday was washday and in those Prohibition times one man was sent out to a settlement on Saturday. He'd be back Saturday night with a knapsack full of whiskey and the men would play cards all night Saturday and all day Sunday."

Those were also times when one went into the woods in the fall and didn't come out until spring...unless he was injured. Floyd Welch was removed once in midwinter from a woods camp miles north of Greenville with smallpox.

During his active life, he was variously cookee, hewer of railroad ties, clerk, cruiser and buyer, paymaster and an administrator. Once, as a contractor, he saw a whole winter's ties (as well as his winter's wages) left in the woods by a premature spring thaw.

As one of his railroad friends, Engineer Jimmy Canders, remarked, "A lot of men would have given up after the death of his wife and a serious illness." But the hard life of a woodsman seems only to have tempered the steel in this remarkable man.

Top Dog In The Backyard Olympics



Roadmaster Roger Casey, demonstrating his pitch (above), has made himself a reputation on the horseshoe circuit in northern Maine. Trophies, pictured at right, attest to his skill. Casey, a veteran railroader, says that age is no barrier in the game. In fact, several of the competitors he rarely beats are in their 60s and 70s.

The 254 miles of main line track and sidings under Roadmaster Roger Casey's charge is a lot more than a 40-hour week challenge. The ringing of his telephone in the middle of the night to handle some emergency repair is not an uncommon occurrence. Neither is the severe Aroostook winter which keeps the 48-year-old engineering department supervisor and his crews busy at keeping the tracks open from the first snowfall in November until the late March sun eats into the winter's drifts.

But for fun and a nice contrast to his demanding work, Roger Casey pitches horseshoes. For those who grew up in rural New England during the more leisurely days before World War II when there seemed to be more time than money, the town horseshoe game was an institution. As Casey says, "There were always three or four shots who dominated the games and everybody was out to knock them off."

Well, some things don't change and the horseshoe tournament is alive and well. At least in many small towns in northern Maine. Roger Casey grew up in Smyrna Mills during those years when the village horseshoe game was a major recreational pursuit. There was a blacksmith in every town who could be counted

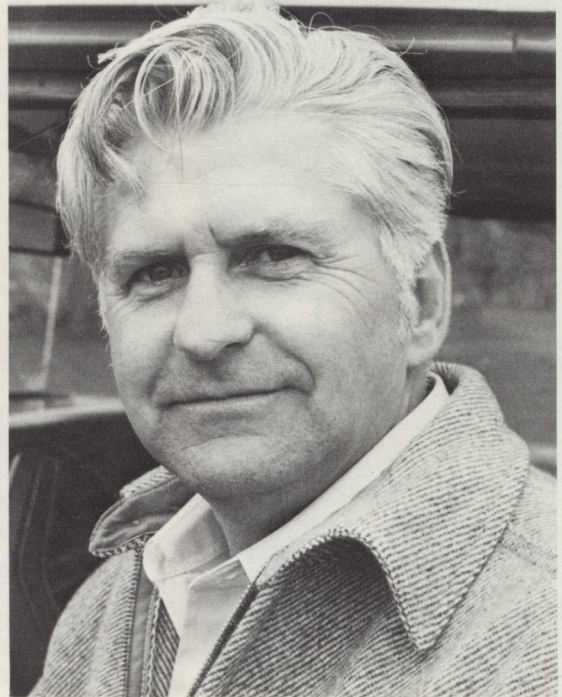
on to provide enough extra wide shoes for the players. The only other ingredient required was the time and the desire to be a good player.

It was a casual activity with Casey until three years ago when he met some people in the Houlton Horseshoe Pitching Association. Then he began playing in tournaments with men like his partner, John Tarr, from Houlton and Albert Allen from Linneus. The world of horseshoe tournaments, he discovered, is a world away from the behind-the-barn village games most of us remember.

A typical tournament, Casey says, will last six hours or so during which time each contestant will handle hundreds of pounds of steel. The game, he says with a grin, is very good exercise. The pressure of competition knocks points off nearly every contestant's score. Tournament competition takes about 10% off his score, he adds.

By the time you've become as serious about the game as Roger Casey, you're probably practicing, as he does, two or three hours a day in good weather. You're also playing with competitors who are better than you are because that's the quickest way to improve your own game.

"The basics of the game are stance, follow-



through, alignment and turn," Casey explains. "The turn means gripping the shoe so that it strikes the stake with the open end."

Beyond those basics, come the subtleties of technique and mental attitude. No golfer, no matter how devoted to the game, pays more attention to form than the serious horseshoe competitor. In spite of the competition, Casey says, there are always people playing against you who will give you points that will improve your game.

Among all sports, horseshoe pitching perhaps requires less in terms of hardware and facilities than any other. The field is a mere 40 feet with a six-foot square court with a stake in the center at each end. To be sure, you can pay up to \$35 for tournament quality shoes but they're not vital to success. And age is no barrier; Casey's partner, John Tarr, is 68. And many of the luminaries of the game are well into their 70's.

"Most of what I know about this game," he says, "I learned from Albert Allen of Linneus. And once in awhile when I'm real lucky and the sun is shining and the wind is northwest, I can beat him. That's quite an achievement."

Casey thinks that the competition of the tournament is the quickest way to improve one's game. He and his partner John Tarr travel to Caribou, Wytovitlock, Milo and Canterbury, N.B.

for the tournaments. It was at Milo that Casey met BAR Engineer Jack MacLeod, a skilled player. Participants at the tournaments are classified by the number of ringers they can throw. An 80% player, the top classification, can throw a ringer 80% of the time. Casey calls himself a 40 to 50% player.

"I'd like to be an 80% player," he says. "But I'm not sure I'll ever make it. I do think I'm still improving."

To keep his game improving, Roger Casey tries to play every day and to take part in competition every chance he gets. Part of winning is the skill one acquires, he thinks, and an equally important part is the mental attitude of the player.

"You know before you throw when it's going to be a ringer," he explains. "You have to think very positively, almost to the point of being cocky. My problem is that I'm on and off."

But for Roger Casey and other devotees of the game, horseshoes provide the stimulation of hot competition and, at the same time, furnishes the same kind of social pleasantries that the village horseshoe game did several generations ago.

Casey sums up his attitude toward the game this way: "If I'm beaten in a tournament, it doesn't bother me. But I sure love to win."



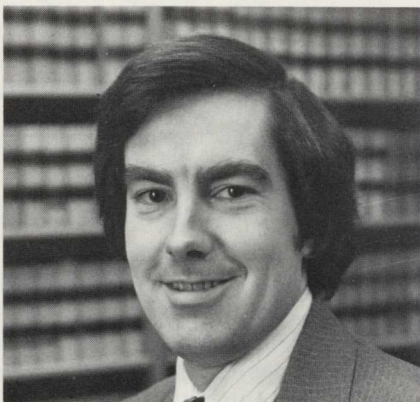
Roy H. Russell



Paul F. Lewis



Ralph C. Tozier



Timothy M. Smith

Moving Up

The Bangor and Aroostook has announced the promotions of three men and the appointment of a new supervisor. The three are Roy H. Russell, promoted to diesel supervisor at Northern Maine Junction succeeding Nels Skoog; Paul F. Lewis, promoted to assistant diesel supervisor; and Ralph C. Tozier, promoted to roadmaster succeeding L. J. McMannus. Timothy M. Smith, a certified public accountant, has been named administrative assistant with headquarters at Northern Maine Junction.

Russell, 57, is a native of Milo and entered BAR service in 1941 as a boilermaker apprentice. After serving with the U.S. Army during WW II he returned to the railroad working as boilermaker, machinist, spare foreman and assistant diesel supervisor. He attended Milo schools as well as service schools in radio and air controller. He is married to the former Lois Vincent. They have one son, James.

Lewis, 47, is also a native of Milo and entered railroad service after serving with the U.S. Army. He became an electrician

apprentice in 1956 and subsequently worked as electrician, night foreman and relief foreman. He is married to the former Elaine Buck. They have three children, Kim, of Milo; Shelley, of Dexter; and Russell, with the U.S. Army in California.

Tozier, 55, is a native of Bangor and attended local schools. He entered railroad service as a trackman in 1947 and has been a flangerman, carpenter helper, trackliner foreman, section foreman and track patrol foreman. He is married to the former Diane Farrell.

Smith, 28, is a native of Gardiner and attended local schools. He received his B.S. degree from the University of Maine-Orono in 1974 and his MBA in 1978. Between 1974 and 1976 he was employed by Webber Oil Co. in Bangor. Following graduate school he was employed by Arthur Young & Company.

He is a member of Beta Gamma Sigma, scholastic honor society; the Association of MBA Executives; and the American Institute of Certified Public Accountants.

BAR Safety Winners

Winners of the monthly drawing for the Vice President-Operations Award for the four month period June thru September are Glenn Jones, transportation; Ronald M. Reardon, engineering; Alfred Thibodeau, engineering; and Richard Michaud, engineering.

The monthly safety winners are drawn in lottery fashion from a list of names of employees who have not experienced an accident for the year. Each recipient receives a \$25 gift certificate and is eligible for the President's Award drawing, a trip to Florida for two. The President's Award is given only if the total accident experience is held to 47 for the year.

Top: Jones, Reardon

Bottom: Thibodeau, Michaud



In the Family

Transportation Department

Mr. and Mrs. *Scott Wayne Stanhope*, were married at the First Universalist Church of Bangor, May 24. A reception was held at the Bangor Community Center. The former *Kellie Ann Cousins*, the bride is the daughter of Mr. and Mrs. *Robert A. Cousins* of Carmel. She is a graduate of Hermon High School and the University of Maine, and is a dental hygienist. The bridegroom is a graduate of Hampden Academy and the son of Traveling Engineer and Mrs. *Rodney Stanhope* of Hampden. He is employed at Perkins Construction Company. The bride was given in marriage by her parents and attended by *Yvonne M. Bishop* of Greenbelt, Md. *Steve Gove* of Hampden was best man. The Rev. *Gary Smith* performed the service.

Miss *Karen Ann Lobley*, daughter of Mrs. *Margaret Lobley* of Bangor and the late *Perley Lobley*, and *Rodney A. Duplisea*, the son of Engineer and Mrs. *Wayne E. Duplisea* of Hermon, were married May 31 at the home of the bridegroom's parents in Hermon. The Rev. *Edward Hults*, performed the ceremony written by the bride and bridegroom. The bridegroom's parents, *Wayne* and *Rita Duplisea*, were the couple's honor attendants. A reception was held June 7 at the Tarrantine Club. A toast was given by *Wayne Duplisea*. A Lithuanian toast was given by *Helen McAuvic* of Bangor. The couple are at home at Birch Hill Estates, Bangor.

Mildred M. Kelly of Millinocket, daughter of Conductor and Mrs. *George F. Kelley*, and *Peter D. Snider* of Lincoln,

Kan., son of the Rev. and Mrs. *Vernon Snider*, were married at St. Martin of Tours Church in Millinocket, June 14. The ceremony was performed by the Rev. *John Civiello*, Old Town, and the Rev. *Vernon Snider*, father of the bridegroom. The bride wore her mother's wedding dress of antique satin, and the wedding band was her brother's band. The bride was given in marriage by her father. Maid of honor was *Susan E. Kelley*, her sister. Best man was *Scott Angel* of Manhattan, Kan. A reception was held at the Elks Hall, followed by a honeymoon in Pocono Mountains in Pennsylvania. They are at home at Los Angeles, Calif. The bride was graduated from Stearns High School and the University of Maine at Portland-Gorham. She has been employed at East Corinth School System as a special education teacher. The bridegroom was graduated from Mankato High School in 1974 and has served in the Navy for six years. He is employed at Systems Engineering Laboratories, Los Angeles, Calif.

The Hermon Baptist Church was the setting for the June 28 wedding of *Beth Lorraine Goodspeed*, daughter of Mr. and Mrs. *Robert Goodspeed* of Hermon, and *Mark Leo Rowe*, son of Dispatcher and Mrs. *John A. Rowe*, also of Hermon. The Rev. *Clyde Park* performed the ceremony. The maid of honor was *Rhonda Kay Hodgdon* of Levant. The best man was *Lee Cliff* of Hermon. Following the double ring ceremony, a reception was held at the Carmel Elementary School Gymnasium. Mr. and Mrs. *Rowe* are graduates of Hermon High School.



Mr. and Mrs. *Rodney A. Duplisea*

The bridegroom is employed by Spot-Bilt.

Wedding vows between *Rebecca Rose Grant* and *Glenn E. Karam* were exchanged July 4 in a ceremony at the First Baptist Church, Bangor, before the Rev. *Clayton Woodbury*. She is the daughter of *Forrest H. Grant*, Bangor, and Mrs. *Betty Prescott*, also of Bangor. A 1973 graduate of Bangor High School, she attended Husson College and is employed at G. and L. Produce and Flower Center as a florist. The bridegroom, son of Engineer and Mrs. *Gary Karam, Sr.* of Bangor graduated in 1975 from the same high school and is employed at the Bangor and Aroostook Railroad. The couple wrote their ceremony and the bride did the flower arrangements for her attendants, herself and the church. Honor attendants were *Elizabeth A. Grant* of Tacoma, Wash., and *Robert Cyr* of Bangor. *Laurie Johnson*, Hermon, *Terrie Grant*, Lansing, Mich., and *Janet Grant* and *Julie Grant* of Bangor were bridesmaids. *Jennifer Johnson* of Hermon was flower girl. Seating the guests were *Gary Karam, Jr.*, *Alan Karam*, *Niman Karam*, and *John Karam*, all of Bangor. *Joshua G. McIntosh* of Burke, Va., carried the rings. A reception at Peaks Hill Lodge, Dedham, preceded the couple's departure for a honeymoon to Bermuda. Their home is at 88 Allen St., Bangor.

Mr. and Mrs. *Emery J. Ouellette* celebrated their 40th wedding anniversary recently. Mr. Ouellette retired in October 1974 as a BAR conductor. He and



Mrs. *Hattie M. Langlais*, pictured above with *Reed Gagnon* (left) and Van Buren Town Council Chairman *Sterling Rutherford*, was one of 200 citizens honored by the local Lion's Club Oct. 5. Mrs. Langlais, 93, was the oldest guest at the dinner. She is a retired BAR Transportation employee. Mrs. Langlais started work as a stenographer in Houlton in 1916 and retired in 1953 after working at Van Buren and Presque Isle as stenographer.



Mr. and Mrs. Emery J. Ouellette

his wife live in Grand Isle. They have four children: Mrs. June Cyr and Mrs. Linda Corcoran of St. David, James of Grand Isle and Herman of Winter Park, Florida.

Holy Rosary Church in Caribou was the setting for the July 26 wedding of Tammy Ann Bubar, the daughter of Mr. and Mrs. William Bubar, Jr. of Caribou and Craig Peter St. Peter, the son of Engineer and Mrs. Sandy St. Peter also of Caribou. The Rev. Richard Ouellette performed the ceremony. Peggy Ouellette was maid of honor. Mark St. Peter of Weymouth, Mass., was best man. Following a reception at the Fish and Game Club in Fort Fairfield, the couple left on a honeymoon trip to the White Mountains. Both are graduates of Caribou High School. The bride is employed by Depositors Trust in Fort Fairfield. Her husband is a potato inspector. They took up residence at 5 Hancock St., Caribou.

Patricia Ellen Painter and Kevin Peter Robertson exchanged marriage vows Aug. 2 at Vesper Hill Children's Chapel in Rockport. The Rev. Ann Stead officiated. The bride, a graduate of the University of Southern Maine, is the daughter of Mr. and Mrs. Lloyd Painter of Owls Head. The bridegroom has an associate degree in business from Eastern Maine Technical Institute and is employed by the Bangor and Aroostook Railroad. He is the son of Station Agent and Mrs. Paul Robertson of Milo. Mrs. Ellen Lauritsen of Presque Isle was matron of honor. Kirby Robertson was his twin brother's best man. Following the ceremony, a large gathering of family and friends honored the couple at a buffet supper and party at Mirch Point

Lodge in Owls Head. The newlyweds honeymooned for two weeks in the Maritimes Provinces and Newfoundland. They are at home in Bangor.

Clinton Hall Slauenwhite, 60, died Aug. 1 at his home in Van Nuys, Calif., after more than 47 years battling multiple sclerosis. He was born Dec. 2, 1919 at Oakfield, Maine the son of Engineer and Mrs. Clifford H. Slauenwhite. He was a member of the First Baptist Church of Van Nuys. He is survived by his mother V. Mae Slauenwhite of Van Nuys, Calif. and one sister Mrs. Edward (Lucille) Scott of Fremont, Calif. Funeral services were held Aug. 6th in the Church of the Hills, at Forest Lawn, Hollywood Hills, Calif. Interment at Forest Lawn, Hollywood Hills, Calif. Funeral services were conducted by the Rev. Dale M. Scott, First Baptist Church, Reseda, Calif.

Mechanical and Stores

Edith Rideout, wife of retired Carman Delbert Rideout, Sr., of Milo, died at Dover-Foxcroft Hospital Oct. 1st. She was born in Island Falls, January 6, 1912, the daughter of George and Elizabeth Black.

She was a member of the Derby Mothers Service Club, The Friendly Get Together Club, The Pleasant River Grange, The Orion Rebekahs and the Milo Senior Citizens.

She is survived by her husband, Delbert Rideout, Sr., of Milo; seven sons, Delbert, Jr. of Plantsville, Conn.; George and Dale of Derby; Ronald of Alaska; Donald of Billings, Mont.; Rodrick of Tacoma, Wash.; Larry of Lisbon Falls; three daughters, Mrs. Betty Grant and Mrs. Linda Rolfe, both of Milo; Mrs. Edith Costello of Derby; a brother, Everett Black of Derby; two sisters, Eleanor Clark of Derby and Priscilla Mason of Saco; 29 grandchildren; several nieces and nephews.



Assistant Chief Mechanical Officer Owen Allen, right, presents retirement pin to Machinist Ted E. Degerstrom. He is a 35-year veteran with the railroad.

Retired Carpenter and Mrs. Newbert Spear were guests of honor at an open house August 3, in observance of their 50 years of marriage. Held at the Derby Community Hall, arrangements were made by their children. The couple was married at the Methodist Church at Fort Fairfield, December 21, 1929, by the Rev. Perley Briggs.

Mrs. Spear is the daughter of the late Melvin and Cora Archer of Mapleton; and he is the son of the late William and Cora Spear of South Bristol.

They have three sons, Byron of Lynchburg, Va., Dale of Milo and Darrell of Melbourne, Fla. They have eight grandchildren and two great-grandchildren.

Newbert retired from the Bangor and Aroostook July 3, 1967 as a carpenter and from Grossman Homes Inc. in 1974. Mrs. Spear has been a member of the Derby Mothers Service Club for 31 years. The couple belongs to the Three Rivers Senior Citizens and the Park Street United Methodist Church in Milo.

They reside at Pleasant Parks, Milo, during the summer months and make their winter home in Zephyrhills, Florida.

Diesel Supervisor Nels E. Skoog retired Aug. 29, 1980 to take his pension, after 40 years with the Railroad.

Nels was born March 2, 1918 at Howe Brook, Maine and attended local schools. He started work for the Railroad May 24, 1937 as an electrician apprentice. Subsequent positions were electrician, asst. diesel supervisor and diesel supervisor.

Nels is married and has two children; a son, Eric, Chelmsford, Mass. and a daughter Sigrid L. Marden, Lewiston, Me.

He resides with his wife Marguerete at 43 Riverview Terrace, Brewer, Maine.

Machinist Ted E. Degerstrom, Northern Maine Diesel Shop resigned to take his pension on June 30, 1980.

Ted was born May 9, 1920 at Derby, Maine. He attended Derby Grammar School and Milo High School.

He started work for the railroad on March 7, 1945 as a laborer. Subsequent positions were boilermaker, carman, section crew, brakeman and machinist.

Ted is a member of the International Association of Machinists.

Ted is married and has eight children; *Ted Degerstrom*, Jr. Mobile, Alabama, *Edward*, Union St. Bangor, *Donald* of Ramstine, Germany; *Eric* of Los Angeles, Calif., and *James*, Long Island, NY; *Carol Heskin*, North Carolina, *Janice Clukey*, Mobile, Ala. and *Debra*, Derby, Me.

Ted resides with his wife *Blanche (Parkman)* at 10 Railroad Street, Derby.

Owen M. Henderson has left the General Office Building where he was working as AAR car accountant and has taken a job as clerk at the Diesel Shop replacing *Clarence Hamilton* who retired at the end of May, 1980.

Ken Cosman who was timekeeper for the Engineering Department has taken *Owen's* place as AAR Car Accountant.

Retired Carpenter *Ernest A. Chase*, 93, died at a Bangor Hospital October 5, 1980. He has been retired since August 5, 1955 and had worked at the Derby Car Shops.

He was born in Orneville January 15, 1887, the son of *Herbert* and *Minnie (Stevens) Chase*. He was a member of the United Baptist Church, the Piscataquis Lodge of Masons, Aldworth Chapter Order of the Eastern Star, and an honorary member of the Pleasant River Grange and East Pomona Grange.

He is survived by one brother, *Irving Chase* of Orrington; one grandson, *John H. Chase* of Wakefield, Mass; two granddaughters, *Mrs. Valerie Peau* of National City Calif., and *Miss Janet White* of Augusta; one son-in-law, *Henry White* of Houlton; eight great-grandchildren.

Retired Car Foreman *Lloyd R. Littlefield* is now convalescing at home

following open heart surgery at Maine Medical Center in Portland on September 26. He was at Maine Medical eleven days. He reports that he is doing quite well.

Engineering Department

Retired Section Foreman *Forrest Grey*, Milo, died June 15 at the Millinocket hospital. He was born in Island Falls, October 3, 1904, the son of *Sidney* and *Ellen Grey*. Mr. Grey retired from BAR October 3, 1969 with 43 years of service. He is survived by his wife, *Mabel (Nye) Grey* and one daughter, *Virginia*, both of Milo; three sisters, *Mrs. Florence Sherwood* of Danforth, *Mrs. Annie Ingeman* of Tipp City, Ohio, and *Mrs. Myrtle Vickery* of Conn.; several nieces and nephews.

Oakfield Grange met recently for the installation of new officers for the ensuing year and Painter *Clair Wilmot* was installed as master.

Leonard Bourgoin, retired Section Foreman, Van Buren, died June 30 at the Caribou hospital. He was born in Green River, N.B., October 25, 1902, son of *Octave* and *Christian (Therault) Bourgoin*. Leonard worked for BAR for 28 years retiring December 2, 1967. He was a fourth-degree member of the Van Buren Knights of Columbus. He is survived by his wife, *Jeanne (Cote) Bourgoin* of Van Buren; four sons, *Leonard, Jr.*, of Enfield, Conn., *Gilbert* of Broad Brook, Conn., *Gerald* of Hampden Highlands; one daughter, *Mrs. Steve (Rita) Mercurio* of Miller Place, Long Island, N.Y.; one brother *Edmond* of Kenneth City, Fla.; 14 grandchildren; one great-grandson; several nieces and nephews. A mass of Christian burial was held at St. Bruno's Catholic Church in Van Buren. Burial was in the family lot of the parish cemetery.

Retired Trackman and Mrs. *Leland Donahue*, Houlton, recently celebrated their 50th wedding anniversary with family and friends at the Grange Hall in



Nels Skoog (left) and *Roy Russell*



Leading Signalman *Wallace I. Morton* (left) receives his retirement pin from S & C Supt. *Hiram Childers*. He has retired on disability after 36 years with the railroad. He is a native of Oakfield and attended local schools. He served in the Army during WW II. Ike is a member of the American Legion Pamona Grange and is a former selectman of Oakfield. He is married and has four children.



Roadmaster *L.J. McMannus*, pictured (right) with *V.J. Welch*, was honored at a retirement party in Bangor after a railroad career spanning 45 years. He was born at Masardis July 4, 1915 and graduated from Merrill High School. He has been a section foreman, flangerman, spreader operator and extra foreman. He has been active in the Masonic, having served as master of Piscataquis Lodge No. 44, and as high priest of Rabboni Chapter, R.A.M. He is a member of all York Rites bodies, Anah Temple Shrine and the Tri County Shrine club. He is married to the former *Fern Armstrong*. They have two children *Amber* and *Glen*.

Houlton. The party was hosted by their children, Mr. and Mrs. *Robert Donahue*, of Chicago, Mr. and Mrs. *Frederick Donahue* of New Limerick, Mr. and Mrs. *Philip Spurlin*, of Biloxi, Miss., Mr. and Mrs. *Roger Cormier*, of Waltham, Mass., Mr. and Mrs. *Linwood Donahue* of Stafford, Va., and Mr. and Mrs. *Kenneth Donahue*, of Virginia Beach, Va. Leland retired from the BAR in 1973 with 30 years of service. Mrs. Donahue retired from the Houlton Regional Hospital in 1976 after 16 years of service. The couple has 10 grandchildren and one great-grandchild. Gifts and cards were received from the 75 guests in attendance.

Sincere sympathy to the family of *Leo L. Tomah*, retired Carpenter, Houlton, who died July 27 at the Houlton hospital. He was born February 1, 1900 in Kingsclear, N.B., son of *Frank* and *Catherine (Francis) Tomah*. He retired from the BAR in 1964 after 15 years of service. He is survived by two sons, *Aubrey* and *James*, both of Houlton; two



Mr. and Mrs. Leland Donahue mark their 50th anniversary

daughters, Mrs. *Eleanor Perley*, Houlton, and Mrs. *Deborah Haley*, Presque Isle; one sister, Mrs. *Louise Polchies*, Kingsclear, N.B., several grandchildren.

Secretary *Joan Butler* of Bangor and her mother, Mrs. *Alice Butler* of Houlton, recently enjoyed a vacation trip to Pennsylvania. They were guests at the home of Joan's sister and husband, *Virginia and Gary Gray*. While there they attended the wedding of another sister, *Carole Barton*, to *Ronald Hovis*.

Our sincere sympathy to the family of retired Stenographer *G. Fred Dow*, Houlton, who died Oct. 26. He was born in Houlton on May 15, 1900, son of *James and Georgia (Richardson) Dow*. Fred retired from the BAR in June 1965 with over 45 years of service. He was stenographer to a number of chief engineers while working at the Engineering Department in Houlton. He is survived by his wife, *Grace G. (Lockwood) Dow* of Houlton; one daughter, Mrs. *Carl (Emilie) Harper* of Monticello; one brother, *Raymond W. Dow* of Portland; one sister, Mrs. *W.J. (Ethel) Strout*, of Bangor; two grandchildren, *Robert McHatten* and *Andrea Harper*, both of Monticello; several nieces and nephews.

Accounting Department

Our sympathy to the family of *Joel F. Mills*, retired traveling auditor, who died Aug. 26, in St. Andrews, N.B. He was born in Monticello, January 2, 1919, son of *Fred Z. and Hazel (Wellington) Mills*. Joel retired February 29, 1980, after completing 34 years of service with the Company. He is survived by his wife, *Ardis (Brackett) Mills* of Houlton; one daughter, Mrs. *Robert (Beverly) L. Anderson* of Portland; two brothers, *Spencer Mills* and *Gregory Mills*, both of Monticello; several nieces and nephews. Funeral services were held at the Dunn Funeral Home, Houlton, with Rev. *Desmond Parker* officiating.

Internal Auditor *Keith B. Ashton* serv-

ed as Bangor and Aroostook Railroad's Loaned Executive to the 1980-81 United Way Campaign during the period September 9 to October 21.

Elizabeth Nikkhah-Tehrani was born July 22, 1980 to Mr. and Mrs. *Saeed Nikkhah-Tehrani*. Mrs. *Nikkhah-Tehrani* is the former *M. Patricia Jameson*, daughter of Manager Accounting and Mrs. *Gilbert Jameson*.

Marketing and Traffic Section

Elaine Davis, clerk in Presque Isle Sales Office, and her husband *Robert* are grandparents of *Jason Michael Tremblay* born at Presque Isle August 19th. Mrs. Tremblay is the former *Roberta Davis* of Caribou.

Asst. General Freight Agent *George*

and *Ruth Deshane* are grandparents of *Keith Thomas Deshane*, born at Bangor July 9, 1980. Keith's father, *Tom Deshane* worked in BAR's Engineering Dept. summers of 1977, 78 and 79.

Asst. General Freight Agent *George Deshane* is recovering from recent surgery and is convalescing at his home 42 South Fourth St., Old Town.

Our sympathy to Mrs. Howard (Harriette) Cousins, Jr., whose mother, Mrs. *Beatrice (Gordon) Daw*, 88, died Sept. 2, at a Bangor hospital following a long illness. Mrs. Daw was born in Sullivan, November 25, 1891, the daughter of *Alonzo and Harriette (Blake) Gordon*. She was a graduate of the Eastern State Normal School of Castine and taught school in Monson. She is survived by her daughter, *Harriette Cousins*; one granddaughter, Mrs. *David (Victoria Cousins) Martin* of St. Louis, Mo., and one grandson, *Douglas Cousins*, of Bangor, a BAR employee.

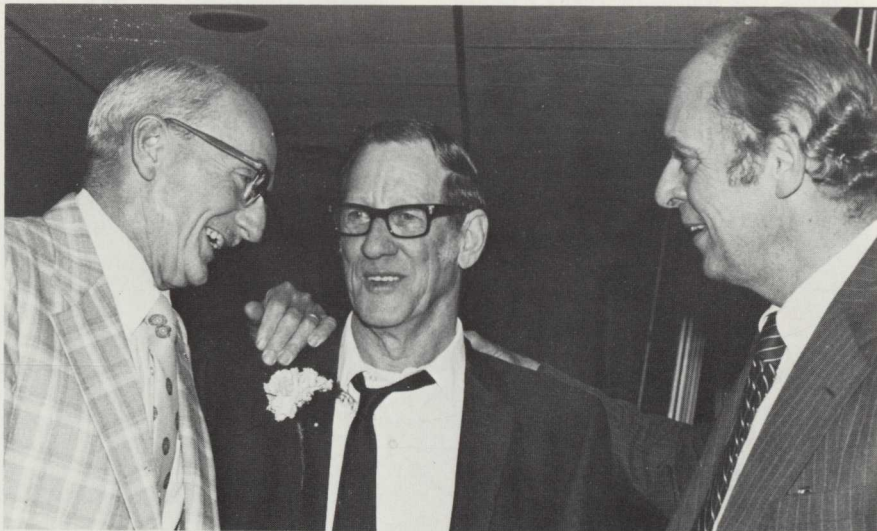
General Offices

Bus operator *Guy J. Crandall* is recuperating at his home in Houlton following back surgery. He has been off work since June 3. Joe is doing very well and we wish him a complete recovery.

Linwood and Eula Littlefield are grandparents of *Jill Angela Schacht*, born to *Karen and John Schacht* of Hermon, Maine on Aug. 8.

Roberta and Liston Lewis were visited recently by Roberta's sister and her husband, *Marjorie and Ed Stewart*, of Roseville, Mich.

Susan Pendleton Sprague became the bride of *Richard John Page* of Fairfield on Aug. 3. The Rev. *Paul Cates* of the Friends Meeting House in Waterville performed the double ring ceremony in Bailey Chapel on the campus of Oak



Clerk *Willard H. Buxton*, was honored at a retirement party in Houlton Oct. 10. He was born in Woodstock, N.B. and educated in Houlton schools entering railroad service in 1945. He served for five years during WW II and saw extensive service in Europe, including the Battle of the Bulge. He is married to the former *Dorothy Ireland*. The couple has three children. Pictured with him (center) are two long-time friends, *Paul S. Wheeler* (left) retired BAR civil engineer, and *Richard W. Sprague*, vice president-Public Relations.



Mrs. Richard J. Page

Grove-Coburn School in Vassalboro. The bride is the daughter of *Richard W. Sprague* of Bangor and Mrs. *Philip Stockton Chase, Jr.* of South Freeport. Mr. and Mrs. *John Stanwood Page* of Fairfield are parents of the bridegroom.

Robin K. Sprague of South Freeport was matron of honor. Bridesmaids were *Anne P. Bergwall* of Presque Isle, sister-in-law of the bride, and *Lucinda Kearnes* of Boston.

The best man was *Lawrence Hoyt* of Levant. *Jonathan W. Sprague* of Presque Isle, *Christopher S. Sprague* of South Freeport, brothers of the bride, *Glen A. McCormick* of Unity and *Duane Minton* of Dexter served as ushers.

Following a wedding breakfast in the Senior Lounge on campus, the couple left for a honeymoon at Islesboro. They are at home at 12 Gilman Ave., Brunswick.

Mrs. Page was graduated from Gould Academy, Bethel, in 1974 and cum laude from Colby College, Waterville, in 1978. Last year, she taught history at Oak Grove-Coburn School and is now teaching English at Brunswick High School.

Mr. Page was graduated from Fairfield High School and earned his bachelor of arts degree at Colby College in 1973, graduating magna cum laude. He is a member of Phi Beta Kappa, national scholastic fraternity. He is a free-lance writer and artist.

Liston Lewis' niece and her husband, *Connie* and *Bill Calkin*, of Golden, Colorado visited Liston and Roberta in June when they were in Orono attending their 25th class reunion at the University of Maine.

Jonathan W. Sprague, an attorney with the firm of Stevens, Engles and Bishop, of Presque Isle bagged an 800



Carpenter *Merle R. Clark*, pictured (right) with CMO *Harold Hanson*, has retired after 41 years with the railroad. He is a native of Oakfield and was educated in local schools. During WW II he served with the U.S. Army and was discharged a staff sergeant with three battle stars. He is married to the former *Ruth Hoskins*. They have two children.

pound moose in the vicinity of B-Plantation during the recent moose season in Maine. He was accompanied on the hunting trip by his father, *Richard W. Sprague*, Vice-President Public Relations.

Facts and Figures

| | September | | 9 Months Ended Sept. 30 | |
|------------------------------------------------------------|-------------|-------------|-------------------------|--------------|
| | 1980 | 1979 | 1980 | 1979 |
| We received from: | | | | |
| Hauling freight | \$2,116,831 | \$1,694,325 | \$19,179,793 | \$16,358,857 |
| Carrying passengers & express on our buses | 46,920 | 43,507 | 399,764 | 331,279 |
| Other transportation services | 82,174 | 53,309 | 538,714 | 588,030 |
| Net rental from freight cars and other equipment | 313,940 | 576,399 | 2,712,632 | 3,274,050 |
| A total of | 2,559,865 | 2,367,540 | 22,830,903 | 20,552,216 |
| We paid out or provided for: | | | | |
| Keeping roadbed and structures in repair and clear of snow | 594,645 | 434,096 | 5,026,123 | 4,367,083 |
| Keeping locomotives, cars and other equipment in repair | 576,751 | 560,552 | 5,779,564 | 5,256,823 |
| Running trains, station and yard expenses | 724,646 | 639,898 | 6,717,400 | 5,729,340 |
| Pricing and sales of our services | 43,731 | 40,178 | 372,055 | 333,936 |
| Managing the business and keeping records | 190,576 | 153,349 | 1,589,029 | 1,460,401 |
| Payroll taxes | 197,011 | 185,648 | 1,741,889 | 1,702,813 |
| State and local taxes | 30,019 | 24,200 | 242,383 | 217,580 |
| Interest on borrowed money | 60,789 | 82,983 | 564,725 | 651,732 |
| Other miscellaneous charges—net | (81,889) | (15,040) | (385,685) | (327,788) |
| A total of | 2,336,279 | 2,105,864 | 21,647,483 | 19,391,920 |
| Pre-Tax Net Income Reported to ICC | \$ 223,586 | \$ 261,676 | \$ 1,183,420 | \$ 1,160,296 |

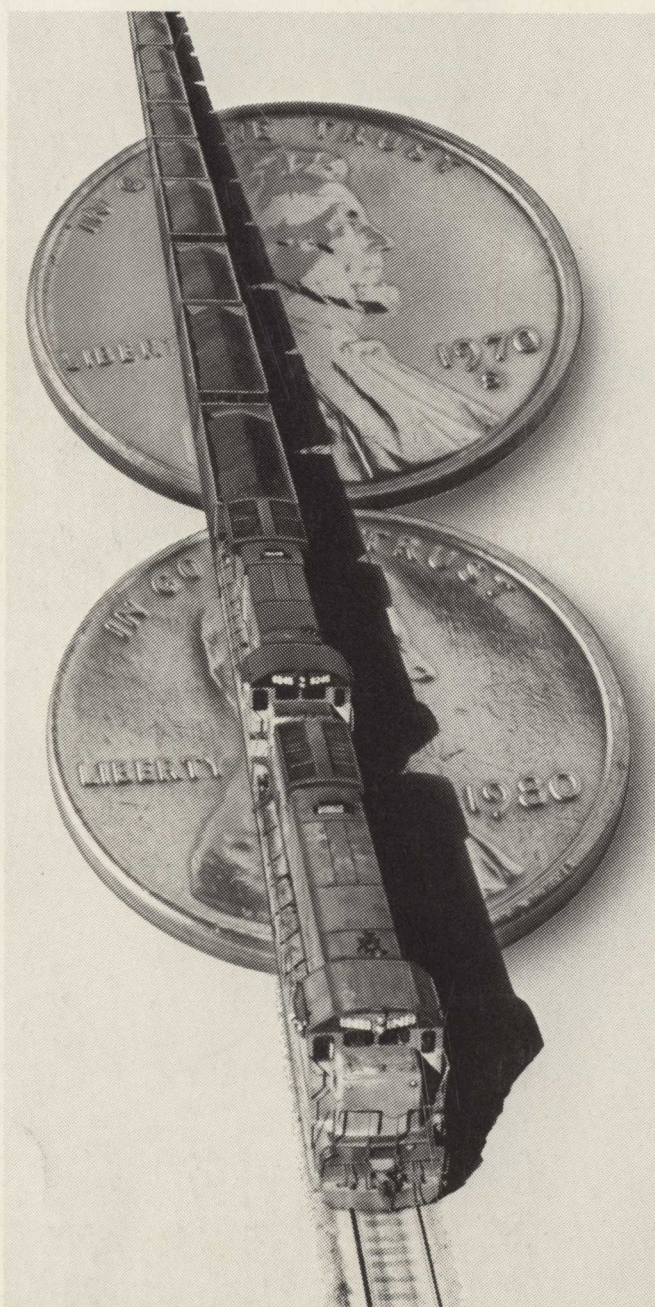
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Northern Maine Junction Park, RR2
Bangor, Maine / 04401

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Myth:

Railroads charge too much to move coal.



Fact:

Rail costs are a smaller share of the delivered price of coal today than they were 10 years ago.

The United States has enough coal to break our energy dependence on imported oil. Now, when this vital resource is needed more than ever, America's freight railroads are being accused of charging too much to move coal, thus impeding the nation's shift from oil to coal.

Nothing could be further from the truth. Coal prices and electric utility rates have risen much faster than railroad coal rates. Ten years ago, rail transportation charges averaged 39 percent of the delivered price of coal. Today, they average only 25 percent of the delivered price.

Naturally, specific rates may be higher or lower than average depending on such factors as the distance the coal is moved.

America's freight railroads are the most reliable and cost-efficient way to move most coal from where it's mined to where it's needed—to generate electricity and fuel our industries. Today, that's more important than ever.

For more information, write:
Coal, Dept. A1, Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

Surprise:

Railroads move a ton of coal for an average charge of less than 2¢ a mile.