



MAINE LINE

BANGOR AND AROOSTOOK RAILROAD

March-April 1974



**LOVE RIDES THE RAILS....OR,
Will The Mail Train Run Tonight**

...p. 12



Talking It Over

To My Fellow Employees:

You may have seen news stories indicating that Amoskeag, our parent company, has petitioned the Interstate Commerce Commission to vote its Maine Central Railroad common stock. Since Amoskeag owns BAR's stock, it cannot, without ICC approval, hold voting stock in a connecting railroad. The stock has been held in trust since before Amoskeag bought BAR's stock from Bangor Punta in 1969. Amoskeag also holds \$10,303,000 par value in Boston and Maine 6% first mortgage bonds.

There's a goal in all this, of course. Anyone who would invest more than \$14,000,000 in New England railroads at a time when the industry is in such dire straits has to have a deep commitment to railroads. Buck Dumaine, Amoskeag's president and BAR's chief executive officer, has such a long-standing commitment to the industry. His ambition to put together a New England rail system was also his father's, a former president of the New York, New Haven and Hartford.

His credentials for such an ambitious task are first class. He has been president of both the New Haven and the Delaware and Hudson and a former director of both Maine Central and Boston and Maine. And, as head of a company with deep roots in New England, he has an abiding faith in the concept of an integrated New England rail system.

The petition to the ICC to vote his Maine Central stock is a step in putting together a New England system. Of course, voting the stock does not mean a guarantee of control of MEC; it means, rather, that as part owner of the company he would be able to have a voice in the management. A federal judge in Boston has ruled that the Boston and Maine does not have to be included in the federal consolidated railroad system, which leaves a door open for B&M to become part of a New England system if it can reorganize.

Some who oppose the concept of an area system have labeled Amoskeag as a "conglomerate" and implied that ownership in several companies automatically makes its motive suspect. Amoskeag does have holdings in several companies, including the

Fieldcrest Mills, Springfield Street Railway, Fanny Farmer as well as the Bangor and Aroostook Railroad. Its track record is one of responsible management with a commitment to the areas where its companies are located.

Certainly its philosophy towards the Bangor and Aroostook in its five years of ownership has been a record of building the railroad instead of draining its resources. In those five years, Amoskeag has received only \$360,000 in dividends on its \$5 million investment. Cash inflow (\$5,167,000) during that five-year period went back into the railroad in new ties, new ballast, rail, rolling stock and other equipment.

I believe that a New England system would not only be beneficial to the individual roads involved but also to an entire area where transportation is such a critical component in any enterprise. And for those who are advocating a renewal of some kind of rail passenger service, such a combination represents the most logical vehicle to make it happen, if possible.

It would mean there would be, essentially, a single system between Fort Kent, Maine, and Mechanicville, New York. I think that spells faster and better service because one management would be making decisions from the perspective of overall quality rather than making decisions from the narrow viewpoints of three short line railroads. It would mean that we could upgrade the plants of the three roads and have modern facilities.

There is a lot more for us to fear from going our separate ways, I think, than from a regional consolidation. With the growing competition from highways the day of the short line railroad is numbered. There is a strength in the kind of union Buck Dumaine is talking about that all three roads need. Rather than fewer jobs and fewer opportunities, a healthy and prosperous New England system could mean more and better jobs for all of us.

Sincerely,

Walter E. Travis



NEWS BRIEFS

About the Cover

Simon Darkway and his villainous henchman, Dirk Sneath, (see LOVE RIDES THE RAILS, p. 12) chortle in evil glee as their scheme to stop the B & A's mail train begins to unfold. If they are successful, the new railroad will lose its contract to Maine Central. The amusing melodrama was presented by Ricker Cafe Theater to audiences in Bangor, Augusta and Portland in March and April.)

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Amoskeag Co., which owns Bangor and Aroostook's stock, has petitioned the Interstate Commerce Commission to vote the approximately 35 percent of Maine Central Railroad common stock which it owns. Amoskeag placed its Maine Central Stock in trust before it acquired Bangor and Aroostook's common stock.

An Interstate Commerce Commission regulation prohibits a company from holding voting stock in two connecting railroads without specific permission from the Commission. Amoskeag also holds Boston and Maine first mortgage bonds. F. C. Dumaine, president of Amoskeag and chief executive officer of Bangor and Aroostook, has long expressed an ambition to put together a New England railroad system that would include all three roads.



Federal Judge Frank Murray has told Boston and Maine trustees that "the public interest would be better served" if the road was reorganized under Section 77 of the federal bankruptcy law rather than the Rail Reorganization Act under which the new Northeast system is being set up. Erie Lackawanna received the same judgement.

Four other railroads were deemed not reorganizable under the federal bankruptcy law opening the way for their possible inclusion in the new Consolidated Rail Corporation. They are Penn Central, Reading, Lehigh Valley and the Central of New Jersey.



The Special Session of the Maine legislature passed a law increasing truck weights on Maine highways from a basic allowable weight of 73,280 to a maximum of 112,000 pounds. It's interesting to note that such heavy trucks are not to be permitted on Interstate 95, a heavy-duty highway, but will be permitted on state roads. The Maine AAA has called the heavier truck weights unsafe and says that the legislation shows "a total lack of consideration for the safety of Maine motorists and the increased wear and tear of Maine's already overburdened roads."

The new legislation means that Maine has the second highest truck weights in the 50 states. A referendum effort is underway to put the question to the voters in November.

Good Fences Make Jobs In The St. John Valley



Rudolph Blier, right, is pictured with his son, Alan, vice president of Blier Cedar Company, in front of the railroad's experimental open-side car for shipping wood products. The design permits use of forklift and pallet in loading and unloading. Blier is the largest producer of stockade fencing in New England.

The largest employer in the St. John Valley town of Van Buren is not the school department or the town....the case in many small Aroostook communities.... but a man who was once the largest potato grower in the community. Rudolph Blier started the Blier Cedar Company in 1959 and the little mill has grown into an enterprise that employs between 120 and 130 men in this Acadian settlement on the St. John River. It is a significant factor in the economy of the community and produces more fencing and shingles than all other Maine manufacturers combined.

During the salad days of the Maine potato industry after WW II, this chunky businessman was the largest potato grower in the area and one of the largest in Aroostook County, with 900 acres under cultivation. But when the industry experienced doldrums after the post war high-water mark Blier, like many other Aroostook growers, fell on evil days. So universal was the malady during those years that there was a steady tide of Aroostook farm people emigrating from the lush farms of the St. John Valley to the industrial centers of New England in search of a better life.

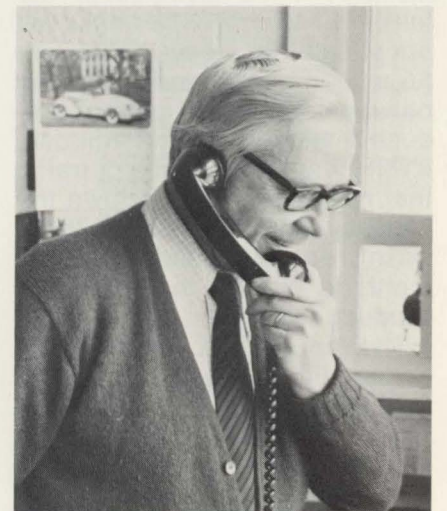
Only those who were too stubborn to admit that they were beaten or whose roots were too deep in their native soil to leave, stayed. Rudolph Blier was one who stayed. He is not only an

Acadian with a deep emotional attachment to a land whose soil holds the bones of his ancestors, he is also a stubborn man with a gift for building.

The initial effort was modest and produced something like 50 truckloads of fencing and shingles by the end of the first year. But a funny thing was happening on the way to the 60s and a new era of American prosperity; the wooden stockade fence was becoming the hottest item for suburban homes since the boring of the backyard patio. As housing developments with skimpy lots proliferated, the stockade fence came to symbolize the privacy so much sought after. As a result, cedar shingles....once a considerable part of his business....now account for only 20% of Blier's output.

Now, 15 years after Blier Cedar Company was born, sales are in the \$3 million bracket, making it the largest producer of stockade fencing in New England. The basic market for the product is the New England-New York area, Blier says, but he believes he could expand his market any time the production facilities can be enlarged.

Blier doesn't see an end to the marketing possibilities for the product which utilizes the state's most plentiful renewable resource. His raw material comes mostly from within a 25-mile radius of his plant. His competition, he says, is mostly across



Norman J. Tardif, vice president-intermodal services, top, discusses loading procedures with Blier and his brother, Gerald, at yardsite. Below, Everett Gerard, the BAR's local agent, is enthusiastic about potential traffic the new equipment could bring from the Blier operation. Blier estimates a sufficient car supply would bring 500 cars a year of new traffic.



A worker stacks fence posts on a pallet for processing as a fully-loaded car of fencing in background awaits the arrival of a switcher. Blier estimates that there's a typical savings of \$300 to the shipper of a rail car. The company anticipates an expansion of its facilities in the third quarter of 1974 that could bring its sales into the \$5 million bracket.

the St. John in Canada.

He anticipates an expansion of his production facilities in the fall of 1974, a move he thinks will boost sales to between \$5 and \$6 million a year and will mean between 20 and 22 cars of product a week. For the railroad, it will mean a nice piece of traffic that has been moving down the highway largely because there wasn't enough suitable equipment to move the unwieldy product.

The fence traffic, unlike many commodities, is a natural for the rail move. Most customers, Blier says, prefer rail because "they can have a car set and have a couple of days to unload it." But the really big incentive is the savings of rail over truck. A shipper of shingles, for example, typically saves \$300 on a rail

car. A 200-car buyer immediately realizes a \$60,000 savings.

As in most industry, labor is the name of the game and a major obstacle in handling either shingles or fencing in conventional equipment has been the large requirement of hand labor to load and unload cars.

Blier has been using special equipment made by the BAR to handle lumber for both fencing and shingles, but demand for the all-door lumber cars exceeds supply and the equipment is costly to make. The all-door car is a 50-foot boxcar lengthened to 60 feet with one side removed for easy access with forklift for loading and unloading.

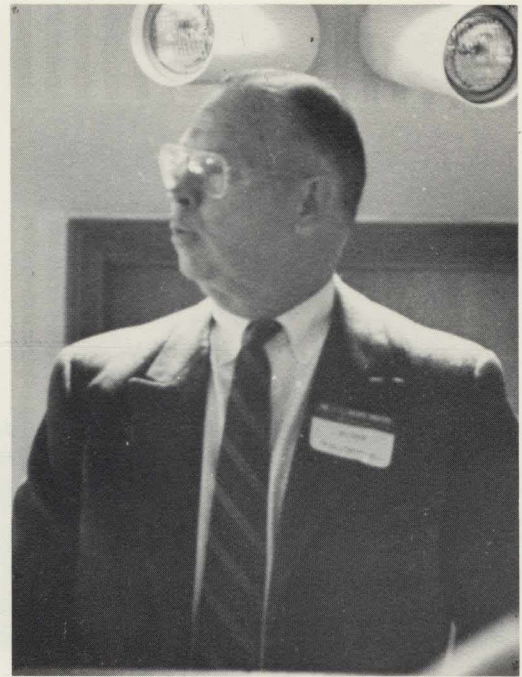
In response to the need, the road's Mechanical and Marketing departments have evolved

an experimental car less costly to produce than the all-door car. It's essentially a 50-foot boxcar open on one side with chains to secure the load. Blier and his people are enthusiastic about the car and indicate that at least half of their output could be diverted to rail with enough of the new equipment. That's an additional 500 cars a year, as the marketing people are quick to point out, when Blier enlarges his facilities.

For the Van Buren area, Blier Cedar Company has meant a valuable broadening of the community's economic base using local skills and raw material. For the Bangor and Aroostook, it is one more step in the long journey back to the status of northern Maine's basic transportation resource.

BARCO Looks For New Membership

The Youth Advisory Board of BARCO Federal Credit Union is soliciting membership in the Credit Union among children of Bangor and Aroostook employees who are still living with their parents, according to Holly Hickson, a member of the committee. New children of railroad employees will be given a free \$5 share account as an incentive in the program. The offer of membership in BARCO is open to the children of any BAR employee as long as they live with their parents. Also serving on the Youth Advisory Board is Gloria Fleming. Michael Gould is the advisor. Anyone requiring information about the program may contact Holly Hickson at 58 Fifteenth Street, Bangor



We Say 'Thanks' To Shippers

The Bangor and Aroostook Railroad has honored 21 northern Maine firms who have supported the railroad's efforts to remain part of the scene in the transportation of fresh potatoes by making significant rail shipments. F. C. Dumaine, chief executive officer of the railroad and president of Amoskeag Company, presented awards to two firms for leadership in early marketing and for major use of rail transportation.

Receiving awards were W. F. Edwards & Sons, Island Falls, for early shipment of potatoes and Maine Potato Growers, Inc. of Presque Isle, as the largest rail shipper of Maine potatoes during the 1972-73 season.

Dumaine told the group that the railroad offers a sensible alternative to fuel intensive truck movement of potatoes under conditions imposed by the energy shortage. He also pointed out that competition between trucks and railroads has kept a ceiling on the transportation costs of the industry.

"We want you to know we ap-

preciate your support," he added, "and that we'll continue our efforts to give you better service and lowest prices."

Other firms recognized by the railroad were: Jacobson Produce Inc., Bridgewater; Caribou Farms, Inc., E. L. Nason Co., Maine Packers, Inc. and Beaver Brook Farms, Inc., all of Caribou. National Produce Division, The Great A&P Tea Co., Fort Fairfield; Esco Potato Company, Fort Kent; and F. J. Reardon, Inc., Houlton. S&R Corporation, Island Falls; Fort Fairfield Potato Co., Mars Hill; Harrington Farms Inc., Patten;

Potato Distributors of Maine Co., Ballard Seed Co., Maine Farmers Exchange, Agway, Inc., Brockville Fertilizers, Inc., all of Presque Isle;

F. Cox, Sherman; Washburn Potato Co., Washburn; and David Mierfeld Inc., New York.

Representatives from the Department of Agriculture, Maine Central, Boston and Maine, Penn Central, Delaware & Hudson, Canadian Pacific and Aroostook Valley railroads also attended.

The Bangor and Aroostook has honored 21 northern Maine firms that have made significant rail shipments. F. C. Dumaine, right, told the shippers at a Presque Isle dinner that the railroad offers a sensible alternative to the truck movement of potatoes in the energy shortage. Pictured at left is Jim Hutcheon, Maine Potato Growers, W. E. Travis, and Keith Edwards, of W. F. Edwards & Sons, Island Falls.

The Case For Rail Potato Storage



The Aroostook potato house is a storage uniquely adapted to the needs of the northern Maine potato grower. It is typically half-buried in the earth and, because of a series of low-price years in the 60s, increasingly in need of replacement. Higher crop prices promise a surge of rebuilding and the railroad is campaigning to persuade shippers to build their storage on rail so they have a choice in shipping.

One sure indicator of rail prospects in the business of moving fresh potatoes is whether aging storage located on rail and farm alike is replaced by storage on rail. Railroad marketing people think that 1974 will be a critical year and will determine trends in potato shipment for several years to come.

"Look at it this way," says Howard L. Cousins, Jr., vice president-marketing, "the high prices that this year's crop brought are going to mean that a great many growers will now be able to replace storage that's obsolete. A whole lot of the run-down storage is on rail. If shippers rebuild on rail, we'll have a chance at the traffic but the shipper still has the option of moving his crop by truck if he wants. But if he builds his storage on the farm, the chances are pretty good that he won't go to the extra trouble to move a shipment from farm storage to rail siding even though it may offer advantages. What we're attempting to do in an advertising and sales effort is to convince the shipper that he needs the choice of going both ways."

The railroad is winding up a six-week radio and television advertising campaign to encourage prospective builders to choose rail sites. It will be followed up with a mailing to growers and shippers in Aroostook County. Low railroad rates have, for years, held down truck rates and railroad people feel that the rate umbrella is an advantage that the potato industry won't want to lose.

The advertising series makes

the point that new storage located on rail gives the shipper an easy choice of transportation. It's as simple to load a truck from rail storage as to load a rail car. But if a shipper is located on the farm and wants to ship rail, it's an expensive and troublesome process.

Another advantage of rail storage, an ad points out, is that it makes sense from strictly an investment point of view, too. The value of a farm is mostly established by the acreage rather than the buildings on it, while a rail siding with storage on it has a distinct and separate value. If the grower wishes to sell it, it's a simple matter.

During part of the current shipping season some growers received less for potatoes loaded on trucks because the buyer based his price on the rail rate which is usually less than the truck rate.

Cousins points out that the railroad's record for keeping rail rates at significantly lower levels than trucks has been good and there's every reason to expect that trend to continue. So a decision to build on rail, he says, would be a sound business hedge against rising costs.

After all the sales points are shaken out, the long-range prospects for getting a substantial part of the fresh potato traffic back on the rails appear quite good. The past season saw the panicky beginnings of what a good many thoughtful people with no axe to grind foresee as a long-term energy shortage. With dwindling world supplies of oil

it's virtually impossible to predict cheap diesel fuel or gasoline again. That means a continued price advantage for railroads which move freight with an efficiency that's at least four times as great as the highway carrier.

The other out for the private trucker is increased load limits and a growing number of people are convinced that the heavy truck has been paying only token user fees for the wear they cause to highways. The current petition drive to put the question of increased truck weights before the voters in November is strong evidence of the first real taxpayer revolt against the excesses of the private truckers.

If the effort for repeal of the truck weight increase is as strong as the first signs indicate, it bodes ill for the private carriers who move the potato crop. With the trucks caught between rising fuel prices and a mandate to keep load limits at acceptable levels for highway wear and maintenance, rail transportation, it's believed, will take on a new appeal.

"Transportation, like other industry trends, goes in cycles," Cousins points out. "The railroads were once the dominant force in moving goods and people. With cheap energy and massive federal highway programs, the picture changed. Now, cheap energy is a thing of the past. The railroads are making a good start at resolving some of their difficulties. There are strong indications that the railroads will make a comeback and that highway transportation will be put back in its proper perspective."

Bill Cumming talks with the brother in Freeport on his ham set nearly every day. At 82, the retired Houlton pharmacist who wanted to become a railroad man, is a diarist, weather observer, friend to kids and stray dogs and a man who believes passionately in his fellow man.



The Making Of A Railfan

The railroad lost a good man when Bill Cumming didn't get called to work as an engine cleaner in the old Houlton roundhouse. But a lot of people in the Houlton area gained when he became a pharmacist instead. He's the kind of man who'd drive 40 miles in an emergency to deliver a prescription. He's also been known to give money to a stranger who was stranded and in trouble.

Bill Cumming, now a vigorous 82, well remembers that evening more than 70 years ago when he was standing in the doorway of the Houlton pumping station which overlooks the Bangor and Aroostook Railroad tracks. It was one of those quiet summer evenings when the bird songs and the crickets make sweet background music for lazy thoughts. The boy was talking with Lem Ingraham who worked at the pumping station.

The night passenger train rumbled across the trestle, picking up speed and belching smoke after stopping in Houlton. As the train passed, the engineer threw up his arm in a highball.

The two stared thoughtfully after the train disappeared up the track in the way pedestrians have always regarded mounted men.

"That's the job a feller wants to have," the young man told the boy.

The remark made a deep impression on Bill Cumming.

I hung around the roundhouse in Houlton," he remembers, "before Oakfield was ever thought of. I put my name on the list with old Dan Davis, the foreman, to be an engine cleaner. But they never got around to me so I became a pill roller instead."

For 62 years Bill Cumming had a distinguished career in pharmacy in Houlton. He was also a friend of every kid he ever met, benefactor to stray dogs, anonymous philanthropist, diarist, weather observer, ham radio operator and a friend to almost anyone in trouble.

And all during a busy, useful life this vigorous man remained keenly interested in the railroad that didn't hire him as an engine cleaner. His father emigrated from Scotland to Kintore, New Brunswick, just a century ago, sailing up the St. John River to the mouth of the Tobique by steamer and flatboat. To a Scot who could not afford land in his own country, the promise of 100 acres for himself and 100 to each of his sons as they came

of age was a powerful incentive.

William Cumming was born in Sherbrooke, Que. and was brought by his parents to Houlton the month and year that the Bangor and Aroostook laid steel and ties over the snow and ice to reach the shiretown before Jan. 1 of the new year. The elder Cumming, who became electrician for the town's new electric system, told his son the story of the coming of the railroad many times.

His Scottish heritage instilled in him a belief in the beneficial effects of work and a sense of responsibility for his fellows. For 50 years he taught Sunday school at the First Baptist Church and even now former students call on him. He believes that a successful man is one who uses the talents he's born with to improve the human condition and Bill Cumming is a walking example of his philosophy.

"Of course," he explains, "we can't all be a big pine on top of a hill. Some of us have to be a scrub in the valley. There's a big work to do and a lesser work to do and we have to do what we can with what we have."

As a diarist, Bill Cumming has recorded both the homely, day-to-day events of his community as well as those that have been dramatic. The diary dates from 1915 and scarcely a week passes without a call to verify one event or another. He's now in the process of transcribing the journal as a reference for those who have an interest in such things. His latest project is an oral history of the railroad from the files of newspapers.

He's also been a cooperative weather observer for the government since 1935. Volunteer observers — there are about 15,000 of them — record temperature, precipitation and related data for government records. And, though it's a hobby with him, the information has been useful to highway builders, the Department of Agriculture and others.

Bill Cumming took over the job from Preston Burleigh, postmaster and son of A. A. Burleigh, the B and A's first president. The first man to hold it was Seth Purington, station agent for the B and A.

His lifelong interest in ham radio came about through his preoccupation with railroads. Jim Nason, station agent for the railroad, set up a school in his home for telegraphers and Bill Cumming was one of the students.

"Then I used to listen at the station at Crystal when Harry Faulkner was agent and I visited my grandfather," he adds.

He got his license in the late 30s and has had his own station on the air since. His brother, George, a retired school administrator, lives in Freeport and has a station also. The two talk every day.

Even though he uses voice radio he still prefers to use the code and has talked with operators in Germany, South Africa, France, England and even an expedition at the South Pole.

"There were 15 in the party," he remembers, "the operator told me that it was 53 below zero and getting colder. I could only talk with him two to three minutes at a time. A lot of other operators wanted to talk with the party and I didn't want to hog it. But it was quite an experience."

His faith has been a vital part of his life; he considers himself greatly blessed and feels that the young will meet the challenge of the future.

"Some people despair with the young," he contends, "but consider all the distractions and temptations they've had that my generation didn't. Sure they're different. You'd expect them to be. The church was the center of the community in my day. It was the social center as well as the spiritual center. I think the young people will sort out a firm sense of values that will bring all of us to the full realization of our lives."

He feels that scandals in government "will teach us a lesson and there will emerge a society that will make us a better people."

And, not uncharacteristically, he believes that the railroads of the country are due for a renaissance.

At a time when most men have retreated to the rocking chair, Bill Cumming is pursuing a dozen hobbies and humanitarian projects with the zeal of a man half his age.

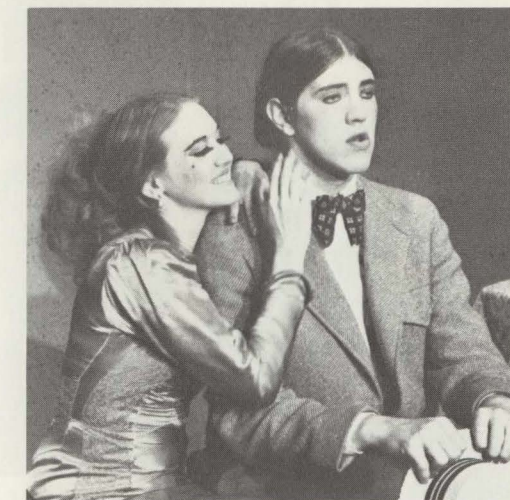
"At my age," he grins, "people usually put you on the shelf. I enjoy doing useful things even though they may seem small. There's a story I like about two masons working on a building. When asked what he was doing, the first said he was laying brick and complained bitterly about the drudgery of carrying brick and mortar up to the scaffolding. The second, when asked, responded, 'Why sir, I'm building a cathedral.' It's all a matter of viewpoint. I like to think I'm helping build a cathedral."

Annual Golf Tournament Scheduled

The Bangor and Aroostook's annual Railroad golf tournament will be held at the Bangor Municipal Golf Course June 1. The F. C. "Buck" Dumaine Trophy will go to the golfer posting the lowest net score and the W. Jerome Strout Trophy will be for the lowest gross score in the tournament. The committee is extending a special invitation to retirees to play in the event. Anyone who has worked for the railroad in the past 10 years is eligible to play in the tournament. There's a \$1.50 entry fee and a \$3.50 greens fee.



Bangor and Aroostook General Manager Truman Pendennis, above, and his intended, Prudence Hopewell, discuss their forthcoming marriage. At right, Carlotta Cortez' "Northland Girls" whoop it up with railroad workers at the forbidden Northland Saloon.



Spurned by Prudence after she is tricked into believing him faithless, Truman falls prey to the seductive charms of Carlotta who is another of Simon Darkway's plotters.

LOVE RIDES THE RAILS....OR, Will The Mail Train Run Tonight

Photography By Bruce Frame



The widow Hopewell and Prudence are filled with joy when Truman Pendennis asks for her hand.

Take a pretty girl, a villain, a hero and a railroad track on which to tie a victim and you have the classic ingredients for the traditional American melodrama. That's what LOVE RIDES THE RAILS presented by the Ricker Cafe Theatre is all about. The group produced the play for Bangor audiences March 20 and for Augusta and Portland April 24 and 25 to attract support for Ricker's efforts to help itself out of financial straits.

Like many small private colleges, Ricker has found itself squeezed between rising costs and fewer young people attending college. But Ricker occupies a unique spot in education in northern Maine. It started life as one of the New England academies and, later, became a full four-year college with a modern physical plant and a good, small faculty. Its friends and students are determined that it will not die and the college "Cafe Theatre" took the play on the road to demonstrate the considerable esprit de corps of the school as well as the talent.

LOVE RIDES THE RAILS is the strictly fictional account of the Bangor and Aroostook Railroad's efforts to keep its lines into Houlton and to retain the mail contract without which the

struggling new line will lose the contract and, inevitably, become bankrupt. The Maine Central Railroad covets the mail contract and the rich Houlton freight and its villainous representative, Simon Darkway (Jim Davis), spins a devious web of intrigue to insure that the Bangor and Aroostook cannot fulfill its commitment.

Darkway sends his henchman Dirk Sneath (Gregory Asque) to infiltrate Fred Wheelwright's (Robert Dionne) BAR crew and spread sedition and disloyalty against Truman Pendennis (J. Fritz Kohler), the Bangor and Aroostook's naive general manager. Meanwhile, Darkway buys up the mortgage on the home of the Widow Hopewell (Debbie Creteau), mother of Pendennis' intended, Prudence Hopewell (Lisa Locke), and attempts to win the affection of the beautiful Prudence.

At the same time, the nefarious Darkway schemes to have Prudence see the beautiful temptress Carlotta Cortez (Amy Spencer) throw herself at innocent Truman Pendennis in what Prudence believes to be an assignation. Prudence sends Truman away in indignation and he falls prey to the wiles of Carlotta and her "Northland Girls" who ply him with strong drink.

In the meantime Dirk Sneath has done his



As the deadline for the mailtrain approaches, Truman, who has never touched strong drink, is tricked by Carlotta into drinking whiskey.



While Truman is hauled off to jail in disgrace for being drunk and disorderly, above, Dirk Sneath, Simon Darkway's henchman, left, stirs up trouble with Fred Wheelwright and his railroad workers.



Music for the cabaret was furnished by Bob Williams on the drums, Charles Burr, piano and Kenny Heel on the trombone.

dirty work and persuaded the loyal BAR workers that Truman has betrayed them and they go out on strike. The clock is relentless as the deadline for the mail train approaches. Will the BAR lose all or will the mail go through?

As the play reaches the final climactic act, Truman, who has sobered up, is seized by the villain Darkway and Dirk Sneath and tied on the railroad tracks in a desperate effort to stop the BAR workers who have been persuaded to run the train. He is saved by Prudence, and Darkway is apprehended and given the opportunity to shout those ageless words, "Curses! Foiled again!"

The play is performed cabaret style with much audience participation. In the prologue, Robert Dionne as Fred Wheelwright, explains in his marvelous cracked old man's voice that "a melodrama just ain't a melodrama unless you boo the villain and cheer the hero."

Audiences in the three cities where the play was presented did just that. The cast was thoroughly professional and the play was done with verve and style.

The real-life railroaders who watched the production not only came away chuckling but with a sense of wonder at a group of youngsters working so hard to save an institution. One must believe that a college that can produce this kind of young person cannot be allowed to die.

—R.W.S.

DOT Tests Warning Devices

The hazard that gives veteran enginemen more gray hair than any other is the almost daily confrontation with motorists at highway grade crossings. It is a phenomenon that appears to increase each year and engineers say there is no feeling like that of watching an automobile or truck bearing down on a highway crossing in complete disregard of warning lights, the diesel horn or the headlight.

The deadly race at the crossing has become a major concern of highway and railroad safety officials and the subject of intense communications campaigns, as well as various safety devices. A major obstacle to better grade crossing safety, particularly in cold climates, appears to be that the motorist is sealed in a sound-insulated cocoon and may well have his heater turned high and his radio on.

If the sense of sound is effectively turned off, safety officials believe part of the answer is to increase visual awareness. That's the approach taken by the Transportation Systems Center of the U.S. Department of Transportation in a test that's being conducted on the Bangor and Aroostook.

Three locomotives, numbers 49, 83 and 87, have been equipped with dual strobe, high intensity lights with clear lenses. The assemblies consist of two lights installed on the roof on each side of the unit at a point over the engineer and fireman

seats. The assemblies provide an alternate flashing sequence and can be controlled by a switch in the cab. The duration of the flash, like those on certain state snow plows and road equipment, is of extremely short duration and is highly visible.

Strobe lights are left on during train operation, except when passing through yards where yard engines are used, during switching operations in yards, when a train turns out to meet another train and has stopped clear of the main track, when approaching train order signals, terminal meeting points or while standing on main track and when the unit is not being operated as the lead unit.

Response from train crews has been favorable. Most feel that any device that provides a margin at the crossing is worthwhile and several have reported a heightened response among motorists in stopping sooner than normal and stopping at a great distance from the crossing.

The device is one of several to be tested as part of a federal program to improve grade crossing safety. First trials appear to be effective.

Dr. D. B. Devoe, a psychologist working on the test project, is particularly interested in responses from employees, motorists or police officials regarding the effectiveness of the lights. Interested persons may write him through the railroad.



Unit 49, pictured at twilight at the Northern Maine Junction diesel shop, is one of three units equipped by the DOT with experimental strobe units. One lamp of the flashing unit can be seen at left of the cab at top.

Epitaph For A Very Good Man



Carl R. Smith, trouble-shooter, farmer, executive and ambassador extraordinary, worked under three railroad presidents. For those who knew him he represented virtues of an earlier time...civility, self-reliance and integrity.

Carl Smith died April 2.

For the railroad people who knew him, it was the passing of an era. For he represented many of those virtues of an earlier time...civility, self-reliance, integrity and individualism...of which we speak with nostalgia and longing.

He retired as a vice president of the Bangor and Aroostook and even after 13 years the stamp of his personality is still evident. How do you describe a man like Carl Smith to a generation that never knew him? One is tempted to say that he was unique; he certainly had a vitality and a personal magnetism that made him appear to be a one-of-a-kind human being. He probably wasn't. But those whose lives he touched tend to remember him that way. And perhaps that's the stuff that legends are really made of.

He had charisma, I think, long before it became a buzz word.

In the 16 years that he was associated with the railroad, first as assistant to the president and, later, as vice president, he helped change the reputation of the company with its customers. He was hired by Wingate Cram just as he was beginning his second term as Commissioner of Agriculture for the State of Maine.

Even though he had acquired a state-wide reputation as a political leader and skilled administrator, Carl Smith still thought of himself as a farmer. It was this common touch that made him a natural for possibly the broadest and most ambitious assignment ever given an executive of the Bangor and Aroostook.

He was to be a legislative advisor, trouble shooter and, most importantly, liaison between the railroad and its then-principal customer, the potato industry. Cram hired the man from Exeter because the road had a reputation among potato people for being rigid and arbitrary. It was at least partly deserved.

In the 16 years that he was associated with the railroad, Carl Smith was able to erase that image. He had the confidence of two other chief executives besides Cram...Curtis Hutchins and Gordon Robertson. It was Hutchins who first articulated the road's public interest commitment and made it a working philosophy.



A persuasive speaker, Carl Smith could hold an audience rapt even when they didn't agree with him. He addresses a group of railroad people, above.

Carl Smith brought to his task a love of people, a great curiosity and a degree of stamina that was unbelievable; he had a Herculean appetite for all of life, an abiding passion for horses and, as Josh Billings put it, "pure agricultural hoss trots."

His first love was the land and farming it; he had a special feeling for the soil and those who worked it. (He once explained the distinction

Carl Smith couldn't resist "pure agricultural hoss trots" nor a good cattle auction. His special feeling for farmers made him effective as secretary of agriculture and, later, as an officer of the railroad. He's pictured at right with the late W. B. Hill who headed the BAR's traffic department at a 4-H Baby Beef Auction in Presque Isle.



between "soil" and "dirt" to me in a most forceful way... "Dirt is something that's unclean, dammit, and soil is something that gives life." I never forgot it.)

He was as much at home with the trappings and personalities of corporate power as he was discussing crops with a potato farmer in his field. But it was his special empathy for farmers that made him so successful in bringing the railroad and the potato industry closer. His tenure was truly "an era of good feelings."

In the flesh he was straight out of the Old Testament with his foghorn voice, his great frame and the mane of white hair. His hands were huge and calloused with work. Work was part of his heritage and his religion. And he was the product of a time and place when a man's handshake was as good as a contract signed with India ink.

"If I were to wish anything for a young man," he told me once, "I would wish him good health and a liking for hard work. It is one of the greatest satisfactions in life and one of the greatest assets, for I believe there will be greater opportunities tomorrow than there ever have been in the past."

Everyone who knew him had a favorite Carl Smith anecdote. He was that kind of man. My own dates from a day in the mid-50's when the Carr Pond-Fish River Lake area of the Aroostook was still roadless and wild. Ken Ludden, then Editor of MAINE LINE, and I were entertaining a magazine editor at Henry Bishop's cabin at Carr Pond. It was one of those cloudless days so typical of the north woods in June. We were about to push our canoes into the lake for the afternoon trout fishing when a float plane touched down and taxied up to the rude dock. The passenger was, of course, Carl Smith.

He changed from business suit to suntans and we shuffled the canoe seating. Ken Ludden was

to fish with Carl. They weren't 20 yards from shore when Carl shifted his considerable frame in the fragile craft.

There was a blur of motion as the craft cap-sized in the chest-deep water. Ken Ludden bobbed to the surface almost immediately but there was an awful interval while Carl, then a man in his middle 60's, got free of the canoe. After what seemed like minutes we saw Carl's white hair floating just under the surface and he broke water blowing like an angry whale.

"I lost my damned watch," he boomed as he spat lake water.

Another man might have been angry that his companions had witnessed his misfortune or have been embarrassed. But Carl Smith always knew how to laugh at himself. I remember him at his dramatic best when he swayed a group of independent farmers to his point of view but the Carr Pond incident is the one that pleases me most.

For dramatic impact he was capable of truly magnificent rage and indignation. But the only thing that made him coldly angry was hypocrisy or if someone broke their given word to him.

Carl Smith was like one of those huge, solitary old pines that have escaped the logger's axe in the Maine backcountry... bigger than life with a quality of endurance that seemed impervious to lightning, storm and all reminders of our human frailty.

Those who loved him best were fond of saying that the mould was broken once Carl Smith was made. That may have been an exaggeration. But he was a gentleman in the best sense of that abused word.

And there have never been enough of those to go around.

— Richard W. Sprague

In the Family



Margaret Elaine Crowe

Accounting Department

Clerk and Mrs. *Lee Barrett* flew to Orlando, Florida the first week of April to attend their daughter *Cally's* graduation from the Naval Training Center (W). The Barretts' visited several points of interest while in Florida including Disney World and Busch Gardens. Following her leave, *Cally* will be stationed at Norfolk, Virginia.

Mr. and Mrs. *Martin E. Crowe*, of MacDougall, New York, have announced the engagement of their daughter, *Margaret Elaine*, to *Bruce Ward Shaw*, son of Clerk and Mrs. *Ward L. Shaw*. Miss Crowe is a 1972 graduate of Romulus Central High School, Romulus, New York, and is employed by the Big N Department Store in Geneva. Bruce is a 1966 graduate of Bangor High School, graduated from University of Maine in 1970 and has served two years in the Army. He teaches English at Union Street Junior High School, Bangor. A July wedding is planned.

Clerk and Mrs. *Laurel R. Littlefield* attended their son, *Randy's* graduation from Basic Training at Fort Dix, New Jersey. Randy was graduated from Bangor High School in 1973 and is a two-year enlistee in the Army.

Pat (Trisha) Jameson, daughter of Manager Accounting and Mrs. *Gilbert H. Jameson*, left Brownville Junction on March 29 for Montreal via the C. P. In Montreal she and her companion, Miss *Mary MacDonald* of Old Town, toured that city for one day before boarding an SAS plane for Copenhagen, Denmark. After visiting Copenhagen, they flew to Oslo, Norway. After 12 days in Oslo as guests of *Terje Thodesen* and family, they entrained for Goteberg, Sweden where they will be visiting *H. B. Anders*

Frankel and family. After Sweden, they will tour France with stops at Rombas and Millau. Further visits will include stops in the British Isles, Spain and Italy. The final three to four weeks will be spent visiting Miss *MacDonald's* brother who is stationed in Germany and Miss *Jameson's* cousin also stationed in Germany. The final leg of the journey will return them to Oslo where they will prepare for the trip home.

Elizabeth Thompson, 13-year-old daughter of Clerk and Mrs. *Richard Thompson*, participated in the A. A. U. Development Swim meet held at the University of Maine pool in Orono on Easter Sunday, April 14, 1974. Elizabeth is a member of the Bangor-Brewer Y.W.C.A. swim team called the Marlins. The Marlins are the State champs for the second year in a row after beating Waterville, Lewiston and Portland for the State title in the State meet held at Lewiston on March 30, 1974. Elizabeth took first, second and third place honors in the three events in which she competed at the State meet.

Mechanical Department

The spelling bee for Maine School Administrative District #41 for grades 6, 7 and 8 was held March 7 at Penquis Valley High School at Milo.



Carman *John H. Aldus*, center, Searsport, retired April 22. *H. W. Hanson*, chief mechanical officer, right, congratulates John, while Foreman *Roger Greenlaw*, of Searsport, looks on.

He was born April 22, 1909 at Belfast, attended local schools, and Crosby High School.

He started work for the B&A, Oct. 31, 1947 as an engine cleaner. Subsequent positions held were fenderman and carman. Prior to working for the railroad he worked at the Camden Shipyard.

He is a member of the Brotherhood of Railway Carmen.

John resides at 16 Allyn St., Belfast.

Jo-Ann Berry, daughter of Shop Superintendent and Mrs. *Edwin J. Berry* was the best speller. She is in grade 8, and will compete in the County spelling bee.

The Joseph P. Chaisson Unit, American Legion Auxiliary of Milo recently sponsored a "Patriotic Theme" essay contest.

The first prize winner of the seventh and eighth grades of SAD #41, was *Jo-Ann Berry*, daughter of Shop Superintendent and Mrs. *Edwin J. Berry*. The title of her essay was "Three Contributors to American Patriotism".

Runner-up was *Ellen Berry*, also the daughter of Shop Superintendent and Mrs. *Edwin J. Berry*. The title of her essay was "Patriotism, Its Symbols, Meaning and Importance".

The first prize winners received a \$25.00 U.S. Savings Bond, and the runner-ups received silver dollars.

The presentation of Awards was made by Mrs. *Kay Sinclair* of Milo, wife of Carpenter *Gordon Sinclair*.

Retired Carman Gangleader, *James H. Doherty*, 86, died March 10 at his residence in Haverhill, Mass.

He was born in Stone Ridge, N.B., Canada.

He had been retired since Oct. 29, 1954. At the time of his retirement he was a carman gangleader at Van Buren. He had been employed by the B&A for 48 years.



Pictured above with a Sunday's catch at Schoodic Lake are left to right *Louie* and *Tommy Ellison*, sons of Car Repairer and Mrs. *John Ellison* of Milo. Also pictured is *Gary Harmon* of Milo.

The togue averaged 16 to 17 inches in length, and were caught at their Uncle's (*Bill Ellison*) fish house.

He is survived by one son, *Albion Doherty* of Haverhill; one daughter, Mrs. *Charles (Virginia) Sweetser* of South Groveland, Mass.; one daughter-in-law, with whom he lived, Mrs. *Stanley (Catherine) Doherty* of Haverhill; two brothers, *Lawrence Doherty* and *Parker Doherty*, both of Caribou; 13 grandchildren and 29 great-grandchildren.

Mrs. *Marie Page*, Girls State Chairman for Joseph P. Chaisson Unit 41, American Legion Auxiliary, recently announced the delegates to be sponsored by this unit.

Among the girls selected to attend the Dirigo Girls State sessions at Husson College, June 16 thru 22, was *Lynn Grinnell*, daughter of Budget Clerk and Mrs. *Harold I. Grinnell* of Derby.

All of the students to attend are members of the Junior Class at Penquis Valley High School in Milo.

Their eligibility is based on leadership, character and honesty, scholarship (upper half of class), cooperativeness, community participation and service.

We were sorry to hear of the death of *Roland J. Crandall*.

He was born at Oakfield, December 16, 1917, the son of *Harry E.* and *Agnes L. (Adams) Crandall*. He had been a resident of Oakfield most of his life.

He resigned April 1968 as night foreman at Oakfield with 31 years service.

He had been associated with the Aroostook County Sheriff's Department and was a former member of the Oakfield School Board and was a former Selectman of Oakfield.

He is survived by his widow, *Phyllis (Wilmont) Crandall* of Oakfield; two daughters, Mrs. *John (Jayne) Branscomb* of West Enfield and Mrs. *John (Bonnie) Masterson* of New Canaan, Conn.; three

brothers, *Lloyd J.* of North Billerica, Mass., *Marshall N.* of Hallowell and *Arthur R.* of South Berwick; five sisters, Mrs. *William (Marjorie) White, Sr.* of Ashland, Mass., Mrs. *Roy (Marion) Olson* of Oakfield, Mrs. *Ray (Jayne) Mason* of Westboro, Mass., Mrs. *Paul (Ada) Eager* of Wallingford, Conn., and Mrs. *C. P. (Madeline) Whittaker* of Mars Hill; as well as several grandchildren, nieces and nephews.

General Offices



Susan P. Sprague

Susan Sprague, daughter of Vice President-Public Relations *Richard W. Sprague* has been named valedictorian of the senior class of 1974 at Gould Academy, Bethel, Maine. *Susan* studied in France for three months this year. She will attend Colby College in the fall.

Gloria Tozier Adams, Secretary in Car Service and for several years an Associate Editor for MAINE LINE, has taken a

leave of absence from the BAR to await the birth of her first child. She was honored at a party on February 28, at which time she was presented several gifts.

Manager of Business Services and Mrs. *Richard B. Gray* are announcing the birth of *Julie Christine* on April 24, 1974. The Grays also have a son, *Mark*, age 4.

Bill Houston, son of Vice President & General Counsel and Mrs. *William M. Houston*, led the Bangor High School swim team to their fourth consecutive State Championship. *Bill* is a junior at Bangor High School and has set several swimming records.

Chief Clerk *Edith Jordan* and husband, *Karl*, were guests of the Chrysler Corp. at a salesmen's awards banquet in Boston. *Karl* was named top salesman in the New England area for the sixth consecutive year. The week of March 17 the Jordans were the guests of Chrysler Corp. for the grand awards at the Diplomat Resort & Country Club in Hollywood, Florida.

Engineering Department

Our sympathy is to Section Foreman *Elden J. Anderson* and family of Van Buren on the death of his father, Retired Section Foreman *Gus Anderson* of Stockholm. He was employed by the Railroad Company for 40 years, retiring in 1965 as a section foreman.

He is survived by *Elden*; three daughters, Mrs. *Andrew (Gwendolyn) Larson* of Stockholm, Mrs. *Edgar (Ethelyn) Sargent* of Merrimac, Mass., Mrs. *Margaret Bower* of Rockville, Conn.; one brother, *Martin*, of Stockholm, and several grandchildren and great grandchildren.

Painter and Mrs. *Clair Wilmot*, Oakfield, have announced the engagement of their daughter, *Carol Ann*, to *Kenneth Eugene Swallow, Jr.*, son of Mr. and Mrs. *Kenneth Eugene Swallow*, of Oakfield.

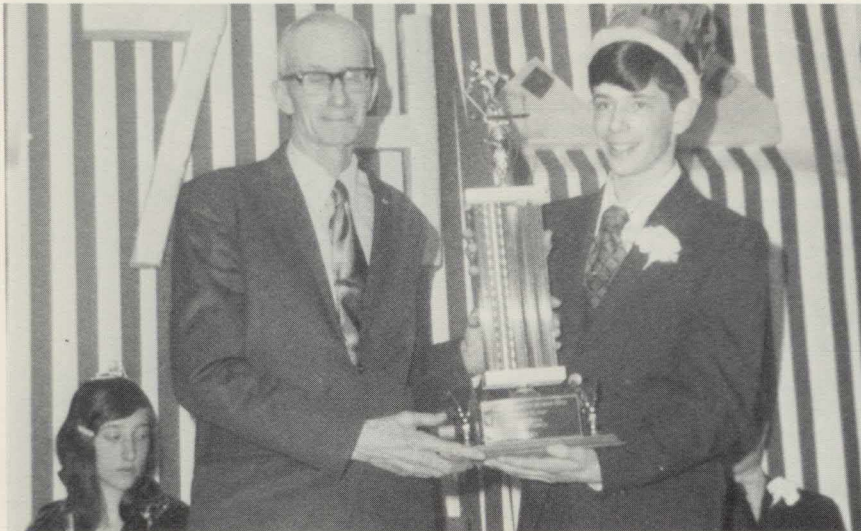
Miss *Wilmot*, a 1972 graduate of Oakfield Community High School, is a sophomore at the University of Maine at Presque Isle where she is in the nursing transfer program.

Swallow, a 1971 graduate of Oakfield Community High School, is employed by Dallas Hosford of Oakfield.

Mr. and Mrs. *Douglas Clark* of Island Falls, are announcing the birth of a son, *Jefferson Douglas*, March 13 at the Houlton Regional Hospital. Paternal grandparents are Trackman and Mrs. *Norman D. Clark*, Oakfield, and maternal grandparents are Mr. and Mrs. *Leonard Lougee* of Island Falls.

Retired Trackman *Frank E. Duguay*, 92, died at his home in Island Falls on Feb. 6 after a brief illness. He was born in Gascon Quest, Quebec and worked some 32 years for the Railroad Company as a trackman, retiring in 1953.

Surviving are four daughters, Mrs. *Inez Bishop* and Mrs. *Melvina Emery*, both of Island Falls; Mrs. *Leonia Brownell* of Amenia, N.Y., and Mrs. *Ophelia Lepore* of Gardiner; several grandchildren, great grandchildren, nieces and nephews.



Walter Wardwell, retired BAR section foreman from Stockholm, presents the Bangor and Aroostook Trophy for the 10 Kilometer ski race to his grandson Gregory Wardwell, son of Section Foreman and Mrs. Alton Wardwell.

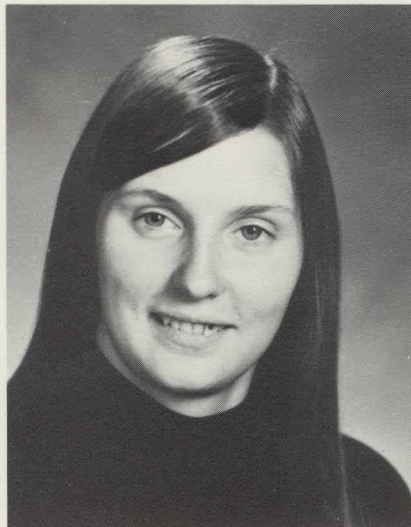
Gregory Wardwell, son of Section Foreman and Mrs. Alton Wardwell of Stockholm, was the winner of the Bangor and Aroostook Railroad Company's 10 Kilometer Trophy in the recent Stockholm Winter Carnival. Presentation of the trophy, donated by the BAR, was made by his grandfather, Retired Section Foreman Walter Wardwell, of Stockholm. The occasion took place on Mr. Wardwell's 77th birthday.

Gregory won first prize in the following races: the one mile, the 440 yard ski dash, the 100 yard ski dash, the slalom and 220 snowshoe race. He was also crowned king of the carnival. He is an eighth grade student at the Stockholm elementary school.

The BAR trophy, given for many years, is the highlight of competition in the Winter Carnival.

Trackman and Mrs. Norman D. Clark of Oakfield were honored recently on their 25th wedding anniversary at a party given by their children at the Senior Citizens' room in Oakfield. Mrs. Clark, the former Alma Howe, is the daughter of Retired Conductor and Mrs. Horace A. Howe, and Norman is the son of Retired Rail Repairman and Mrs. Robert H. Clark, all of Oakfield. The couple have two children, a son, Douglas, of Island Falls and a daughter, Deborah Hardy of Smyrna Mills. A telephone call was received from Mrs. Clark's brother and wife, Mr. and Mrs. Donald Hall of Mount Rainer, Maryland. Their friends presented the couple with a silver money tree. Musical selections were presented by the Centinaires of Island Falls. Refreshments and punch were served by their daughter, Deborah, and a cake made by Mrs. Wilfred Beers was served by Miss Connie Lougee.

Miss Candace Case, daughter of Trackman and Mrs. Freeman Case of Mars Hill, is in the graduating class of 1974 at the



Candace Case

Central Aroostook High School of Mars Hill.

Miss Case is planning to attend Northern Maine Vocational Technical Institute in Presque Isle in the fall. She will be majoring in secretarial science.

Retired Timber Agent and Mrs. Guy Jackins of Houlton were guests of honor recently at a surprise open house on their 45th wedding anniversary.

Mr. and Mrs. Jackins were married March 30, 1929, at the Gray Memorial parsonage in Caribou by the Rev. Charles Kenney. Their attendants were Cora Stitham, sister of the bridegroom, and Edgar Stitham, brother of the bride. They are the parents of two sons, Linwood, of Derby, employed as a painter foreman with the BAR, and Richard of Suffield, Connecticut, and seven grandchildren.

The honored couple was presented with gifts, flowers, a wedding cake and a

money tree. Mrs. Donald Bates assembled the money tree. Mrs. Jackins was presented a corsage of blue carnations and Mr. Jackins wore a matching boutonniere.

Mrs. John McAfee and Mrs. Gerald Jackins were in charge of refreshments. Miss Crystal Jackins served punch. The guest book was circulated by Gail Jackins.

Mr. and Mrs. Kenneth McDonald, Mars Hill, are announcing the birth of a daughter, Ginger Rae, born March 11. Maternal grandparents are Signalman and Mrs. Robert Pratt of Oakfield. Paternal grandfather is Retired Section Foreman Archie McDonald of Smyrna Mills. Maternal great grandparents are Retired Trackman and Mrs. Joseph Pratt of Oakfield. Paternal great grandmother is Mrs. Vanessa Morton, Houlton, widow of the late Moses Morton, inspector of scales and water supply.

Transportation Department

Retired Conductor and Mrs. M. T. Adams have returned home to Linneus after spending the winter in Florida.

Engineer L. D. Madore, Fort Kent, served on the Traverse Jury for Aroostook County at Houlton during the February term of court.

Mr. and Mrs. Charles Ryan of Island Falls, parents of Conductor M. F. Ryan and road foreman of engines and ass't. trainmaster C. A. Ryan, recently celebrated their 55th wedding anniversary.

Purchases and Stores Department

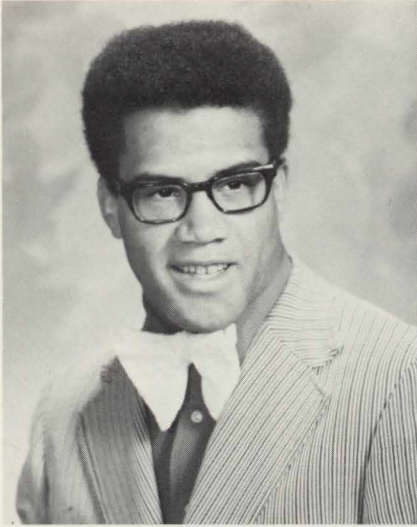
Robby Ellison, son of Laborer and Mrs. Robert Ellison of Derby, was declared winner over 21 other entrants in the Baby Contest sponsored by the Milo Junior League. Mrs. Ginny Foss, Chairman of the Contest, presented Robby and his mother with a \$25 Savings Bond.

Retired Clerk and Mrs. Raymond Orff of Milo recently celebrated their 53rd wedding anniversary.

Laborer Craig D. Morrison recently returned to work after a long illness.



Mr. and Mrs. Guy Jackson



Peter McCarty

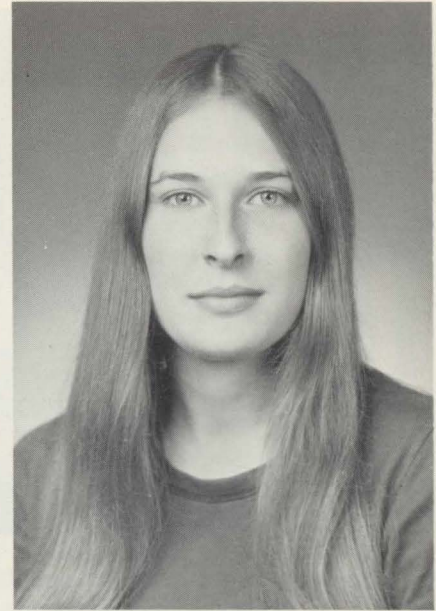
Treasury Department

Treasurer and Mrs. Donald B. Annis celebrated their 25th Wedding Anniversary April 23rd and were honored at a surprise party given by their children — David and wife, Pat; Donnie and Janet.

Peter McCarty, son of Mr. and Mrs. Walter McCarty, was presented the James J. Fitzpatrick Trophy at a banquet in Portland on Jan. 27. The trophy, a bronze football player, is presented annually to Maine's top schoolboy football player based on ballots submitted by Maine sportswriters, broadcasters and Class A Conference coaches. Pete, 18, is a senior at Bangor High School where, in addition to his football duties as fullback and defensive end for the State Champion football team, he plays basketball and baseball. This fall he will enter the University of Massachusetts at Amherst.

Jean Powell has been named valedictorian of this year's graduating class at Houlton High School. She was president of the Student Council during her junior and senior years, and secretary during her freshman and sophomore years. She has been a class officer for four years and treasurer of the National Honor Society her junior and senior years. She played girls' varsity basketball her junior year and was photographer for the 1974 Yearbook. While attending Dirigo Girls State during the summer of 1973, she was selected Outstanding Girl and went on to Girls Nation in Washington, D. C.

Jean plans to study psychology at Clark University in Worcester where she has



Jean Powell

been designated a University Scholar for the year 1974/75.

She is the daughter of Flora Powell of Houlton and granddaughter of the late Byron W. Ivey, of Linneus, who was once abrakeman for the Bangor and Aroostook.

Mile Posts

40 YEARS SERVICE

Wilfred W. Bell
Seth W. Gilman
Lionel Pelletier
Charles F. Wilson

35 YEARS SERVICE

Ralph V. Bartlett
Arthur E. Lamson
Henry A. Thies

30 YEARS SERVICE

Walter S. Cook, Jr.

Rosaire Deshaine
William H. Dunham
Leon W. Larlee
Robert L. Perrigo
Horace B. Russell
Norman J. Tardif
Herman L. Wright, Jr.

25 YEARS SERVICE

Merrill L. Bennett
John O. Cain
Carroll A. Hanscom
Victor J. McLeod
Robert W. Patterson

Charles W. Russell

15 YEARS SERVICE

Faye L. Albert

10 YEARS SERVICE

Howard B. Baird
Thomas R. Brissette
Wade A. Canney
James R. Hopkins
Carlton F. Lane
Carroll W. Witham
Lester M. Wyman

The Name of the Game is Careful Handling

There are dozens of vital jobs on a railroad but they are all directed toward one single goal... moving a trainload of somebody's goods with care and safety. Perhaps the most valuable asset in getting the final job done is a competent and careful man. Bangor and Aroostook people have a commitment toward that end but we're surprised, occasionally, when we learn how deep that commitment is. On April 26, for instance, Engineer Wayne Duplisea who was on Train 28 called Freight Claim Agent Burton Sawyer to tell him that the train had gone over a frost heave, causing a jolt that could have damaged a carload of paper in the train.

Acting on Duplisea's information, Tom Mercier went to North Bangor to observe the condition of the lading in the car. He found that the rolls had moved but were not damaged. Duplisea's sense of responsibility alerted the damage prevention people to a potential trouble spot.

Facts and Figures

Three Months Ended 3/31

	March			
	1974	1973	1974	1973
We received from:				
Hauling freight	\$1,388,217	\$1,270,293	\$3,966,284	\$3,587,754
Carrying passengers & express on our buses	30,420	18,153	77,552	62,870
Other transportation services	26,465	42,930	86,494	153,255
Net rental from freight cars and other equipment	347,711	393,981	1,309,404	1,262,328
A total of	1,792,813	1,725,357	5,439,734	5,066,207
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	398,403	342,764	1,144,736	979,797
Keeping locomotives, cars and other equipment in repair	432,155	439,660	1,366,066	1,279,361
Running trains, station and yard expenses	506,825	482,398	1,458,421	1,377,307
Pricing and sales of our services	22,839	29,529	82,692	82,118
Managing the business and keeping records	85,471	83,501	269,981	243,708
Payroll taxes	118,619	81,179	372,182	253,176
State and local taxes	23,811	30,600	74,783	94,299
Interest on borrowed money	111,617	123,937	339,295	367,421
Other miscellaneous charges-net	(15,812)	(6,415)	(86,996)	(31,060)
A total of	1,683,928	1,607,153	5,021,160	4,646,127
Pre-Tax Net Income reported to the ICC	\$ 108,885	\$ 118,204	\$ 418,574	\$ 420,080

Bangor and Aroostook Railroad
Route 2, Box 14
Bangor, Maine 04401

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