

MAINE LINE



APRIL - MAY - JUNE, 1975

BANGOR AND AROOSTOOK RAILROAD



Talking It Over

To My Fellow Employees,

There are probably many among you who will remember President Roosevelt's "all-we-have-to-fear-is-fear-itself" Fireside Chat on radio. We were in the throes of a great economic upheaval following a time of wild speculation and a spending binge that was without precedent. When the bubble burst, the reaction of most was dumb shock that the world's most prosperous people had suddenly gone broke.

The Depression brought about in the American people a new, quiet courage and laid the foundation for great social change. It was a painful experience that shook our confidence. But it also stiffened our national resolve.

I am not suggesting that we are bound for another 1929, but I do think there is a parallel between that experience and the simultaneous shock of the Vietnam debacle and the current recession. I sense, not only in Bangor and Aroostook people, but among other groups as well, a dismay at our failure to live up to our ideals in southeast Asia and shock at the dislocation of our economic health.

The role of Pollyanna makes me uncomfortable, but for the sake of perspective, there are some facts I must point out. We drifted into a major commitment in Vietnam. The road was beset with errors, naivete and, ultimately, promises to a political regime that had lost meaning for its people. It was a terrible price for us and for the Vietnamese to pay. But I venture to suggest it will be a long time before anyone leads the American people down the primrose path again.

Prophecy is a very risky occupation but even some conservative opinion now holds that we are approaching the bottom of the economic dip; and almost no one is willing to compare our economic woes with 1930. It's hard to find anything optimistic to say about hard times, particularly when it affects us personally as it has many Bangor and Aroostook people, but it does remind us of our excesses in consumption and in spending. And, while it is certainly uncomfortable, it is healthy.

Americans have grown up amid such plentiful natural resources...land, water, minerals, energy sources and clean air...that we have come to regard it as limitless. It is not, and we cannot continue a philosophy that says we must grow and grow and consume and consume or we will perish. I suggest that our economic problems are

reminders of the basic natural equation of renewable and non-renewable resources, and we need to be jogged back to reality.

All of this may be small comfort to the Bangor and Aroostook people who aren't working because of it. But I want to call your attention to some blue sky not too far down the road that I believe will start the process of recovery for us.

The new R.T. French processing plant in Washburn is expected to be on line this fall. The new facility, which will produce potato flakes and granulated potatoes, will provide an estimated 600 cars of freight a year for the railroad. This is traffic that's all new and includes product shipped out and materials inbound. It's a healthy piece of business and will mean more trains and more jobs.

The International Paper Company in Jay is undergoing a major expansion that will double production at the company's Androscoggin Mill. It's expected to be on line in 1976 and will increase the BAR's shipments to the company from northern Maine by between 3,000 and 4,000 cars of woodfibre a year.

Scott Paper Company is in the midst of building a large new plant at Hinckley and has the potential to increase traffic in woodfibre by 2,100 cars a year.

And cynicism notwithstanding, there will probably be a commercial sugar beet crop in Aroostook County in 1976. (See story elsewhere in this issue.) Such a development could easily mean another 2,500 cars for the Bangor and Aroostook.

To summarize, we're looking at an increase of say, 8,500 cars within a two-year period. I am not suggesting these projects are a panacea to all our problems, but I do believe they are hopeful indicators of the future. I am much encouraged by what I see happening.

We are a tough, resourceful people and we should not forget it. All human growth occurs through a sequence of experience (often painful) and analysis. The past year has been traumatic but we have experienced worse. I think we have learned some valuable lessons and I think we are due for a respite.

Sincerely,

Walter E. Francis

NEWS BRIEFS



About the Cover

Kingdon Harvey, pictured on the front cover with his native town in the background, is known (affectionately and otherwise) as the Terror of Fort Fairfield for his bulldog persistence in pursuit of a story and for the barbs of his editorial pen. Whether one agrees with him or not, most of his friends (and enemies) concede that he's a rare breed and embodies much in his philosophy that's been trampled underfoot in the 1970 morality. (See story P. 12) Cover photograph by Voscar.

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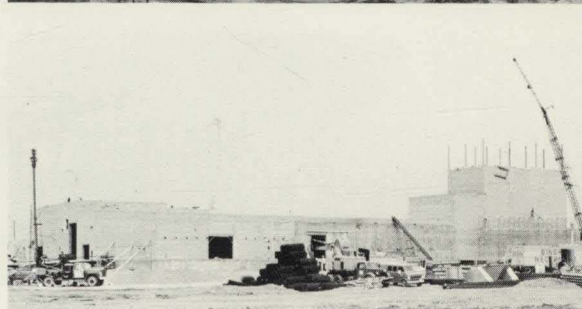
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Some bright spots on the horizon for improvement of rail traffic include the new Scott Paper company plant (above, photo Waterville Sentinel by H.N. Gray) being built at Hinckley which has potential to increase BAR traffic by 2100 cars a year; the new R. T. French processing plant being built at Washburn (right) which will produce potato flakes and provide 600 new cars of rail traffic; and the new addition to the International Paper Company plant at Jay (lower right) which is expected to increase BAR shipments from northern Maine by from 3,000 to 4,000 cars a year. A sugar beet industry (see TALKING IT OVER, preceding page) could add another 2500 cars a year. If all four projects live up to their potential, the railroad could experience an 8500-car increase in the next two-year period.



Work on a \$1.5 million car rebuilding program at Derby shops will begin in mid August. Incentive per diem funds will be used to rebuild 50 boxcars. The program will keep a crew of 25 busy for six months turning out two cars a day. It's estimated that the project will put about \$270,000 back into the Piscataquis County economy. It's the second rebuild program accomplished with incentive per diem funds. The first 30 cars were rebuilt in 1971.

The Bangor and Aroostook's Bicentennial locomotive, the JEREMIAH O'BRIEN, was on display at the Machias Bicentennial observance which commemorated the first naval engagement of the American Revolution under the command of Jeremiah O'Brien 200 years ago June 12. The 1776 was displayed at Machias through the combined efforts of the Bangor and Aroostook and Maine Central Railroads.

Bangor and Aroostook Board Chairman W. Jerome Strout has been named by Governor Longley to a committee of 40 Maine business and civic leaders to develop long-range policy for a growth plan for the state. The committee will present its report to the Governor in 1976.



BARTIS

Supervisory Agent Byron A. Ryan (left), Chief Clerk Edith Jordan and Car Distributor Roderick Rafford hold the paperwork that can be generated by a single rail shipment. Most of these documents will be eliminated under the BARTIS concept. BARTIS is an acronym for Bangor and Aroostook Train Information System and its architects visualize the entire system eventually using the concept. Under BARTIS, waybills are produced by computer.

An Answer Looking For Problems

The Bangor and Aroostook had this \$350,000 answer, see? And it was looking for a problem. Sound like the punch line for a computer story?

Right.

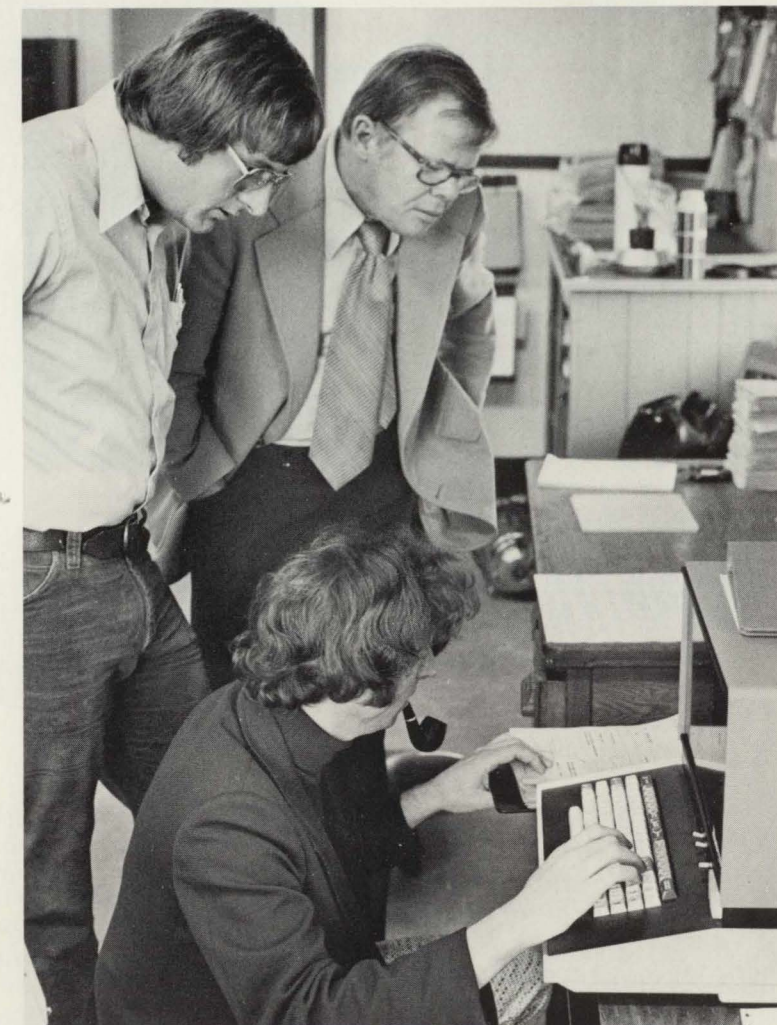
Except that's almost how it happened.

Of course, the railroad didn't just spend \$350,000 for a computer without a pretty good reason. The central data bank in Washington operated by the Association of American Railroads wanted much more complete and up-to-date data on cars than the railroad could provide with its existing data system. The alternative to a new computer was to be left out of the national computer system which meant that BAR customers would become second-class citizens in the area of timely car information.

So the more sophisticated computer was acquired. It had greater capacity than the early system and greater capability. It was compatible with the national network. But it was a big investment just to stay up to date, and there was very little tangible benefit to the Bangor and Aroostook.

Three railroad men ... Bob Groves (operations), Gary Pettengill (transportation), and Ron Condon (accounting), were given a priority assignment ... find a job for the computer that would make it pay its own way.

All this took place in September of 1973 and since then the three have put in hundreds of man-hours in finding a problem for their \$350,000 answer. For nearly three years they, and the other Bangor and Aroostook people they have involved, have wrestled with the task. The result is BARTIS, an acronym for Bangor and Aroostook Train Information System. The com-



Manager of Data Processing William Oliver (at console), Computer Programmer Wayne Harvey (left) and BARTIS task force chairman Robert P. Groves run a test on the first BARTIS installation at Searsport.

mittee is almost ready to pull the switch to see if it works.

The concept of BARTIS is simple, says Groves, chairman of the railroad group that developed the concept.

"If anyone overestimated the simplicity, it was me," he grins. "It's required a tremendous number of man-hours by many people outside the committee to develop the program."

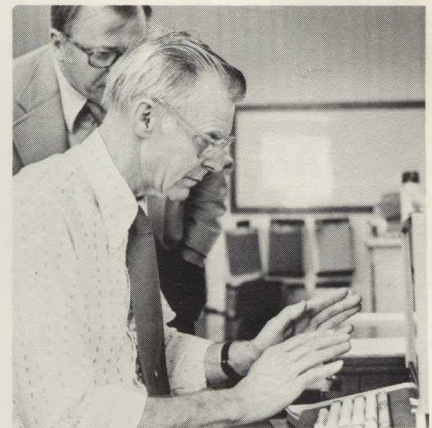
At the moment Groves and his committee tackled their new assignment, the BAR computer

was wholly an accounting tool. It was to become a tool for the transportation department in performing that most basic function of any railroad ... providing a transportation service.

In simplest terms, the only function of a railroad is moving loaded cars from point A to point B and to make a profit doing it. But to move those loaded cars, the railroad must also move empty cars to the point where they take on revenue loads. Certain basic information is re-



When Terminal Agent Oden Gradie, under the anxious eyes of professionals Harvey and Oliver, first sat at the console after it was tied into the central computer, the message wasn't anything dramatic like "what hath God wrought". But the experiment did have its moment of drama as agent Gradie approached the new device, first with doubt (above), then caution (above right), determination and, finally (far right) the heady pleasure of success. Searsport will be operated with BARTIS as a mini-railroad. Then terminals will be added, one at a time, at other agencies until the whole railroad is tied into the central computer.



quired to perform all these tasks. Location of cars is required information. Transportation people need to know whether such cars are loaded or empty, when they move and the revenue earned from moving a loaded car.

Station forces, train crews and yard personnel generate all this information beginning with the conductor's wheel report. The basic document is the waybill. It's the source of more than 20 separate documents and it flows through many hands while certain information is picked off for specific tasks. The paperwork generated is prodigious and the possibility for error is great. The lead time from the moment the information is generated until it can be used for specific purposes varies from a week to perhaps a month.

Timely it isn't.

What better job for the com-

puter, the committee reasoned, than to design a program that would feed all the information into the computer so it could be retrieved by people who needed it without going through so many hands.

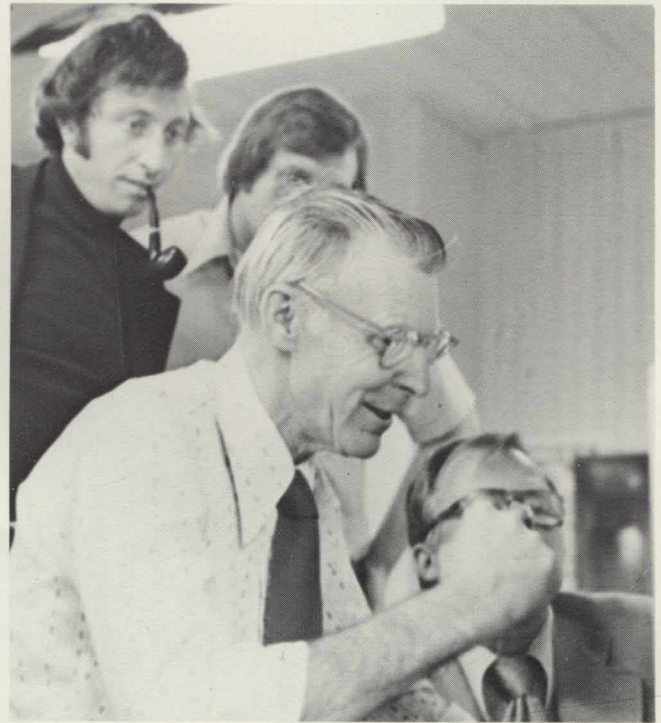
What they were really describing and what no one was willing to admit yet was the production of that most basic document of railroading ... the waybill ... by computer. But the waybill, or repetitive waybill code in computerese, is what BARTIS is all about.

"The concept," says Groves, "is to use the computer as a huge filing system into which information is fed and retrieved with great speed. That means that car status ... whether a car is loaded or empty ... and car location can be determined by anyone who needs to know in a matter of seconds. Revenue in-

formation can be determined with the same speed."

Under the present system, most of the accounting and much of the car status and location data is developed and maintained in the station files. And it means that a big chunk of the agent's time is tied up with routine accounting and clerical chores.

Using BARTIS, the agent types the information on a basic keyboard into a remote terminal located in his station. It appears for verification purposes on a television tube in the console. After the information is verified visually, pressing a button instantaneously transmits the information (commodity, destination, rate, time and all other basic information in a shipment) to the central computer at Northern Maine Junction Park where it can be retrieved instantly by any who need it. The



revenue generated is established literally within seconds.

Now that BARTIS is alive and breathing it seems deceptively simple. One marvels that it has not been done before. Its biggest asset, of course, is that it places information in a central location that is available to many people at the moment it's generated by the agent and by yard forces. But the real pluses of the concept are (1) that it provides timely information on which to base decisions and (2) it frees the agent from bookkeeping and clerical chores so that he can better fulfill his important role of working with the railroad's customers. The computer calculates demurrage, freight charges, produces a bill for the customers and does mailing, all jobs that were performed by the agent.

"We're nearly ready to try BARTIS in Searsport now," Groves says. "We have a remote

terminal there and one at Northern Maine Junction. When everything is go, we'll run the Searsport branch as a mini-railroad. The next step will be to add terminals, one at a time, that feed directly to the central computer at each of our agencies. But we're a couple of years down the road from the completion date."

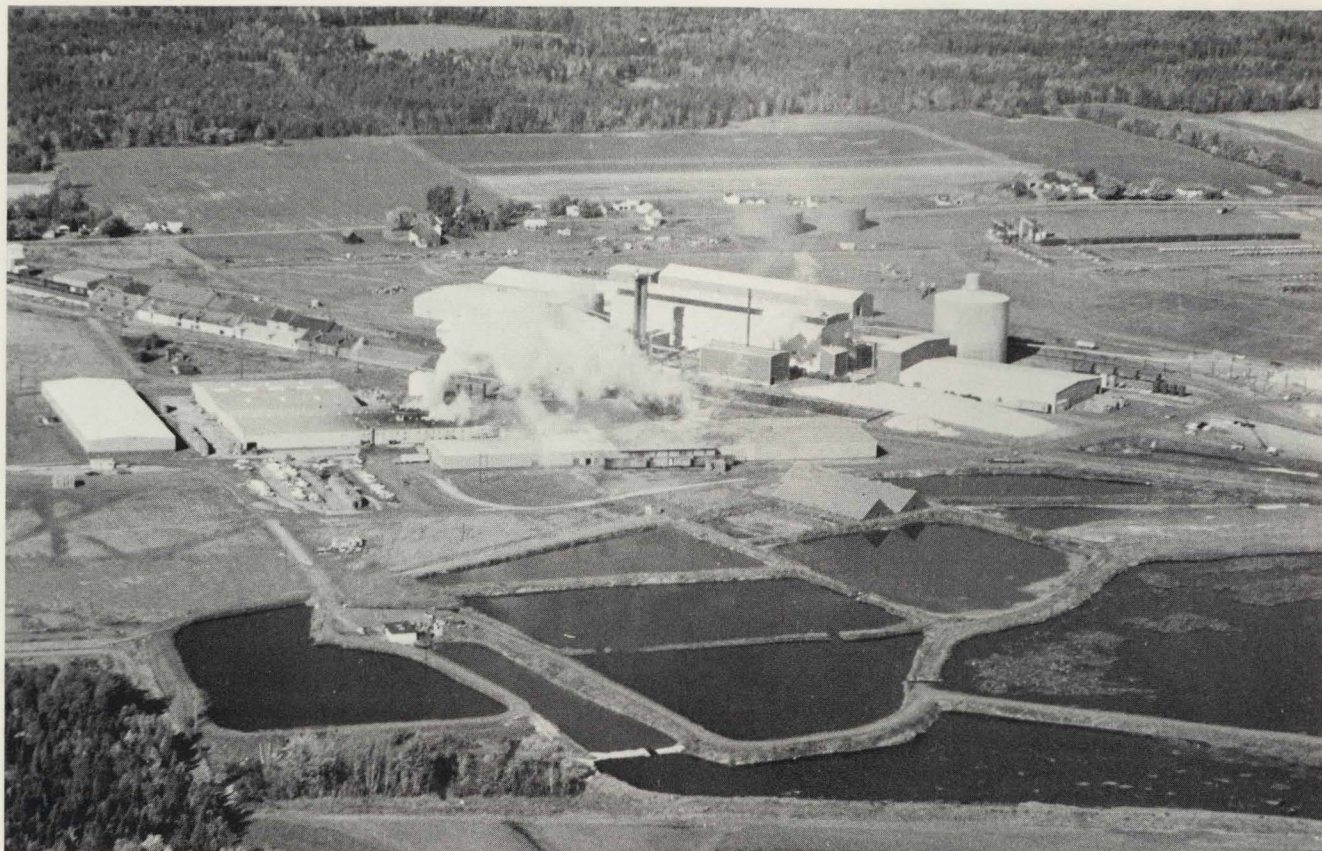
Perhaps the most remarkable aspect of the BARTIS project is not that it broke new ground but that it was accomplished by Bangor and Aroostook people and not outside consultants. Besides producing timely information, it will reduce the mountain of paper work traditionally associated with the waybill and reduce the potential for human error by simplifying the process of retrieving information.

Will it cost Bangor and Aroostook jobs?

Jobs, maybe, but a considerable distance down the road and it is expected not to affect individuals presently employed. Changes, if and when they occur, will probably be handled by retirement and attrition.

Groves describes the program as being "on the outer edges of the computer art" and cites ability of BARTIS to provide input to the system and to retrieve simultaneously. But, he adds, it has also opened our eyes to other field uses of the computer as a tool.

Used most effectively, the computer can free railroad people from routine, mechanical tasks to perform the jobs that demand human inventiveness and ingenuity and, as Groves points out, "no computer made can take the place of the thinking person. It just increases his potential."



Pictured in the aerial photograph above are the F.H. Vahlsing potato processing plant (foreground) and the huge sugar refinery now owned by Pine Tree Sugar Beet Growers, Inc., a group of local farmers who are determined to give the elusive dream of a Maine sugar beet industry "one more try".

Sugar Beets....Maine's Elusive Dream

Maine's on-again, off-again sugar beet industry appears to be on again. And even the most cynical observers of the stormy 13-year struggle to introduce sugar beets as a viable second cash crop for Aroostook potato farmers agree that the new group, Pine Tree Sugar Beet Growers, Inc., is doing a lot of things right.

Ever since Ezekiel Holmes, Maine Secretary of Agriculture in 1855, confidently stated in a report to the Maine Legislature that the main crop of The Aroostook was and always would be hops, the county has been looking for a second crop. For a time in the late 40s it looked as though the answer might be production of green peas for the infant frozen foods industry, but it didn't quite work out.

After casting covetous eyes

on the Red River Valley country of Idaho, its principal competitor in potato production, and its profitable experience with sugar beets, Aroostook farmers made the first tentative effort toward starting its own sugar beet industry. The year was 1962 and the years since have been marked by controversy and tribulation. In the beginning, several processors flirted with the notion of building a plant only to leave the panting promoters at the altar.

It was industrialist Fred Vahlsing, Jr., who finally built the plant and, at the peak of planting, contracted for 24,000 acres of beets. Though now much tarnished by the bankruptcy of Maine Sugar Industries, Inc. in 1970, it took Vahlsing's particular kind of promotional genius to get a refinery built, to

get the acreage allotment and the beets planted.

Since 1970, the 19 million-dollar plant has gathered dust as growers, stung by losses resulting from the bankruptcy, deplored the whole notion of sugar beets, and the state, which held title to the plant through the Maine Industrial Building Authority, searched for a buyer with increasing urgency for what appeared to be a very expensive white elephant.

After Gilbert-and-Sullivan episodes with both Fred Vahlsing, Jr. and a New Jersey group, the state finally sold the Easton refinery, 1400 acres of land and \$1.9 million in farm machinery to Pine Tree Sugar Beet Growers, Inc., which sounds like a cooperative but isn't. Eleven potato growers, led by 52-year-old Herschel

Smith of Westfield, anted up \$30,000 each for a down payment on the \$1.8 million plant. They represent successful farmers with a broad geographic base in the potato country. They also represent a confident leadership group, an element that'll be vital in attracting enough grower support for a commercial planting next year of 15,000 acres.

Enthusiasm is a necessary ingredient in any ambitious project and the Pine Tree group exhibits all the frontier exuberance of Aroostook County at its best as well as a stubborn kind of determination to accomplish something that's been started and ought to be finished.

Herschel Smith, an understated and self-confident man with a record for financial and agricultural success, typifies the rest of his eleven-man board.

"From what we've learned from our own experience and from Lew Roberts' (Maine Extension Ser-

vice Sugar Beet Specialist) work in 1970-71 and our own plots last year, I think we know how to grow beets," he says. "In fact, with what we know today, I think we can outyield the Red River Valley. All those stories about nine-ton to the acre yields just prove how bad the job could be done. The people who quote those figures forget that we were up against a quota that had to be planted or the acreage allotment would be lost; a good many of those acres were planted late with no expectation of harvest, just to comply. But the results were counted just the same."

Smith and his board members have arranged to have 40 test plots of beets grown in Maine, New Brunswick and Prince Edward Island where enthusiasm for sugar beet production is



It was an exhilarating moment when Pine Tree Sugar, represented by Herschel Smith (left), and the Maine Guarantee Authority represented by Chairman Edward Wilson, signed the documents turning over the refinery to the local group. At right, Limestone grower Robert Fowler holds beet grown by him in 1969 season. Hand labor, below, was a problem in earlier effort. Herbicides can virtually eliminate it, growers believe.



A sugar beet crop is harvested on Ronald McCluskey's Monticello farm in 1969. The work done by successful farmers on sugar beets between 1966 and 1969 has convinced the men who put their money on the line to buy Pine Tree Sugar that beets can be grown successfully in Aroostook County and that growers will put land into beets.



bolstered by government support.

The test plots are ostensibly to try 14 different varieties of seeds and herbicides (a cost that can run to as much as \$30 an acre) to see which adapt best to the Maine environment. But the real reason is to build confidence in the ability to produce sugar beets in Aroostook.

"I believe we can grow 15 to 17 tons to the acre with 17% sugar," Smith prophesizes, "but we have to prove it to the growers. We already have responses from 400 farmers that they'll plant 15,000 acres when that time comes. The only thing that could stop us is the complete collapse of the sugar market and no one I know thinks that will happen."

One basic difference between the Vahlsing effort and the Pine Tree revival is that Vahlsing went into the machinery business, the fertilizer business and the beet business. Pine Tree is only interested in the beet production and one heritage of Vahlsing, \$1.9 million in beet farm machinery, is going to allow them to ease into beets without the trauma of big capital expenses.

The machinery will be loaned to growers who sign up for acreage on a more or less permanent basis and at minimum cost.

"Without the farm equipment," Smith says, "I don't think we could get the growers. We're saying, 'Take it and use it. Keep it repaired.' They have no big capital investment to get into beets; they can sort of ease into it."

Another powerful incentive for Aroostook farmers to grow beets is that 40% of the stock in the new corporation is being reserved for growers exclusively. And for every ton of beets delivered to the plant, a grower will receive, in addition to payment for the beets, a share of stock in Pine Tree Sugar Beet Growers, Inc.

"When you put a pencil to it," Smith grins, "you'll see that the growers who make the plant go will own it. There'll be a nice appreciation on the stock plus payment for the beets."

No one in Pine Tree's management group is much concerned about getting grower support. There's a convincing air of confidence that (1) the Aroostook farmer can grow beets and (2) that if he has a voice in the company and knows he'll get paid, he will grow beets.

"We think our first priority is to get a contract with an operator for the refinery," Herschel Smith says. "We have a history that's not too attractive to processors and a lot of people are watching what we're doing.

That's one reason for the test plots. But there is enthusiasm among processors; and one is even writing a proposal now."

There's still a lot of cynicism about the prospects of Aroostook sugar beets among professional observers. But, as one proponent points out, it isn't the observers who make things happen. Reduce the elements of the project to its simplest form and it becomes obvious that sugar beets offer a most promising potential in the U.S. sugar market. The newest refinery for cane sugar is at least 50 years old; and the cane refineries are located in urban areas with the attendant high taxes and higher wages. The Red River Valley area produces 200,000 acres of potatoes and 315,000 acres of sugar beets. And anyone who grows potatoes on the same land that has produced beets grows better potatoes.

But perhaps the best reason for quiet optimism is Herschel Smith's response to a query for the reason why a successful farmer and 11 others like him would let themselves in for the grief of starting a project that has generated so much emotion in the past 13 years.

"I'm a farmer," he grins. "So are the others. We need another crop. We couldn't stand to see it torn down and sold for scrap without giving it another try."

The Fullest Measure

It isn't buildings or boxcars or locomotives or track that makes a railroad.

It's people.

And Bangor and Aroostook people have such a full measure of that rare commodity...let's call it responsibility, even though it goes well beyond those parameters....that we're coming through a period of adversity not only alive, but alive and well.

It wasn't any genius of management that brought us through it, but the ability and the willingness of Bangor and Aroostook people to give full measure and, when the occasion calls for it, to give that something more than what we'd call "doing the job."

Last month, letters went out to five Bangor and Aroostook men who gave that full measure. As Executive Vice President Walter E. Travis put it, the letters are an inadequate expression of our gratitude for their commitment.

Here's what happened:

Conductor Norman J. Daigle, Fort Kent, was conductor on the Fort Kent local when it was performing a switching job at Soldier Pond at 6 p.m. March 24. A train line broke on Engine 61 tying up the operation. It was after nor-

mal working hours but Conductor Daigle contacted Armand Pinette, operator of a garage in that small community, who welded the nipple. The crew was delayed only a short time and the repair was accomplished for only \$1.50, which Conductor Daigle paid out of his own pocket.

.....Engineer Gary E. Karam was on the CP Extra the night of May 13 when he discovered a piece broken out of a rail at MP 93. He reported the condition and sectionmen were immediately called to replace the rail prior to the arrival of Train No. 57. The delay was kept to a minimum...only one hour and 15 minutes. Gary Karam's alertness and quick judgment may have averted a derailment and it certainly prevented a more costly delay than that which occurred.

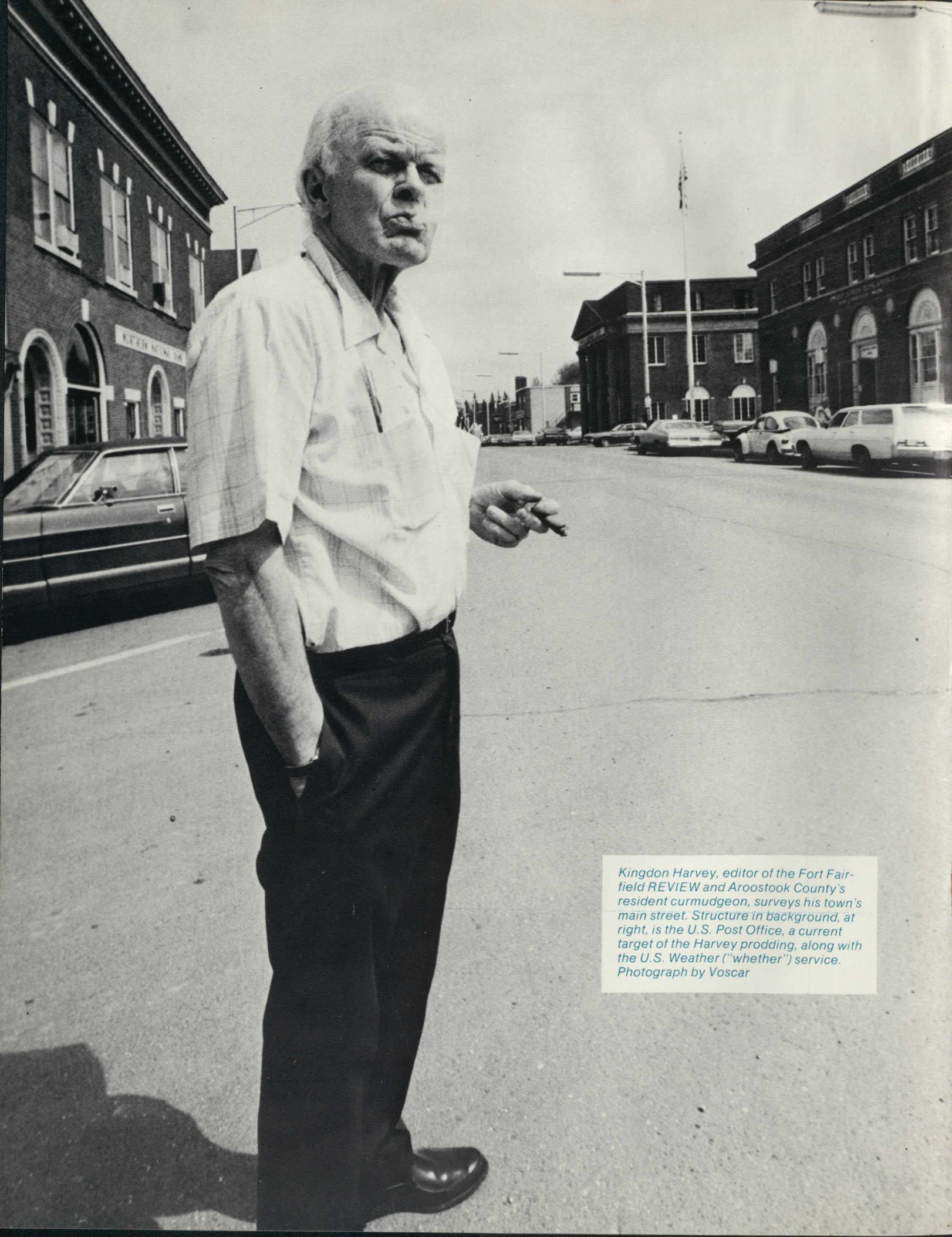
.....It was a Sunday several months ago when Signalman Wallace I. Morton, Oakfield, was called to investigate wire trouble on the Oakfield Branch. A veteran lineman, Morton suspected that the trouble might turn out to be wire thieves and he asked his brother, Nelson, a garage operator, to accompany him. His instinct was correct and the two Morton brothers caught the thieves in the act of stealing

communications wire. Both men have spent considerable of their own time in testifying in court this spring. As a result the thieves were convicted and sentenced to the state prison. Their willingness "to become involved" is not only an example of loyalty but a high degree of citizenship.

.....On a Sunday morning in early May, Dispatcher Phil Kittredge noticed a distinctive tone on the dispatch telephone that was repeated several times. As an old hand, Kittredge immediately suspected that someone was tampering with the communications wire. He called the Penobscot County Sheriff's Department. One of the deputies dispatched north to the suspected area with Lt. Tim Richardson was Foreman Conrad Perry of the Diesel Shop. The men found two wire thieves who fled into nearby woods, and wire that had been stripped from the railroad's dispatch telephone line. A stakeout of the truck abandoned by the men later netted one suspect who was bound over to Superior Court. The alertness of Phil Kittredge and the professional competence of Conrad Perry and Lt. Tim Richardson saved the railroad vital dollars and will have a deterrent effect on other thieves.

Arnold Byers, who headed the United Way solicitation for the Northern Maine Junction Diesel Shop, accepts an award to employees of that group for the largest increase in donations in any employees group. It is the second consecutive year the diesel shop employees have received the award. Making the presentation is Liston F. Lewis, manager of personnel.





Kingdon Harvey, editor of the Fort Fairfield REVIEW and Aroostook County's resident curmudgeon, surveys his town's main street. Structure in background, at right, is the U.S. Post Office, a current target of the Harvey prodding, along with the U.S. Weather ("whether") service. Photograph by Voscar

Aroostook's Magnificent Gadfly

By Richard W. Sprague

The weekly newspaper may be diminished from what it was in American journalism but it's still a powerful force in shaping public opinion and influencing the course of events in thousands of American small towns. There are surely more exciting areas of journalism but none, perhaps, where an editor can better savor the direct relationship between what he does every week and its impact on the community.

The Maine weekly has changed considerably in the past 25 years from sovereign, one-man shops to large operations often owned by larger interests. That's not to say that things have changed for the worse; there's a new professionalism in the modern weekly and a competence that may have been missing in the old days. But the Maine weekly of 1975 seems somehow to lack the color and character of, say, John Gould's LISBON FALLS ENTERPRISE or the fire of Jerry White's EASTPORT SENTINEL.

There are still a few practitioners of the traditional art of personal weekly journalism. They stand like old pines towering above the sky line, often battered by the elements but sturdy enough to endure the punishment. Aroostook County has its own resident curmudgeon and gadfly in Kingdon Harvey, editor of the FORT FAIRFIELD REVIEW.

Not even his close friends would describe the crusty editor of Fort Fairfield's weekly as a benevolent man. A quality of personal warmth notwithstanding, the 45 years he's spent behind the huge roll-top desk as editor, printer, office manager, linotype operator, pressman and general factotum have endowed him with the friendly disposition of a grizzly bear.

He is firmly dedicated to the belief that anything that can happen, will happen and that if you expect it, you won't be surprised or unhappy. It's a philosophy that's made him a crackerjack newspaperman. It has made him a host of enemies among bureaucrats, politicians, corporate types and not a few of his colleagues. But it has also gotten him a few close friends and earned the respect of a lot of people far removed from the REVIEW's circulation area.

In fact, the REVIEW, with a circulation of only 2300, occupies a position in Maine journalism far out of proportion to its size. The prestige is the direct result of the editor's blunt honesty, his propensity to hurl darts at the powerful, the corrupt and the officious and a total indifference

to any opinion anyone might hold of him.

In appearance, Kingdon Harvey fits his image. His towering forehead and fierce eyes give the impression that he has been well-named. He holds court — after the REVIEW is out on Wednesdays — in an incredibly cluttered office dominated by the roll-top desk used by his father, Chandler Cushman Harvey when he was editor, a battered leather couch and dozens of photographs. Without the deadline, Kingdon Harvey comes across as a witty and urbane man of great personal warmth.

His particular delight is politics and politicians and if he can ever be said to become expansive, it's when he speaks of it. If there's anything that pleases him more than to catch a government agency with its soiled laundry exposed, it's a good political battle.

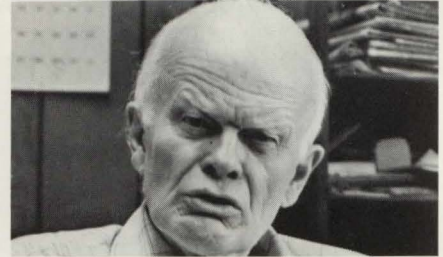
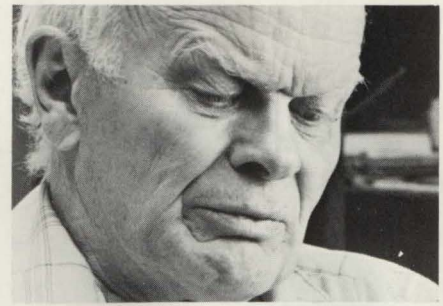
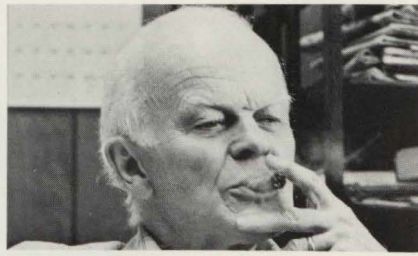
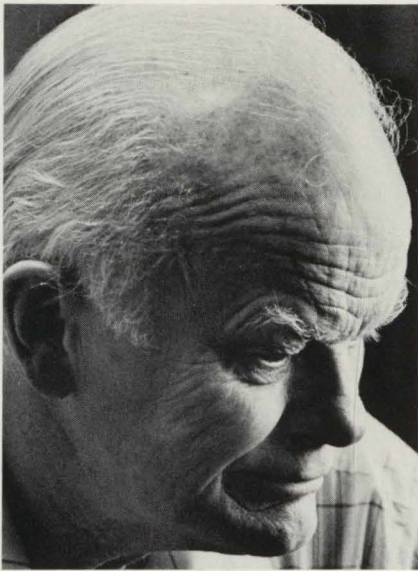
For his prominent targets, there's often been a temptation to dismiss his pen because of the relative insignificance of the REVIEW or to give battle. Either course is a mistake, the former because the REVIEW is Kingdon Harvey and has clout out of proportion to its size, and the latter because doing battle with the Terror of Fort Fairfield is a lot like hand-to-hand combat with a porcupine.

"I guess the most fun I ever had," he muses, wreathed in the smoke of the rank cigars he favors, "was in the primary fight the year Fred Payne ran against Owen Brewster for the Senate. The Bangor COMMERCIAL, the Eastport SENTINEL and the REVIEW helped tip the scales a little in that election. I guess I've known every governor personally since Brewster in 1925. Burt Cross threatened to sue me for libel once."

The principal vehicle for his arrows is the TOM E. ROTT column he writes which is the feature most REVIEW readers turn to first. It's a composite of his sharp wit, folksy news and frequent backhanders at his adversaries. That list currently includes certain of Fort Fairfield's town council who have excluded him from parts of their sessions, the U.S. Weather Service (the "Whether" Bureau in the Harvey vernacular), the Postal Service and occasionally the telephone company and the railroad.

In the halcyon days of railroad monopoly and Populism, the railroad once sued Harvey's father for libel — an action, happily, they lost.

He has tilted with such diverse adversaries as former Senator Margaret Chase Smith and the BANGOR DAILY NEWS in his column. He once



Although he's frequently applied the editorial to the Bangor and Aroostook when he thought it was necessary, King Harvey has had close friends in the railroad family during his long career. They range from Conductor William Jardine who once held a passenger train for Harvey when he was a student going back to the University of Maine and Jardine saw the young man running toward the station, to Curtis M. Hutchins whom Harvey thinks is "the best thing that ever happened to the B & A." The series of photographs on these pages were made as he reminisced about the railroad people he has known. One of his special friends was the late Carl R. Smith, a vice-president of the railroad and former Commissioner of Agriculture of the State of Maine.

wrote that "it has been reported that Senator Brewster owns a substantial share of stock in the NEWS", a paragraph that brought an indignant denial from the publisher threatening a libel suit if the paper lost circulation as a result of the report. Delighted, Harvey promptly shot off a letter to the publisher explaining that he understood why the paper might lose circulation from such a report, "but," he wrote, "don't you think you ought to cut me in for a share of any increase that results from your denial?"

He can also get a chuckle out of the times an adversary has drawn blood in an exchange. After an editorial exchange with Gov. Burton Cross, Harvey met the Governor at a social function. Never a man to be uncivilized, he went out of his way to shake hands with the official.

To make conversation he added with a grin, "I was by your place the other day but I couldn't stop."

The Governor faced him with a cold eye and replied:

"Thanks."

Harvey doesn't exactly treasure the memory but he can laugh about it.

He'll go to the wall for a cause he believes in, no matter what it costs him or anyone else. He was loudly critical of the handling of the Cyrus Everett and Donna Mauch murders in Fort Fairfield in 1967. For two years after the killings (still listed as unsolved) he carried the names and death date of the victims each week.

His detractors have suggested that his pen is more vitriolic than just and have labeled his paper the FORT FAIRFIELD REVENGE. And it's probably accurate to say that no one could describe his crusading as restrained. But even his enemies accord him a grudging respect for his blunt, lay-it-on-the-line honesty and his willingness to give anyone a chance to reply in the columns of the REVIEW.

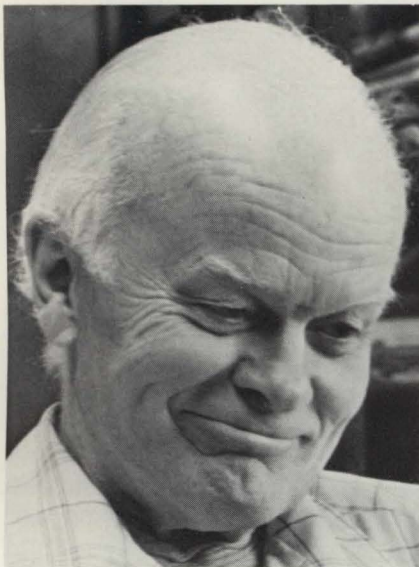
Harvey got into the newspaper business after journalism at the University of Maine when he went to work for his father.

"1930 was a big year for me," he chuckles. "I graduated from the University, married Erm and went to work for Dad."

It was a different world that Kingdon Harvey entered from what would confront today's weekly editor. There was little radio, no television, in short, no competition for either the advertising dollar or the news story.

"You could sit on a story for six days if you had to," he says. "We had as many as ten people working here and put out a 12-page paper every week."

When his father died in 1940, Harvey became editor and worked for his mother until her death in 1967. Only once, he remembers, did his mother ever question a decision. During the time that he had turned his editorial needle on Senator Smith, she canceled her subscription "for economy reasons". Mrs. Harvey, an admirer of the Senator, asked that she continue to receive the paper, a



Harvey calls him the best Secretary of Agriculture the state ever had and, when Carl Smith went with the railroad, Harvey wrote: "We know what Carl Smith can do for the B & A but we wonder what the railroad can do for Carl Smith." He admired W. Gordon Robertson, a native of Scotland and former Caribou resident, for his integrity and his achievements. "He came here with a pack on his back and made good without inheriting money, marrying it or stealing it!" And who, he asks, could ever forget J. Fred Smith (the railroad's passenger traffic manager), "one of the most delightful men I ever met." As for Wingate Cram, Harvey recalls him as a consummate host and storyteller. He once rode with Cram in the business car through Aroostook County, an experience he savors.

request that Harvey continued until his mother's death.

During lean years and in the times when printers, the most nomadic of artisans, would leave at awkward times, Harvey spent as much time on the linotype machine and the press as he did writing for his paper. Once, he recalls, he spent 33 consecutive hours in the shop without leaving. But when Urban Renewal came to downtown Fort Fairfield and claimed his plant in 1971, he decided to sell the machinery on which he'd spent so much of his life and contract the printing to a modern offset plant in Presque Isle.

"The only machinery I have now is a typewriter," he laughs. "Sometimes I look at my hands and I say to myself, 'Harvey, you can't be working with hands as clean as that'. But after working with letterpress for 41 years, offset was sheer magic to me."

When his wife, a gentle woman of intelligence and wit, died in 1974, some of the Harvey fire went out. For a lifetime Erm Harvey's grace and beauty had taken much of the sting from her husband's blunt ways.

A lesser man ("...marrying Erm was the best thing that ever happened to me...") might not have straightened his back after such a blow. But Harvey, with bulldog determination, began to pick up the pieces of his life doing the only thing he loved....newspapering.

At 67, weathered slightly and battle-scarred but still spare and straight, Kingdon Harvey looks

back without regrets on a career in weekly journalism that spans 45 years. He had been a columnist for a daily newspaper as well as a radio commentator. He cannot remember the last time he had a vacation. It's a good thing, as he points out, it's so much fun because it's such damned hard work.

Is this crusty and proud man a latterday Don Quixote tilting at windmills? Is it all sound and fury and drudgery as some regard weekly journalism....without much meaning? Or is this really where what's important and enduring in our country is happening?

A man who lives far from Aroostook County and who has never met Kingdon Harvey answered the question this way: "I don't know the fella. I read his paper. I don't always agree with him but he's got guts. I wish there were a whole lot more like him."

The fact is Kingdon Harvey is an individualist in an age that gives lip service to the notion but hates it in practice; even the rebels wear uniforms of depressing similar cut and speak the same lines.

He is a splendid anachronism in an era of structured knowledge and stylized behaviour. If he were younger, his survival odds would be a little lower than those of a saber-toothed tiger. But society senses a fading in the fierce, green eyes and is willing to indulge the aging warrior.

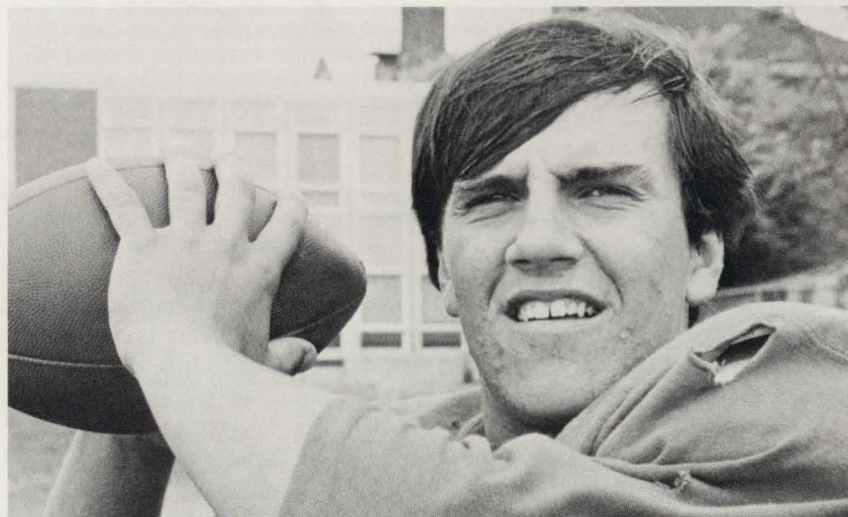
We should cherish the Kingdon Harveys of the world. They add character and zest to our lives.

And there are never enough of them.

Mark Armstrong, 18-year-old son of First Assistant Agent and Mrs. H. Fred Armstrong, Millinocket, is the first athlete to accept a UMO grant-in-aid. Although he's primarily a baseball star, he's also a double threat as a football halfback as his trophies (right) testify.

Mark hopes for a career in professional baseball after college. A powerful hitter as well as starting halfback on the Little Ten Conference championship Stearns High School team, he batted .444 in 12 games for Stearns in baseball last spring.

Below, right, Mark Armstrong looks over the scrapbooks of his sister, Peggy, and his mother. He was offered two other college scholarships on the basis of his athletic ability. He'll be playing for one of his mentors, assistant coach Carl Merrill, who coached the championship American Legion team at Old Town-Orono last summer.



Young Man With A Dream

Among the thousands of bright-eyed young Americans who'll be entering colleges across the land next September will be a Millinocket youngster, the son of a railroader, who hopes he'll have a shot at the traditional American dream of a career in major league baseball. But if he doesn't make that ambitious goal, 18-year-old Mark Armstrong will be very happy with a career as a coach.

In fact, Mark, who is the son of First Assistant Agent and Mrs. H. Fred Armstrong, will probably major in business administration as a hedge against a career in professional ball. In spite of the tremendous competition for the relatively few jobs in professional ball, there's reason for this sturdy young man to hope. He's the first athlete to accept an athletic grant-in-aid from the University of Maine at Orono, the first of ten \$2500 athletic grants-in-aid authorized by the University's Board of Trustees last fall. The

grants, which are not paid from public funds, are without financial need stipulation. Mark accepted a baseball grant but also hopes to play football. Last fall he was starting halfback on the Little Ten Conference championship Stearns High School team.

Maine wasn't the only college to offer the Millinocket athlete scholarship help. Both the University of South Florida and Colby College wanted him.

A catcher with what his coaches call "a major league throwing arm", Mark is also a powerful hitter. Last spring he batted .444 in 12 games for Stearns High School and followed it with a .385 average while catching for the Old Town-Orono American Legion team last summer. The Legion club won the district championship and participated in the state play-offs at Togus.

In 22 games with the Old Town-Orono Legion team, Mark had ten extra base hits, including

three home runs and 16 runs batted-in.

UMO's head baseball coach, John Winikin, calls Mark "an inspirational-type player similar to our assistant coach, Carl Merrill, who led Maine to the College World Series in 1964. Mark's biggest assets, as far as I'm concerned, are his leadership qualities. We will be very happy to have him as part of our program next fall."

Merrill was Mark's coach in Legion ball.

It's not often that a state like Maine with a small population produces a ball player like the legendary Louis Sockalexis, for whom the Cleveland Indians were named, or a Carleton Willey or a Danny Coombs but it doesn't daunt a new crop of hopefuls every year. And it's just possible that the name Armstrong may appear on the nation's sports pages in a few years.

Mile Posts

30 YEARS SERVICE

Mildred P. McDonald
Annie W. Morris
Enoch T. Trafton
Mary C. Wood

25 YEARS SERVICE

Frederick W. Bickmore

Elwood S. Hand
Jonathan A. Snow

20 YEARS SERVICE

Merle C. Hayes
Darwin E. Turner

10 YEARS SERVICE

Keith B. Ashton
Richard O. Bossie
Ronald E. Brewer
Joan H. Butler
Boyd C. Rockwell
Parker J. Winship



Gary B. Pettengill



Gloria F. Cyr



Harold C. Garcelon

Moving Up on The BAR

Promotions of three Bangor and Aroostook employees were announced this month. Gary B. Pettengill, assistant to the superintendent of transportation, becomes assistant to the vice president-operations. Gloria F. Cyr, formerly secretary to the vice president-marketing, becomes supervisor, central records. And Harold C. Garcelon, assistant agent, becomes special agent.

Pettengill, a native of Island Falls, entered railroad service as a student operator in 1956. Before he became assistant to the superintendent of transportation he worked as a clerk and, later, chief clerk. In his new position Pettengill will be responsible for office admin-

istration of the entire operating group.

He served in the U.S. Army between 1962 and 1964 and attended Island Falls schools. He is a member of the Masonic orders and the B.P.O.E. in Houlton.

Gloria Cyr, a native of Portage, entered railroad service in 1950 as secretary to the director of personnel, a position she held until 1961. Between 1961 and her recent promotion she was secretary to the vice president-marketing.

Prior to her railroad service, she was employed as a secretary at the University of Maine and by the U.S. Air Force. Miss Cyr attended Old Town schools and Beal Business College.

Garcelon, a native of Oakfield who now resides in Searsport, entered service as a trackman in 1945 and subsequently worked as a chainman, rodman, painter, carpenter, timekeeper, brakeman and assistant agent. In his new post he will be headquartered at Northern Maine Junction Park.

Garcelon attended Oakfield schools, Houlton High School and Husson College. He served in the U.S. Army during the Korean conflict. He is a member of the Masonic orders and the Searsport Recreation Committee.

Garcelon, whose father Cecil E. Garcelon was director of safety at the time of his death, is married and has two sons, Michael and Peter.

Retired railroaders who are receiving benefits under the Railroad Retirement Act will notice an increase in their July 1 checks. The increase is a result of a cost-of-living adjustment which has also been given to social security beneficiaries. Supplemental annuities are not affected by the cost-of-living increases. The Railroad Retirement Board says that if you don't receive your increase July 1, you'll get it later and it will be retroactive to June 1.

In the Family

Engineering Department

Jean Powell, a freshman at Clark University in Worcester, Mass., has recently completed a semester of independent study in photography. Jean lived in Bar Harbor, Maine during this period and traveled to Clark once a month to have her work evaluated by her professors. Jean worked in her own darkroom in Bar Harbor and made many prints of each subject in order to achieve the desired effect. She currently has 30 black and white photographs on exhibit at the Ricker College Library in Houlton.

Jean does not plan to make a career of photography, but intends to combine this creative expression with academic studies which she will be pursuing in the fall. Jean is the daughter of *Flora Powell*, stenographer at Northern Maine Junction Park.

Joseph A. Allen, retired Construction Foreman, Smyrna Mills, died at Houlton Regional Hospital after a short illness. He was born in Merrill the son of *Thomas* and *Delia (Fowler) Allen*. He was a member of Island Falls Lodge, AF and AM, the David Randall Chapter R.A.M.; St. Aldegar Commandery, Houlton; Anah Temple, Order of the Shrine, Bangor; Loyal Chapter 111 O.E.S., and the Brotherhood of Maintenance of Way Employees. He worked for the railroad for over 40 years, starting out as a timekeeper and held many positions during his tenure with the company until he retired in 1970.

Survivors include his wife, *Shirley (Daggett) Allen*, Smyrna Mills; three brothers, *Philip* of Kensington, Conn., *Malcolm* of Greystone Park, N.J., *Norman* of Sumpter, Ore.; six sisters, *Mrs. Madeline Robertson* and *Mrs. Howard*

(Ida) Stevens of Veazie, *Mrs. Carl (Harriet) Daggett*, Portsmouth, N.H., *Mrs. Homer (Althea) Hoffman*, Norfolk, Va., *Mrs. Kathleen Tedesco*, Lansdale, Pa., and *Mrs. Ralph (Luella) Leister*, Schwenksville, Pa.; several nieces and nephews. Interment was in the Smyrna Mills Cemetery.

Equipment Operator and *Mrs. Allen Cole* enjoyed a three week vacation in April visiting their daughters, *Sheryl* and *Donna*, in Connecticut; their son, *Joe*, in New Jersey, and then journeyed to Albuquerque, New Mexico where daughter, *Hester*, lives.

Mr. and *Mrs. Dennis Russell*, Lagrange, are receiving congratulations on the birth of a daughter, *Dawn Ann*, at the Lincoln Hospital on May 10. Paternal grandparents are Roadmaster and *Mrs. Leo Russell* of Lagrange.

C. Sidney Russell, son of Roadmaster and *Mrs. Leo Russell*, graduated from Howland High School with the honor of fifth place scholastic standing in his class. He is enrolled at the University of Maine, Orono, for the fall semester.

Congratulations to Retired Section Foreman and *Mrs. Harold Archer* on the observance of their 50th Wedding Anniversary in March. A party honoring the couple was given by their daughters, *Lois Archer* and *Audrey Fralier*, held in the Chapman Advent Christian Church. The honored couple received a money tree and several gifts from friends and relatives. Harold retired from the railroad in May 1969 after 50 years service.

Hermon Butler, retired trackman, Limestone, died May 9 at the age of 92. He was a lifelong resident of Limestone and worked for the railroad for over 25 years, retiring in 1950.



Mr. and Mrs. Harold Archer

Helen (Ginger) Kinney, daughter of Mechanic and *Mrs. Austin Kinney* of Houlton was recently graduated from Ricker College with a B.S. degree in sociology. Another daughter, *Fauna*, graduated from the University of Maine, Fort Kent, with a B.A. degree.

Mary Frances Sanborn, daughter of *Mrs. Eleanor Sanborn* of Dover Foxcroft and the late *Edwin Sanborn*, became the bride of *Dale Steven Richards*, son of Retired Section Foreman and *Mrs. Clayton Richards*, Smyrna Mills, on April 5, at the home of the officiating notary public, *Mrs. Charlene Wehrle*. They were attended by *Susan Dean* of Barnard and *Dean Harvey* of Smyrna Mills. A reception followed at the Sebec Corner Grange Hall. They are residing at Smyrna Mills.

Marketing and Traffic Departments

Stephen Tardif, son of Vice President-Intermodal Services and *Mrs. Norman J. Tardif*, is a recent graduate of the University of Maine, Presque Isle.

Michael and *Peter Duplessis*, sons of Asst. General Freight Agent, Sales, and *Mrs. Armand J. Duplessis* are spring graduates; *Michael* from New England School of Art, Boston, and *Peter* from Presque Isle High School. *Peter* has been accepted at the University of Maine, Presque Isle.

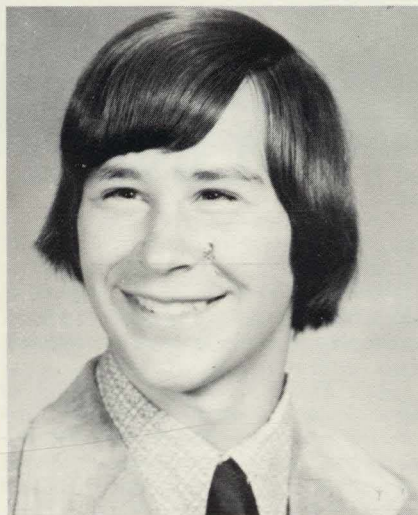
Tim and *Tom Deshane*, twin sons of Asst. General Freight Agent and *Mrs. George Deshane* have graduated from Old Town High School. They will continue their education at Eastern Maine Vocational Technical Institute, Bangor, and Northern Maine Vocational Technical Institute, Presque Isle.



Jean Powell and exhibit



Tim Deshane



Tom Deshane



Victoria C. Cousins

Victoria C. Cousins, daughter of Vice President-Marketing and Mrs. Howard L. Cousins, Jr., is a 1975 graduate of Bangor High School. Vicky has been accepted at Bowdoin College for the fall semester.

General Offices

Our sympathy to *Richard B. Gray*, Manager of Business Services, and his family on the death of his father, *Thurle Gray* of Brewer, on March 24.

Among those graduating from Bangor High School with the class of 1975 are *William M. Houston, Jr.*, son of Vice President and General Counsel and Mrs. *William M. Houston*, who will enter the University of Maine at Orono this fall; *Paul McCarty*, son of Clerk and Mrs. *Walter McCarty*, who is headed for Boston College, and *Deborah A. McDowell*, daughter of *Anneli E. McDowell*, secretary in the general offices in Bangor.

Jonathan W. Sprague, son of *Richard W. Sprague* Vice President-Public Relations and Mrs. *Philip Chase*, South Freeport, was graduated "with highest distinction and high honors" from the University of Maine at Orono May 17. On April 24, he was elected to membership in Phi Beta Kappa, scholastic honor society. Jonathan attended Houlton and Freeport schools and is a graduate of the Hurricane Island Outward Bound School. He will attend the University of Maine Law School in the fall.

The Bangor High School swim team, co-captained by *William M. Houston, Jr.*, captured the New England swimming title for 1975 at Springfield, Mass. in March. This is the first New England crown for the talented swim team.

Our sympathy is extended to *Richard W. Sprague*, vice president-public relations, on the death of his mother, *Helen P. Sprague*, on April 10. Mrs. Sprague was born at Islesboro, Me. on Feb. 26, 1894, the daughter of *Roderick N. and Mabel (Haynes) Pendleton*. She was the widow of *Horace W. Sprague*. Funeral services and burial were on Islesboro, where Mrs. Sprague had spent her lifetime.

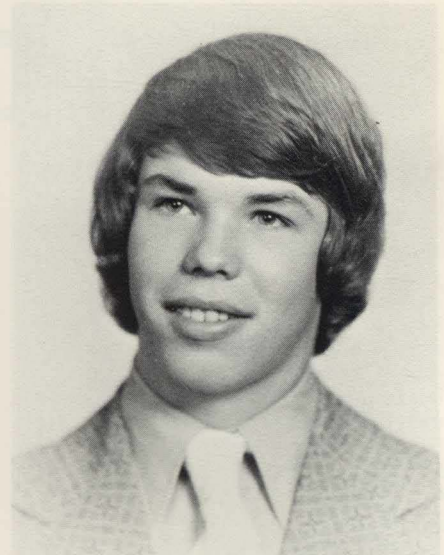
Ron Strout, son of Chairman and Mrs. *W. Jerome Strout*, has been named manager of quality control by General Electric at their Portsmouth, Va., plant. A UMO graduate in electrical engineering, Ron has been with GE since 1957 in various engineering posts in New York and Virginia. In his new job, he'll be responsible for all quality control in manufacturing. He is married to the former Sally Palmer. They have two sons.

Accounting Department

Richard E. Thompson, Jr., son of Rate and Division Clerk and Mrs. *Richard Thompson*, was graduated from Brewer High School in June. He will be furthering his education at Husson College this fall taking the accounting course.

David B. Sawyer, son of Freight Claim Agent and Mrs. *Burton A. Sawyer*, received his Bachelor of Science Degree from the University of Maine at Orono on May 17.

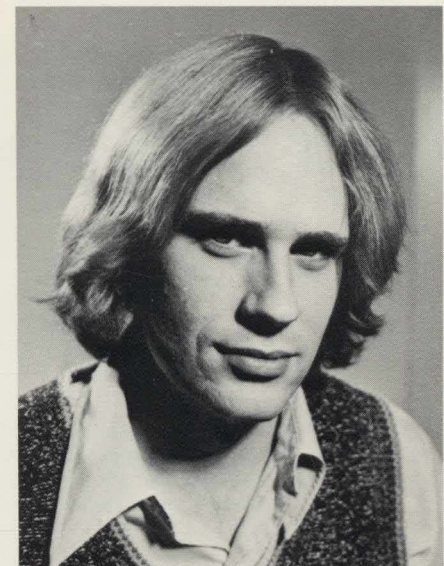
Assistant Manager of Data Processing *Helen Brissette* is convalescing at her home in Otis following surgery and is expected to return to work soon.



William M. Houston, Jr.



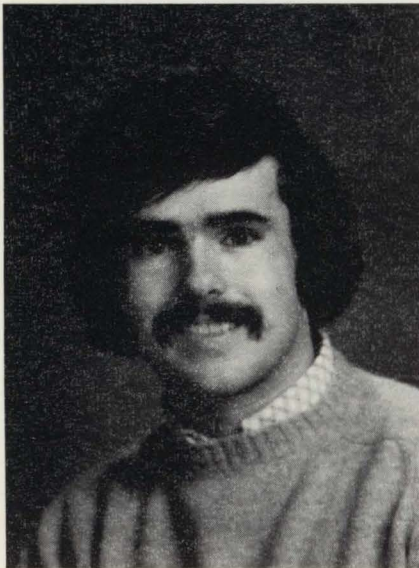
Deborah A. McDowell



Jonathan W. Sprague



Richard E. Thompson, Jr.



David B. Sawyer

Margaret Gould, daughter of Controller and Mrs. Owen J. Gould, spent her April school vacation touring London, England with other students from the United States. Margaret graduated from Bangor High School in June.

Our sympathy to the family of Roy D. Plumley, retired treasurer and general auditor, who died April 25 in Bangor. He was born in Wallingford, Vermont, Oct. 20, 1901, the son of Roy A. and Alice (Dawson) Plumley. Mr. Plumley retired Nov. 1, 1966 after 16 years with the Bangor and Aroostook. He is survived by his wife, Irene Bishop Plumley, Bangor; one daughter, Mrs. John (Betty) Mooney, Patten; two sons, Robert E., Concord, Calif. and Roy D. Plumley, Jr., Iron Mountain, Mich.; one sister, Mrs. B. Shattuck, Cincinnati, Ohio; seven grandchildren; one great-grandson and several cousins.

David H. Annis, son of Treasurer and Mrs. Donald B. Annis, received his

masters degree in business administration from the University of Maine-Orono at commencement exercises held May 17. David received his BS degree in Electrical Engineering from UMO in 1973. After a short vacation, he and his wife, Pat, plan to settle in the Portland area.

Operating Department

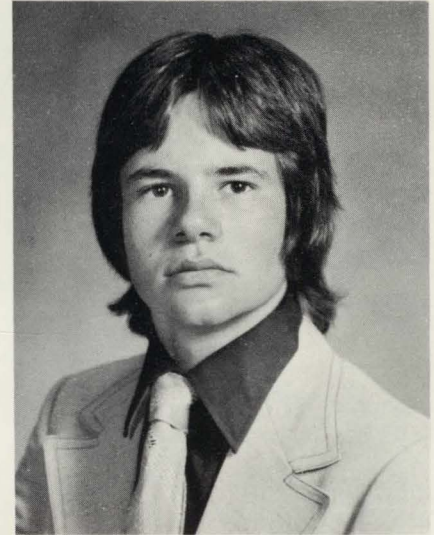
Vice President-Operations and Mrs. Linwood W. Littlefield are pleased to announce the engagement of their daughter, Karen, to John Schacht, son of Mrs. Anthony Maceria of Ossining, N.Y. Karen and John will be married in Aug. Karen works at Dead River and John, a 1975 graduate of Husson College, is employed by the Bangor and Aroostook Railroad.

David A. Groves, son of Assistant Vice President-Operations and Mrs. Robert P. Groves, is a 1975 Brewer High School graduate. David will enter the University of Maine, Orono, this fall.

Peter Garcelon, son of Special Agent and Mrs. Harold Garcelon of Searsport, spent ten days in London, England in April. Peter and eight other students from Searsport High School, together with students from other Maine schools traveling to various European countries, left Boston April 11; they chartered a Bangor and Aroostook bus for the trip to Boston. The group enjoyed the many sights of London, including the changing of the guard at Buckingham Palace, Madam Trousseau's Wax Museum, and saw several stage plays. While in London, they had an opportunity to visit a former classmate, Jean Ousburn, who was an exchange student at Searsport High School last year.

Mechanical Department

Miss Joan Campbell, daughter of Machinist and Mrs. Walter Campbell of Milo has been named Salutatorian



David A. Groves

at Penquis Valley High School. She is a member of the National Honor Society and has been active in varsity cheer-leading, gymnastics, yearbook staff, French Club, Science Fair, varsity softball and senior play crew. She was a Betty Crocker Scholarship finalist, and a Winter Carnival Queen candidate. Joan has been accepted at the University of Maine at Machias, majoring in accounting.

Our condolences to the family of retired Machinist Lawrence F. (Spike) Henderson, who died March 8, at his home. He was born in Milo, Jan. 5, 1903, son of Edwin and Sally (Morrill) Henderson.

He retired in July 1970 and had worked for the railroad more than 40 years. Surviving are his wife, Maude, of Milo, one son, Dean of Milo, one sister, Mrs. Edwina Tremblay of Jackman, one aunt, several nieces, nephews and cousins.

Miss Ellen Berry, daughter of Shop Superintendent and Mrs. Edwin J. Berry



Hollis Clark (right) with CMO Hanson



Delbert A. Rideout (right) and Don Campbell

of Brownville was first prize winner in the recent Joseph P. Chaisson American Legion Auxiliary Americanism Essay Contest. She is a student at the Brownville Jct. Junior High School. She received a U.S. Savings Bond as a first place winner.

The Business Education Department of Penquis Valley High School in Milo held its annual "On The Job Training Program". The program consists of students enrolled in the senior year of the business program spending two weeks in business offices in the Milo area. There are 22 students involved this year, and included is Lynn Marie Grinnell, daughter of Chief Clerk and Mrs. Harold Grinnell, Derby, who spent the two weeks at the office of The American Thread Company in Milo.

Car Repairer *Delbert A. Rideout* of Derby, retired May 21, after 28 years

with the railroad. In photo, *Don Campbell*, left, a retired fellow worker, congratulates Del and presents him with a gift of money from the employees at Derby. Del was born May 8, 1910 at Limestone, Maine and attended Atkinson Grade Schools and Higgins Classical Institute. He started work for the railroad, Aug. 4, 1947 as a laborer, and since that time has worked as a car repairer helper and car repairer. He is a member of the Brotherhood of Railway Carmen. Del is married and has 10 children, *Delbert Jr., George, Betty, Ronald, Donald, Roderick, Dale, Larry, Edith Louise* and *Linda*. He resides with his wife, *Edith*, at RFD #2, Milo, Maine.

Foreman and Mrs. *Martin L. Fournier* of Van Buren are announcing the engagement of their daughter, *Jennifer*, to *John Hackett*, son of Mr. and Mrs. *Thomas Hackett* of West Nyack, New York. Miss Fournier, a senior at the University of Maine at Orono, is majoring in child development. Mr. Hackett, a 1975 graduate of the University of Maine at Orono, where he majored in business management, is employed by the Equitable Life Insurance Company. A Nov. 29 wedding is planned.

Carpenter *Hollis E. Clark*, Derby, completed 40 years service with the railroad March 1. Hollis started work March 1, 1935, as a car repairer helper at Oakfield, and also worked as a laborer and car cleaner. In 1936 he went to Millinocket as a car repairer helper and worked there as a car inspector and a carman gangleader. In 1945 he came to Derby as a car repairer, and worked intermittently between Derby, Millinocket and Searsport until Feb. 1947. He has been at Derby since 1947. Since he has been at Derby he has worked as a resident inspector, freight car foreman, foreman car inspector, passenger car foreman and carpenter. Hollis is married and has two sons, *Perry* and *Michael*, and one daughter, Mrs. *Carlton (Nancy) Bowley*.



Jennifer Fournier

Transportation Dept.

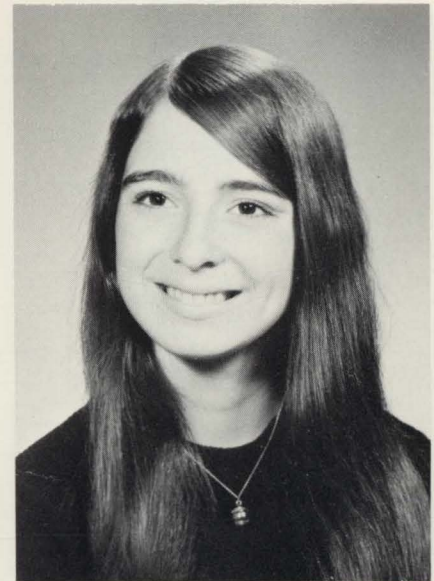
Assistant Agent *N. W. Cote*, Presque Isle, had the misfortune of breaking his left foot in three places Feb. 21, but is now back at work.

General Yardmaster and Mrs. *I. L. Foster*, Millinocket, took the Anah Temple Shrine trip to the Canary Islands in March.

At the Annual Convocation of Royal Arch Masons of Maine held in Portland May 6, Chief Dispatcher (retired) *H. G. White* was appointed Grand Captain of the Host and B&B Supt. *G. E. Wiggins* was appointed District Deputy Grand High Priest and both were installed at this time.

Engineer and Mrs. *C. R. Smith*, Houlton, have announced the engagement of their daughter, *Teri-Ann*, to *Dana S. Miller*, son of Mr. and Mrs. *Halbert D. Miller*, of New Limerick. Miss Smith, a 1974 graduate of Northern Maine Vocational Technical Institute, Presque Isle, as a practical nurse, is employed by Houlton Regional Hospital. Miller, a 1972 graduate of Unity College, is employed by the Houlton Water Company. A June wedding is planned.

Retired Engineer *Frank Irving Bryant*, 78, died Feb. 23 at a Houlton Hospital. He was born at Perry, June 23, 1896, son of *Horace* and *Ida Bryant*. He was a member of the Baptist Church and Brotherhood of Locomotive Engineers and Firemen and was a selectman in Oakfield for several years. He is survived by his wife, *Annie (Corliss) Bryant* of Oakfield; one daughter, Mrs. *Gilbert (Jeanice) Levesque* of Orono; two brothers, *Harry Bryant* of Winterport, *Ernest Bryant* of Bangor; one sister, Mrs. *Florence Thompson* of Bangor; one granddaughter, several nieces and nephews. Funeral services were held at the Bowers Funeral Home, Island Falls Feb. 26 with the Rev. *Albert McMickle* officiating. He was employed by the Bangor



Joan Campbell

and Aroostook Railroad from April 1920 until Oct. 1961.

Retired Conductor *Charles Sanford Smith*, 76, of Oakfield died Feb. 24 at a Houlton hospital. He was born in Newburg, N.B., Sept. 22, 1898, the son of *Elmer* and *Minnie Smith*. He had been a resident of Oakfield most of his life and was a member of the Brotherhood of Railroad Trainmen and Enginemen. He was employed by the Bangor and Aroostook Railroad from Sept. 1918 until March 1952. He is survived by two sons, *Halden F. Smith* of West Gardiner, *Gordon N. Smith* of Oakfield; one daughter, *Mrs. Vinal (Winnifred) Adams* of Bingham; 11 grandchildren and one great-grandchild. Funeral services were held at the Oakfield Baptist Church with the Rev. *Albert McMickle* officiating.

Retired Conductor *George E. Gilks*, 85, of Brewer died at a local convalescent home March 11. He was the husband of *Ethel Tripp Gilks* and was born May 27, 1889 at Blackville, N.B., the son of *Cornelius* and *Margaret McCrae Gilks*. He was employed by the Bangor and Aroostook Railroad from March 1918 until March 1953 and was a member of

the Brotherhood of Railroad Trainmen and the United Transportation Union.

Surviving besides his wife are a son, *Merle G. Gilks*, Rockford, Ill.; three sisters, *Mrs. William O'Connors* and *Mrs. Grace Crowe*, of Beverly, Mass.; *Mrs. Kenneth Currie*, Danvers, Mass.; nine grandchildren; 15 great-grandchildren; several nieces and nephews. Funeral services were held at the Harvard H. Clark Funeral Home, Brewer with the Rev. *Richard Arnold* officiating.

Retired Station Agent *Byron B. Black*, 77, of Fort Fairfield, died April 5 in a Presque Isle hospital. He was born in Mapleton Sept. 21, 1897, son of *William* and *Melvina (Nickerson) Black*. He was employed by the Bangor and Aroostook Railroad from July 1946 until June 1966. He was a member of Eastern Frontier Masonic Lodge and member and Past Patron of Good-Will Chapter, Order of the Eastern Star, Ft. Fairfield, Washburn Rotary Club and the Bethel Baptist Church, Ft. Fairfield. He is survived by one daughter, *Mrs. George (Jean) Chase*, Easton; one son, *Russell B. Black*, Presque Isle, four grandchildren, six great-grandchildren; one brother,

Linwood E. Black, Bloomfield, Conn.

Conductor *Miles D. Mersereau*, retired, 74, Houlton, died April 10 at a local hospital. He was born at Woodstock, N.B., Oct. 9, 1900, son of *Arthur* and *Angeline (DeWitt) Mersereau*. He was a member of the Court Street Baptist Church, United Transportation Union and American Legion. He was a veteran of World War II. He is survived by one son, *Malcolm*, of Houlton; one daughter, *Mrs. Lorn (Laura) Smith*, of Wayne; one brother, *Roy*, of Mars Hill; one sister, *Mrs. Thomas (Ruth) Robertson*, of Grayling, Mich. and two granddaughters. Funeral services were conducted at the Dunn Funeral Home with Rev. *J. Ashton Nickerson* officiating. Interment will be in the Evergreen Cemetery, Houlton.

Stores Department

We are sorry to hear of the death of retired Laborer *Earl Young*. He was born in Trenton, Me. Nov. 28, 1892. He entered BAR service as a painter and on March 2, 1936 he began work in the Stores Dept. He had been retired since 1961. He is survived by his wife, *Margorie*, of Milo, and two daughters.

Facts and Figures

	1975	May 1974	Five Months Ended 5/31, 1975	1974
We received from:				
Hauling freight	\$1,132,724	\$1,192,099	\$5,925,904	\$6,395,579
Carrying passengers & express on our buses	28,599	26,700	122,851	137,244
Other transportation services	24,679	39,777	174,205	151,854
Net rental from freight cars and other equipment	236,788	356,095	1,563,303	2,034,477
A total of	1,422,790	1,614,671	7,786,263	8,719,154
We paid out or provided for:				
Keeping roadbed and structures in repair and clear of snow	321,744	349,058	1,668,241	1,862,608
Keeping locomotives, cars and other equipment in repair	395,657	488,420	2,263,052	2,306,828
Running trains, station and yard expenses	416,544	439,217	2,441,320	2,355,864
Pricing and sales of our services	27,316	26,763	138,968	144,116
Managing the business and keeping records	110,361	95,245	526,468	453,310
Payroll taxes	112,203	134,868	602,894	624,210
State and local taxes	24,855	21,393	126,744	132,317
Interest on borrowed money	92,493	121,045	487,915	574,836
Other miscellaneous charges - net	(25,254)	(39,919)	(113,459)	(156,181)
A total of	1,475,919	1,636,090	8,142,143	8,297,908
Pre-Tax Net Income Reported to the ICC	(53,129)	(21,419)	(355,880)	421,246

Bangor and Aroostook Railroad
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