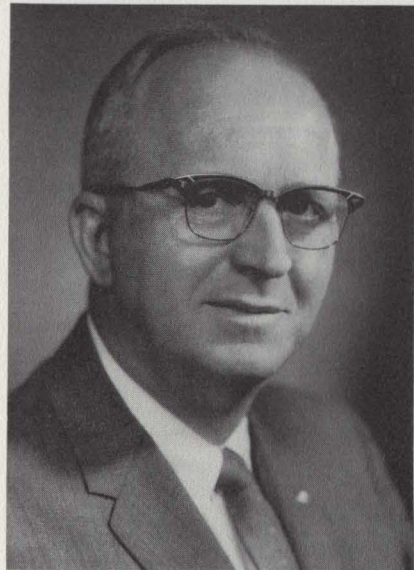


# MAINE LINE

MAY - JUNE, 1964





## Talking It Over

To My Fellow Employees,

If you've ever seen a farmer stop his tractor at the end of a field and pause for a moment to look back over the furrows he has just turned, you'll know why that moment is a valuable practice in other areas of human endeavor. The backward glance not only provides a practical check on performance, but also perspective, an element that's important no matter what we're doing. In the case of our farmer, it may tell him that his task is only half finished and that he'd better hurry. In the case of a business, the backward glance gives us a yardstick and an opportunity to judge the road ahead in relation to the recent past.

It's a particularly human characteristic to become so involved in our jobs that we lose sight of our individual relationship with the rest of the railroad. In fact, it's the rare person who doesn't. It's easy, too, in this day of national plenty, to take for granted all of the social benefits that man has been so many centuries in achieving. I'm talking about things like unemployment benefits, paid vacation time and retirement compensation . . . reforms that were considered radical and dangerous in their day.

But the so-called fringe benefits have grown until they become an important consideration in the earnings of individual railroad employees. Last year, for example, 1099 Bangor and Aroostook employees received an

average of \$838.16 in fringe benefits or a total of \$921,145.

To better understand the value of fringe benefits, it may help to pause for a moment and count the cost of these wonderful social achievements that free us from the spectre of unexpected hardship.

In 1963, the railroad earned from its basic business of providing transportation about \$35,000 a day before paying any costs. To pay for the fringe benefits that we all take so much for granted, our railroad had to operate just over 26 days. It took nearly 11 days of operation to pay for Railroad Retirement contributions. And it took eight and a half days of operations to pay for the vacations. When we consider that we operated nearly a full month just to pay for the fringe benefits, our jobs emerge, perhaps, in a heightened perspective.

Not even the most conservative of us would suggest going back to the 'good old days' when such institutions were considered Bolshevistic. They were hard won victories and have made our lives more meaningful. But, at the same time, there are those who forget in this new-found prosperity that a business must also show a profit to pay the bills and make all these wonderful things possible.

It has become fashionable in some circles to poke fun at the profit motive as money grubbing. Yet, the ability of a business to make a profit is what pays the bills for the social insurances that spawned this insouciant attitude . . . an ironic circumstance.

All of the material wealth we enjoy results from the free enterprise system with the profit motive at its very heart. Even hostile economic and political

systems, like that of the Soviet Union, are discovering that the profit motive is a vital ingredient in some areas of that rigidly-controlled economy and are using it brazenly.

While we are pausing to look over our field for a moment, I suggest that we consider not only our ability to make a profit but our obligation to our stockholders to do so. There is nothing shameful about it. It's something that we should be proud of. Our successful history of showing a profit means that we have the ability to attract investors to our road. When we need more freight cars, or other expensive tools of railroading, our record makes it possible for us to borrow the money to buy them. The qualifications aren't a great deal different from those that the local banker is interested in when we ask for a house or car loan. He wants to know about our ability to earn and manage money, which is essentially the profit motive at the individual level.

Business reputations are judged on this ability as well as by integrity and all the other elements that make up individual human character. And the reputation of any business is part and parcel of its other assets. The Bangor and Aroostook's ability to show a profit is part of our strength. Conscientious employees make it so, and our people are an important part of our strength. When we consider our individual jobs in relation to the railroad, we would do well to dwell for a few moments on the profit system and all the wonderful fruits it provides for us.

Sincerely,

W. Jerome Strout

## BAR NEWS BRIEFS

First quarter earnings of Bangor & Aroostook Corporation were \$0.69 per share. This compares with \$0.33 for the first quarter of 1963.

Included in the \$0.69, BAC President W. Gordon Robertson said, is \$0.14 in special items, chiefly profits from the sale of securities. There were no special items in the first three months of last year.

All of the corporation's five subsidiary companies met or bettered their budgets for the first three months, Robertson said, and all are budgeted to exceed their 1963 earnings for the 12 months of 1964.

In reply to a question at the April 21 annual meeting he said that freight revenues of the Bangor and Aroostook Railroad Company were about the same as in 1963 but net income after taxes was \$152,900. It was \$72,600 in 1963. He attributed the major portion of this increase to "infinitely more favorable operating conditions than we had a year ago when we experienced unusually heavy snowfall."

Answering two other questions, Robertson said that sales of Luhrs Sea Skiffs for the year to date exceeded those of a year ago and Bartlett-Snow-Pacific's backlog of orders "is comfortably ahead of this time last year. Included in this backlog are recent orders for multiple hearth furnaces, some of which will be used in municipal sewage sludge incineration systems, others for the sugar industry."

The stockholders re-elected four directors whose terms had expired. In addition to Robert-

son, they are Francis Chorin and Harry C. Wood of New York City, Fred M. Rodenberger of Glencoe, Illinois. Curtis M. Hutchins was elected to fill the unexpired term of the late Arthur S. Pierce whose term will expire in April, 1965.

W. Jerome Strout has announced the promotion of Richard W. Sprague to the position of director of public relations for the Bangor and Aroostook Railroad Company. Sprague has been assistant director since 1955.

He came with the company in 1952 as assistant director of the company's news bureau and assistant editor of *Maine Line*.

Sprague, a native of Dark Harbor, is a 1946 graduate of Gould Academy and received his BA degree in Journalism from the University of Maine in 1951. Prior to his employment by the railroad he was a reporter and photographer for the Bangor Commercial.

He has been the recipient of an Associated Press award in 1951, an International Council of Industrial Editors award in 1956 and a John Green Memorial award for feature writing in 1960.

Sprague is a member of the Public Relations Society of America, the Railway Public Relations Association, the American and the Railway Magazine Editors Association.

A statewide track and field competition sponsored by the Maine Jaycees and the Bangor

and Aroostook will be held in Milo June 20. Brakeman Edwin L. Roberts, Jr., Youth and Sports chairman of the State Jaycees, said that about 500 youngsters between the ages of 10 and 15 are expected to compete in the Olympis type track and field program.

Roberts said that the Junior Champs idea is a pilot program being run for the first time in Maine and the second time in the nation. It is designed to emphasize physical fitness and call attention to the need for American Olympis athletes.

Two Bangor and Aroostook Railroad executives have been named to committee posts by the New England Shippers Advisory Board. D. Keith Lilley, has been named rail chairman of the 28-member Freight Loss and Damage Prevention Committee of the group. At the same time, F. D. O'Brien, was named vice chairman of the Railroad Contact Committee.

Lilley was appointed to the Freight Loss and Damage Prevention Committee to fill the vacancy left by the death of Phillip F. McElroy of the New Haven Railroad. He was also named to the special committee on Damage Prevention and Loss to Newsprint.

O'Brien, whose membership on the New England Shippers Advisory Board dates from 1928, will be vice chairman of the Contact Committee, an important group which coordinates the activities of the railroads with the shipper committees of the Board.

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### ON THE COVER

The railroad's Derby Shops pulsed with new energy as workers began rebuilding 100 PFE refrigerator cars. The rebuilding of the cars by BAR people at Derby was a condition of the purchase of the cars. See story Page 4.

VOL. 12	MAINE LINE NEWS	No. 3
BANGOR AND AROOSTOOK RAILROAD COMPANY		
84 HARLOW STREET—BANGOR, MAINE		
RICHARD W. SPRAGUE, DIRECTOR OF PUBLIC RELATIONS		
EDITOR		
ASSOCIATE EDITORS		
BENJAMIN J. EDWARDS	BERNICE BAILEY	
DORIS ROSEN	GEORGE N. GRANT	
GARRETT J. LOVETT		



# New Projects Boost BAR Jobs



*The old coal tower at Squa Pan stood etched against the brilliant March sky, while the crews who had been working about it all day scurried for cover.*

A heavy work schedule in the Engineering and Mechanical Departments for 1964 will mean 85 more jobs over a normal work year. Construction of a \$183,000 mechanical refrigerator car repair and service facility at Northern Maine Junction and other major projects will make employment in the Engineering Department 40 above a normal year, according to Chief Engineer Palmer H. Swales. And V. L. Ladd, Chief Mechanical Officer said that the rebuilding of 100 RS type refrigerator cars from Pacific Fruit Express at a cost of \$620,000, plus other Mechanical Department programs will mean employment of an additional 45 men.

## PROVIDE MORE JOBS

BAR President W. Jerome Strout said that one of the conditions of the purchase of the 100 PFE cars was that they be rebuilt at Derby Shops to provide extra jobs for Bangor and Aroostook people. The major repairs include truck repairs, body bolsters, reinforcement of side sills, car ends and end sill renewal, removal and repair of bunkers, new insulation, sub-floors, floors and inside linings. As many as 16 of the 20 steel side sheets have been replaced per car. Doors are renewed, floor racks repaired and the car

completed, grit blasted and painted on the exterior surfaces and varnished inside. Rebuilding of the cars will cost \$6200 per car, with 85 cars scheduled in 1964, and 15 in 1965.

Chief Mechanical Officer V. L. Ladd said that \$172,000 is being spent for repairs on 7,000 and 75,000 series refrigerator cars. Hatch covers, gaskets, bunker pans will be replaced, doors, floor racks repaired and ride control features of trucks renewed as required.

## CAR CONVERSION

Ladd also said that six end rack pulpwood cars will be rebuilt into lumber cars by cutting them in half and adding 10 feet to the length. The pitched floor will be leveled and short stakes and chains added so that bundled lumber can be handled by work trucks. The cars will be out by the end of June.

Two 50-foot-six-inch boxcars will also be lengthened by six feet 10 inches so that dry, finished 16-foot lumber can be handled in bundles by fork lift truck. The cars will be cut in half for the alteration and solid posts will be added to one side of the car. Three 18-foot, roll up doors will be added to the opposite side. The first of these cars will be completed in June and will cost an estimated \$8,000 each.

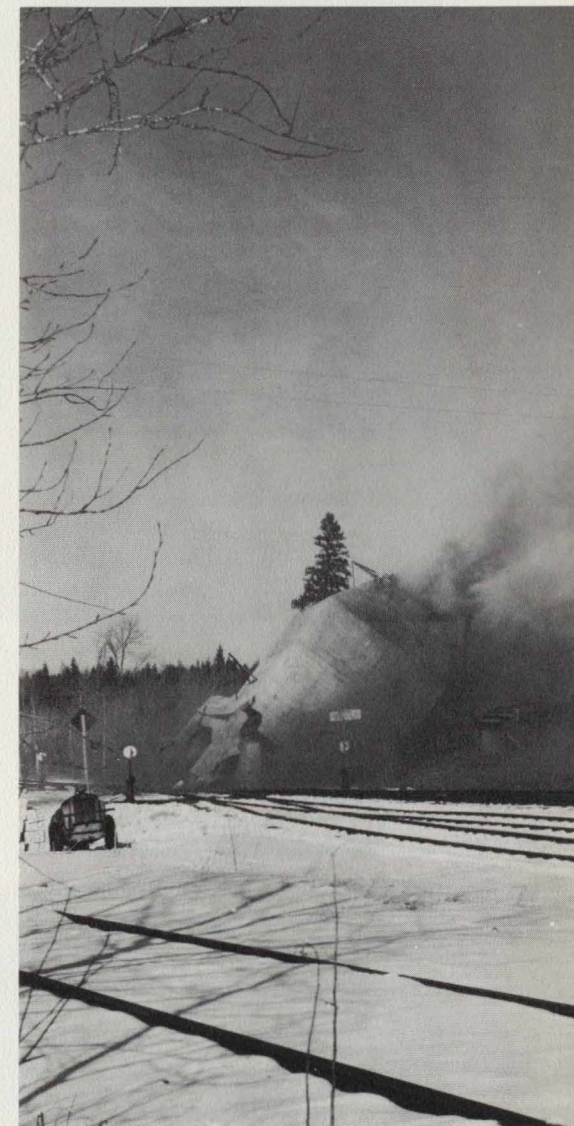
The projects will increase the total work force at Derby Shops to about 144 men for the remainder of 1964. A normal crew would be about 104 men.

The Engineering department began its work program by demolishing a 190-ton coaling tower at Squa Pan March 13. It was destroyed to save the \$1300 a year taxes assessed the railroad on the obsolete facility. Five such facilities remain on the BAR system.

## NEW CAR FACILITY

Preparation for the building of the largest facility since the construction of the grit blast and paint spray facility at Derby in 1957 began at Northern Maine Junction in February. Increased Bangor and Aroostook ownership of mechanical refrigerator cars made necessary a facility for repair and servicing of the cars. Railroad crews are now moving the 30,000 yards of fill required for the 40x200 foot facility. It will be located about 300 feet southeast of the engine house at Northern Maine Junction. The steel building will be set on a concrete slab. The building will hold six mechanical refrigerator cars for servicing and will be finished in November.

A \$600,000 dredging project to deepen the access channel at Searsport from a depth of 23



*In the next micro-second, the 190-ton concrete and steel was blasted off its supports by two dynamite blasts. It crashed to the frozen earth sending up one last cloud of black dust as a dying salute to an era.*





The two new air-operated dump cars pictured in front of the Engineering Department Shop in Houlton are part of the railroad's new ditching equipment. A new, rail-mounted Burro crane has also been purchased.

feet at mean low water to 35 feet will mean a \$53,000 job for the railroad to widen and lengthen berths at the railroad's docks. The result will be fewer delays for large ships waiting for a favorable tide to dock.

Engineering Department crews are also at work relocating tracks at the Great Northern Paper Company yards at Millinocket where the Northern is relocating their train sheds.

New ditching equipment has replaced the department's shovel on-flatcar equipment. A rail-mounted Burro crane, the largest single purchase of roadway

equipment since the department's modernization program began, and two air-operated dump cars will improve the efficiency of this basic maintenance chore.

#### DITCHING IS BASIC

"Ditching is a very basic part of track rehabilitation when we ballast," explains Chief Engineer P. H. Swales. "The new equipment will help us to improve our drainage and further reduce roadway maintenance costs. The machine, as with other roadway equipment pur-

chased, will be used during the winter months for snow removal."

In addition to the special projects, 20.62 miles of track will be ballasted, and 5.85 miles of rail will be replaced as part of the railroad's continuing program of upgrading track. Some 58,835 hardwood creosoted ties will be installed by highly mechanized crews. One more extra gang and one additional outfit over the normal number are in service because of the increased work schedule. Swales said that the program has meant about 40 additional jobs.

In a world that is becoming more specialized each day, industry turns increasingly to machinery, to chemicals, to the inorganic servants that man has created for himself to perform the menial, the hazardous and the difficult manual tasks. The tendency has certainly created problems but its sum total in the scheme of things has been beneficial to society. Chemical Killing of undesirable

weed and bushes are part of the jobs performed by herbicides. The herbicides used by the BAR to kill brush along its right of way saves about \$100,000 a year.

Since "Silent Spring" an increasing number of people are concerned about the effects of chemicals and have mentioned our program to us. The Railroad uses an herbicide called ammonium sulfamate in its brush control pro-

gram. To reassure those who are concerned, it is less poisonous to animals than common table salt. As a comparison, aspirin, the same type used for headaches and common pain, is twice as lethal as the herbicide used by the railroad. The Bangor and Aroostook supports the responsible use and development of herbicides for bush and weed control work.

## ... Where Credit is Due

By CECIL E. GARCELON

"We're not interested in setting safety records," BAR President W. Jerome Strout told the department heads gathered in his office. "We don't want to hurt people." His statement summarizes Bangor and Aroostook thinking in the road's safety effort. There are times when it may appear that the record is important, but that's only because a record is a yardstick for measuring our effectiveness. It shows us where we've been and where we're going.

Every year when all the statistics are in, safety awards are made to those groups with the best safety performance. Again, it is not for the cold statistics that these awards are given, but for a fine, human effort and a job well done.

#### HOW WE DID

Here's how we did this year:

A non-railroad award was given for the first time this year. The National Safety Council presented a plaque to the Locomotive and Car Shop employees of the Mechanical Department for completing 484,087 man hours without a disabling injury. The period covered was from Oct. 27, 1961 to Dec. 16, 1963.

Three President's Awards were given for 1963 performance. The President's Award is given to the employees of a department that has a safety record of lost-time accidents equal to or better than any corresponding department among the New England Railroads. However, in order to qualify the railroad must be in first place among the New England roads.

The President's Award went to employees of the Transporta-



Chief Engineer Palmer H. Swales accepts President's Award for the employees of the Engineering Department.



President W. Jerome Strout presents President's Award to Harold Bell for the employees of the Purchases and Stores Department.



tion and Engineering Departments for the most outstanding safety record among the New England railroads, and to the Purchases and Stores Department for a record equal to or better than any other of the New England roads.

The Manager of Operations Award also went to the employees of the Purchases and Stores Department for the most improved safety record of the year. An Award of Merit was presented to the employees of the Purchases and Stores Department for completing the year without a lost-time accident. A similar Award of Merit went to the employees of the Highway Division for a year without a lost-time accident.

#### DEPARTMENTAL AWARDS

Departmental awards included two Chief Mechanical Officer Awards that went to the employees of the Northern Maine Junction Diesel Shop for the best safety record among Mechanical Department crews outside of Derby and to the employees of the Machine Contract Shop for the best safety record among Mechanical Department crews at Derby.

Two Chief Engineer Awards were given. One went to the employees of District 1 for the best safety record among roadmaster districts. The other was given to K. H. Beals and his crew for the best safety record among bridge and building, extra gang and signals and communications crews.

#### TRANSPORTATION AWARDS

Superintendent of Transportation Awards went to the conductors and trainmen of District 1, and to the enginemen of District 1 for the better safety record and to the station employees for their improved record.

Purchases and Stores employees at Northern Maine Junction received a Manager of Purchases and Stores Award for completing the year without a personal injury. M. E. Littlefield and the P. & S. employees at Derby also received the award for the same records.



Mechanical Department employees at Derby received a special commendation from the National Safety Council this year for completing 484,087 manhours without a disabling injury. Chief Mechanical Officer V. L. Ladd accepts the award for employees at Derby.



The Manager of Operations Award also went to employees of the Purchases and Stores Department. Above, left, Harold Bell accepts the award for employees of his department from Manager of Operation Harold C. Duffy. Above, right, Superintendent D. Keith Lilley receives President's Award from W. Jerome Strout for employees of the Transportation Department.



Trainmaster Mel Walls presents Superintendent of Transportation Award to Engineer Fred Parent who accepts it for the enginemen of District 1. Looking on is Fireman Robert Leighton.



Clark Crane accepts an Award of Merit from H. C. Duffy for the employees of the Highway Division who completed the year without a lost-time accident.



Assistant Superintendent of Transportation H. P. Lee presents a Superintendent of Transportation Award to Agent Ralph Rafford for the station employees.



Assistant Manager of Purchases and Stores L. P. Lewis accepts an Award of Merit for the employees of the Purchases and Stores Department who completed the year without a lost-time accident.



Conductor Linwood Welch receives the Superintendent of Transportation Award from Trainmaster Frank Larlee for the conductors and trainmen of District 1.



Chief Engineer P. H. Swales presents Chief Engineer Award to K. H. Beals for his crew.



L. J. McMannus accepts Chief Engineer Award for employees of District 1. Below, M. E. Littlefield and P & S employees at Derby pose with Manager's award and others won by the department in 1963.





# Armand Duplessis --- BAR Answer Man



Armand Duplessis is the Bangor and Aroostook's information man in Northern Maine. The tools of his trade are a quick mind and an intimate acquaintance with volumes of material on railroad rates and routes.

When Armand Duplessis was a bright-eyed kid delivering the Bangor DAILY NEWS in Presque Isle, the day he liked best was when he had to go to the business offices with their white-shirted staffs, the golden-oak desks and huge filing cabinets. Here was position and prestige and security. And he decided that he did not want to be a policeman or a cowboy or any of the other glamorous things that small boys want to be. He simply wanted to work in one of those big, bright offices with the golden oak desks.

The golden oak has passed on to a deserved fate. But Armand Duplessis didn't lose sight of the goal he set for himself as a youngster. Just after he was graduated from Presque Isle High School in 1941, he went to work for the Aroostook Valley Railroad as an assistant agent. It was his entree to the kind of life he wanted and to an important railroad post.

Since he first walked into the AVR offices 23 years ago, Armand Duplessis has become a key employee in the Bangor and Aroostook's sales organization. His title is assistant general freight agent, a railroad designation that covers a wide range of responsibilities. In practice, he is a professional traffic consultant to several hundred customers, an intelligence agent with antennae so sensitive that he can predict with reasonable accuracy potato shipments three weeks in advance and a telephone ambassador extraordinary. He's also an important behind-the-scenes member of the railroad's sales team.

His basic assignment is to provide the answers to the hundreds of questions that pour into the railroad's Northern Maine Sales office in Presque Isle every week about rates . . . no small task by itself. Knowledgeable people feel that it takes about 20 years to make a good

railroad rate man. The system of pricing and rates is so evolutionary and complex that it requires a long apprenticeship to become familiar with the detailed information contained in the tariffs.

But implicit in the same assignment is the role of public traffic consultant in which he frequently finds himself cast. Most of the railroad's customers in Aroostook County are not large enough to warrant a full-time traffic man. And, as an authority on rail transportation, Armand Duplessis becomes a reliable source of rates, routes, tracing and all the other functions of a regular traffic man. It's good business for the railroad, of course, for it makes for good relations with customers. But it also carries with it some pretty heavy responsibilities. Wrong information can be a costly item for a customer. And he not only has to be right, he has to smile even when it hurts.

## HIS JOB: ANSWER MAN

The questions he answers in the course of an eight-hour day range from requests for the correct time to the best route to ship a car of seed to Texas. He treats the first questioner with the same courtesy that he does the customer who has a carload of potatoes to ship.

"The worst thing I could do in this job," he says, "is to be slow in giving an answer and the next worst thing would be to give the impression that I wasn't interested. So you quote rates as quickly as you can be sure of your facts and you smile automatically when you reach for the telephone."

Not all of his queries come directly from customers. Agents, who frequently get requests for unfamiliar rates, are regular callers as are the sale supervisors who may be in the middle of a sales call and put in

an urgent plea for rates to clinch a sale.

Perhaps as important as his function of answer man in the intricate field of transportation pricing is his role as G-2 for the sales department. Intelligence, as any ex-GI knows, is the section that can make bums or heroes out of any fighting force. It can do the same thing to a sales force, too. Armand Duplessis is on the telephone talking with hundreds of people each week . . . customers, competitors and potato people. And from the hundreds of phone conversations, he picks up bits of information that fall into a meaningful pattern. More, perhaps, than any single individual in the sales group, he has his finger on the quick pulse of potato shipping in the busy season. And from this command post he is able to pass on tips to the sales supervisors who are scattered throughout the County and outside points making person-to-person calls on shippers and receivers.

## A STRATEGIC POST

Because of his strategic listening post and his great familiarity with the industry, one of his important tasks is to submit every Friday a potato estimate for a date three weeks in advance. Anyone who knows the potato market also knows that predictions of this sort are easy as juggling medicine balls and much more risky. The estimate, combined with those of individual agents and several others, is used as a basis of budget projections and in ordering cars.

While intelligence is one of Armand Duplessis' important jobs, he must exercise considerable savoir-faire in using the information that emerges from a day's conversations with customers. His relationship with the people he serves is rather like the lawyer-client relationship; as part-time traffic man for many businesses, he is privy to a great deal of confidential information. He must be absolutely circumspect in making sure that no word of one firm's affairs is breathed to another.

Probably the most-used tool of his craft is the telephone, which he uses with a polished, casual skill, and the massive tariff books whose gray insides are as familiar to him as the face of an old friend. Watching him talk to customers on the telephone, he gives the impression of being very much at ease. But you know that he's always aware that his knowledge and his answers can save or cost a man on the other end hundreds of dollars.

"I learned early in this job that I couldn't take it home with



Armand Duplessis, with a phone cradled against his shoulder, is a familiar sight to his co-workers. He uses it with a deceptively casual skill.

me," he smiles. "I guess I did for a while and became a regular monster at home. Once I learned that I had to do the job, make the decisions and not worry about it, it became a pleasure."

A good traffic man doesn't just happen. His training is a patient nurturing of basic research skills coupled with the slow process of becoming very familiar with the railroad rate structure. Since this rate structure has been a century or so in the making, it's not a field that a man masters quickly. After Armand Duplessis got his first taste of it with the AVR in 1941, he went off to war for

three years with the Army Engineers in the Pacific. New Britain, New Guinea and the Philippines were familiar places to him by the time the shooting was over and he again turned to railroading. Shortly after he came home he became a clerk for the New Haven Railroad, a position he held until he came with the BAR in 1950 as a full-fledged rate man. He later became chief clerk and, then, assistant general freight agent.

## A CHILD OF THE DEPRESSION

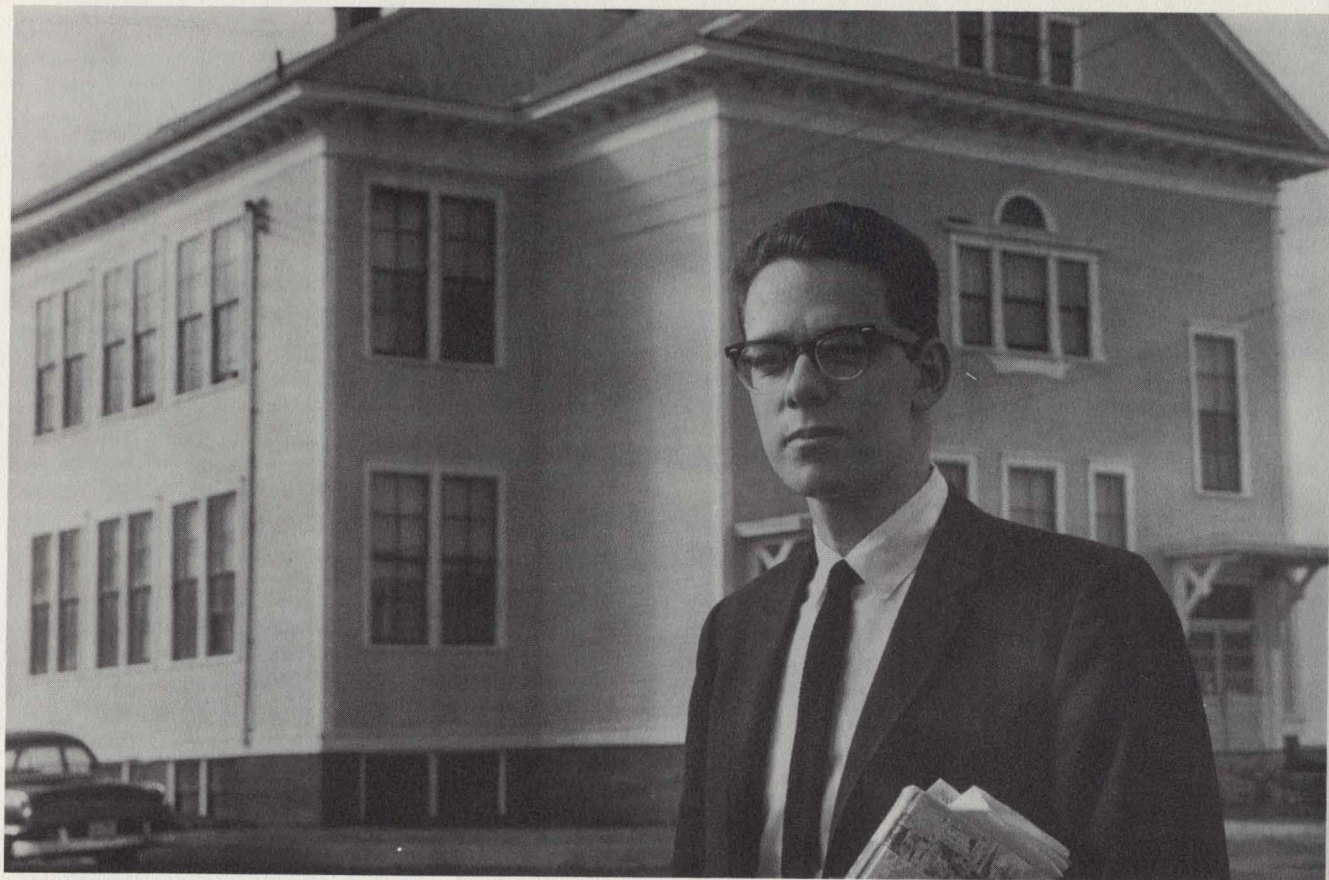
Like many young BAR supervisors, Armand Duplessis was a child of the Depression. He was born June 2, 1923, the oldest of three children of Joseph and Anna Duplessis. His childhood has a Tom Sawyerish flavor to it. He has vivid memories of the year the school was closed because there wasn't any money to heat it or to pay the teacher. There were times when he and his father snared rabbits to help out on the food bill, and he picked bushels of wild raspberries in the cool early morning of the Aroostook summer. Practically all liquid refreshments came in returnable bottles at that time and it wasn't any great hardship for an ambitious boy to float his raft down the stream to the junction of the Aroostook River. The hour was usually good for enough floating bottles for the movies, or a bag of jawbreakers. If all the experiences of childhood go to make the whole man then Armand Duplessis' has made him a very resourceful human being.

## A LOOK AHEAD

At 40, he's an effective part of the sales team with drive and confidence in the work he does.

"The new potato rate is one of the best things I've seen happen to us," he says. "We're bound to profit by it and so is the industry. I believe that the railroads, by streamlining and from the legislative pattern of the past year or so are going to be the prime movers in the transportation business."





## Herb Cleaves -- The Odyssey of A Pilgrim

*Herb Cleaves poses at  
Lubec High School where  
he holds his first teaching  
position after his long struggle  
for a degree.*

The date was August 28, 1961. A slim young man stood with a friend on Arapahoe Street in Denver, Colorado, and tossed a coin. The silver disc made a short arc in the bright mountain sunlight. It landed almost soundlessly in Herbert Cleaves' outstretched palm, and both men bent eagerly for the verdict. It was tails, and the two smiled at each other ruefully, shook hands and walked off in opposite directions. If the coin had been heads, young Cleaves would have boarded a train for Alaska with his companion. Tails meant back east, home and school, after a summer session at the University of Colorado.

For Herb Cleaves, son of Section Foreman and Mrs. Sandy Cleaves of Caribou, it meant a return to his uphill battle for a college degree. He had already been out of high school since 1957, working alternate years, to finance the next one at college. He walked slowly toward station, savoring the blue and gold crispness of the day, and

bought a ticket for Framingham, Mass. He had two reasons for choosing this particular designation. He had relatives there. And that was as far as his funds would take him. He made the trip to Framingham and traveled the rest of the way home with an effective right thumb. A few days afterward, he entered Farmington State Teachers College where he was graduated with a long-sought after BS degree in 1963.

Herb Cleaves is a unique young man. He is a tall, slight man with a passion for anything at all associated with railroads and the inquiring and objective mind of the true scholar. At an age when most men are thinking about money, fun, automobiles, he is concerned with sharpening his mind and seeing the world about him.

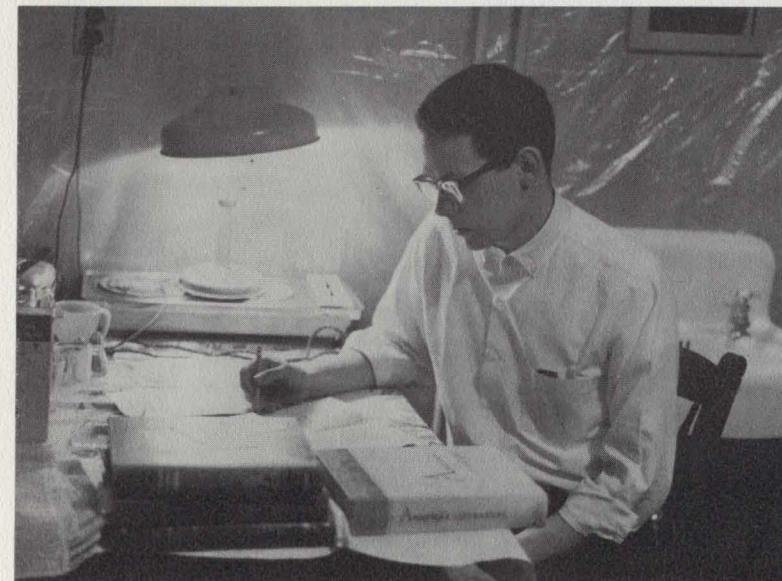
It took Herb Cleaves 6 long years to get his degree. It's not that he's dull; he is, in fact, a bright young man. His journey in the sphere of higher learning has been an Odyssey of financial hardship. He has worked as an

extra gang laborer for the Bangor and Aroostook, in north woods lumber camps and at any kind of a job that would turn a dollar. He undertook college at the urging of his parents and made a kind of false start at the University of Maine after high school. He admits that his heart wasn't really in it. But the next year, after working as a laborer and in the woods, he went back to school, this time at Aroostook State Teachers College, and his heart was very much with it.

He attended Aroostook State for two years, making good grades and tasting for the first time the heady wine of scholarship. If his college career has set some kind of record for longevity, it is also a monument to his perseverance. There were times when the whole project just didn't seem worthwhile. But these times would pass in the excitement of the struggle. He even reached a point when he could have had the help from the institution he was attending. But by this time he had become preoccupied with the idea of making it on his own.

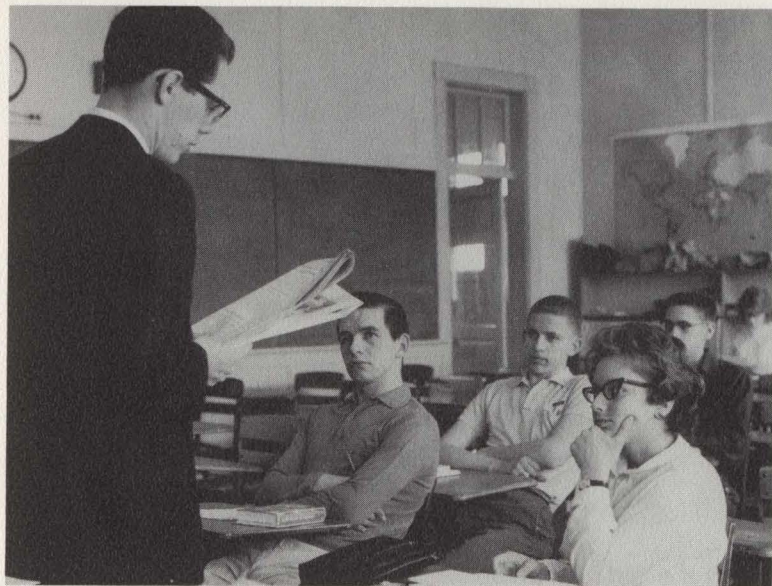
"This probably sounds a little foolish," he smiles, "but I reached a point where I didn't want any help. I had gone so far that it became very important to do it all myself. It's hard to explain, but that's the way I felt."

During his high school days in Van Buren, Herb Cleaves ran a trapline, a craft learned from his woodwise father, and worked during vacations to accumulate enough to partly subsidize his first two years at Aroostook State. The muskrat and mink pelts went for books and tuition. Then, between 1956 and 1959, he worked every summer vacation as a laborer in Leo



*His room, complete with hotplate, soap powder and lavatory and books, is a typical student's garret. Most evenings are spent correcting papers. Below Cleaves discusses an upcoming school event that he is coaching with Principal Lawrence Dorr.*





*The fun in teaching, he says, is to bring the class something beyond the textbook. And the greatest satisfaction is to stimulate the student to go beyond the textbook by himself.*

Levesque's Extra Gang crew. He liked the camaraderie and vigorous life of the extra gang crew. Not only was it pleasant, it enabled him to complete the first two full years of his college.

Then there were no more extra gang jobs and his reserves had run out. For the next year and a half, he worked as a clerk in a north woods lumber camp for the Great Northern Paper Company. A clerk's lot in a lumber camp isn't the soft berth that it sounds. He has to be up when the men are, between 4:30 and 5 a.m. and work until the days cut is tallied, which may be until 5 or 6 in the evening. He tends the two-way radio, keeps track of inventory, attends to ordering and acts as medic for the crew.

"It's a pleasant life," he recalls. "It's quiet, but I liked the change of being away from towns, even the winter I spent in the woods. There was time enough to read. The hours were long, but I was usually on overtime by Wednesday and I could usually make \$130 a week or so. The only thing I didn't like was doing the first aid on chain saw cuts. It was a messy business."

By the time the winter snows had melted and raised the rivers to a torrent in the spring, his goal was nearly reached. By fall, Herb Cleaves had enough to finish his last two years at

Farmington . . . enough, that is, by working during the summer months between his junior and senior years.

He received his BS degree in 1963, just six years after he entered college. But by this time he had learned some things about himself. He had discovered the delights of scholarship. There are men to whom learning is a necessary, often painful, means to an end. And there are others, to whom knowledge is the stuff of life, exciting and an end in itself. They are often superb teachers. Herb Cleaves decided that he wanted a master's degree in history, and was accepted at the University of Maine graduate school in the fall term of 1964.

He completed the first semester of graduate work in February with honors before his money ran out. Instead of returning to the woods, he decided to try teaching and applied for a vacant spot at Lubec High School.

After he had been interviewed, he combined the trip with pleasure and spent a week on Prince Edward Island riding the CNR's mixed trains just for the fun of it.

Lubec is perhaps an unlikely community to attract such a young man. It is a small town with few recreation opportunities. Its principal industry,

fishing, is in the doldrums, and prosperity has escaped the hamlet. But for Herb Cleaves, it is an exhilarating adventure. He likes the ocean and the primitive bellow of the foghorn when the fog drifts in from the Atlantic. He likes the highly individualistic people and he likes teaching.

His room is a typical student's garret with books in accessible place, a hot plate, bed, desk and wash basin. During the winter months he spent his Saturdays at school keeping ahead of the students and his Sundays at his desk reading all the improbable history books that most people always mean to read some day and never quite find time for it.

Some day, he'd like to own a house here (he still owns no automobile) and have the ocean within sight and sound all the time. He does not want to be attached permanently to one spot teaching, although he plans to return to Lubec next fall. He will finish the work in his master's degree and his thesis, a look at the early construction of the Bangor and Aroostook, the year after.

### "I LIKE TEACHING"

"I like teaching," he says, "but I honestly don't know whether I want to make it my life work. Before I came here I was accepted for training with the Peace Corps. That's something that still interests me. But I want to see places that I haven't seen and do things that I haven't experienced. I want to see Europe and South America particularly."

There is in his hope a quality that may have been shared by Steinbeck as he watched and chronicled the tragic exodus of dust bowl refugees, or Dos Passos in his vivid pictures of the labor movement in the west. Who would understand his people must live among them . . . in the lumber camps, in the railroad gangs, perhaps as an American teacher in the backwater of an African village. For those who have experienced it, and resisted its siren wail of temptation there will always be a wistful quality about it.

## Some Like Them Hot ...



*This 140-foot tunnel and flume, deep beneath the Bangor and Aroostook tracks at Washburn, moves potatoes for processing from Washburn Warehouses new potato conditioning warehouse to the Taterstate plant across the tracks, in a flume of water.*

There was a time in the dim past when the housewife washed and peeled her own potatoes. And cooked them, too. But any busy homemaker who peels and cooks the family spuds in 1964 just hasn't been emancipated, or she hasn't been exposed to the dizzying array of ready-cooked and quick-frozen variety at the local shopping center. Whether you approve of it or not, the potato processors are offering sufficient variety of that homely vegetable to satisfy the most demanding palate. And the ladies, bless 'em, are buying them.

So specialized is the processing of potatoes that the industry spends great sums of money to provide just the color of french fried potato or potato puff, or any other processed potato product that research agencies say a housewife in a particular part of the country prefers. In an affluent society when people seldom go to bed hungry, they develop food tastes based

on aesthetic values. Some parts of the country show a decided preference for white-shelled eggs. Customers in different sections show the same kind of preference in buying processed potatoes. For example, a Boston shopper may prefer a golden-hued french fry, while her counterpart in Philadelphia may want a lighter shade. And the processors are giving them just the color that their fancy demands. The color of a processed potato depends on the conditioning period.

### A \$200,000 BUILDING

Washburn Warehouses has completed and placed in operation a \$200,000, 170 x 140 foot building designed just for the highly-specialized job of conditioning potatoes that will be used for processing. The warehouse is leased to the Aroostook Potato Growers Growing Divi-

sion, the procurement agency for Taterstate Frozen Foods in Washburn.

The conditioning warehouse, the newest among Aroostook's five frozen foods plants, is a sophisticated facility designed to do a single job: to maintain optimum conditions for preparing potatoes for processing in today's quality-conscious and highly competitive markets.

"We estimate that we'll be putting between 450,000 and 500,000 barrels of potatoes a year through this facility," J. C. McCall, manager of the procurement division explains. "We operate the warehouse with 10 people, six of whom are on the grading line."

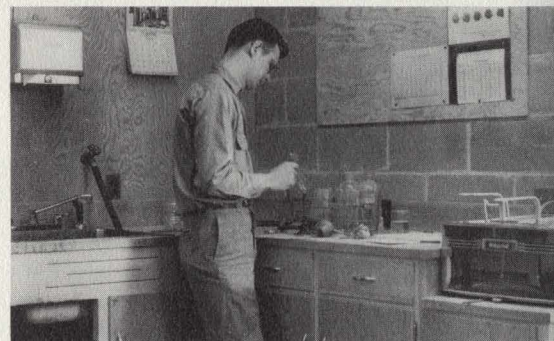
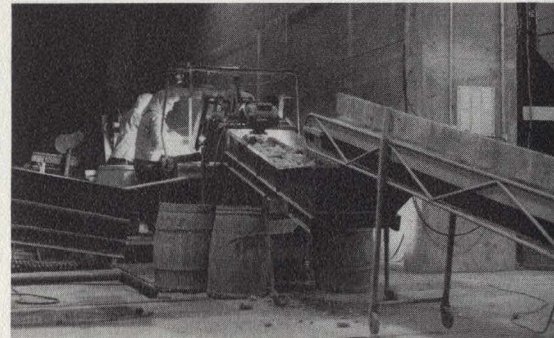
The warehouse is actually a building within a building. The outside shell, of cinderblock construction, and the inside bin storage space are separated by an air space that carries currents of temperature-controlled air. Perhaps the most unique





Left, a potato truck is dwarfed by the huge conditioning house as potatoes are unloaded for the grader line by machines. Six of the 10 people employed at the warehouse, top photograph below, work on the grader. After grading, the potatoes are virtually untouched by human hand until they reach the processing plant, unless you count the constant probing of the lab technician, center, in his vigil for peak processing condition. Lower photograph, J. C. McCall inspects huge bin of potatoes ready for processing. Flume in floor removes potatoes from bin to Taterstate plant.

The warehouse is actually a building within a building as can be seen from the photograph below. The wall at right is the outside wall. The wall at left is the outside surface of the bins. Note the water supply connections that provide a flow of 300 gallons a minute for fluming potatoes out of bins.



aspect of the design is a circulating system that maintains an atmospheric pressure in the building slightly higher than that of the outside air. The slight plus pressure is caused by introduction of air through the conditioning bins and it exhausts fumes and gasses from the building automatically.

Each of the five, 10,000-barrel bins is zoned for individual heat control. This means that warm or cool air can be introduced to maintain the particular lot of potatoes at a constant temperature, summer or winter, an important advantage because each lot of potatoes must be conditioned individually to maintain the all-important color standard.

### THREE - WEEK PERIOD

A particular lot of potatoes will remain in a bin for an average of three weeks for conditioning. And, after they have been graded and placed in storage, they are untouched by human hands. . . untouched, that is, if you don't count the many samplings by the warehouse's lab technician who is constantly probing the bins to determine sugar, specific gravity and all the other factors that affect quality control of a processed potato.

When the graded potatoes have reached the peak condition for processing, a flume moving 300 gallons of water a minute, takes them to a lower level and a 140-foot long tunnel beneath the Bangor and Aroostook's tracks to the Taterstate Processing plant where the humble tuber becomes a glamorous supermarket product. Even the water that washes and moves the potatoes from warehouse to production line is sump-cleaned and reused.

No one can predict where processing will be in the next decade, except that it will be bigger, even more refined and will offer variety beyond present comprehension. But who could have predicted a pushbutton operation like Washburn Warehouses a dozen years ago. No matter what fantastic product housewives are demanding in 1974, processors like Taterstate will be making it and in the right shape and color.



The new conditioning house is a highly automated facility. J. C. McCall demonstrates movement of potatoes from bins to lower level to F. B. Lunt, regional vice president-sales for the railroad. Controls for the plant are distinguishable in background.



The use of water for fluming potatoes from bins grading and packaging lines is growing in Aroostook County. The installation pictured here is part of a house built by Harold Haines, Presque Isle. Haines plans to build other facilities like this for leasing.



# Sid Looks At The Wheel

By SID SHARPE

When the soothsayers gave us that old absurdity about the early bird catching the worm—without telling us whether to take the bird's view or the worm's—I think that was spreading the lard on plenty thick enough, without further defaming the science of philosophy with the crazy proverb which goes something like this:

"If you write a better book, or preach a better sermon, or invent a better mousetrap than your neighbor's—though you build your house in the woods, the world will make a beaten path to your door."

In spite of all its sweet sentiment, nothing could go any faster in the wrong direction on the wrong track, than that thing does. If it isn't a lulu I don't know what is. It doesn't even say maybe. It's a direct bare-faced declaration that credit always goes to the one who merits it. Yet if you look up the history that disputes it you'll find more wordage than I can find in my tomcat's diary. It will show you that the path of experience is lined with footsore credits, wearing themselves out in hopeless quest of the masters to whom they belong.

If you want to know who wrote, preached or invented that

proverb, you'll have to ask someone besides me. Ask someone who was smart enough to get through the third grade. It may have been Confucius, Hannibal or Steve Brody, for all I know. I'm darn sure it wasn't me, because I don't make predictions without first wetting my finger and finding out which way the wind blows. If I tell you it's five miles from Kelly's Brick Yard to Duffey's Tavern, you can be sure it won't turn out to be more than eight. And maybe only four. So don't blame me for that haywired proverb.

One of the most striking examples of the fallacy of that proverb is the mystery surrounding the invention of the wheel. That alone is proof enough that someone was a lousy philosopher. The wheel is the greatest thing that ever happened. In spite of its amazing simplicity, it forms the basic starting point for all things mechanical. It's the one thing that had to happen before any other good thing could happen, or any appreciable advancement in civilization could take place. And yet, in spite of all the high claims and promises made in that proverb, nobody knows who to applaud for inventing the wheel.

There are plenty of theories. Almost as many theories as wheels. But when you get a theory cornered it turns out to be no more plausible than the proverb. Ask the smartest college professor you can find and, at first, he'll brighten right up like a new simonizing job and start in to tell you all about the origin of the wheel. But when he gets back to about 10,000 B. C., he'll be suddenly stricken with lock-jaw. His face will take on an expression of vacancy that'll remind you of an abandoned farmhouse, or the old Houlton roundhouse with all the doors open. And when finally he gets his jaw unlocked he'll say, "I pass."

Encyclopedic sources evade the question like a henpecked husband trying to scheme a way to get in at 3 o'clock in the morning without waking his wife.

Let a kid ask his mother who invented the wheel and she won't take it any more seriously than if he'd ask her how high is up. She'll merely put a handkerchief to the kid's nose and tell him to blow, and then she'll drawl, "Why your father invented the wheel, of course. Or if he didn't he sure as heck told somebody how it ought to be done."

The kid doesn't bother going to his father, because he's already been there, and he doesn't want to see the old man all tangled up again in his theory.

Even I have a theory. But I know better than to spread my theory out for people to look at. My memory still retains the image of the experience I had with perpetual motion back in 1909. And now I'm a little self-conscious about my theories, and like to keep them under my hat.

My theory on perpetual motion was so air-tight and fool-proof that I was persuaded to apply for the patent before I ran the test. But when I put my triumph on the proving bench and gave it the highball, it developed a characteristic I hadn't foreseen. Its motion turned out to be short on perpetuality, just about to the same extent a two-dollar permanent wave will lack permanency. And that tragic miscarriage of ingenuity sort of did something to me. It sort of molded me into a noble model of modesty. So now I never divulge my theories until after all other kindred theories have been exhausted.

I once had an aunt with a theory. I don't think her theory is any better than the general run, but Auntie was so sincere about her theory that I like to pay her memory the respect and courtesy of mentioning it.

Auntie theorized that nobody invented the wheel. That it wasn't an invention. She had it figured out as one of the natural products of inorganic growth which occurred during the evolution of things prior to the beginning of things organic. She figured the wheel was here before man got here.

I didn't agree with Auntie's theory. But when I tried to debate it I made the error of plunging right into the argument instead of sort of easing myself in, and Auntie promptly silenced me. She squelched me with such direct finality that it reminds me, as I recall it now, of another one of her characteristics.

She was allergic to the sulphur in those old fashioned Portland Star matches. An invariably when she'd go to light her pipe, she'd sneeze and blow

out the match. I've seen her use up a whole card of those old Portland Star matches trying to get that pipe lit. And when I was audacious enough to mar the paint on Auntie's theory, she blew me out just like I was a Portland Star match in a gale of wind. She just elevated one of her eyebrows, tilted her head back a little so she could line her sights down her nose, and blasted me with a broadside that sprung the timbers in my hull and raked my deck from stem to stern.

"Very well, you peacocking little bulge head," said she, "but if the wheel didn't get here ahead of Adam, how do you account for the wheels Adam had in his head when he went to monkeying with that apple?"

## AUNTIE'S THEORY

So that was that. And yet, despite that very logical prop under Auntie's theory, I don't like to go along with it. I still don't believe the wheel was a natural growth or emergence. I'd rather keep on thinking it was invented. But we don't know, nor will we ever know, who invented it. So we can applaud only the achievement, while the wizard who merits the applause goes unknown and unrewarded. And if that don't drain the juice off that ridiculous prophesy about books, sermons and mousetraps, then anybody who wants them can have all of my wheels.

But there's still another proverb which takes a little of the curse off from the general run of proverbs, although it don't help that bad one out very much. It's the one that promises us that every cloud will have a silver lining. It would sound more reliable if it said "some" instead "every," but it does pretty well, considering that it's in the category of proverbs. And the bright lining in this cloud of mystery blanketing the origin of the wheel, is the more or less clear record we have which identifies many of the resourceful wizards who have thought up the various adaptations and uses for the wheel; making it the most laudable of all contributions to the mechanical, cultural

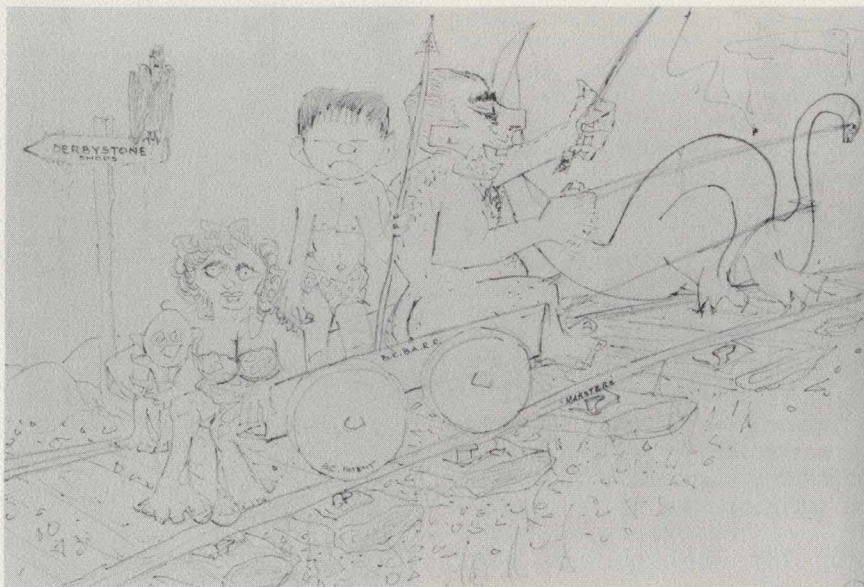
and mobile advancements in this civilization. And the greatest of those wizards is the guy who came up with the idea of putting flanges on wheels. Because without flanges on the wheels, there would be no railroads. And without railroads there would have been no progress. This country, and the whole world, would have gone ahead no faster than yours truly walking a tight wire over Niagara Falls.

Even with the flanges, railroads were a little slow getting started. Except for a few short spur lines built for hauling ore from mines on cars pushed by hand or pulled by donkeys, the Baltimore & Ohio seems to be the first American railway to start construction. That was in 1829. No doubt the promoters envisaged locomotives for the future, for already there were experiments being made with clumsy steam locomotives in England; but the Baltimore & Ohio's first trains were hauled by horses.

Two horses could haul on rails as much tonnage as 20 horses could haul over the rough, muddy and rutted wagon roads of those times. The train would usually consist of one freight and one passenger car. And on level going the horses could easily maintain a ten-mile-per-hour trot.

There were low-slung platforms attached to the sides of the freight car for the horses to ride on going down long grades. The equine engineer would stop his train at the top of the grade, load the horses, release the brake and let'er go. It gave the passengers a thrill and the horses a free ride. So you see featherbedding on railroads started with horses.

The most unique motive power ever used on any railroad was the passenger car operated on a South Carolina road in 1830-31. It was about 20 feet long. There were two settees, one on each side, facing out—seating capacity for 20 passengers. In the aisle between the settees was a horse-powered treadmill. It required only one horse. And its average speed on level track was 20 miles an hour. There were two speeds ahead, and one speed backing up. It





moved slowly on the upgrades, but a good horse could make 20 miles an hour on level without working too hard; and on the down-grades it could be thrown out of gear and allowed to coast. At which times, if the engineer was anything like Charley Douglas who used to haul the old Gin Train, the sky was the limit.

Believe it or not, that contraption operated successfully on that road until the first steam locomotives like the DeWitt Clinton, the Atlantic, the Stourbridge and the Mississippi and the Grasshopper, made their appearances on early American railroads.

I wonder if it wouldn't be a good idea to go into a huddle

with the directorate of the B&A. I know where there's an old horse-power treadmill. And I have a friend in Masardis who has a horse he's been trying to sell ever since the last time I saw him in 1932. I think the treadmill can be bought fairly reasonable, because it may need a little reconditioning. And maybe the horse needs a little too. And while I too may need a little reconditioning, I don't think I'll need as much as the horse will, and maybe no more than the treadmill needs, and I'm available for the position of Superintendent of Passenger Service. At a salary a little better than that too which I'm accustomed, so the dignity of my position will not be too greatly

offended. And if that ain't the answer to the revival of Passenger service on the B&A, then the guy who paralyzed that proverb about books and sermons and traps is a lot crazier than we've been thinking he was.

We'll sell first, second and third class fares. First class passengers will remain in their seats and take it easy all the way. Second class ones will be required to get off and walk up steep grades. The third class skum will have to get off and push.

And in my department there'll be no featherbedding. For the Superintendent of Passenger Service himself will drive the horse.

## In The Family

### Mechanical Department

Car Repairer Helper *James F. Dwyer* has returned from the Madigan Memorial Hospital in Houlton, where he was a patient for two weeks.

Easter guests of Assistant Traveling Engineer and Mrs. *Leo Downie* were their son, *Ronald*, a student at Connecticut Southern State College, New Haven, Conn., their daughter *Nina*, her husband, *Tony Capuano*, and their three children from New Haven, Conn., and their daughter *Mary Lou Downie* from Boston, Mass.

Mr. and Mrs. *Gardner Merrill* of Falmouth, were guests of their son, Division Master Mechanic *D. G. Merrill* and family over Easter.

Inside Hostler *Bernal Clark* has returned from Baltimore, Maryland, where he attended a reunion of his World War II division.

Mrs. *Roland Crandall*, wife of Night Foreman *R. J. Crandall*, Mrs. *Florence Wilmot*, widow of Station Agent *Charles Wilmot*, and Mrs. *Thurzie Swallow*, wife of Carman Gang Leader *H. Swallow*, have returned from Connecticut, where they visited with relatives.

Retired Hostler and Mrs. *Roy Olson* spent the week-end recently in West Enfield visiting their children, Capt. and Mrs. *Donald Olson* and Mr. and Mrs. *James Ricker*. Capt. *Donald Olson* arrived in the States on March 24th from Thule, Greenland, where he had spent the past year. He and his family have left for Sherman, Texas, where Capt.



General Foreman (Ret.) *William L. Paul* and Mrs. *Paul* were honored by Mechanical Department employees on his retirement Feb. 28. The original photographs of the occasion were destroyed by fire and we are printing the above picture made at the time despite the delay.

*Olson* will be assigned to Perrin Air Force Base.

Easter guests of Car Inspector and Mrs. *Holman D. Clark*, were their daughter *Lillian*, her husband, *Weldon Lenentine* and daughters *Karen* and *Cheryl*, from Wapping, Conn., their daughter *Alca*, a student nurse at Eastern Maine General Hospital, Bangor, and her fiancé *Denis Bechard*, Augusta, also their son *George*, highway department, his wife, *Delores*, and daughter, *Kimberly*.

Retired Mechanical Superintendent and Mrs. *O. L. Dean* observed their golden wedding anniversary at their home at 6 Clinton street, Milo, Maine on April 12. Visitors during the day included members of the immediate family and relatives.

*Richard A. Burton*, U. S. Navy, son of AAR Car Accountant and Mrs. *R. D. Burton*, Derby, is transferring from the Submarine Base at Groton, Connecticut to Norfolk, Virginia, for an extended term of sea duty.

The Annual Junior Prize Speaking Exhibition of Milo High School was held in March at the Milo Town Hall. The following members of the railroad family won honors:

#### ORATORICAL DIVISION

First prize, *Dwight Clark*, son of Gas House Attendant and Mrs. *M. R. Clark*; second prize, *Brett Clark*, son of Machinist and Mrs. *S. N. Clark*.

#### HUMOROUS DIVISION

Second prize, *Darla Perry*, daughter of Painter and Mrs. *L. E. Perry*.

#### DRAMATIC DIVISION

First prize, *Donald Degerstrom*, son of Machinist and Mrs. *T. E. Degerstrom*; and second prize, *Susan Beals*, daughter of B. & B. Foreman and Mrs. *K. H. Beals*.

Also speaking in the Dramatic Division was *Arletta Hill*, daughter of Millman Gang Leader and Mrs. *R. E. Hill*.

Our sympathy to Machinist and Mrs. *Charles H. Hoskins*, Milo, on the death of his mother, Mrs. *Bertha Littlefield*, 87. Mrs. *Littlefield* was the widow of *Daniel C. Littlefield* who was employed at Derby as a painter for many years.



*Alfred Bushway*, son of Sheet Metal Worker and Mrs. *A. J. Bushway*, Derby, has been named valedictorian of the class of 1964 at Milo High School.

He has been vice-president of his class for four years, manager of basketball for two years, manager of the baseball and cross country teams for one year. He has participated in the science fair for three years. Alfred took part in Junior Prize Speaking, was a member of the French Club. He also is a member of the National Honor Society and attend Dirigo Boys' State.

He has been accepted at the University of Maine in the College of Agriculture.

Miss *Faraday Clark*, daughter of Carpenter and Mrs. *C. W. Clark*, Derby, has been named salutatorian of the class of 1964 at Milo High School.

She has participated in many extra-curricular activities. She is president of the Student Council, a member of the National Honor Society, and was a citizen of Dirigo Girls' State in her junior year. Class president her freshman year. Miss *Clark* has also been active in softball and cheerleading.

She has been accepted in the College of Arts and Sciences at the University of Maine.

Remaining honor students listed in alphabetical order of the class of 1964:

*Rhonda Brockway*, *Pamela Buttery*, *Hedda Clark*, daughter of Carpenter and Mrs. *C. W. Clark*, Derby; *Patricia Cunningham*, daughter of Carpenter and Mrs. *E. K. Cunningham*, Derby; *Janifer Davis*, *Constance Hoskins*, *Sandra Mayo*, daughter of Carpenter and Mrs. *M. A. Mayo*; *Sandra Megquier* and *David Pullen*. *Patricia Cunningham* and *Constance Hoskins* spent two weeks "On the job training" in the Mechanical and Stores Department office in April.

We were saddened to learn of the sudden death of two veteran Mechanical Department employees in Milo March 29. Both Electrician *Leon M. Mooers* and Painter *Arthur L. Drinkwater* died the same day. *Leon* was 53, *Arthur* was 50.

*Leon Mooers* entered BAR service March 22, 1926 and had served as a laborer, helper, apprentice and electrician, except for a year during WW II when he was employed by *Fay & Scott*. He is survived by his wife, *Ila*, Milo; three brothers, *Clyde*, Plainville, Conn., *Glen*, of Alfred and *Donald*, of Bangor; a grandson and several nieces and nephews.

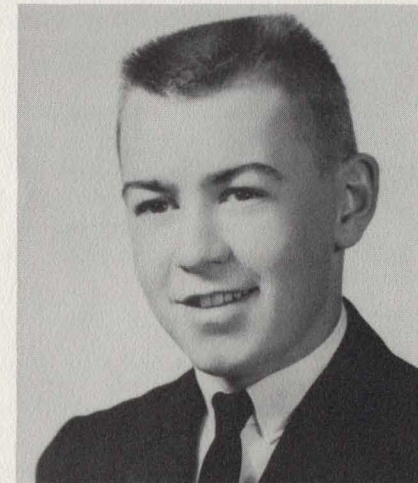
*Arthur Drinkwater* entered service Nov. 16, 1950 and has been employed since that time as laborer, helper, car repairer and painter. He was a veteran of World War II. He is survived by his wife, *Rosemary*, Milo; a son, *Arthur L.*, Milo, a daughter, *Stella M.*, of Milo, and a sister, Miss *Lillian Drinkwater*, Venice Gardens, Florida.

### Engineering Department

St. Aldemar Commandery, Knights Templar, installed officers April 4, at the Masonic Temple in Houlton. Among those installed were: Assistant Engineer *Paul S. Wheeler*, junior warden; Supervisory Agent *Percy Hoar*, prelate; and Assistant to Supt. B. & B. *Garald E. Wiggins*, sword bearer, all of Houlton.

Mrs. *Jennie Hersey*, wife of Trackman and Track Maintainer Operator *Ernest H. Hersey* of Smyrna Mills, has opened a beauty parlor in her home.

Our sympathy to the family of Track-



*Jeffrey Bubar*, son of Chief Clerk *Virginia Bubar*, is graduating from Lee Academy with high honors. He is president of his class, president and proctor of the boys' dormitory, vice-president of the National Honor Society, vice-president of the athletic club, and editor-in-chief of the school yearbook. He has also been active in sports having been manager of cross country and a member of varsity basketball and baseball teams. He was a delegate to Dirigo Boys' State during his junior year and played in the Boys' State Band. *Jeffrey* has been awarded a \$400.00 General Foods Scholarship at the University of Maine where he plans to enter his Freshman year this Fall.

man Sect. 104 *Clayton L. Norton* (ret.) Mr. *Norton* died April 17, in Bangor, after a long period of failing health.

He resided at Hermon for 40 years and was employed as trackman at Northern Maine Junction and Hampden until October 1960, when poor health caused his retirement.

He was a member of Lynde Lodge of Masons, Triumphant Lodge of Odd Fellows, and the American Legion, all of Hermon.

Funeral services were held on April 21, at the Hermon Baptist Church.



Car Inspector and Mrs. *Holman D. Clark*, of Oakfield, are announcing the engagement of their daughter, Miss *Alca Lynn Clark*, to *Denis Bechard, Jr.*, son of Mr. and Mrs. *Denis Bechard, Sr.*, of Augusta. Miss *Clark* was graduated from Oakfield High School in 1960. She is presently a senior at the Eastern Maine General Hospital School of Nursing, Bangor. Mr. *Bechard* was graduated from Cony High School in 1955 and is presently employed by the Bates Manufacturing Company in Augusta. A September wedding is planned.

Masonic commital services were conducted by Lynde Masonic Lodge at the Chapman Cemetery, Newburgh.

Mrs. *Stanley Finnemore*, wife of Trackman *S. E. Finnemore* of Bridgewater, has returned from Buffalo, N. Y., where she was a guest for two weeks of their son and daughter-in-law, Mr. and Mrs. *Dale Finnemore*. Enroute home she visited her brother-in-law and sister, Mr. and Mrs. *Eric Finnemore* at Lynn, Mass., her son *Dwayne* in Brunswick, and her daughter and son-in-law, Mr. and Mrs. *Arthur Ellingwood* in Bangor.

Friends of *Fred W. Albert*, veteran B. & B. cook, will be happy to learn he is back at work following surgery in February.





Trackman and Mrs. *Freeman R. Case*, of Mars Hill, have announced the engagement of their daughter, *Bonnie Ellen*, to *Lawrence R. Churchill*, son of Mrs. *Glenna Churchill Ireland*, and the late *Edward Churchill* of Presque Isle.

Miss Case attended schools in Presque Isle and Mars Hill.

Mr. Churchill attended Presque Isle schools.

A June wedding is planned.

During the regular meeting of the 4H Club held at Oakfield, March 30, Miss *Catherine Merrill*, daughter of Master Mechanic and Mrs. *D. G. Merrill*, was elected reporter, and Miss *Carol Wilmot*, daughter of Painter and Mrs. *C. O. Wilmot*, was elected treasurer.

Leading Signalman and Mrs. *Howard Bickmore* of Oakfield, attended the Grange Legislative Program at the annual Farm and Home Week Session, held in April at Orono.

Our sympathy to the family of Trackman *Joseph Boucher* (ret.) who died last month.

Mr. Boucher entered the service of the BAR in January 1937 as a trackman at Madawaska, a position he held until January 1958 when he retired due to illness. He was a veteran of World War II.

A High Mass of Requiem was celebrated at St. Thomas Aquinas Catholic Church with the Rev. Lionel Brunnell officiating.

Interment was in St. Thomas Cemetery, Madawaska.

The Loyal Chapter, Order of Eastern Star, installed officers April 3, at the Masonic Hall in Island Falls.

Among those installed were: Leading Signalman *Howard Bickmore*, worthy patron; Mrs. *Howard Bickmore*, Esther; and Mrs. *D. G. Merrill*, wife of Master Mechanic *D. G. Merrill*, associate matron.

The annual Psi Chapter, Beta Sigma Phi Sorority style show held for the benefit of the two Houlton hospitals, was held at the Gentle Memorial Building in Houlton last month.

Mrs. *Vinal Welch*, wife of Principal Assistant Engineer Welch, officiated as mistress of ceremonies with Mrs. *Robert MacIlroy*, wife of Stock Clerk *MacIlroy*, as commentator.

*Wendy* and *Heather Corey*, daughters of Supervisor of Roadway Machinery and Mrs. *W. E. Corey*, modeled clothes for Penney's Houlton store during this style show.

Miss *Susan Swett*, daughter of Superintendent of Track and Mrs. *G. L. Swett* of Houlton, became a member of the National Honor Society at a ceremony held at Houlton High School in March.

Mrs. *Guy L. Jackins*, wife of Tie Inspector *Jackins* of Houlton, is back home following surgery at the Aroostook General Hospital.

Guests during the Easter vacatin of Mr. and Mrs. *Jackins* were their son, daughter-in-law and family, Mr. and Mrs. *Richard Jackins* and daughters of Suffield, Conn.

Mrs. *Peter G. Thompson*, daughter of Accountant and Mrs. *Kenneth W. Lovely* of Houlton, attained the special distinction of earning all A grades at the University of Maine during the last ranking period. She is a senior at the university.

Miss *Barbara Ann Lake*, daughter of Mechanic and Mrs. *Asa Lake* of Houlton,



*Carolyn J. Foster*, daughter of Yardmaster and Mrs. *Irvin L. Foster* of Millinocket, will graduate from Stearns High School in June. Carolyn has been accepted and will attend Westbrook Junior College this fall.

became the bride of A/2c *Robert Clark Berghauer, Jr.*, son of Mr. and Mrs. *Robert Berghauer* of Scranton, Pa., in a candlelight ceremony, February 8, at the Presque Isle Methodist Church. The Rev. *Harold Rowley* performed the double ring ceremony.

The bride is a graduate from Houlton High School and Pelletier's School of Cosmetology in Lewiston. She is employed at Natalie's Cut and Curl Shop, Houlton.

The bridegroom is a graduate from West Scranton High School and is stationed at Loring Air Force Base.

The annual Speaking Contest was held at the Universalist Church, Oakfield, in April. *Dennis Morton*, son of Leading Signalman and Mrs. *W. I. Morton*, Oakfield, who won first prize.

Miss *Teresa Smith*, granddaughter of



Painter *Daniel Gilbert* and Machine Foreman *Harold D. Parent*, both of Derby, receive gold passes from *V. L. Ladd*. Gilbert has been a Bangor and Aroostook man since 1919, working as laborer, car cleaner, gateman, painter and upholsterer. He is a veteran of WW 1, is married and has five children. Harold Parent began his railroad career as an apprentice and later worked as machinist. He is a member of the Masonic order including the Shrine. He is married and has two children.

*Frank L. Smith*, Foreman Section 354, Houlton, has been named desk editor of the *Lawrentian*, the campus newspaper of Lawrence College, Appleton, Wis.

Miss Smith will hold the position for the remainder of this year and the first two terms of the 1964-65 school year. As desk editor she will be a member of the seven-member editorial board of the paper.

She is a sophomore at Lawrence and is a graduate of Houlton High School. She is a member of the school's Honor Council.

Thirty-nine outstanding scholars in the University of Maine's College of Arts and Sciences have been elected to membership in Phi Beta Kappa.

Mrs. *Linda Thompson*, daughter of Accountant and Mrs. *Kenneth W. Lovely* of Houlton, is one of the newly-elected members, who will be initiated on May 12, prior to the annual University Joint Honors Societies' Banquet.

Mrs. Thompson has also been selected for membership in Phi Kappa Phi, the all-university honor society. Members of this society have consistently maintained Dean's List or above grade averages during their University of Maine careers.

Aroostook Chapter of the Royal Arch Masons installed officers Saturday night, March 28, in ceremonies at the Masonic Temple in Houlton. Among those installed were: Statistical Clerk *Frank E. Shields*, secretary; Assistant to Supt. B. & B. *Gerald E. Wiggins*, principal sojourner.

The following sons and daughter of BAR employees, in the Houlton area, received honors during the last ranking period:

*Houlton High School*

*Susan Swett*, junior, daughter of Supt. Track and Mrs. *G. L. Swett*; *Norman Swales*, sophomore, son of Chief Engineer and Mrs. *P. H. Swales*; *Daniel Powell*, freshman, son of Mr. and Mrs. *J. W. Powell, Jr.* and *Lawrence Veysey*, freshman, son of Mechanic and Mrs. *Lawrence Veysey*.

*Ricker Classical Institute*

*Stephen Corey*, freshman, son of Supervisor of Roadway Machinery and Mrs. *W. E. Corey*.



Superintendent *D. Keith Lilley* receives his gold pass from *H. C. Duffy*. Lilley was born at Eagle Lake when his father, *Guy*, was agent there. Both of his parents and his sister, *Ione*, were at one time BAR employees. He worked first for the Northern Telegraph Co. in 1924, then as car distributor and dispatcher. He was made chief dispatcher in 1949 and trainmaster in 1955. He became superintendent in 1956.

#### Accounting Department

*Tom Mercier*, formerly a machine operator in the Tabulating Section, has been promoted to the position of Chief Clerk of the Freight Claim Section, replacing *Burton A. Sawyer*, recently made Acting Chief Claims Adjuster for the railroad. Mr. Mercier became associated with the Bangor and Aroostook May 7, 1956. He is married to th former *Pauline Adams* and has one son, *Thomas, Jr.* The family make their home at 4 Somersett St., Brewer.

Former Chief Clerk *Charles T. Campbell* of the Freight Audit Section was honored by his colleagues at the Tarratine Club upon his retirement on February 28, after completing over forty-seven years service with the company. His many friends wish him the very best of luck during his days as a retired employee.

*Mervyn Johnston* was promoted to Chief Clerk, replacing Campbell. Merv. came with the BAR in 1950, resides with Mrs. Johnston and two sons at 286 Maple Street in Bangor.

Clerk *Lee Barrett* has been assigned the position of interline differences clerk, formerly held by *Mervyn Johnston*. Lee joined the company four years ago, transferring to Bangor from the Central Vermont in St. Albans.

*Richard Pendleton, Jr.* has been assigned to the position of Transit and Received Clerk, formerly held by Lee Barrett. Dick is a veteran of the U. S. Navy and is a graduate of Husson College. He and his wife, *Sally*, have a daughter, *Karen Ann*, and make their home on Jefferson Street in Brewer.

Clerk *Seth Gilman* has returned to his position in the Freight Audit Section after having been hospitalized for some time. Mr. and Mrs. *Seth Gilman II* of Bangor are the parents of a daughter, *Wendy Ann Gilman*, born January 4. Mr. and Mrs. *E. B. Hill* of Brewer,

daughter and son-in-law of Seth and Mrs. Gilman, also became the parents of a son, *Eugene Bernard*, born on Feb. 4. *Constance* and *Bruce Shaw* were both on the honor roll of Bangor High School for the third quarter. They are the daughter and son of Clerk and Mrs. *Ward Shaw*.

*Allan Parker*, son of Clerk and Mrs. *Robert Parker*, recently completed his basic training and has been promoted to A/C 3rd Class. He is stationed at Keesler A.F.B., Biloxi, Miss., where he is attending Radar and Radio Maintenance School.

Key Punch Operator *Frankie Brown* has been awarded five trophies from two winter bowling leagues. She was a member of the winning team in the Bangor Belles League, sponsored by the Frawley Drug Company, and in the Down East League, sponsored by Columbia Market. As a climax to the winter league games, she will bowl in the State Tournament in Brunswick on May 23 and in the New England Tournament at Providence, R. I. June 6 and 7. Mrs. Brown's husband, *Bill*, also a winner in bowling, has been awarded four trophies as a member of winning teams in the Pine Tree, Friday Nighters and Late Comers winter bowling leagues.

Mr. and Mrs. *Robert Gerow* were both honorably discharged from the U. S. Navy at Charleston, S. C., March 25th and are now residing in Fitchburg, Mass. Mrs. Gerow is the former *Donna Brissette*, daughter of Key Punch Operator *Helen* and *Edmond Brissette* of Old Town.

SP-4 *David Titus*, son of Key Punch Operator *Alice* and *Lawrence Titus* of Bangor, has been transferred from Thule Air Force Base in Greenland to Camp Totten in New York.

*Richard Gould* of Lewiston, Maine, formerly employed by Raytheon, Inc., is presently employed as a machine operator on the night shift of the Tabulating Section.

*Everett D. Glidden*, 69, died March 7 at a Bangor hospital. Mr. Glidden entered BAR service December 13, 1914 and was a clerk in the Car Service and Freight Claim Departments until February 1917, when he became Chief Clerk of the Car Service Dept. In November of that year he enlisted in the Brewer Signal Corps, which became a part of the 317th Field Signal Battalion of the Yankee Division. With the American Expeditionary Force in France he saw action in the Meuse-Argonne and at St. Mihiel and was decorated for those actions. Returning to railroad service in July 1919, Mr. Glidden continued with this company until August 1921, at which time he left the service but continued in the field of transportation up to the time of his retirement in September 1963. He was re-employed by the BAR at Houlton from July 1934 to January 1936. He was formerly a member of the Bangor City Council, an official of Cole's Express and prominent in local Masonic circles. A former trustee of All Souls Congregational Church in Bangor, he was a deacon of that church at the time of his death.

Friends of Mrs. *Mae Roberts*, wife of Chief Clerk *E. L. Roberts*, Disbursement Section, will be glad to learn that she is improving at her home in Brewer after having been a patient at the E.M.G. Hospital for several weeks.

*Harold Call* has moved from the disbursement clerk-typist job to that of invoice clerk and *Thomas Brissette* of Old Town has become the new member of the Section as Clerk-Typist in place of Mr. Call.

Voucher Clerk and Mrs. *John Salisbury* motored to Lewiston and New Hampshire over the Patriot's Day holiday.

The Accounting Department extends their sympathy to Traveling Auditor *Earle Dow*, whose brother, *Cecil*, died on April 14.

*Richard Thompson* of the Rates and Revisions Section has been assigned to the position of rate and division clerk, formerly held by *Leo Matheson*, who has transferred to the Traffic Department. *James Wiseman* has been assigned to the position of the Rate and Division Clerk, vacated by Thompson, and *Andrew Caswell*, formerly of the General Audit Section, has been assigned to the position of senior waybill revision clerk, formerly held by Wiseman.

*Victor Vereault*, demurrage clerk in the Car Accounting Section, retired March 24 after forty-four years of service with this railroad. Vic is convalescing from a long illness and would like to have his many friends of the BAR drop in for a visit at his home, 26 Blake Street, Brewer.

Our sympathy is extended to *Mildred McNaughton* of the Car Accounting Section, whose mother, Mrs. *Lottie Hanson*, died March 30.

#### Transportation Department

*Raymond W. Mersereau*, a senior at the University of Maine, compiled a rank of 3.71 out of a possible 4.00 in his first ranking semester, bringing his average up to Dean's List for the four years in Business Administration. He is the son of Station Agent *L. M. Mersereau*.

Station Agent *Hercules Levesque*, Frenchville, was elected Chairman of the Board of Directors of the newly formed School Administration District No. 33, which includes the towns of Frenchville and St. Agatha.

*John Lajoie* recently bid in Station Agent's position at Stockholm. He was just nicely getting settled in his work there, when he was drawn to serve on the jury. He is being relieved by *L. Hebert* while serving jury duty.

Retired Manager Purchases and Stores *Paul H. Day*, Milo, writes that he and Mrs. Day attended a rally of the Gideons International, Zone 8, in Cambridge, Mass. in March. Zone 8 includes all of New England and New York. Paul is president of the local camp, Penquissett and also church assignment secretary. The Days visited Phillips Congregational Church in South Boston, where Paul had a Gideon service.

#### Purchases and Stores

*L. Forrest Deane* writes from Mount Dora, Florida, that he and Mrs. Deane are returning home for the summer months.

Governor *John H. Reed* recently appointed *Harold F. Bell*, manager purchases and stores at Derby, to succeed *Harrison M. Rainie* of Portland to the Standardization Committee of the State of Maine.



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