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BOSTON & MAINE RAILROAD
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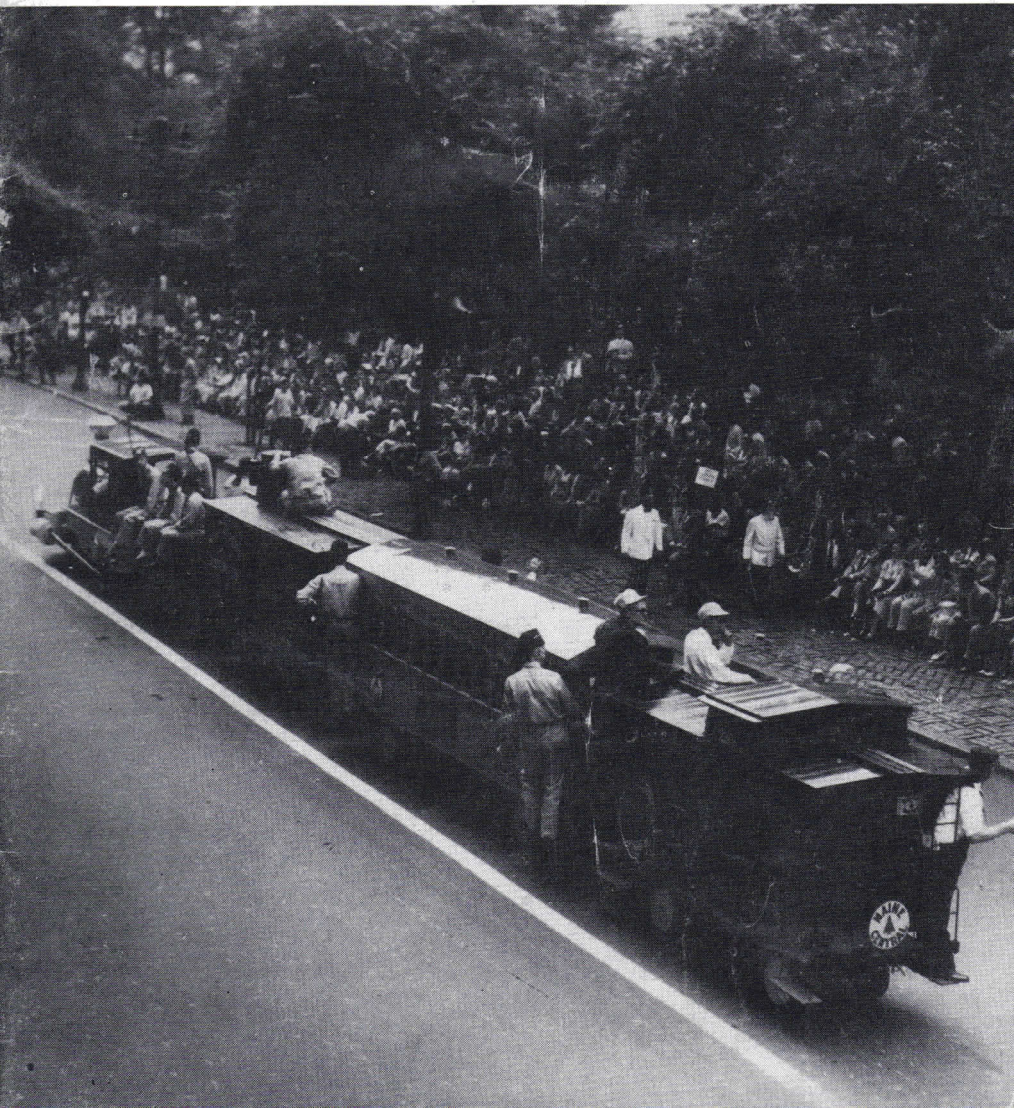
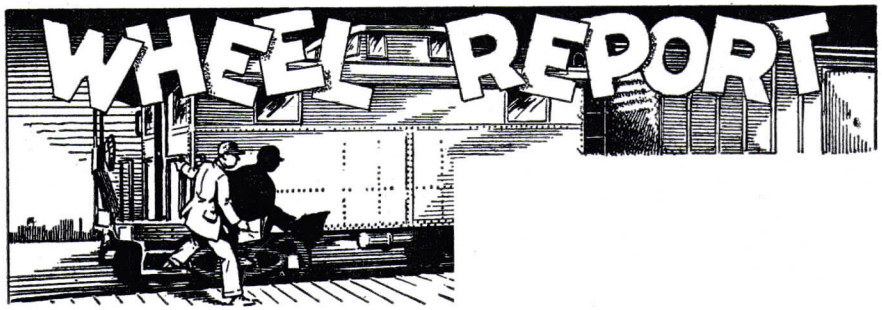
AUGUST
1953

MAINE CENTRAL RAILROAD MAGAZINE





First locomotive to turn a wheel in Maine made its initial run from Bangor to Oldtown, November 6, 1836, over the Bangor & Piscataquis Canal and Railroad, now a part of the Maine Central Railroad.

* * *

Longest stretch of straight track in the world is on the Transcontinental Railroad of the Commonwealth of Australia, which runs 328 miles across the Nullarbor Plain without a curve. The road is not on a dead level, however.

The world's longest stretch of straight track that is also on a dead level is between Junin and Mackenna on the Buenos Aires & Pacific Railway of Argentina, which is dead straight and dead level for 205 miles.

Longest stretch of straight track in the United States is 78.86 miles on the Seaboard Air Line Railroad between Wilmington and Hamlet, North Carolina.

* * *

A radio-telephone communication system embracing all main line points on the Bangor & Aroostook Railroad will be completed this year.

* * *

Apple pie is the most popular dessert served in railway dining cars.

* * *

RAILROAD RETIREMENT. On July 24 the House of Representatives passed by a voice vote H. R. 356, to amend the Railroad Retirement Act of 1937 as amended to permit an individual who is entitled to benefits under both the Railroad Retirement Act and the Social Security Act to receive the full amount entitled under each act, even though the period of employment was prior to 1937. The Senate Labor Committee is expected to consider the bill at the next session.

* * *

The railroads buy more than one hundred thousand different commodities, including everything from strawberries to streamline trains.

* * *

Much of the fresh fish and sea foods consumed in the interior of the United States is transported from the seacoasts in railway refrigerator cars.

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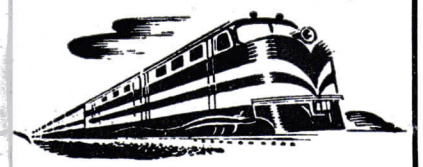

Maine Central Railroad Magazine

Vol. IX—No. 11

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus

COVER

The Maine Central Miniature Train hit the high spot of its young career last month when it won the heart of New York. The train was the featured float of Kora Temple, Lewiston, at the national Shrine convention and received plaudits of thousands in two parades down Fifth Avenue. More about the Train's activities in next month's Magazine.

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FROM THE EDITOR

With the Summer people leaving us come Labor Day, it won't harm to report we're a mite disturbed by a recent column from Gannett Wildlife Writer Gene Letourneau. He wrote that one of our sectionmen asked to carry a rifle to work 'cause a couple of cougars were roaming around between Danforth and Vanceboro.

Shucks, it's like them dehydrated, shriveled up, Texans always braggin. Why we got lobstermen here with hands so tough from haulin pots they drive dock pilin's with their fist. And lumberjacks still usin' King pines for toothpicks. We're gonna check with our Operating Department on the rumor that they're thinking of releasing a switcher out of one of our Northern locations. There's a brakeman up there been switching 'em by hand. Just to make sure it's that safe switchin' speed of 4½ miles an hour, fast as a man can walk. Our boys make that Pecos Kid look like a TV version of Hump-a-long Calhoun.

We been puttin' in new rail for a ten-mile stretch up there around Tomah and Danforth. We'll bet them cougars Letourneau mentioned are those two big cats the crews been telling about drink so much milk.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine

THIS TRANQUIL SCENE is our former station and freight house at Poland on the now-abandoned Rumford Branch. The road in foreground is former right of way. Freight shed at right and station in distance

Hotel Exec. Makes Former Poland Property Into Summer Home

From a suite in a world-famous hotel atop a 5,000 acre Summer estate to a railroad freight shed would seem an odd ambition, but only a railroad man could explain it, and has.

The ambition has resulted in the most unique revival of abandoned railroad property perhaps ever listed in the romance of railroading.

In March, 1915, a young engineer went to work on the Maine Central as a rodman on a valuation survey of our line from Rumford Junction to Kennebago.

Thirty-seven years later the man, Charles Connor, executive vice president of the renowned Poland Spring House, watched the tracks of that same line being taken up; the tracks that once had carried hundreds, including some of the nation's most respected names to his own famous hostelry annually. The line was being abandoned in favor of the alternate route through Leeds Jc. and providing better operating conditions.

In the years during which "Charlie" Connor had been one of Maine's most successful contractors and then undertaken his important post with the Poland Spring Hotel Co. after refurbishing it following World War II, he'd always remembered with pride his railroad associations. In fact, he'd taken pains to obtain a photostatic copy of the first railroad paycheck for which he had signed.

One of these associations in the engineering department was John P. Scully and it grew in the years that both Connor and Scully were residents of Lewiston when the latter was general agent there.

It was only natural then, that when Charlie Connor's idea was born he should turn to his friend, now Industrial, Real Estate and Tax Agent for Maine Central.

Because Connor knew the picturesque location of our Poland railroad station and freight shed just a mile from his hotel, knew that the property would be sold or abandoned, he seized upon the idea to retain his pleasant memories of railroading on that very property as a youth.

That idea has brought forth two beautiful Summer homes and retained intact and perpetually, the little piece of railroad that was the Maine Central at Poland.

Actually a double purpose was accomplished for residing in the former station is another railroader, William Connor, a brother now retired, who worked for the Boston and Maine Railroad as a freight car repairman from 1922-1929 and who still has in his possession a note from former Shop Superintendent A. H. Anderson that "he left the service on his own account. His services were very satisfactory."

Where the Maine Central Rumford Branch tracks once ran by the front of the station is a tarred and gravel drive. Turning into it, you first spy a whistle post that formerly stood at Rumford Junction. Just beyond is a freshly painted section post indicating "Sec. 209-211."

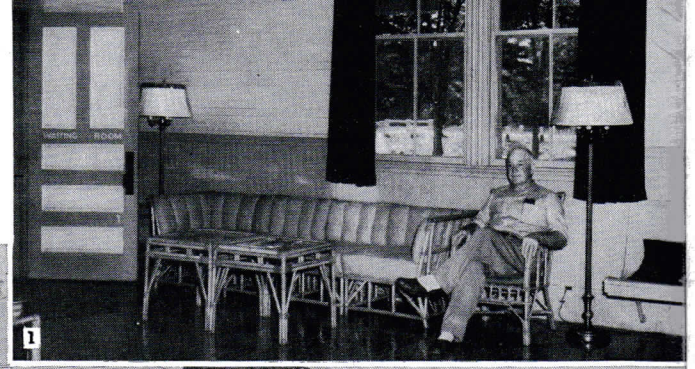
At the station William Connor greets you at the door which still bears the legend "Waiting Room." But as you enter, it becomes a spacious living room. Colorful cane furniture upholstered in wine-covered material matches long drapes on the windows. The station is still authentic in every detail except that the ever-present battleship grey paint has been replaced by more soothing pastel greens.

The ticket office is a bright, cheerful den still complete with counter and shelves and even to the metal grids on the ticket windows. On the right of the office, knotty pine partitions make a kitchen complete with modern fixtures. The back half of the waiting room has become a spacious master bedroom.

Leaving the station and proceeding down the right of way westward, the poles that once bore our telegraph lines have small floodlights mounted on them. On the engineer's side, where a quiet mill pond enhances the landscape, a unique fence of ties from the abandoned roadbed has been erected.

A small sign indicates that you are now aproaching "The Shed," and indeed it is what was once our freight shed. Windows have been added and a beautiful fieldstone fireplace but you still enter it up the freight ramp

Home Is the Railroader



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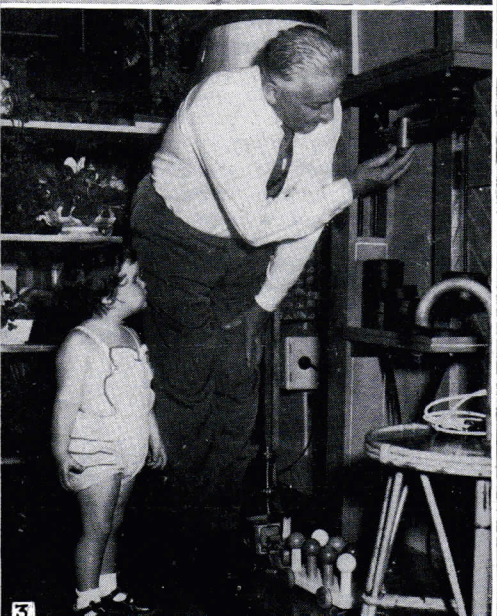
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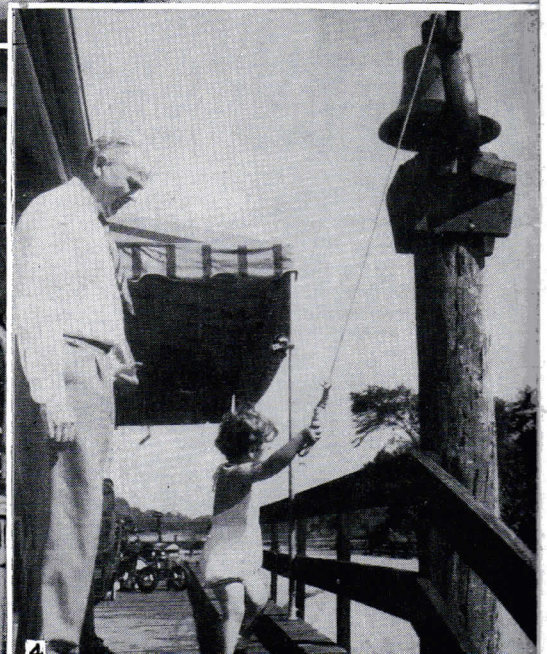
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THIS IS "CONNORVILLE," the renovated railroad property at Poland. (1) Brother Bill Connor, former B&M employe, relaxes in his living room, the former station waiting room, and in (2) tries out a new fishing rod on the station platform. (3) Poland Spring House executive Charles Connor weighs cute daughter, "Poppy," on the scales he has retained in the living room made in the former freight shed. (4) "Poppy" rings the authentic locomotive bell mounted at the front entrance

Photo by Peter Carroll

and through the original sliding doors.

This is the Summer home of Mrs. Connor, two-year-old daughter "Poppy," and the realization of a dream for the young railroader who once surveyed by this very spot.

You walk over the original freight shed floor, varnished and shining. There, polished and operating perfectly, are the original weighing scales. The wide, sliding loading and unloading doors have outside screen frames and provide wonderful cross ventilation.

But you'd never know the old place colorwise. The drab dimness of most freight sheds has given way to a perfectly blended riot of color, a tribute to Mrs. Connor's decorative taste. One door is chartreuse, the other a beautiful rose-pink. Summer-type cane furniture is covered with chartreuse upholstery.

Incorporated in the former freight shed is a modern kitchen and bath, two large bedrooms that also have the benefit of cross ventilation provided by the shed's second set of sliding doors, and a bedroom for "Poppy."

Authentic railroad touches include 100-year-old andirons that came from another of our abandoned stations, and mounted on an old telephone post as an entrance bell, a burnished bell from a Maine Central locomotive.

These bits of railroad nostalgia, along with an ancient picture of our Bemis station that was the only log cabin railroad station in the United States, were obtained for Connor by President Miller, who as a friend has been an enthusiastic supporter of the rehabilitation project.

Planning for the future beautification of the spot, Connor has planted hundreds of rambling rosebushes, and young pine and maple trees along the fence of old ties that encircles the property.

Railroaders everywhere can best appreciate that no dream has had a finer ending than this one of a busy hotel executive who chose to retain his memories of railroading as a youth and, as a result, kept a part of the Maine Central for us too.

BIRDS BLOCK BUS

A Maine Central bus driver braked his Lewiston to South Paris bus to a halt here recently, startled at what he saw.

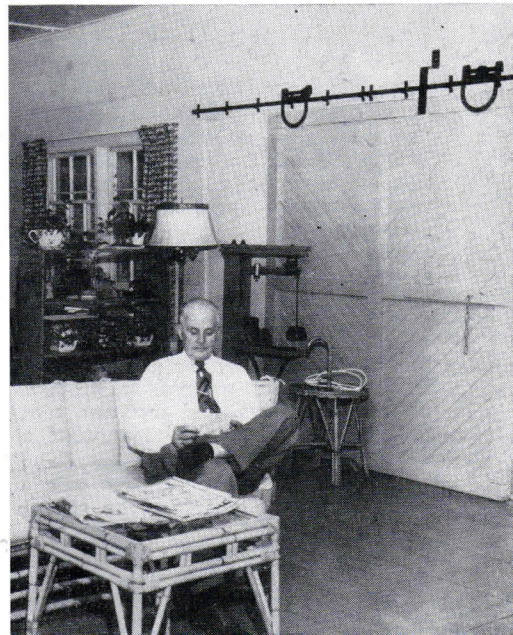
A nonchalant mother partridge and nine young ones standing in the middle of Route 26.

The driver, Warren Libby of Lewiston, and several passengers pleaded with the flock to move on.

The partridges stared at the bus for four minutes and finally flew off into nearby woods.

—*From the Lewiston Sun*

COLORFUL living room for Mr. Connor in the freight shed includes the original sliding door and scales



Pupils Ride Train

PUPILS FROM THE McLAIN SCHOOL took a ride with Engineer Lowell Chapman as part of their study of transportation

(From The Rockland Courier-Gazette)

This is the story of a train ride. For some time the students of Mrs. Wilma Rhode's first grade at McLain School have been studying about transportation, particularly about railroads.

The children brought many of their story books to school, such as the one about the little engine that received a medal for pulling the big Mallet when that giant broke down; another one about the little train that would huff and puff, up the mountain, around the curve, and toot and toot just to let the people know what a happy little train it was.

And they brought pictures galore and they made charts, even set up and operated an electric train. But none of these things gave them the thrill they received late in June when they took a ride on a real train, all the way from Thomaston to Rockland.

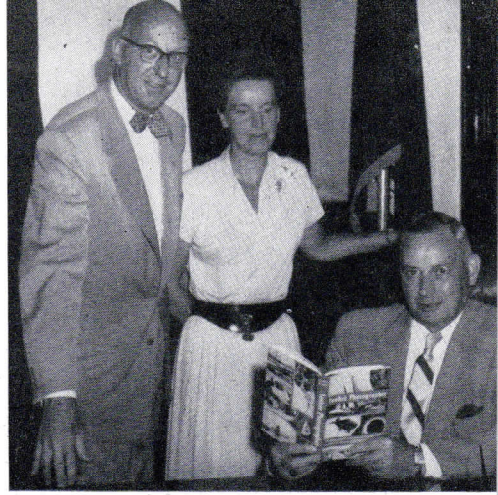
The weather was perfect when Wood's bus came to take the students, their teacher, and Mamas Ranta, French, Caven and Gay, as well as Debby French, who acted as chaperons to Thomaston. Mrs. Bert Gregory also went along to take some colored slides of the proceedings, which she expects to exhibit later.

Believe it or not, 12 of the 26 chil-

(Continued on Page 12)

Yankee Photographer

Hill Authors Book



PUBLICITY MANAGER and Mrs. George H. Hill present copy of his book "Yankee Photographer" to Maine's Governor Burton Cross. Mrs. Hill assisted in preparing the book for publication

Good reading for railroaders and other New Englanders will be found in a new book "Yankee Photographer" (Coward-McCann Inc., $3) published this month and written by Maine Central Publicity Manager George H. Hill.

It is an account of the many varied and humorous experiences encountered by Hill during his 28 years as a photographer for a newspaper photo syndicate prior to entering sevice with the Maine Central and Boston and Maine Railroads as photographer in 1943.

Hill has been a familiar figure throughout the railroad system and photographed and produced our popular color films that have been shown extensively to service clubs and groups in the territory.

"Yankee Photographer" tells of his early experiences in the field of news photography. Several incidents have definite Maine backgrounds. There's a chuckling account of "The Bird That Never Flew." An Ellsworth, Me., inventor who thought he had discovered the secret of birds in flight designed and built a plane in the form of a bird. Hill was there to photograph the initial take-off with humorous and semi-tragic results.

In the period of newsphotography of which Hill writes, the syndicate man often had to stage his own stunts and none was more ingenious or humorous than a day at Old Orchard Beach.

There with all the unrehearsed slap-stick of a Mack Sennett comedy, was a vintage automobile in a wild chase down Route One with Father James J. Mullen, then pastor of St. Margaret's Church there, coolly firing a shotgun skyward. Why? To shoot down another photographer who was the captive of some runaway balloons, in a stunt that very nearly back-fired.

"Yankee Photographer" has its serious side too. Hill's experiences covering the Vermont flood of 1927 should bring back memories to those who railroaded through it. His trip aboard the famous Gloucester fishing schooner "Gertrude L. Thebaud" when she set a record to Halifax through the worst storm in her history enroute to the International Fisherman's race in 1931 is a thriller.

"Yankee Photographer" is now available at bookstores in a colorful jacket illustrating some of the author's best photographs.

About the only thing that comes down nowadays is rain and that soaks you, too.

Among Those RETIRING

ROSCOE H. HAYCOCK

LAST TRIP for veteran Conductor Ross Haycock found him greeted by large group of friends on completion of 67 years of service

A man whose 67-year career as a railroader parallels the history of railroading in this country, retired from the Maine Central last month.

When Roscoe H. "Ross" Haycock stepped down from Train 123 July 4, the longest service record on the Maine Central and the longest service of a member of the Order of Railway Conductors in the United States came to an end.

More than 50 people, including railroad officials, representatives of the Calais Chamber of Commerce, citizen's organizations and friends were on hand to greet Ross as he completed his last run.

Born at Milltown, Haycock went to work for the old St. Croix and Penobscot Railroad on June 21, 1886, when it wound its way on wooden rails from Calais to Princeton. His father, the late Wallace Haycock, was superintendent of the road. When the Washington County Railroad was being built he switched over and became a conductor from Calais to Washington Junction and came to the Maine Central in 1911 when he took over that line.

Ross made the trip from Eastport to Milltown in 1898 when he was conductor on the train that hauled the first shipment of sardines from Eastport. Packers there last month presented Maine's governor with the millionth case shipped.

Ross's career was so well-known that it truly seems that the Maine Central lost a part of itself with his retirement. It stands as a tribute to a man and a company that could so enjoyably span a lifetime of railroading.

Fellow railroaders and friends everywhere are wishing Mr. and Mrs. Haycock many more years of pleasure in retirement at their Germaine Street home, Calais.

CHARLES H. LEARD

Associates of Charles H. Leard, who retired on completion of 50 years of service with the Maine Central, honored him at a testimonial banquet July 10 at the Penobscot Hotel.

Charlie has been chief clerk of the Eastern Division motive power department with headquarters at Bangor since 1905. His gold pass accompanied by a congratulatory message from President Miller was presented by Ernest K. Bloss, mechanical superintendent for the Maine Central and Boston and Maine Railroads.

HEAD TABLE group at dinner honoring C. H. Leard include, left to right: Judge Benjamin Blanchard, Toastmaster, and Mrs. Ralph O. McGarry, Mechanical Superintendent E. K. Bloss, Chief Statistician Fred Sears, Leard and Mrs. Leard

Speakers paying tribute to his long and faithful career included life-long friend Fred H. Sears, chief statistician for the Maine Central, and Judge Benjamin Blanchard, Bangor, who listed his contributions to the civic good of his community. A letter of regret at being unable to attend and extending congratulations from William A. Wheeler, retired general representative, was read.

Irving A. Furrow, relief foreman, presented Leard with a red leather chair on behalf of his associates. Leard also received an engraved railroad cigarette lighter in recognition of his long service as a reporter for the Railroad Magazine, from George P. McCallum, editor-in-chief.

Engine House Foreman Ralph O. McGarry was toastmaster. Others on the committee were Laurence P. Severance, James L. Blethen, Frank Boudreau and Thomas Cahill. Head table included other than those already mentioned: Master Mechanic Harold F. Hook, and Retired Assistant Shops Superintendent and Mrs. Wilbur C. Lunt.

FAN MAIL

Mr. Harry B. Hubbard
Car Distributor
Portland, Maine

My dear Mr. Hubbard:

We have been told that you are retiring after more than 50 years of service with the Maine Central Railroad, in the Car Distributing Department. We feel that a great deal of our business success depends upon the proper supply of empty box-cars. By this letter we wish to express, in a small way, our appreciation of your part in the excellent service which the Maine Central Railroad has always rendered us.

We sincerely hope that many more years of pleasure will be yours in your retirement.

Very sincerely yours,

PENOBSCOT CHEMICAL FIBRE COMPANY
/s/ L. S. Hatch
L. S. Hatch, Vice President and Manager of Mills

ROCKLAND PUPILS TAKE TRAIN

(Continued from Page 8)

dren present had never before been on a train. The Iron Horse arrived at Thomaston right on schedule and the party embarked with much glee. They all enjoyed the ride, even those blase students who had been on the "cars" before. They were so busy enjoying the swift and smooth motion and watching the scenery through which the train passed that the ride was over almost too soon and very little observation had been given to the equipment that carried them.

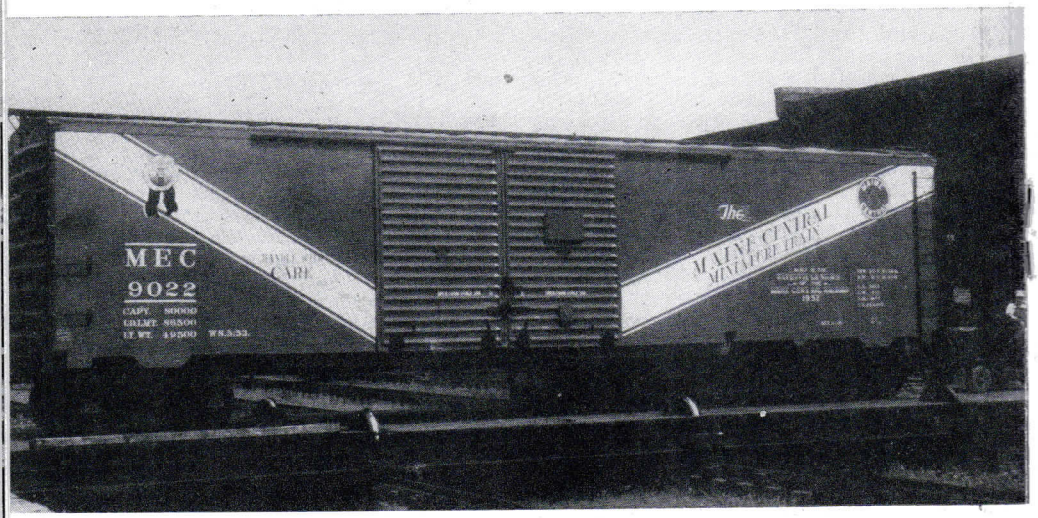
To make up for that, and to give them a better chance to observe, Mrs. Rhodes returned with her pupils to the Rockland station yesterday morning to watch the arrival of the morning passenger train. She came in right on time and engineer Lowell Chapman, who loves children, gave the claxon of his huge Diesel a couple of extra toots when he spotted the kids, and then to make their joy complete, he invited them to visit aboard his engine. Needless to say, he made many friends for himself and the railroad which he serves with so much distinction.

Present at the venture were Cathy Berry, Linda Brewer, William Butler, John Cleavitt, Sheila Davis, Timothy Flanagan, Judith French, Rosalyn Gay, Steven Gifford and Richard Haskell.

Other passengers on the ride were Charles Hooper, James Kerschner, Lucy Laird, Mary Larrabee, Nancy Larrabee, Ida Lawry, Julia Moffitt, Matthew Monson, June Ranta and Barbara Torfason.

Also Peggy Wilkes, Raymond Conway, Ralph Conway, Judith Chase, Judith Peterson and Edgard Grover.

Walter Ladd missed all the fun because he was home sick.



NEW ATTRACTION for the Maine Central's popular Miniature Train is this brightly painted boxcar designed and painted at Waterville Shops by Assistant Foreman Ken Stevens under direction of Super F. H. Bennett to transport the train to its many scheduled appearances in parades and festivals throughout the state this Summer. Body of the car is bright red, stripe in yellow. At left is blue ribbon insignia denoting first prize in the Waterville Sesquicentennial

RAINIE ELECTED AAR DIVISION CHAIRMAN

H. M. Rainie, vice president-Purchasing and Stores of the Maine Central and Boston and Maine Railroads, was singularly honored recently by his election to be Chairman of the Purchases and Stores Division of the Association of American Railroads at the close of their annual meeting at Atlantic City.

Rainie has served as a member of the general committee for his division representing the railroads of New England for a number of years.

Rainie ascends to a post last held by a New Englander 28 years ago when A. W. Munster, retired vice president of the same department was elected in 1925.

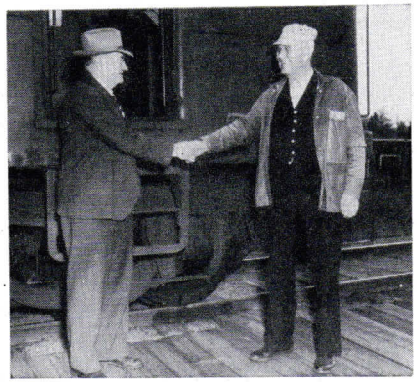
OUCH!

"Grand Coulee" yelled the devout man as he hit his finger with the hammer.

"What do you mean by yelling 'Grand Coulee?' " asked his wife.

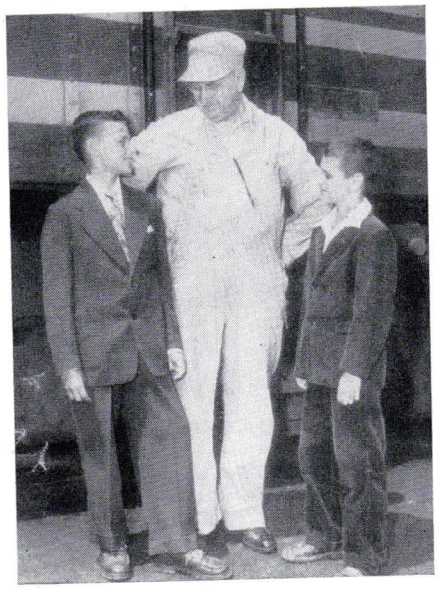
"That," the man replied, "is the world's largest dam, isn't it?"

VETS RETIRE



105 YEARS between them had Cyrus H. Doore, left, MCRR car inspector at Dover-Foxcroft and Joe McKeen, right, Milo, BAR, who both retired recently. Doore dropped down to the station to congratulate McKeen on his last run. Doore at 52 years of service and McKeen 54

PRIZE TRIP



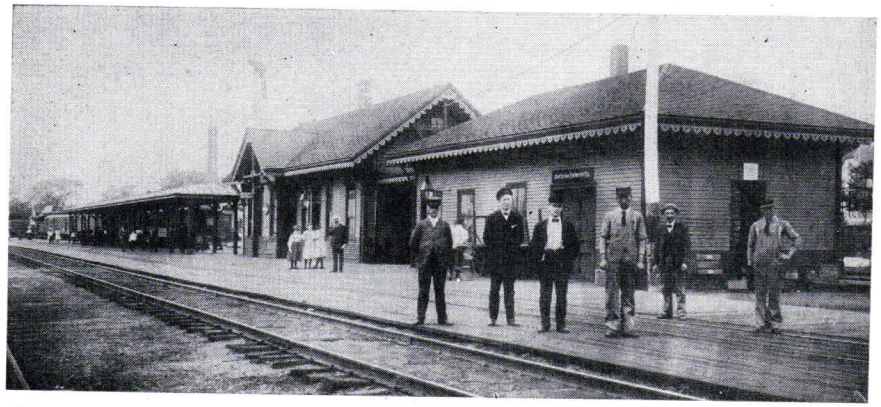
WHAT A DAY! It pays to know how to land a fish. Edward K. Carpenter of Redbank, South Portland (left), and Michael Flanagan of the Capertown's Peary Village, scored in the Junior Consolidated Sportsmen's Club April 1 to June 15 contest for the largest fish out of Long Creek Pond. So, as a prize, the Maine Central Railroad sent them on the dream of all boys, a ride in a Diesel engine to Bangor and back Saturday. Here, they talk with Archie Robinson, veteran driver of the monster of the rails. Emile Morin, the man behind the club, arranged the trip. Gov. Burton Cross provided autographs and an invitation to see him in Augusta, and Brown had gifts for them in the Queen City, as well as a trip to the Bangor salmon pool, famous Down East fishing spot. What a day!

—from The Portland Evening Express

"Grandpa, why don't you get a hearing aid?"

"Don't need it, son. I hear more now than I can understand."

PICTURE AROUSES COMMENT



That picture we ran in the July issue of the Magazine brought several letters identifying the personnel at Newport. First, Earl Crocker, chief clerk in the superintendent's office at Dover on the B&M, wrote John Lydon, chief train dispatcher at Portland, that his Dad, Fred W. Crocker, was agent there about that time, identified him as first man at left. Then a letter to the editor from A. H. McCorrison, retired Newport agent, that the next man was Lowell Brown, American Express agent, and then himself, and Ray Faulkner, baggagemaster. He didn't know the next man, but George Morrill, chief train dispatcher at Dover, did and said it was George Plummer, freight agent. Everyone knew the last man, Roscoe M. Gilman, freight clerk. Time of the picture's being taken varies from 1904-1908. We're glad to reprint the picture and express thanks for the letters identifying it.

HAROLD W. SHEPARD

Harold W. Shepard, 64, civil engineer for the Maine Central Railroad, died June 28.

Born in Boston, Jan. 23, 1889, he was the son of Albert H. and Jeanie Watson Shepard. He was educated in Boston schools and graduated from Mechanical Arts High School. He studied civil engineering in Boston.

For 35 years he was employed by the Maine Central Railroad following a period of employment with the Boston & Maine Railroad. He was a member of Wiscasset Lodge, AF & AM.

Surviving are his widow, Lillian Cairns Shepard; a sister, Miss Marion Shepard of Dorchester, Mass., and a niece and a nephew.

We're Proud Of This

My dear Mr. Lunt:

Enclosed find a money order for one dollar and ninety-four cents. I owe this to the Maine Central for letting me ride the full way. I only had a ticket from Boston to Lewiston and was going to get off there and hitch-hike to Waterville. It was raining and I told the conductor about hiking because I didn't have any more money left, and he was very kind and told me to get back on the train and if I would pay the company later he would let me ride to Waterville. Gee, I never had any idea that a Railroad Company would let any one ride like that unless they rode in the box cars. Gosh, I want to thank you all for such kindness. It goes to show one never knows how good people and large companies are until we get in trouble or a tight spot and they sure help.

I guess we are all good-hearted Americans deep down under. Don't you think so?

Well, thanks again.

Sincerely yours,
/s/ Virginia Dickinson
393 Westford St.
Lowell, Mass.

Portland Terminal Co.

Terminal Car Department

By HUGH F. FLYNN

Carman Earl Jones has been discharged from the U. S. Air Force and is now back working on the Air Brake Job.

Clerk Joe Malloy has displaced Clerk Tom Foley in the Car Shop Office. Tom is now doing spare work as Coach Cleaner at Union Station.

Stores Laborer John MacVane was the lucky winner of $50.00 in an American Legion raffle.

Car Stores Laborer Ed Carter has returned from the Eye and Ear Infirmary and is making a slow but sure recovery from his illness.

Carman Neils Axelsen and Car Shop Storeroom Laborer Ed Flynn are still out with heart trouble but are recuperating and expect to be back to work soon.

A visitor to the shop was Carman John Savage who is undergoing treatment at Togus.

Car Shop Laborer Jack Phee's wife is a surgical patient at the Mercy Hospital.

Carman Howard Thurlow became a grandfather again when on July 9 a daughter, Elizabeth Martha was born to his daughter Betty.

Carman Ike Jackson and Laborer Ed Flynn were the proud grandfathers when Linda Flynn was born to Richard and Sally (Jackson) Flynn on June 24.

Carman Helper Art Landry has purchased a 1940 car.

Among those on vacation are Carman John Bellefontaine who with the Mrs. enjoyed a trip to Washington, D. C. Also Carman Helper Henry Stackhouse and his wife who went on a trip to Chicago and Los Angeles.

Our sympathy is extended to the family of Carman Fred Robinson who died on July 16. Fred was an old-time employe of the Portland Terminal Co. Car Dept. and will be missed by all his fellow workers.

The social event of the month was the open house held by Retired Wreckmaster Dick Curry and Mrs. Curry in celebrating their 50th wedding anniversary. They were married in Portland, Maine, on July 1, 1903. Dick was a recent visitor to the shop and looks hale and hearty.

Notice Clerk Pat Conley scanning the racing sheets again. Says his investments aren't going too well. His latest investment was in American Tobacco but his money went up in smoke.

Rigby Engine House

By ALBERT B. WETMORE

The month of June we find is not only noted for the blooming of roses, but for the wonderful crop of strawberries that Laborer Arthur Thompson supplied us with for a period of about three weeks. Without exaggerating I would say that practically every man at the engine house carried home at least one box, and some as high as fifteen or eighteen boxes for freezing or canning.

Richard Stratton, the son of Machinist Helper Martin Stratton, has again come to the forefront in an educational way. He is one of four winners of the Rufus C. Cushing scholarship for $200. The other three winners were from Rhode Island, La Mesa, Cal., and Skowhegan. In order to hold this award he must maintain a four standing on the dean's list.

Laborer Stephen Kutcher announces the marriage of his daughter Helene. She is a graduate of Standish High School. A very pretty wedding was solemnized.

Laborer Martin Malia announces the marriage of his son Daniel to Gladys Gorham.

Machinist Helper Anthony Grzyb was stricken suddenly with acute appendicitis. He was operated upon immediately and is now convalescing at his home.

Machinist Arthur Shaw's mother died during the month. A floral tribute was sent to the funeral from the flower fund.

The Safety Board has now reached better than a year—369 days or 8,856 hours—for all three shifts without a lost-time accident.

Engineer "Pete" Nelson has just celebrated his 71st birthday. He has 53 years' service on the road. He was honored at a house party and lobster dinner.

Machinist Helper Milferd Goodwin informs his wife and her sister gave a going-away party to their daughter, Elizabeth, who will join her husband, who is overseas in France. They will be abroad about two and one-half years and will reside in Landes De Bussac, France.

Your reporter, who has been on vacation, will try to make up for lost time next month with more news.

Portland Freight Office and Freight House

By MARJORIE L. QUIGLEY and ALICE McLAUGHLIN

We extend best wishes for a speedy recovery to Machine Operator Ludwig Starling, who is absent due to an infected toe.

Freight Cashier Charles A. Anderson is enjoying the sea breezes during his vacation, at Old Orchard Beach.

Charles Doherty, of Auditor Disbursement Riley's office in Boston, was a recent visitor.

NOT CLAM DIGGING but with trousers rolled in Florida are Bill O'Neil, and R. M. Kelley

Good to see you again, Charlie.

Among the Freight House boys who are enjoying their annual vacations are William M. McPhee, Fred R. Stanton, Bartley J. Flaherty, Patrick J. Halloran, Philip H. Robinson and Gilman E. Johnson.

Stower Thomas P. Coyne and wife are spending their annual vacation at Ste. Anne de Beaupre, Quebec.

Freight Checker James McDonough has had his house all fixed up nicely with that sizing finish which is so popular.

Loader and Caller Perry Salter was recently a patient in a local hospital. He is gaining rapidly and will return to work shortly.

Head Delivery Clerk Michael G. Norton entered the Maine General Hospital July 17 for treatment. Get well soon, Mike.

We extend our sympathy to the family of Herbert C. Richardson, who was formerly employed in the Freight Office for many years, who died recently.

Machine Operator Eleanor F. Norton, accompanied by her mother, Mrs. John F. Norton, and brother, Edward, enjoyed a most pleasant trip to Chicago, where they visited her brother, "Bud," and family. They went by way of New York and Pennsylvania and returned via Canada, visiting Niagara Falls and Sampson Air Base on their return. They stayed one night with another brother, Walter, who has recently been promoted to Staff Sergeant at Camp LeJeune, N. C. Also, Eleanor and Edward were godparents to their brother's new daughter, Mary, while on this most enjoyable tour.

We extend our best wishes for a speedy recovery to the wife of Loader and Caller James F. Galen, who is a patient at the Mercy Hospital.

Supply Clerk Edwin C. Noyes recently enjoyed a week's vacation, the greater part of which was spent papering and painting his house. We hear he did a fine job, too.

This office was saddened to hear of the death of Sidney B. Chase, who was formerly employed for many years in the Freight Office. Mr. Chase had reached the ripe age of one hundred years.

M.I.T. Clerk Alice A. McLaughlin spent a portion of her vacation with her brother's family, at Boyden's Lake, Eastport, motoring down in her lovely new car.

A familiar sight is John Rollins, former Chief Clerk at Lewiston Freight Office, who is visiting relatives and friends in Portland. Glad to see you always, John.

General Offices

By ERNESTINE V. GRIMES, MARY MORSE and DORIS THOMAS

Among the early summer vacationists in the Accounting Department: Stenographers Katherine Duff, Ruth Kelley, Bookkeeper George Lowell. George said he did some much-needed work on his cottage at Higgins Beach —"oh my aching muscles!"

Clerk Gordon Williams was off to Camp Drum, New York, for his annual two weeks' "vacation" with the National Guard.

"Cliff" Ball tells us that we can all sit back and relax now—his son, John, who attends college in Nova Scotia, has returned as a summer clerk, and everything will be well under control! Welcome home, John.

At long last Charles Hagar has had that heavy cast removed from his arm. After all these months of wearing it, Charlie must feel as if he had lost about a ton of excess weight!

General Accountant Virgil Hawkes and Chief Clerk Erroll Libby went to Waterville on Company business July 2.

Comptroller Horace Woodbury and General Counsel Archibald Knowles visited the Sebasco Estates recently.

Bookkeeper Frank Woodbury celebrated his "39th"(?) birthday on July 13, and by special way of commemorating the date, the rains came, but in barrels—the first rain we have had for ages and ages! Frank, who had taken the day off, was not too happy about the deluge at that particular time!!

Others on vacation: Chief Clerk Erroll Libby, who relaxed at his camp at Watchic Lake; General Bookkeeper Martin Holmes enjoyed a trip to Calais and across the border to Canada.

At press time Mrs. Gladys Dole was absent from her duties because of illness—we hope she will soon be well again.

On July 16 Harry O. Prince, inspector in the Accounting Department, died after beng ill for some time. "Hoppy," who was 71 at the time of his death, had a service record of over 40 years with the Maine Central, and will be long remembered by his many friends around the System. Our deepest sympathy is extended to Mrs. Prince and the family.

Freight Traffic Clerk Dana Woodbury enjoyed a week's holiday during July, entertaining some friends from Florida and getting that pretty new blue convertible rolling in grand style.

Retired Car Distributor Harry Hubbard wishes to express his gratitude to his many railroad friends for their generosity and kind words in the presentation of a purse on his retirement.

Mrs. Edith MacGibbon, stenographer, was

BEFORE AND AFTER the freak storm that swept through Winthrop causing much property damage, is shown in these photos by Mrs. Gordon Williams of a tree on their front lawn seen framed through the front door of their home when Gordon was working there

honored at a surprise "going away" buffet dinner at the home of Mrs. Alice Eliason on Washington Ave. to wish her Bon Voyage on her vacation trip to Alaska. Those attending were Bertena Bodge, Edna Crimmins, Dorothy Ohls, Margaret Lynch, Mary Plummer, Cora Hoy, Alice's mother—Mrs. Gallagher, and Mary Morse. Edith was presented with a leather-bound Travel Note Book for recording daily events on her trip. Everyone enjoyed the evening, especially Alice's fine dinner, and colored transparencies were taken of the group to memorize the occasion.

Have you noticed Mary Plummer in her nice new green car?

Earl W. Hodgkins, Jr. (Assistant B&M Supervisor) and his family spent their vacation at Woodsville, N. H., visiting relatives in his home town.

Midshipman Charles Plumly has been home from Annapolis, Md., visiting his parents, Mr. and Mrs. Clinton Plumly (Principal Assistant Engineer) for three weeks.

Mrs. Ruth Hollywood substituted as Stenographer during Edith MacGibbon's two-week leave.

We notice Lin Lampson (Clerk) had another winner in the Sunday Telegram Photo Contest, and it was a picture of none other than Millard Bailey (Clerk), painting an ocean scene at Kennebunkport. Congratulations, Lin!

Mr. and Mrs. "Pete" Connary spent part of their vacation motoring to Hartford, Conn., to visit son Joe, who is employed in insurance business there.

Mr. and Mrs. "Bill" Henry spent their vacation in Plymouth, Mass., and just — vacationed!

Mr. and Mrs. Fred Pinkham, and daughter, vacationed in Damariscotta, Me., at their farm.

The Engineering Dept. were surprised with a visit from Allen Hazen, formerly of our Engineering Corps, and now employed by Milwaukee Railroad. Allen has recovered from his recent illness, and he and his family have bought a house.

Sympathy is being extended to Martha True, stenographer, Freight Claims, on the recent death of her mother, Mrs. Eben True.

Mrs. Dorothy Rannacher, former stenographer, Freight Traffic, substituted Freight Claims while Martha True is on leave of absence for a short period.

Eastern Division

Calais

By P. D. ADAMS

Enjoying vacations during recent months were Carman William C. Hanson, Carpenter Bernard Foster, Engineer Fred Spinney, Clerk Harry Gaddis. Clerk Carl Ross is relieving Clerk Gaddis.

Congratulations to Engineer Charles H. Eye, formerly of Calais, but now of Brewer, on receiving his Gold pass from the Railroad.

We received a card from Operator William H. McKay who with his son Nash has been touring Quebec and the Gaspe Peninsula.

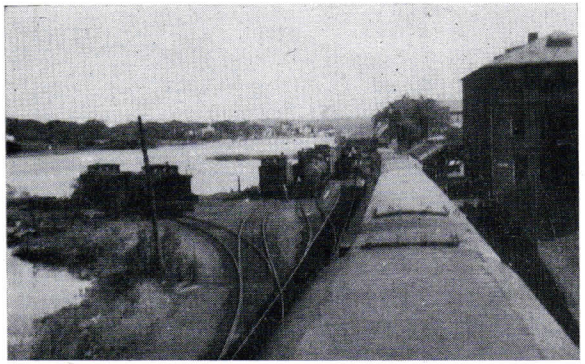
We are glad to see Conductor Don Cust back on the job after being off duty account of illness.

Charles F. Adams of Plainville, Conn., has been visiting at the home of his parents, Cashier and Mrs. P. D. Adams.

Hostler George Barnes is enjoying his annual vacation.

A career unequaled in the history of railroading came to an end when Conductor Roscoe H. Haycock brought passenger train No. 123 to the Calais Station from Bangor on July 4, 1953.

A large delegation was on the station platform to greet him with well wishes as he stepped from the train. Among those present



THE CALAIS YARD with freight car on ramp at freight shed. Calais Station at right with passenger train on main line. On thru siding is Woodland switcher engine 960. Across the St. Croix River is St. Stephen, N. B. (Photo by Relief Agent C. M. Bowker)

were railroad officials, representatives of the press, members of civic organizations and other friends. Two boys, wishing to be helpful, offered to carry his ticket case and valise, but he told them that after all these years he needed them to balance him. Mr. Haycock began work as a railroad man 67 years ago on the St. Croix and Penobscot Railroad, which hauled lumber from the sawmills in Baring and Milltown to tidewater in Calais. Mr. Haycock's father was superintendent of this road which was taken over by the Washington County Railroad, carrying freight and passengers from Calais to Princeton, Eastport and Washington Junction. In 1911 the Maine Central Railroad acquired the Washington County Railroad. Conductor Haycock worked all of his time on all three railroads except for a period during the first World War when he was Trainmaster for the Maine Central Railroad, having headquarters at Calais. Mr. Haycock resides at 19 Germain St. in Calais where he will be glad to have friends call.

Vanceboro

By HARRY D. DAVIS

The following have been on vacation since our last items, Clerks B. C. Nason, R. E. Grant, D. E. Vernon, W. M. Russell.

Crews of Maintenance of Way Department under Foremen Hamilton and Perkins were here (July 20th) doing extensive work to joint track between Mattawamkeag and Vanceboro.

Trainman Maurice McKenzie has recently purchased property of Mrs. Hazen Gitchell on shore of St. Croix River in Vanceboro and moved his family there.

Cashier W. E. Beers has just completed and launched a new sixteen-foot boat, painted white with red trimmings and equipped with a 10 h.p. Johnson outboard motor and is he having fun with it.

Bangor Car Department

By C. A. JEFFERDS

Those who have just returned from their vacation are: Carmen B. C. Wheelden, M. R. Grass, W. E. Batchelder, R. E. Wheeler, Lee Topham, John J. Goggin. Coach Cleaners J. A. Plummer, Geo. H. Beaton, R. F. Berry, C. F. Lambert, M. L. Jewett, Beverly Locmerisky, and your correspondent, C. A. Jefferds.

Also on vacation at this time is Carman Geo. W. Graves, and Coach Cleaner R. J. LaForge.

At Northern Maine Jct. Carmen R. J. LaFlamme, A. B. Miller and Leading Carman F. H. Adams have had their annual vacation.

A new automobile in our midst is that of Carman L. J. Conners.

Reports have it that this has been a good haying season, friends of Carman B. W. Caldwell reporting his was a very good harvest.

Assistant Foreman J. H. Ifill is visiting friends in Old Orchard and Pennsylvania while on his vacation.

Betty Cantor, nee Cooper, has been substituting in the Ticket Office for Mrs. Mildred Constantine while on vacation. Betty was formerly stenographer in the Car Dept.

The writer recently met Retired Carman R. B. Berry who reports and looks the part of feeling in fine shape.

The many co-workers of W. R. "Gus" Moore were glad to welcome his return to work after many weeks of illness.

Mechanical Department

By LARRY SEVERANCE

John A. Elliott, Sidney St., Bangor, was appointed a member of the Bangor Police Department July 1. John was formerly employed by the Maine Central in Bangor yard and resigned from the service June 30. Good luck to you in your new venture, John.

The Shriners at about 2,500 strong moved in at Houlton June 26 for a ceremonial. A flashy parade led by the famous mounted

AT PARRIS ISLAND is Frederick MacDonald, 18, son of Mr. and Mrs. A. MacDonald, where he will receive boot training with the Marine Pine Tree Battalion

MARRIED recently was Bangor Yard brakeman Wesley R. Carter to the former Miss Ivar Hill, Ellsworth, at the home of his parents. The ceremony was performed by the Rev. L. M. Sizer of Bangor Theological Seminary. That's a piece of the wedding cake we presume

patrol and foot patrol preceded the dinner and degree work that was put on in Ricker Classical Institute gymnasium. A happy lot of tired souls returned to Bangor that night. Among them from Bangor Engine House was Clerk J. L. Blethen, Machinist Helper M. Blakney, Carman A. H. Johnson and Engineer R. W. Hooper.

Also in June, Machinist R. Moran and Electrician G. M. Hathaway were in attendance at Belfast for the celebration of St. John's Day. Palestine Commandry No. 14, acting as host to representatives of every commandry in the State of Maine.

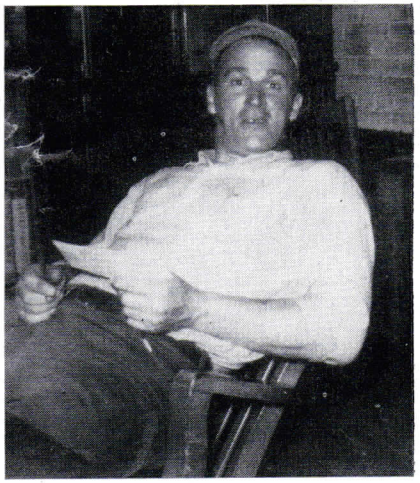
Diesel Foreman G. N. McClausland, Machinist P. F. O'Donnell, Laborer J. E. Blake and Clerk L. P. Severance watched Mel Parnell of the Boston Red Sox pitch four-hit shut-out ball game to a final score of four to nothing against the New York Yankees July 1. If anyone wants to know why the Yankees took a beating ask Engineer "Joe" Petterson, he'll tell you in a few thousand well-chosen words.

On July 23 Lucille Babine, daughter of Theresa and Joseph Babine of Bangor, became the wife of J. E. Blake in a double-ring ceremony performed by Pastor Nelligan at St. John's Church—something wrong here. Ed forgot to mention this announcement was in July 1928. 25 years and 6 children later, Ed and Lucille had open house at their home on Bond Street July 23. Congratulations, Folks.

Foreman Frank Boudreau of the Car Department became a grandfather June 29 when Electrician and Mrs. S. C. Allen announced the arrival of Robert Chandler Allen at the usual or unusual hour of 12:45 a.m. at the Eastern Maine General Hospital. Dr. Houlihan checked the weight in at 7 lbs. 11 oz. Mrs. Allen and Robert doing fine. Haven't seen "Shep" around for a couple of days. Hmmm.

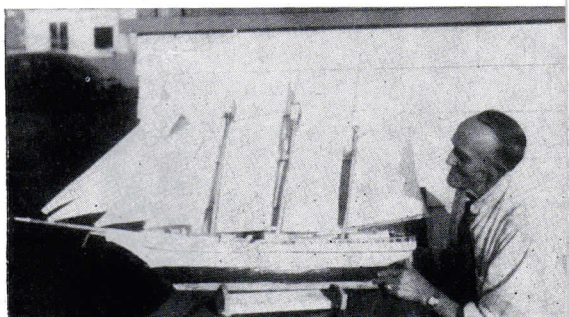
On July 13 Mrs. E. P. Hickson, wife of Engineer E. P. Hickson, passed away after a long illness. Sympathy is extended to Mr. Hickson and family.

The famous Brooks family of Pittsfield, Me., is being hard pressed for honors by Machinist and Mrs. J. T. McTigue, Jr. On June 2, Coronation Day to be exact, a Queen by the name of Frances E. was weighed in at Eastern Maine General Hospital at 10 lbs. 6 oz., property of the McTigues. This will make them their sixth child—all girls. They are said to be cheaper by the dozen, John.



NOT EXPECTING this snap was Bangor Diesel Foreman G. N. McCausland when photographer-crew dispatcher L. P. Severance came along

July 10, 1953 has past. Probably that date means little to the majority, but it does mean a whole lot to a few. On that night at the Penobscot Hotel in Bangor, Charlie Leard Nite was held, in honor of his 50 years' association with the company and his retirement from the position of Chief Clerk of the Motive Power Department at Bangor. Charlie, in his long

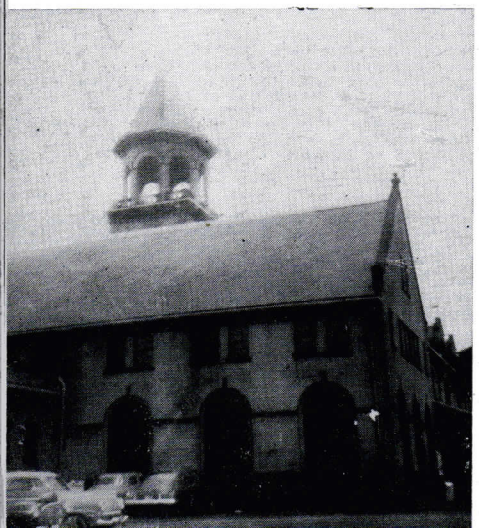


WITH ONLY A JACKKNIFE Retired Cook Fred Norwood, Bangor, whittled out this beautiful model of a windjammer for his grandson. It's 33" long, 6" deep and with a 6" beam

partnership with employer and employe, made friends from Boston to Calais to Vanceboro to St. Johnsbury. Many of them from all points attended the banquet to pay tribute to their great friend. Since assuming the duties of Chief Clerk in 1905 Charlie has had the job of turning in a payroll to the main office every week. In that 48 years he has made the payroll deadline weekly, never once being late. A grand total of nearly 2,500. Few can boast of a similar record. Yes, Charlie has established many records outside of the railroad business. A popular toastmaster, a successful promoter of many events—including blessed—and a leader and director of numerous organizations. There were never two Jack Dempseys, two Ben Hogans or two Babe Ruths, champions all. So there will never be two Charlies. He can't be replaced as any of the ex-champions were. Respect is a wonderful thing and Charlie has it from all departments, and will continue to have it as long as there is a Maine Central, Boston-Maine Railroad. Happy Days, Charlie.

Fireman P. D. McGinley and young son Pat both had hard luck on the same day. July 8. Pat was playing in his yard when a hungry dog decided Pat was about his size and proceeded to chomp on his left leg. Mrs. McGinley luckily soon broke it up before the dog got too far. Nevertheless a quick trip to the doctor's office was necessary. Fireman Phil was driving through Old Town when a hungry cop decided Phil was just about his size and proceeded to tell him a thing or two regarding speed laws. The following Saturday the judge told Phil a little more that the officer had failed to include in his talk. That same afternoon, after checking Phil's wallet, Mrs. McGinley informed him of some things that the officer and His Honor had failed to include in their little chit-chat. So what else is new, Phil?

A FAMOUS BANGOR LANDMARK, the cupola on Bangor Union Station, was struck by lightning June 9 incurring $600 damage in replacement of hip straps and red slate, most of which had to be obtained from out of state. This picture illustrates where slate was ripped off the hip of the cupola by the lightning.



Eastport

By K. O. KLINE

Brakeman George Townsend and Conductor Barney Rutherford have been out on vacation. R. A. Constantine covered the job while Barney was away.

General Agent and Mrs. Tom Burns attended the Broiler Festival at Belfast.

Freight Handlers Bill Childs and Gene Hampton have been enjoying their vacations.

Merrill Bowden and James Andrews, freight handlers, who have been on sick list, are improving and may be back to work before too long.

Rate Clerk Bert Culligan has purchased a new home in Calais and plans to move into it shortly.

WELL-STOCKED—This lucky grocer is Joe Anderson of the world-famous Farmers Market in Los Angeles. His guest, lovely Jackie Lee, competed as Maine's entry—under the sponsorship of the Maine Sardine Industry—in the preliminaries of the "Miss Universe" beauty contest. She took time out from her pageant chores to see that grocer Anderson's shelves were well-stocked with her sponsor's products.

Bangor M of W

By JOHN MINCHER

Sympathy is extended to Section Foreman Irvin Duplisea of Northern Maine Junction, his son and daughter, on the death of Mrs. Duplisea.

Congratulations are in order for Machine Operator and Mrs. Robert Rustin of Milford on the birth of a daughter, Deborah Ann, June 8.

Sympathy is extended to Signalman and Mrs. George Wiggin, Rand's Crew, on the death of their only son, Fred L. Wiggin, and his wife in an auto accident.

To my former railroad associates: Dear Friends: After fifty years of service, I can sit back and reminisce on the multitude of pleasant experiences I have had as an employe of the Maine Central Railroad and all of them have been of a most convivial nature. However, during my declining years there will be one outstanding event that I shall never forget, and an occasion that will be ever present in my mind as long as life lingers. This refers to the Testimonial Dinner given me on Friday, July 10th. It was wonderful and the gifts presented at that time overwhelmed me.

I take this opportunity to again thank you one and all, for that splendid evening, it was magnificent and will always be remembered by myself and family. I'll NEVER FORGET it.

Wishing you each and every one, a happy future and again thanking you all for every past favor, I remain,

s/ C. H. LEARD

Operating Department

By R. G. WHEELER

Our sympathy extended to Train Dispatcher J. E. Bouchard in the recent passing of his mother.

Agent W. E. Bridgham, Machias, off several weeks account illness, Trainman F. S. McCluskey now in Togus VA Hospital for check-up, and Conductor D. M. Cust just getting around after being liberated from hospital account coming out second-best with his appendix. Hurry back, fellows.

Special train operated Bangor to St. John, N. B., for Anah Temple Shrine who were guests of Luxor Temple, June 6. Train manned over Eastern Division by Conductor G. Karnes, Trainmen R. H. Crone, J. K. McIver and Engineer E. L. McKay who are all members of Anah Temple.

Annual meeting of the Bangor Chapter, Trowel Club, held at Pilots Grill, May 18, with the following Maine Central men elected to offices or committees: H. R. Sawyer, first vice president; W. T. Walker, secretary; P. F. Boudreau, treasurer; C. A. Jefferds, recorder; R. G. Wheeler, publicity director; A. W. Crocker, chaplain; G. Karnes, E. E. Hathaway and R. L. Spaulding, finance committee; A. W. Crocker, J. L. Blethen and R. L. Spaulding, membership committee; C. J. Wilson and R. E. Graham, sick committee. Other offices and committee positions filled by members from Bangor and Aroostook Railroad. Guests at this meeting included H. W. Rines, S. W. Wood and C. E. Dixon, all of the Portland Chapter.

Many men on vacation this month: Operators D. F. McCormick, H. A. Prouty, K. A. Gray, W. R. Gardner, T. R. Merrifield and C. P. Reynolds. Operator D. W. Smith of Danforth on vacation and attended his son's graduation from Annapolis, Md., and Agent A. B. Neal of Enfield visiting his son in service at Camp Rucker, Ala. Train crew members enjoying time off include H. M. White, N. J. Prouty, C. L. Miller and F. S. McCluskey, all of Bangor Terminal.

Your new correspondent is making a first attempt to supply a monthly column in our magazine. Our write-ups have been among the missing since our former correspondent and co-worker, Mrs. M. E. Gibbons, resigned as stenographer in the Bangor Superintendent's Office. I shall need the help and support of each one of you in the Eastern Division to keep it an interesting column. Please lend a hand with news items and pictures. Thanks.

Wilton

By ANN NEWCOMB

Fred Doble, expressman helper, recently auctioned off all his furniture here in Dryden and bought himself a nice little trailer and has it parked across from the Jay Hgh School.

R. S. Bonney is working the agent's job at Livermore Falls on Saturdays.

Erlon Knowles, expressman, is getting in his pulpwood to the International Paper Co. at Livermore Falls on his day off.

Yours truly and Agent E. E. Newcomb found the old right-of-way from Hartford to Canton Lake a wonderful way to get to the beach on Canton Lake.

Spare Operator Bowie from Bartlett, N. H., relieved Agent Newcomb at Wilton the week of the Fourth.

C. R. Richardson, agent at Livermore Falls, is now well settled, one can find him most any evening on the porch at the Riverside Hotel.

Mr. Christie, special agent, and Mr. Winslow, rules examiner, have called recently on the branch.

MEMBERS of the Bangor Chapter, Trowel Club degree team include, front row, left to right, James Ifill, Herbert Sawyer, Linwood Littlefield, Gerald Nowell, Forest Bragg, Gilbert Karnes, Frank Boudreau, William Walker. Second row, Clayton Lambert, Claude Comeau, Raymond Spaulding, Royce Wheeler, Arthur Johnson, Charles Young, Elmer Drew, Frank Grindel, Lloyd Littlefield, George Graves, Hartley Bell

Portland Division

Augusta

By E. E. WALKER

General Agent P. E. Fuller is on vacation, relieved by Spare Operator E. S. Anderson. The "Boss" spends most of his time at home and on short trips.

First Trick Clerk-Telegrapher Don Reynolds is on vacation and with the "little woman" contemplates a trip to the West Coast.

Baggage Master Harvey E. Wilder was relieved by Spare Bag & Mailman Lendall Haskell while on vacation. Haven't heard where Harvey went.

Clerk Betty Achorn is on leave of absence and Mrs. Wilbur Bryant of Ogunquit is covering the job.

Your Scribe and wife were recent visitors in Boston while on vacation. Saw the Red Sox win two and lose two.

Clerk Telegrapher Richard Achorn has bid off the second trick ticket office job temporarily. He replaces Clerk Telegrapher Verne Hutchinson who bid in Belgrade for the summer.

Section Foreman Albert J. Galloupe has just received word that his son, Robert, is on his way home from Korea. Al is busy polishing up the welcome mat.

Deering Junction

By TOM ROCHE

Stores Department Clerk-Typist Margaret Decelle and Agent William Fardy have returned from sick leave.

Vacations have been enjoyed by Stores Laborer E. J. Mannino, Acting Section Foreman Alfred Alward and Section man Albert Baker.

Foreman Albert Newell has returned to his regular position and Acting Foreman Alfred Alward has returned to Pooler's ex Crew.

Gardiner

By M. L. SANBORN

Station Agent David Cameron was called away for a few days this month due to a death in the family. Operator Spencer filled in for Mr. Cameron.

Operator R. F. Tracy's garden on his farm in West Gardiner has been producing well. Already he has had green peas, beans, lettuce, etc., on his table. Mr. Tracy expects to expand his acreage next year and open up a vegetable stand.

Freight Clerk Clyde Cooper's Boston Red Sox seems to be on the winning path lately. Clyde, when interviewed on the subject of baseball at the weekly meeting of The Winthrop Hot Stove Baseball League, predicted flatly and emphatically that his Boston team will be on top of the league by Oct. 1 of this year.

Baggageman Olin Gordon enjoyed a week's vacation this month. James Gordon, a brother of Olin, covered his job during his absence.

Crossing Tender George Allen's son just returned from the service for a few days. George took a few days off to welcome him home. W. D. Plummer relieved George on his job.

Section Foreman Albert Allaire and his crew have been replacing railroad ties on the Farmingdale crossover this month.

Signal Foreman Maintainer George Curtis has been getting signers for petitions this past month. George has obtained quite a few signers and no doubt will get drastic action later on.

Engineer Harry Pettingill locked himself out of his car one night this month. By the use of a crowbar and simple ingenuity Harry was able to open the car door and not miss his train connecting to Waterville.

District Sales Representative John J. Carroll of the Railway Express Agency was a caller at the Gardiner Express Office this month.

Waterville Shops

By "STEVE"

Boilermaker Foreman Thomas Simpson who has been on sick leave for a short time died at his home recently. He has been an employe of the Company for nearly 60 years and has been foreman for 40 years here at the Shops.

Philip Gooch, Jr., with the U. S. Army, has recently returned home for a 30-day furlough. He has been stationed in Seoul, Korea.

Fred, six-year-old son of Car Inspector and Mrs. Sam Merrow, has been confined to a local hospital with rheumatic fever.

Welder Dick Sturtevant had a minor clash with a spike-horn buck who chose to debate the right of way with Dick's car. The car was somewhat damaged and the Sturtevants are eating venison.

Retired Machinist George Chamberlain died recently at his home in Fairfield.

Clerks Albert Rancourt and Wilfred Binnett have been vacationing in Ottowa, Toronto and Niagara Falls.

Machinist Burr Blanchard has been visiting in Endicott, N. Y.

Chester Ellis of the Freight Office had bid a job in the Loco Store as checker.

Carman and Mrs. Ralph Roberts have returned from vacation in Virginia.

Assistant Superintendent R. F. Doyle will enter the Thayer for surgery in the near future.

Blacksmith George Hustus has applied for the pension and will retire Aug. 3. George has worked for the Company 48 years, 43 here in the Blacksmith Shop. He has run the Heavy Fire for 34 years.

Waterville Station

By M. W. FLYNT

Renault J. Doyon, a long-time employe of the M of W Dept., was accidentally drowned while fishing July 4. The family have the sympathy of all.

Track Supervisor Charles G. Rivers, with his family, vacationed in Massachusetts.

Robert Goodreau, a retired locomotive engineer, died recently. Since his retirement several years ago Mr. Goodreau has been prominent in city affairs. Sympathy is extended to the family.

Harold N. Smith, a retired locomotive engineer, who has been seriously ill, has recovered sufficiently to return to his home, but is confined to the house. Very best wishes for a speedy return to health, "Gramp."

Baggage room force is enjoying annual vacations.

Operator Charles MacCrillis has returned from two-weeks' vacation, relieved by Operator L. F. Blanchette.

Operator Rene Michaud has transferred to yard office temporarily.

Mountain Subdivision

Beecher Falls, Vt.

By ROGER DROLET

The section crew has been enjoying their annual vacation. Desiry Therrien, section man, has been laid up with a lame back. Peter Murphy, formerly of the spare gang, has been taking his place. Mr. Therrien is still quite a vigorous trackman in spite of his seventy-one years.

Our former scribe, Don DeCoster, has left the Maine Central's employ, and we understand is now working for the Seaboard Airline Railroad in Florida. Phillip Ronco, originally from Dover-Foxcroft, has bid off West Stewartstown vacated by your correspondent.

Walter Lang owns a brand-new car and we have an option on a new one too. Congratulations to our friend Rene Michaud from Waterville, Maine, who just got married and stopped to say hello the other day.

Bartlett, N. H.

By BUD BURDWOOD

The Budd car, operating daily Boston to Littleton and return, is reported to be doing a nice business. It makes a very good appearance and should do well.

New arrivals: To Conductor Dave Dudley and wife a little girl, named Constance Ann. To Dwight Rogers, trackman, and wife, a girl. At time of writing we could not learn of the name.

Your correspondent has had his vacation; didn't do much of anything, just lay around and took life easy. Conductor Dudley had his about the same time and was able to celebrate the arrival of his little daughter.

Now on vacation are J. T. Aldridge, engineer; William J. Smearer, car inspector; and Frank McCann, engine house man.

We were glad to see retired Conductor Charles Boutwell recently. He looks younger each month.

Conductor A. F. Bergeron is back at work after a long lay-off account of sickness. He holds the daily Budd car run, Intervale to Littleton and return. Trainman Charles Lord is braking the job.

Albert Garon, agent at Crawford Notch, is on vacation, his job being covered by Spare Operator White.

Operator W. O. Burdwood is covering agent's job at Gilman while Joe Boucher is taking his two weeks.

Operator M. H. Bowie is covering second trick at Clinton at present.

Engineer Fred H. Washburn is handling the Mountaineer this summer.

William McLaughlin, formerly section hand on the St. Johnsbury section, has been assigned to the foreman's job on the Mt. Willard Section.

Peter's spare crew is at South Windham, with Welder Robert Jones. C. H. Nealley, machine operator, is on the weeder.

Train News

By JOHN J. KEATING

Trainman Ed Clark was unable to make the trip to Canada this summer by auto, it seems the booster gear in his car was out of order, and they have some long, steep hills there.

Yard Conductor Dick Kelly of the Portland Terminal has been off duty on account of illness. Engineman Walter Straw is also on the sick list. 103D boys attention, drop a card.

Car Inspector and Mrs. Isaac Jackson are the proud grandparents of their daughter Sally's baby, Linda Sue Flynn.

Conductors Poupart and Knowlton with their wives made a trip to Moosehead Lake by auto, did a little fishing, caught their limit.

Fireman Coffey and the Mrs. made a trip to California this Summer visiting all the large cities en route.

Conductor Hurley Pooler was off duty on account of an injury to his leg.

Another 103D Boy who has been out of service for a long time is "Sergeant" Cosgrove—was in hospital a long time, now at home.

Retired Conductor and Mrs. Carl Pierce returned "Home" from DeLand, Fla., where they have a winter residence.

Ex-Trainman Clayton Williamson, who resides at Jacksonville, Fla., now employed with the Florida East Coast Railway as a dining car steward, paid a visit in Portland and Rockland, in June.

Engineman and Mrs. Robert Presnell made a train trip to visit Bob's sister in Idaho; also to California to visit a cousin.

Hostler Guy Densmore with the Mrs. and their two sons made a visit to Nova Scotia by auto.

Trainman and Mrs. Flaherty made a trip to Bainsville, Ga., to visit son, who is an Instructor at the U. S. Military Air School.

Engineman William Roach with son and son's wife, with their children, spent the Fourth of July week end at Bill's camp at Kennebago.

Smypathy is extended to the relatives of Retired Trainmaster H. J. Kennedy who died June 29th.

Retired Conductor "Tom" Lunnin received a 50-year button and Gold card for membership in the Brotherhood of Railroad Trainmen. Lots of luck to you, "Tom," from all the boys.

Maine Central Transportation Co.

By JACK HAYES

Ralph Rich has bid off the Portland-Rockland run for the summer.

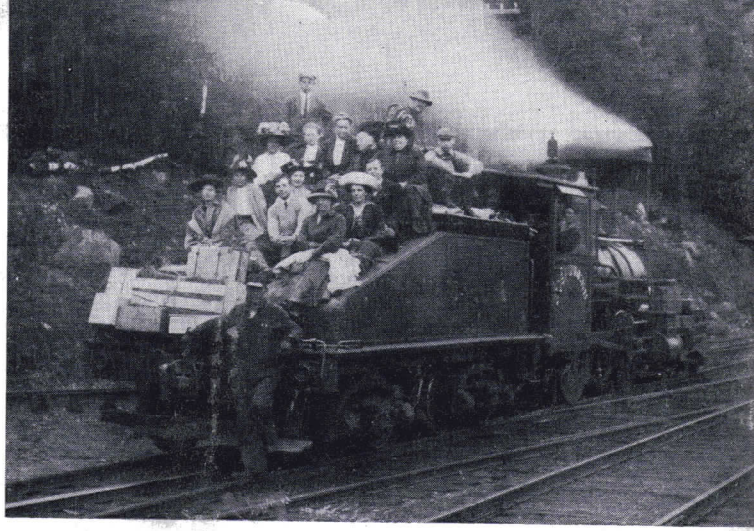
Superintendent E. K. Goddard is on his vacation at Moosehead Lake.

Operators Don Hill, Francis Conant and Dick Benoit have been on Shrine Specials to New York City.

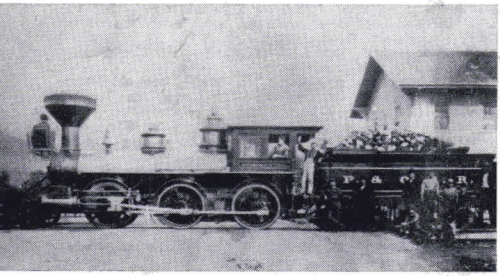
Bob Hattie, driver on the Portland-Yarmouth run, is on his vacation at Sebago Lake.

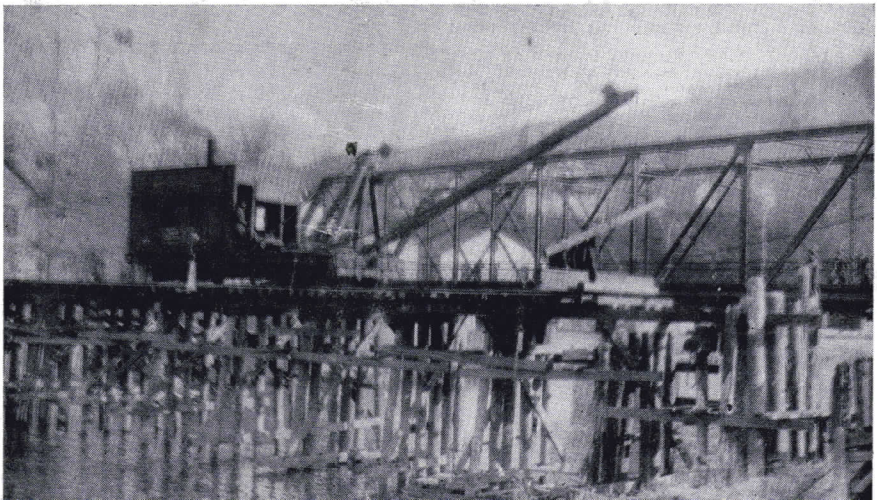
Arthur Bennett, driver on the Brunswick-Portland run, is spending the summer at his cottage at Harpswell and doing a little lobster catching on the side.

RAILROAD MEMORIES



CAN YOU IDENTIFY THIS ONE? It's in the early 1900's somewhere on the Mountain Division. All we know is that it was an excursion. Something happened to the train. Note baggage on tender. Write if you have the answer on this one



THIS EXCEPTIONAL OLD-TIMER is loaned by Retired Chief Train Dispatcher Harry Treat and is of the "Resolution," later the Maine Central 110, built by the Portland Company in 1881 for the Portland & Ogdensburg RR. Cylinders are 17 x 26 and the drivers, 4' 6"

THE FLOOD OF 1927 caused a temporary bridge to be constructed over the Connecticut River at St. Johnsbury. In the door is Ernest H. Brown and crane operator is Scotty Copp