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

**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 approaching “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.
This is "Connorville," the renovated railroad property at Poland. (1) Brother Bill Connor, former B&M employee, 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.
Pupils Ride Train

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 children 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 on completion of 67 years of service on 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 joyfully 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.

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.

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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 R. Bloss, mechanical superintendent for the Maine Central and Boston and Maine Railroads.

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. Blithen, 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, Vice President and Manager of Mills
ROCKLAND PUPILS TAKE TRAIN

(Continued from Page 8)

Two ventures occurred yesterday noon to amuse the Rockland children 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 blasé 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.

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.

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 Caperton'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

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

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

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

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
The 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. McCorry, 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. Gilmern, 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 by 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

256 Westford St.

Lowell, Mass.

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Surviving are his widow, Lillian Cairns Shepard; a sister, Miss Marion Shepard of Dorchester, Mass., and a niece and a nephew.
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. Hallow, Phillip H. Robinson and Gilman E. Johnson.

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

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

Loader and Collier Perry Satter was recently taken ill in a local hospital. He is gaining rapidly and will return to work shortly.

Mail 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 daughter, Mary, while on this most enjoyable tour.

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

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

The Office was saddened to hear of the death of Sidney E. 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, Allen and family, at Boyden's Lake, Eastport, motoring down in her lovely new car.

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

By ERNESTINE V. GRIMES, MARY MORSE and DORIS THOMAS

Among the early summer vacationists in the Accounting Department: Stenographers Katherine Duff, Euth 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.

"Chifl" tells us that we can all sit back and relax now—his, John, who attends college in Nova Scotia, returned as a summer clerk, and everything will be well under control! Welcome. At long last Charles Hagar has had that heavy rainstorm removed from his cottage at Higgins Beach. He now needs work on his cottage at Higgins Beach. Charles must feel as if he had lost a ton of weight.

General Accountant Virgil Hawkins 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 40th Birthday July 15, and by special way of commemorating the date, the rains came but in barrels—the first rain he had for ages and ages! Frank who had taken the day off, was not too happy about the delay at the time; however, others on vacation: Chief Clerk Erroll Libby, who was relaxing at his cottage at Casco Beach, and General Bookkeeper Martin Holme enjoyed a trip to Calais and border Canada.

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

On July 16 Harry O. Prince, Inspector in the Accounting Department, died after being ill for some time. Mrs. Prince had been employed in the freight office many years and her death will be keenly felt. We extend our sympathy to Mrs. Prince and the family.

Freight Traffic Clerk Dana Woodbury enjoyed a week building and painting his house. He said it had been a fine job, too.

Clerk and Collier Harry Hubbard wishes to express his gratitude to his many railroad friends for the many thank-you notes and words of appreciation they sent to Mr. Hubbard in the presentation of a purse on his retirement.

Mrs. Edith MacGibbon, stenographer, was honored at a surprise "going away" buffet dinner at the home of Mrs. Alice Ellison on Washington Ave. to wish her Bon Voyage on her vacation trip to Alaska. Those attending were Nortena Hodge, Edna Crimmins, Dorothy Ohis, Margaret Lynch, Mary Flummon, 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 little dinner and colored transparents were taken of the group to memorize the occasion.

Have you noticed Mary Flummon in her 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 Flumly has been home from Annapolis, Md., visiting his parents, Mr. and Mrs. Clinton Flumly (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" Connery 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 at Damariscotta, Maine, and just--vacationed!

Mr. and Mrs. Fred Pinkham, and daughter, vacationed in Damariscotta, Me., at their daughter's home.

The Engineering Dept. were surprised with a cake and gifts from Allen Hasen, 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. Ellen True. Mrs. Dorothy Patten, former stenographer, Freight Traffic, substituted for Mrs. True on leave of absence for a short period.

Calais

By P. D. ADAMS

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

Congratulations to Engineer Charles H. Ey, 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 Custer 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. 125 from the Calais Station from Bangor on July 4, 1923.

A large delegation was on the platform to greet him with well wishes as he stepped from the train. Among those present...
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 Barasing and Milltowns 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 German 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 item, Clerks B. C. Nason, R. E. Grant, D. E. Vernon, W. M. Russell.

The crews of Maintenance of Way Department under Foremen Hamilton and Perkins were here (July 20th) doing extensive work to joint haying season, friends of Carman B. W. Caldwell reporting his was a very good harvest. Assistant Foreman J. H. Hill is visiting friends in Old Orchard and Pennsylvania while on his vacation.

B. C. Wheeler, R. F. Berry and Mrs. A. B. Miller have been to Old Orchard on the Penobscot Hotel. Mr. Wheeler is a member of Car Department July 1. John was formerly stenographer in the Car Dept.

The writer recently met Retired Carman B. F. H. Adams has just completed and appointment as member of the Bangor Police Department July 1. John said to be cheaper by the dozen, John.

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 2:00 am. moved in at Houlton June 28 for a ceremony. A flashy parade led by the famous mounted Flamme, A. B. Miller and Leading 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 overjoyed to welcome his return to work after many weeks of illness.

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 were Carman R. Freeman and Engineer "Joe" Blakney, Carman A. H. Johnson and Engineer R. W. Hooper.

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

Diesel Foreman G. N. McClusland, Machinist P. F. O'Donnell, Laborer J. E. Blake and Clerk L. F. Severance watched Mei 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" Peterson, he'll tell you in a few thousand well-chosen words.

On July 21 Lucille Babine, daughter of Theresa and Joseph Babine of Bangor, became the wife of John Landford—something wrong here. Ed forgot to mention this announcement 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
Eastport
By K. O. KLINE
Brakeman George Townsend and Conductor F. B. L. Reardon of the Maine Central, pictured above, was working the train during Monday's storm which hit the port town. The train was delayed and Townsend was unable to cross the tracks to help clear them.

A FAMOUS BANGOR LANDMARK, the cupola on Crocker's Hardware, 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.

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 MICHNER
Sympathy is extended to Section Foreman Irvin Davis and family of Norridgewock, Maine Junction, his son and daughter, on the death of their only son, Fred L. Wiggins, and his wife in an auto accident.

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

Our sympathy extended to Signalman and Mr. George Wiggin, Rand's Crew, on the death of their son.

Brakeman George Townsend and Conductor R. A. Constantine covered the job while Barney Bowers was away.

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

Freight Handlers Bill Chiles and Gene Hampson 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.

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

Our 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 Dobbs, expressman helper, recently auctioned off all his furniture here in Dryden and bought himself a nice little trailer and has hung it up on the property of his high school. R. S. Bonney is working the agent's job at Livermore Falls.

Erlon Knowles, expressman, is getting in his pulpwood for the upcoming season. Agent E. E. Newcomb found the old right-of-way from Hartford to Canton Lake/He moved to the right-of-way and started the clearings in preparation for the train to 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 almost any evening on the porch at the Riverside Hotel.

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.

Telegrapher Don Reynolds is on vacation and with the "little woman" camping at the West Coast.

Baggage Master Harvey E. Wider was relieved by William Leonard Hasekell until vacation. Haven't heard where Harvey went.

Clerk Betty Achorn is on leave of absence and Mr. and Mrs. J. Galloupe are looking after the job.

Your wife 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.

Your correspondent has had his vacation; died recently. Since his retirement he has been a member of the M of W Dept., was accidentally drowned in the stream.

Aug 22

By TOM ROCHE

Deering Junction
Station Agent David Cameron was called away for a few days this month due to a sickness. By the fourth of July week end at Bill's camp at Kennebago.

By M. W. FLYNT

Beecher Falls, Vt.

By ROGER DROLET

The section crew have been enjoying their annual vacation. Desray Therrien, section man at Fitchburg, has been laid up with an infected eye.

Manager Edward W. Washburn is handling the Mountaineer this summer.

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 to climb.

Yard Conductor Dick Kelly of the Portland Terminal has a good report of a trip to California this summer. Engineeer Walter Straw is also on the sick list at the present time.

Car Inspector and Mrs. Isaac Jackson are planning a trip to California this summer, she is expecting their daughter Sally's baby, Linda Sue Flynn.

Fireman Coffey and the Mrs. made a trip to Moosehead Lake by auto, at its height as her husband is in the service of the U.S. Navy.

Conductor Harry Pooler was off duty on account of an injury to his shoulder.

Another 165D Boy who has been out of service for a long time is 'Bergman' Congrove—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 in Littleton, is now employed with the Florida East Coast Railway as a dining carman. He retired in Portland and in Rockland, in June.

Engineer and Mrs. Robert Pressnell made a train trip to visit Mrs.'s sister in Idaho; also to Clinton, N. H.

Hostler Guy Denysmore with the Mrs. and their two sons made a visit to Nova Scotia for a change.

Trainman and Mrs. Fisherty made a trip to Bedford, Vermont, where Mr. Fisherty is instructor at the U. S. Military Air School.

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

Former section man and "Tom"-Lummer is now working for the Seaboard Airline Railroad as a dining carman.

Retired Conductor "Tom" Lummer received a 50-year button and Gold card for member-ship in the Brotherhood of Railroad Trainmen.

Lott of luck to you, 'Tom,' from all the boys.

Beecher Falls, Vt.
By BUD BURDWOOD

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

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

By “STEVE”

Mountain News

By M. W. FLYNT

Beecher Falls, Vt.

By JOHNN J. KEATING

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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.